

# Porsche 908

The long  
distance runner



Jörg Thomas Födisch / Jost Neßhöver / Dieter Roßbach / Rainer Roßbach / Harold Schwarz



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# 908

## A most exciting automobile

*The 908 put Porsche into the lead; for 15 years, the competition had to deal with Zuffenhausen's speedy sports racer*

*Factory fresh: In 1968, the new Spyder version of the 908 is seen in front of the factory, loaded on the Porsche racing transporter's ramp. The car still has the active rear spoilers for improved handling.*





*Porsche on Porsche: In 1968, Ferry Porsche, son of the company founder, poses on the 908 coupé, which is still missing its rear bodywork. The first examples of the 908/01 (the /01 designation was applied retroactively, once there was an /02) may be identified by the vertical opening on the port side of the nose.*

“The 908 has to be considered a most exciting automobile.” With those words, penned in 1968, Paul Frère described Porsche’s new three-liter sports racer with almost British understatement. Not to imply that the Zuffenhausen sports car makers had been building boring cars, by any means, but in the early 1960s the company decided to strive for outright wins instead of class victories and occasional respectable podium finishes amid far superior competition. With its ultralight eight-cylinder racer – outdone only by the company’s own über-racer, the twelve-cylinder 917 – the Swabians wrote a new chapter in motor racing history.

But it gets even better. In the history of motorsport, the 908 chapter was not closed after a single season, or even a few seasons. Quite the contrary; the 908, originally developed for the 1968 season’s Group 6 Prototype three-liter limit, continued into the 1980s as a force to be reckoned with, ultimately powered by a potent turbocharged six-cylinder developing as much as 540 horsepower. The turbo flat six soldiered on in a chassis that traced its roots to the 906; in other words, a twenty-year-old design. It should be noted that, in the space of just under three years, from the end of

1968 only around fifty examples of the 908 (coupé as well as Spyder) were built, along with thirteen of the 908/03.

The story of the 908 is one of phenomenal success. Over a remarkably long period of many years, drivers of the rapid air-cooled car found their way to victory podiums at race tracks all over the world much more often than during the exciting times of the late 1960s and early 1970s. In 1970, once Porsche had clinched its first title and the incredible 917 replaced the 908, Zuffenhausen sent the 908/03 as a ‘special teams player’ to do combat on the tighter courses, where the fastest cars could not bring their speed advantages to bear. In that same year, Jo Siffert set a new lap record on the treacherous Nürburgring – faster than the fastest Formula 1 car of the previous season. It is no exaggeration to say that the 908 is the one factor that advanced Porsche from the minor leagues to superstar territory.

#### **PORSCHE MAKES THE MOST OF DISPLACEMENT LIMITS**

A look back at the year 1967: at the end of the season, the 907 – developed from the 910 – was Porsche’s flagship race car, by then fitted with an eight-



*Snorkels up: Twice in 1978, Reinhold Joost brought his 908/03 (race number 1), by now equipped with turbocharging, to Interserie events on the Nürburgring. He finished second in April, and won the September race.*

cylinder boxer engine. The 2.2 liter powerplant was reliable enough for endurance races, and in the following season would be installed in all works 907s. Handicapped by displacement, however, the elegant, lightweight and quick white cars still lagged behind their larger-engined competition. In 1967, Porsche had narrowly lost the World Sportscar Championship to Ferrari. Admittedly, the Modenese team, with its legendary P4 race cars and their four-liter engines, were virtually unbeatable. Porsche garnered most of its points with the even smaller but highly reliable two-liter, six-cylinder engine because the eight still had too many teething problems.

The situation was different in 1968. In the first race of the season, the 24 hours of Daytona, the three 907s entered crossed the finish in line-abreast formation led by the 907 driven by Vic Elford and Jochen Neerpasch. Daytona also marked the first time a 907 was fitted with an aluminum chassis (car no 011). If there hadn't been problems with the alternator, the super-lightweight Porsche driven by Jo Schlesser and Joe Buzzetta might have won. The brakes were cooled by forced air to reduce pad wear. Once the pads were worn critically thin, a warning light on the instrument panel

would come on, activated by a wire which carried current if it touched the carrier plate. At Brands Hatch, this arrangement cost Porsche victory when the warning system malfunctioned and prompted a premature pad change, giving Jacky Ickx/Brian Redman the 25 second advantage they needed to win, which brings us back to the 908 and its saddest, although most suspenseful 'second place is first loser' title.

In 1969, a year before Porsche finally claimed its long-sought Le Mans victory with the 917, Hans Herrmann, in a long-tailed 908, delivered head-to-head racing in the final kilometers at the Sarthe circuit, again with Jacky Ickx at the wheel of the Gulf blue Ford GT40. Herrmann's brake warning light glowed in a futile attempt to force the swift Swabian to pit. Herrmann, however, put his faith in the durability of his ever-thinner brake pads, but had to drive with increasing caution, at the end losing by a hair's breadth, mostly because he could not take advantage of the lighter Porsche's much shorter braking distances.

Nevertheless, in October 1967 new FIA regulations establishing new displacement limits played into Porsche's hands. For 1968 the sports



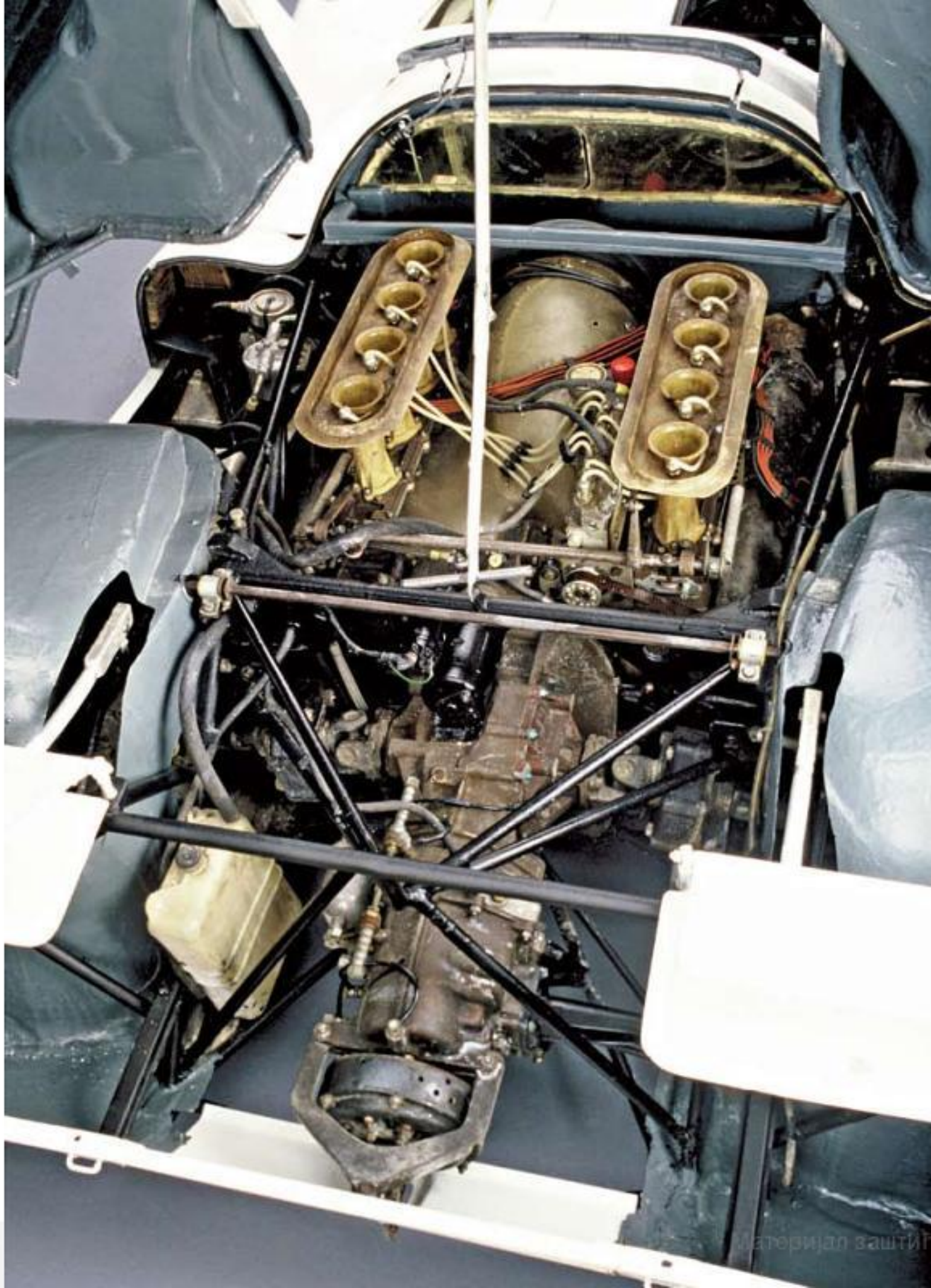
*Reason to rejoice: After Vic Elford had already driven a 907 at the 1968 Daytona 24 Hours, in May of the following year he won the Targa in the same type. Soon, he would begin collecting a string of victories in the 908.*

commissioners decided that prototypes could not have more than three liters (as had already been the rule between 1958 and 1961), but homologated sports cars – Group 4 – could have up to five liters. The reason for this was that, to date, the huge American engines – and above all those from Ford – were able to dominate endurance races (namely Le Mans) at their pleasure. This was the starting signal for the Zuffenhausen team to pull out all the stops in an extraordinary effort: in record time, it developed the three-liter eight as well as a completely new 4.5 liter twelve. It was the first time that Porsche deliberately met the displacement limit of a racing class; completely in the case of the three-liter, and – initially – nearly so with the 917.

Now, the decision of the FIA was not completely unexpected, but coming in the autumn just before the start of a new season it was much too late for the development of completely new race cars. Yet this was not an insoluble problem for Porsche. Firstly, the engineers had long been preparing for future regulations; secondly, at least in the case of the eight-cylinder engine, there was an existing usable base: the fairly well developed chassis of the 907, the latest offspring of a long line extending from the 904 to the 906 and 910, as well as the Bergspyder, an important step in development of the ultracompact lightweight 908/03. There was







*Lots to see: In this photo (left) of an early short-tail coupé, the arrangement of the transmission behind the rear axle, the fan shroud of the air-cooled boxer engine (at the front of the engine, between the intake trumpets), as well as the actuator rods for the movable rear flaps are easily seen. The inner fender wells have been cut open for the rods. The long-tail coupé seen at Hockenheim (right) shows attachment points for the side-mounted front spoilers, which reduce front-end lift.*



also the Type 916, an experimental six-cylinder engine with four overhead camshafts, which showed significant potential and, with the addition of two cylinders, was a perfect candidate for expansion to three liters.

In July 1967 Zuffenhausen began development of the new eight-cylinder; just a few months later it was tested in a converted 907. However, in practice for the 1968 24 hours of Le Mans, the two long-tailed cars were less than convincing. The first short-tail 908 was as good as identical to the 907, right down to its tiny 13-inch wheels. It was not fitted with 15-inchers until its appearance at the Nürburgring, where the 908 celebrated its first victory in the hands of Siffert and Elford. At Watkins Glen, an aluminum-frame 908 took its place on the grid, tipping the scales 20 kilograms lighter and marking the end of steel tube frames for this model. From chassis number 12, the plastic skin of the 908 covered an aluminum chassis. At first, the externally identical 907 and 908 could be differentiated only by their left front air inlets; in the 908 this was a vertically-orientated oblong hole. Located behind this was, among other things, a reservoir for dry ice. For its heat-plagued drivers, Porsche had come up with a cooled underwear arrangement, but lack of an adequate supply of on-board ice made this a short-lived comfort.

The new racer was tested with increasing intensity and entered in races more often. Initially, many problems made life difficult for drivers as well as engineers. These affected primarily the suspension, the tube frame and the engine, which drivers at first found to be powerful but exceedingly rough, and whose severe vibrations affected the delicate chassis. Moreover,

the pilots complained about an acute shortage of fresh air in the coupé. To achieve the lowest possible aerodynamic drag, the engineers had exposed only the oil cooler and brakes to free air flow; by contrast, in the cockpit, heat was trapped between the windshield's greenhouse effect and the engine screaming at the driver's back. Under such conditions, even ice cooling could be of little help.

Nevertheless, in the difficult conditions of training and on test tracks, the engineers gradually eliminated the sources of problems and gave the 908 the reliability it would need in endurance races. In this they succeeded so well that, today, surviving 908s – some of which still take part in historic and vintage racing – now boast total mileages which might more easily be ascribed to an everyday Volkswagen Golf than a sports racing prototype.

### LIGHT AND AERODYNAMIC

In any case the new racers were fast – promisingly fast. Aside from initial teething troubles, the 908 suffered most from the very things that would make it such a formidable contender: lightweight construction to a degree never seen before, and clever aerodynamics. In large part, both of these were the responsibility of Ferdinand Piëch. Ferdinand Porsche's grandson (and Ferry Porsche's nephew) was the driving force in the beehives of activity that were Porsche's development and racing departments. Above all, he was absolutely fanatical when it came to reducing the weight and aerodynamic drag of his race cars, in which disciplines, Porsche took a back seat to no-one. Early on, the Zuffenhausen engineers conducted wind tunnel experiments, carrying full-size as well as scale models to the tunnel at Stuttgart Technical University. Regardless, an astoundingly high proportion of shapes were formed 'by feel,' assisted by the vast store of experience of a dedicated workshop which, for twenty years, had been rolling out small but exquisite racers that gave little purchase to the wind. So, why should a streamlined shape and small frontal area put the brakes on the rapid eight-cylinder? – because a purely slippery shape would lack all-important downforce. This was a story repeated with the 917 – which would be much faster than the 908 – and even the 908 managed 320km/h (200mph) and more in its first season. In the case of slower predecessor models, this factor had been easier to ignore, but by the late 1960s, speeds had risen to levels once the exclusive domain of speed record cars or aircraft. The very feature that was the ultimate purpose of any well-designed aircraft wing had become a deadly threat for the race driver: if enough of the car's self-generated relative wind got under the car at the right angle, the entire vehicle would inevitably lift off the pavement. Because cars, as a rule, only have provision for two-dimensional control, any deviation into the third dimension is almost certain to come to a bad end. Today, sophisticated underbody designs divert the relative wind into safe channels, but in 1967, automobile design was at best only interested in drag coefficient and the effectiveness of simple spoilers.

Drivers of the first long-tailed cars complained about their alarming instability. For the 1969 Le Mans, in place of an adjustable spoiler the high-speed coupés were fitted with two tailfins carrying a wing above the trailing edge of the bodywork. At the ends of the wing, two movable flaps gave the car additional downforce in turns – a legacy of the successful Bergspyder project. Each flap was actuated by rod linkages from its corresponding rear wheel suspension. If the suspension at that corner extended, implying a



*And we have liftoff: In practice for the 1968 Nürburgring 1000km race, Vic Elford and Jo Siffert only managed 27th place in qualifying, but in the race their 908 proved unbeatable. The Swiss driver also set fastest race lap.*

*Hauling the freight: Rolf Stommelen pushed the 908 long-tail to fastest lap at the 1968 Le Mans 24 Hours; still, victory eluded him. Teamed with Jochen Neerpasch, the driver from Cologne managed third place.*





*'Ice capades': In the middle of winter, of all times, Porsche pulled the open-cockpit 908 out of the hat at Hockenheim. The Spyder carried the additional /02 designation, proved a welcome complement to the conventional coupés (overleaf), and an outstandingly long-lived design.*

potential loss of road contact, the flap was tilted upward like the elevator of an airplane, thereby forcing that corner downward again. Because this took place individually for each side of the car in a turn, pressure was added to the inside wheel (which was most likely to lift), while the outside wheel (already being firmly pressed against the road by weight transfer) would be unloaded by its flap. Porsche had intended to apply this same successful concept to the 917, but was hindered by the FIA's racing commissioners. The problem resolved itself when short-tail bodywork cars began to win races. In the 908/02 Spyder and, above all, the long-tail 'Flounder,' skillful rear bodywork shaping soon made the movable flaps obsolete.

In 1969 the works brought only long-tailed cars to races; instead of short-tailed cars it entered Spydres, soon in the modified form dubbed 'Flounders.' At Le Mans, the long-tail Flounder with two vertical tailfins to counteract crosswinds proved just as fast as the long coupés. Open cars were again a consequence of another round of rule changes: for 1969 the FIA had lifted some requirements for prototypes: suddenly, there was no minimum weight; spare tire and luggage compartment were no longer required, and the height of the windshield – which gave the 907 its characteristic silhouette – was no longer regulated.

Porsche was not the only manufacturer that suddenly converted its

coupés to open cars as the rule changes also resulted in that season's open Matras and Ferraris. Consequently, instead of playing also-rans to the dominant large-displacement monsters, the three-liter cars – such as the 908/03 and the Ferrari 312P – could once again do battle against modified pushrod V8s.

The 917 had a distinct advantage going into the 1969 racing season, because this 'production sports car' had a purebred racing engine with abundantly more horsepower. Nevertheless, for the 1969 season the 917 had not quite developed its winning ways; Le Mans and Sebring went to the Fords, powered by their five liters of heavy Detroit iron.

The 917 had to wait in the wings for a moment before making its grand entrance: in the coming year, the long-awaited Le Mans win would be brought home by the virtually unbeatable short-tail 917. For the time being, Porsche put most of its effort into the 908 project. The Zuffenhausen crew had set its sights on more than just victory at La Sarthe, even if this was the most fervently desired win. Beyond Le Mans, there was the World Sportscar Championship – in those days billed as the 'International Championship for Makes.' And because it was apparent that the hellishly fast 917 would dominate on a wide-open course, but could barely stumble through tight turns, the racing department forged its second iron in the



fire, the 908/03, a variant that shared only an engine with the earlier coupé and Spyder versions. This was essentially a type of Bergspyder for road courses: light and compact, open and potent.

### RULEBOOK ROULETTE

At this juncture a look at World Sportscar Championship history at the turn of the decade – from the 1960s to the 1970s – is in order. In 1969 the 917 was gradually growing out of its awkward stage, and the 908 had learned how to win. The end of the simple but fast American V8s was on the horizon. Ferrari, which put together a contender nearly as quickly as did the Swabians, had developed into Porsche's main challenger. In the previous year, Fiat had acquired a half interest in Ferrari. As with Volkswagen, Porsche's free-flowing fountain of deutschmarks, Fiat control meant that Ferrari had a sudden infusion of fresh capital. In other words, the troops around Ferdinand Piëch had backers as they took on the risk of 'volume production.' Ferrari, too, satisfied the FIA commissioners with a sufficient number of the new Type 512 S. This was no mean feat, given the delays caused by numerous strikes, and the fact that Ferrari hadn't actually planned on building a five-liter sports car. Nevertheless, it was based on an engine which Chris Amon had used in early 1969 to compete in several Can-Am events.

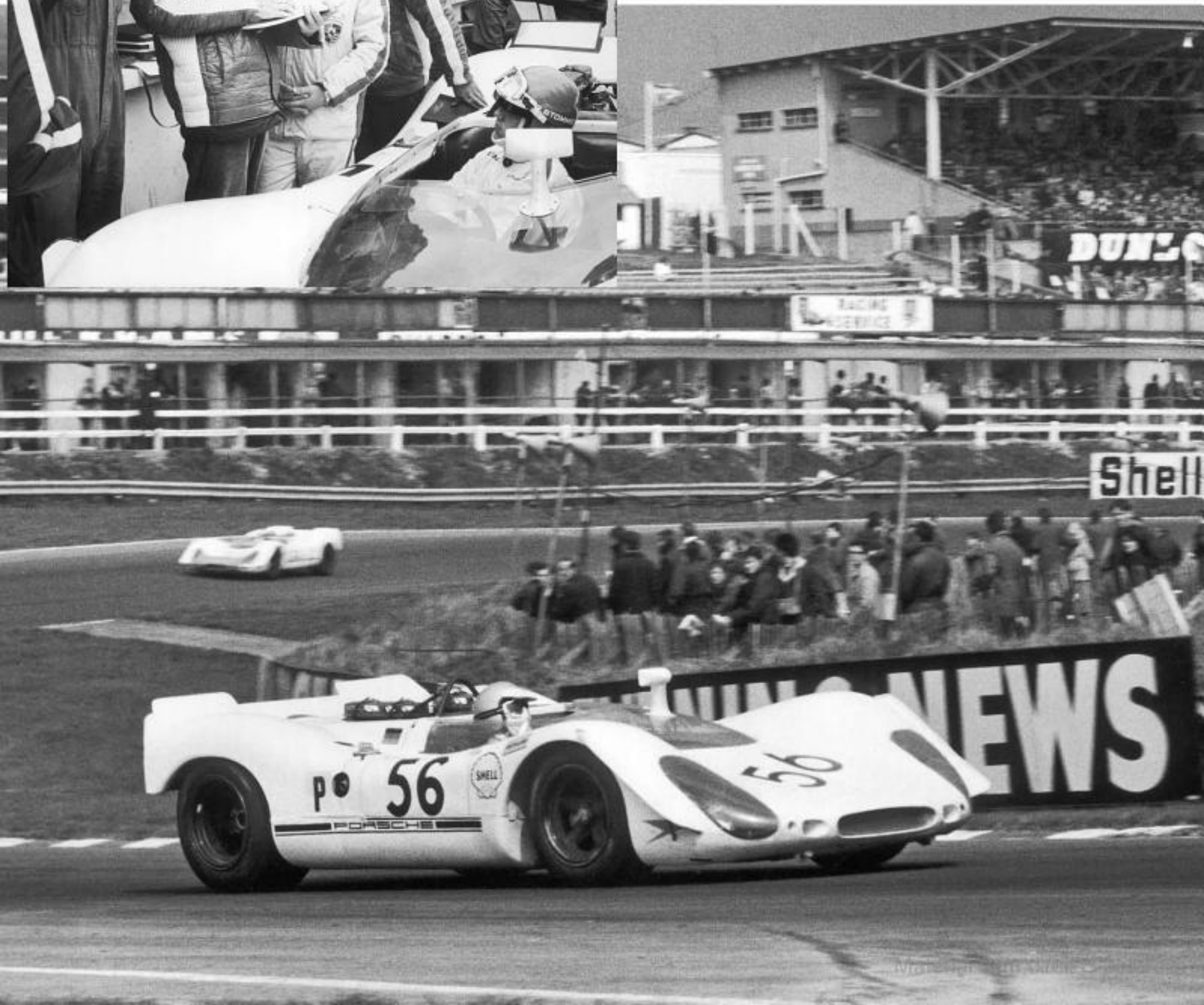
The race between the two competitors was therefore the direct and unanticipated result of a rulemaking decision to sequentially reduce the homologation requirement for sports cars – which, as we will see, had consequences for the 908 ...

Where manufacturers once had to build all of 100 examples before they could compete in the class, this number was first reduced to 50 and then to just over two dozen. In other words, any manufacturer prepared to lay down an horrendous amount of money for 25 genuine, sinfully expensive prototypes was practically free of any competition, and also therefore circumvented the three-liter rule. Admittedly, only Porsche and Ferrari – who forced the introduction of five-liter racers – could afford such a move, even though in the fall of 1969 it was already obvious that the next rule change was on the horizon, and sports cars would thereafter be limited to three liters of engine displacement.

Matra and Alfa Romeo didn't even bother to test the five-liter waters but stayed with smaller engines which – at first – allowed them to return honorable showings only but no overall wins. Because it was clear that for 1970 the World Champion would drive either a Porsche or a Ferrari, the smaller contenders pinned all of their hopes on races held on tighter circuits, or perhaps bad weather; the wetter the track, the less the more powerful cars could use their main advantage. But in this they were sorely



*"I was very impressed by the new car," said Rolf Stommelen of the 908/02. At Brands Hatch (left, in cockpit), he shared driving duties with Hans Herrmann (at center, talking to Peter Falk). The duo managed sixth place.*





*First attempt: The following year, the ultracompact 908/03 made life difficult for its competitors on the Nürburgring and in the Targa Florio: Mitter and Schütz had already won the Sicilian event in 1969 in a 908/02.*

mistaken: for the Nürburgring and Sicily, Porsche complemented the 917 with the perfect tool for the job: the 908/03.

### THE NEW OPENNESS

But back to the first 908 Spyder. The 908/02, unveiled in Hockenheim in the dead of winter on January 8 1969, was more or less a short-tail robbed of its roof. Other than that, the main difference between it and the coupé was at the front where exhaust air from the oil cooler was no longer blown into the face of the driver (now sitting out in the open), but was ejected downward. As a result, the nose of the car was smoother and more harmonious as the front hood met the cowl at a higher point. The transparent cockpit surround and the rear bodywork, complete with its 'elevons' (in aviation parlance, a combination of elevators and ailerons), were à la Bergspyder. The transparent engine cover disappeared along

with the roof and the windscreen was roughly equivalent to that of the Bergspyder. The large angular ducts at the front of the rear fenders were soon replaced by a pair of NACA ducts on the rear bodywork for the purpose of transmission cooling. No provision was made for additional brake cooling as there was adequate ventilation, thanks to the stubby, open rear bodywork. A distinctive rectangular rear view mirror was mounted atop the broad wraparound windscreen; this would become characteristic of all Spyderys, including the /03. The 350 horsepower car was not quite as sensationally lightweight as the legendary Bergspyder, though it managed to tip the scales at 30kg less than its Italian opposite number with the rampant horse; the Ferrari 312P with 400 horsepower developed a good 50 hp more but had to stop more often for fuel. Moreover, long-tail coupé bodywork was available for high-speed courses like Le Mans, and that version would thenceforth be designated the 908/01. The driver cooling



*Nearly a clean sweep: On May 11, 1969, three Porsche long-tails came home in first, third and fourth places at the Spa 1000km race. Ahrens and Elford finished third with number 10.*

system was still available, at least in Spyder configuration, but would soon become obsolete. Accordingly, the 908s for the 1969 season had oblong horizontal ducts on each side of the oil cooler opening.

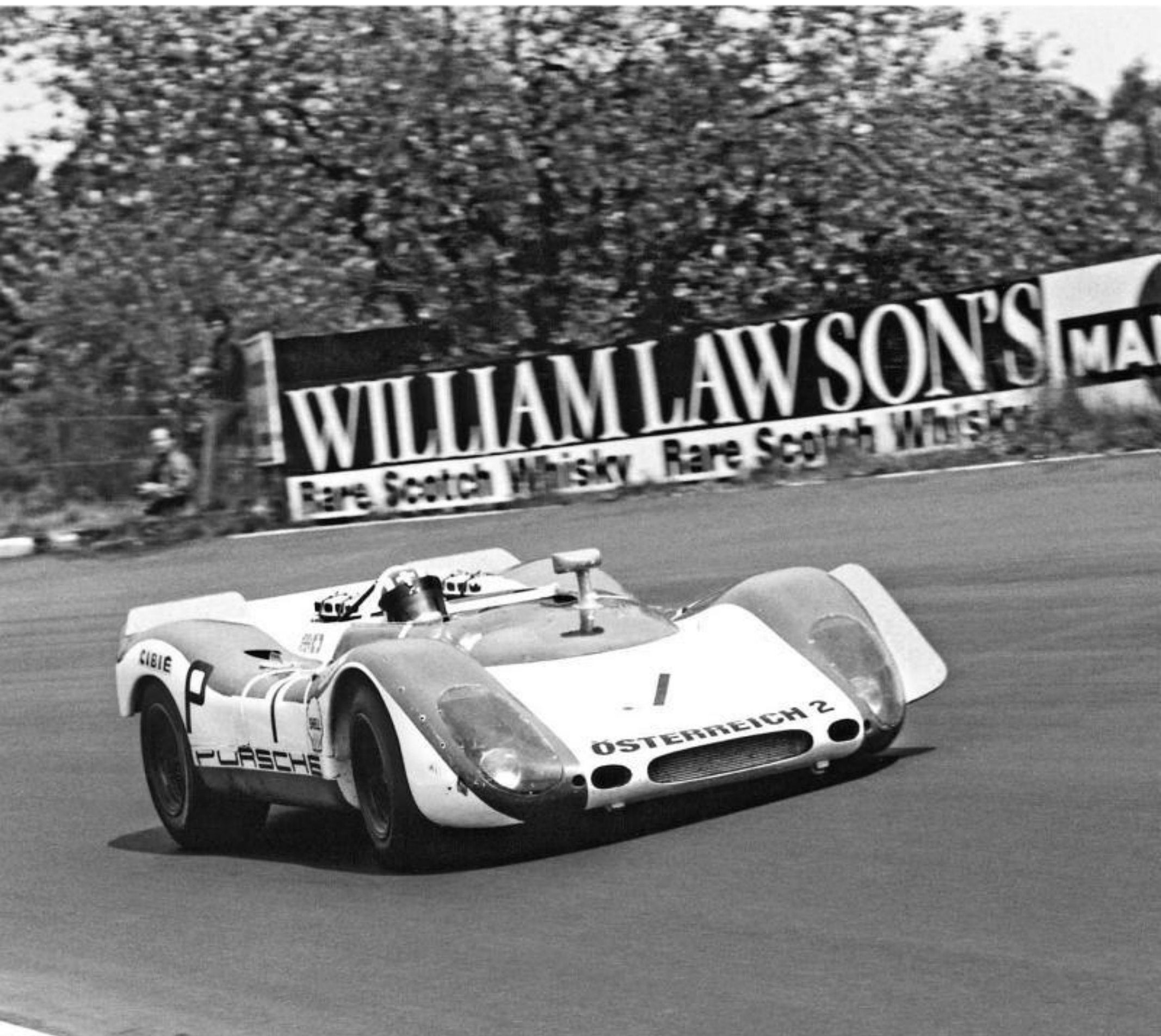
For the 1969 season coupés saw their first action in February at Daytona; the Spyderys followed at Sebring in March – without flaps, as the responsible parties felt that the actuating mechanism was too prone to failure; plus the flaps turned out to be superfluous on the open car with its cut-off tail. In the first races, the new eight-cylinder cars did not make that good an impression. In particular, hindered by insufficient time and poor weather, the Spyderys had not yet been adequately tested by Porsche's people. On top of that, the three-liter Ferrari competition did quite well. Porsche installed a rear frame reinforcement to stiffen the chassis and the situation improved as of Brands Hatch. Suddenly, both Spyderys and long-tails became successful.

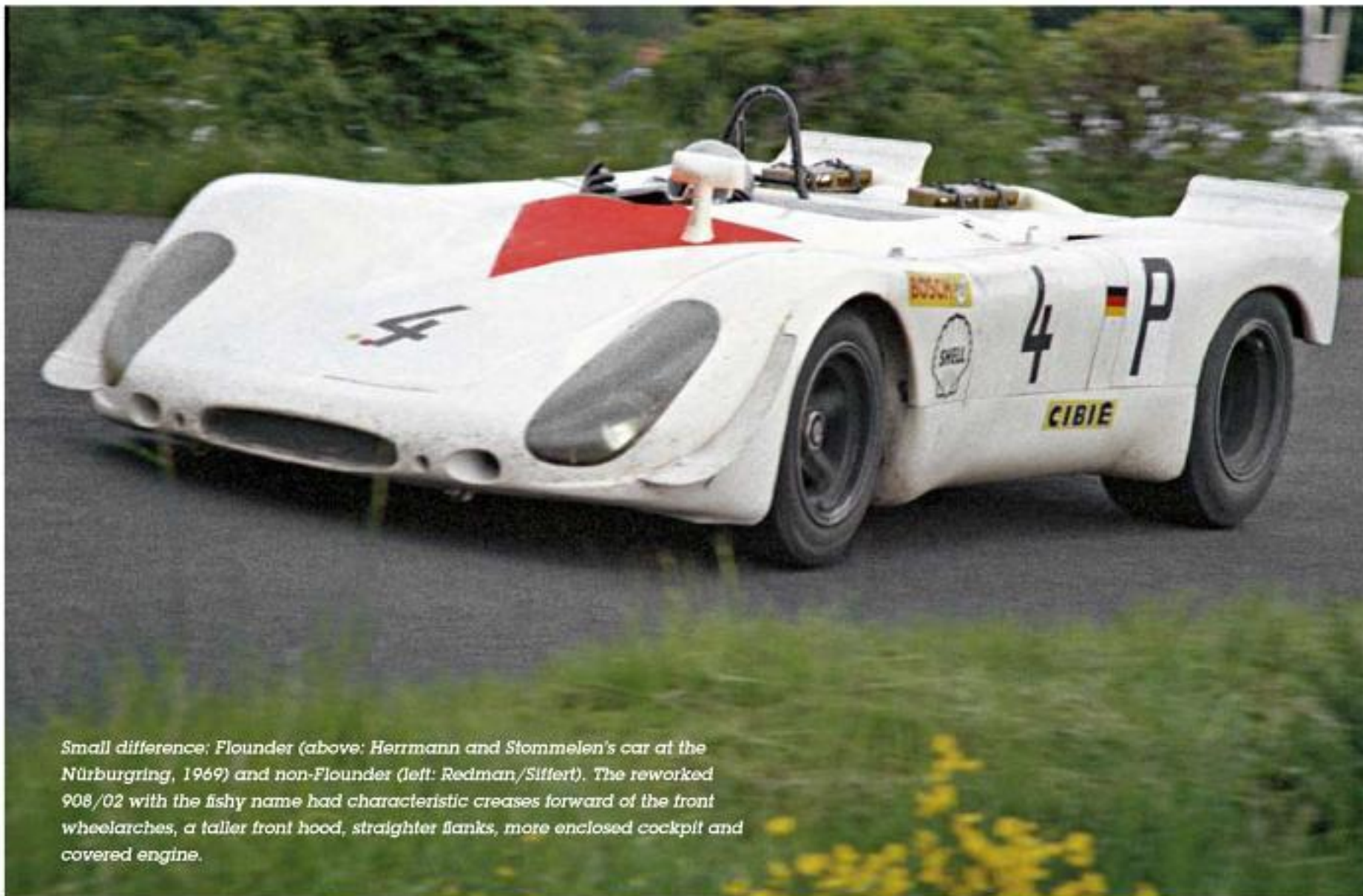
Rolf Stommelen expressed his unreserved praise after he drove the

Spyder for the first time in spring that year. The young driver from Cologne applauded its enormous maneuverability: "The new car has impressed me greatly," he wrote in the magazine *rallye + racing*. Stommelen compared the Spyder with the previous season's hillclimb car., and was effusive in his praise of the brakes and, above all, the synchromesh transmission which allowed "lightning fast" shifts; "At Porsche, we have next to no transmission problems." Thanks to its light weight, the Spyder showed outstanding acceleration; after all, its power-to-weight ratio was comparable to that of the immensely powerful 917.

The Porsche crew received food for thought when Monza and Spa demonstrated that Ferrari's open Spyder – as well as the open Matra – achieved speeds comparable to those of the 908 long-tail coupés. In turns, the French and Italian cars were quicker. These realizations were the starting signal for the legendary 'Flounder.' The 908/02 acquired this nickname when Porsche engineers thoroughly reworked the Spyder after







*Small difference: Flounder (above: Herrmann and Stommelen's car at the Nürburgring, 1969) and non-Flounder (left: Redman/Siffert). The reworked 908/02 with the fishy name had characteristic creases forward of the front wheelarches, a taller front hood, straighter flanks, more enclosed cockpit and covered engine.*

extensive wind tunnel testing. At the end of their efforts, the body had been reshaped: the nose was more pronounced, at the front a crease arched up to the wheel openings, and the flanks were pulled inward slightly and stretched between the front and rear wheels. The driver was seated in a tightly tailored cockpit; the obligatory passenger seat had barely an excuse of an opening. Wind was deflected by a small Plexiglas brow. Even standing still, the thing looked faster. And on the track, thanks to its reduced drag, it was indeed faster and enjoyed the benefits of its more maneuverable Spyder configuration. A 908/02 driven by Siffert and Redman won at the Nürburgring; the car was entered by Porsche

weight loss regimen, their movable flaps locked in position at the behest of the FIA after numerous accidents due to loose spoilers. The quartet of eight-cylinder cars for the Sarthe circuit was rounded out by a Flounder, a car specially prepared for the high-speed race which proved just as fast as the seemingly more suitable long-tail coupés. Indeed, this car was in effect a long-tail Spyder with small fins, which gave added stability at high speed. The race – the last to employ the classic Le Mans start in which drivers sprinted across the track and jumped into their waiting cars – ended with the legendary showdown between Hans Herrmann in a long-tail and







*Left: A matter of seconds: A year before finally driving a 917 to victory at Le Mans in 1970, Hans Herrmann provided a breathtaking head-to-head duel with Jacky Ickx on the Sarthe circuit, only losing by a hair due to completely burnt-out brake pads.*

*Unbeatable duo: At Watkins Glen, the driving crews of cars no 1 (Redman/Siffert), no 2 (Buzzeffa/Lins) and no 4 (Attwood/Dean/Elford) met again on the victory podium, in the order first, fourth and second.*



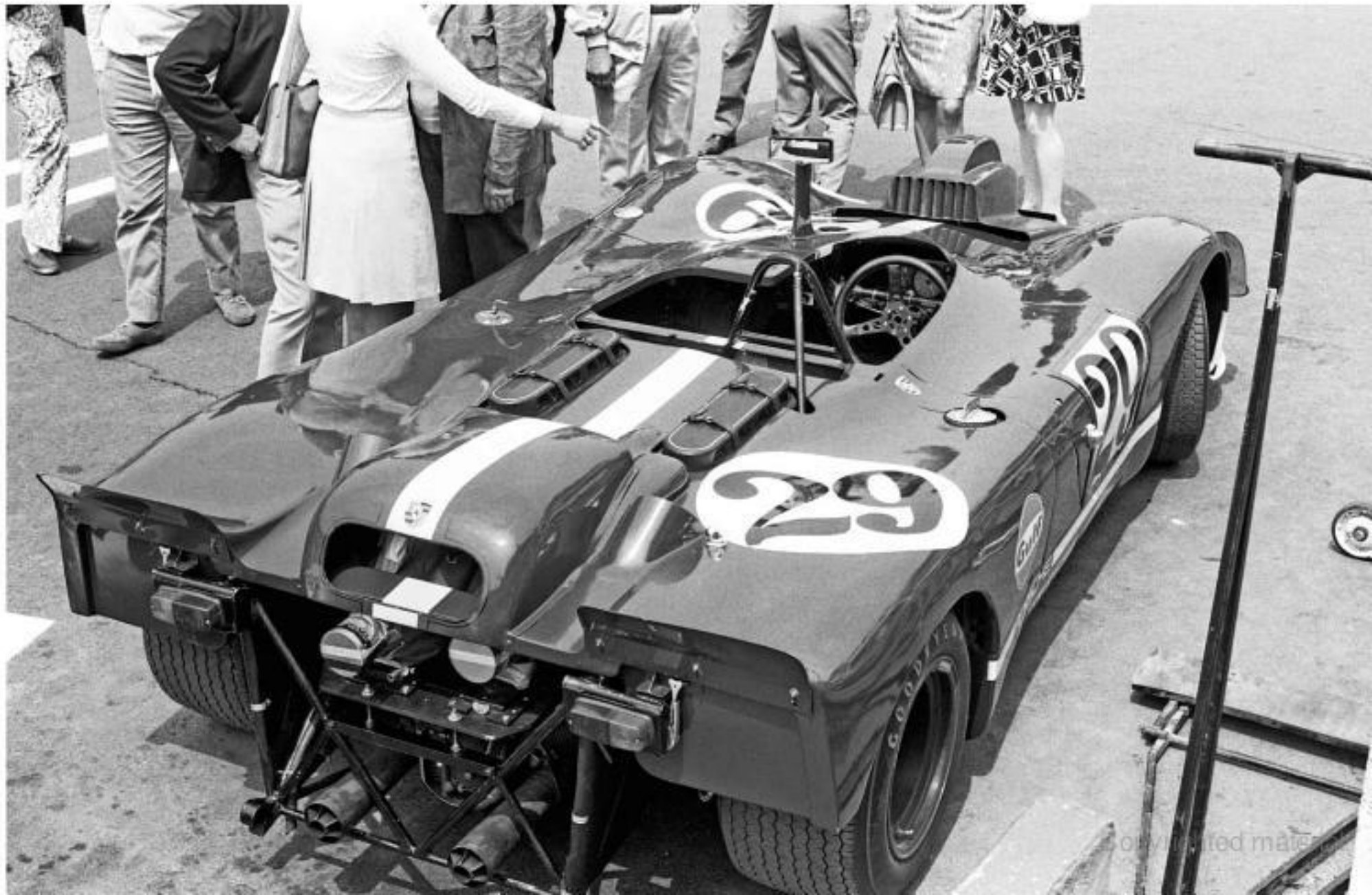
Porsche sent the /03 – in effect, a 909 Bergspyder for endurance racing – into the fray. Again, the team around Ferdinand Piëch spared no expense or effort to turn the 908 into something completely new. There were other races to win besides Le Mans: the 1000km race on the Nürburgring and the Targa Florio, the endlessly long road race in Sicily, were at least as prestigious.

The 917 did not hold much promise of a good showing in the Eifel, nor on the Mediterranean island; it could bring its power into play on long straights, but was at a disadvantage on tight, twisting courses. The works entered the Spyder in four races: 1970 and 1971, the 'Ring and Targa. For the 1970 season, Porsche had officially turned over the running of its cars to John Wyr's J W Automotive (sponsored by Gulf Oil) and Porsche Salzburg. Nevertheless, these were, in effect, works efforts; responsible Porsche people as well as the racing department's best mechanics were always on hand at the races. Connections between the three partners were managed by Porsche's racing director, Rico Steinemann, who had

just replaced Baron Huschke von Hanstein. When it came to important races, the usual suspects could also be found with other private teams, more or less hidden in the background; for example with Martini, and later, Reinhold Joest.

In those two years, the compact eight-cylinder racer won three of the four races in which it was entered. It appeared in 1970 with a pure, unadulterated shape; the low-slung design had extremely simple lines, yet the four cars drew attention wherever they were entered, due not only to their unusual body lines, but also their paintwork. The styling department under Anatole Lapine, who had caused a sensation at Le Mans with the 'Hippiemobile,' a psychedelically-painted 917 long-tail for the Martini team, had marked each of the four cars as one of the suits in a deck of playing cards. Combined with large, bold, forward-pointing arrows, this sent a clear message: "We're holding four aces, and we're going to win." Only the 908/03 running for Porsche Salzburg did not appear in Gulf blue with orange arrows, but in the red and white Austrian national colors.

*The racing eye: In 1970, dyed-in-the-wool Porsche technician Herbert Linge coolly drove a Flounder, transformed into a camera car, at a respectable clip throughout the race. The footage would be included in the Steve McQueen racing epic Le Mans.*





*Two to finish: At Brands Hatch, 1970, Hans-Dieter Dechent's Martini Team had bad luck with its no 55. The 908/02 dropped out after an accident in practice. A Martini Flounder finished sixth, an AAW Spyder tenth, and another Flounder driven by Alain de Cadenet also dropped out with transmission malades.*

At first, the drivers didn't buy into the cars' chances for victory, and no wonder; with their forward seating position, the diminutive eight-cylinder cars were soon nicknamed 'Volkswagen buses,' after another vehicle where the driver sat far ahead of a rear-mounted engine. This seating position between the front wheels was necessitated by a radical displacement of all significant masses toward the center of the car. In contrast to the normal 908, the transmission was placed ahead of the rear axle, thereby moving the engine forward, which in turn forced the driver further forward. Some feared that, as a result, the driver would lose any feel for the back of the car if it threatened to break loose in a corner. This concern, however, turned out to be unfounded, and the car was phenomenally maneuverable. Above all, in rapid transitions, the 908/03 could be steered from one turn to the next at hitherto unknown speeds.

This strategy worked so well that on the 'Ring and in Sicily, the short car trounced its competition as thoroughly as had the 917 on high-speed tracks. The recipe was simple: light weight combined with greatest possible agility, plus a relatively torquey engine. Weight distribution, with a 45/55 front to rear balance, was more advantageous than the 35/65 split of the version with its transmission behind the rear axle. The latest generation of wide tires compensated for the disadvantage of reduced rear axle loading, and the 908/03 did not need to be as aerodynamic as the Le Mans cars

because, on the tracks for which it was designed, more time was spent going around tight corners than down long straights.

The snub-nosed bodywork offered a different advantage: it generated downforce. Tires had good adhesion under nearly all conditions. The shovel-like shape of the front end proved a harbinger of future designs. Privately-entered Flounders, too, soon grew a small front splitter spoiler, as did the long-tail in Jo Siffert's collection, with which Reinhold Joest still managed a third-place finish at the 1972 Le Mans. With the 917/10, Porsche placed even greater emphasis on the shovel nose. Can-Am racing, too, put a premium on adhesion.

All well and good. Alfa and Matra, however, had the most powerful engines, with more than 400 horsepower. The best eight-cylinder engines for the 908 managed just 360hp, though that, too, could be compensated for. First, the 908 engine exhibited excellent torque and elasticity, but, above all, it didn't need to accelerate as much weight as its opponents. The lightweight design fanatics in Ferdinand Piëch's team had outdone themselves; the entire aluminum tube frame weighed all of 35kg (77lb), added to which was the 12kg (26lb) for the bodywork of gossamer-reinforced foam composite. Driver Gérard Larrousse reported that, when standing under the car on a hoist and looking up, the sun could be seen through the bodywork. Wherever possible, the team replaced steel with



*Sicilian poker: At the 1970 Targa Florio, Porsche laid its cards on the table – four 908/03 aces. Left to right: Jo Siffert, John Wyer, Ferdinand Piéch and Vic Elford presented the three Gulf Porsches (rear) and the Salzburg car (front).*

titanium. For reduced weight as well as improved cooling, the brake rotors were cross-drilled. The 908/03 carried no headlamps in the daylight races contested in 1970 and 1971. All up, its weight was 550kg (1211lb) – about 150kg (330lb) less than the competition, and, the lighter the car, the less likely it would be to slide in corners: in other words, Porsche could easily deal with its horsepower deficit.

There is a number that makes long explanations superfluous: 7:41. This is the lap time, in minutes and seconds, set by Jo Siffert in 1970 during practice for the Nürburgring 1000km race. Not only was this 19

seconds faster than his lap time the previous year in a 908/02 but, more importantly, he was a second faster than Jacky Ickx. This may not sound like much except that the Belgian driver had established that time in 1969 – in a Brabham Formula 1 car powered by a Cosworth V8 producing 430hp, which was even a little lighter than the Porsche.

#### PRIVATE SALES ONLY

Again in 1971 – for the third time in a row – a victory in Germany's Eifel Mountains clinched the World Sportscar Championship well before the



end of the season. For that year, the 908/03s had been slightly modified: at the rear, vertical fins provided increased stability, and the cockpit was surmounted by a fat roll bar with sturdy braces. But after just four races, works participation came to an end. As rare as it was to see 908/03s contesting races in Porsche colors, soon they would be racing with great regularity in private hands. One would be hard pressed to find another race car type whose few examples were raced so often.

Moreover, in 1971, a Flounder won at Le Mans; not the legendary 24 hour race, which was again won by a 917 short-tail, but rather the first three-hour race held in April, within the framework of practice for the round-the-clock epic. The winner was a privately-entered car, because works participation for all of the remaining 908s (regardless of variation) had ended as well. Just after the 1969 Le Mans race, Porsche had begun to overhaul the surviving eight-cylinder cars, with the intention of selling them to privateers and recovering some of their development costs.

Whether as part of a works effort or racing for privateers, in 1969, 908s took to race tracks around the world over every imaginable distance and with impressive success. To list just the most famous of the drivers involved would fill entire chapters. Ben Pon hired Gijs van Lennep, naturally driving a Spyder in orange national colors, to win Zandvoort; and the list would have to include Toine Hezemans, Jochen Rindt and David

Piper, Leo Kinnunen and Alex Soler-Roig, Gerhard Koch and Hans-Dieter Dechent.

Dechent, as head of the Martini Racing Team, was in charge of the world's biggest, most successful private racing stable. At the 1000km race on the Österreichring, alongside a Flounder he entered a special 908/02, based on a coupé chassis but with /02 bodywork. Dechent had optimized the car, trimming another 45kg compared to the 'stock' Spyder. At the end of the 1970 season, Martini took over the Salzburg racing circus. As a result, drivers racing under the aegis of Conte Rossi would include such prominent names as Gérard Larrousse, Helmut Marko (who, the following year, would bring home the 917's second Le Mans win), and Rudi Lins. Regular guest appearances in Martini cockpits included Willi Kauhsen, Reinhold Joest, Gerold Pankl and Gerhard Koch, and, of course, Dechent himself.

Jürgen Neuhaus of Wuppertal, Germany, who, by his own account, had driven "practically everything since the 906," won trophies with the 908, taking part in a dozen races in 1969 with the Spyder. "That was a gokart," he recalls, then and now captivated by the eight-cylinder car which he drove for the Gesipa team in its characteristic turquoise and yellow livery. "When set up correctly, it went as if on rails." Nevertheless, the car had to be set up afresh for every course – "not like a Carrera 6 or 910, where

*On the front lines: At the 1970 Targa, spectators literally had front row seats, here with the 908/03 of Kinnunen/Rodriguez roaring past on its way to a second place finish.*





*Four to win: Porsche threw its quartet of 908/03s into the fray again at the 1970 Nürburgring 1000km race in the Eifel Mountains, and, as expected, trounced the competition. Elford/Ahrens (overleaf) steered their no 22 Salzburg Porsche to victory.*

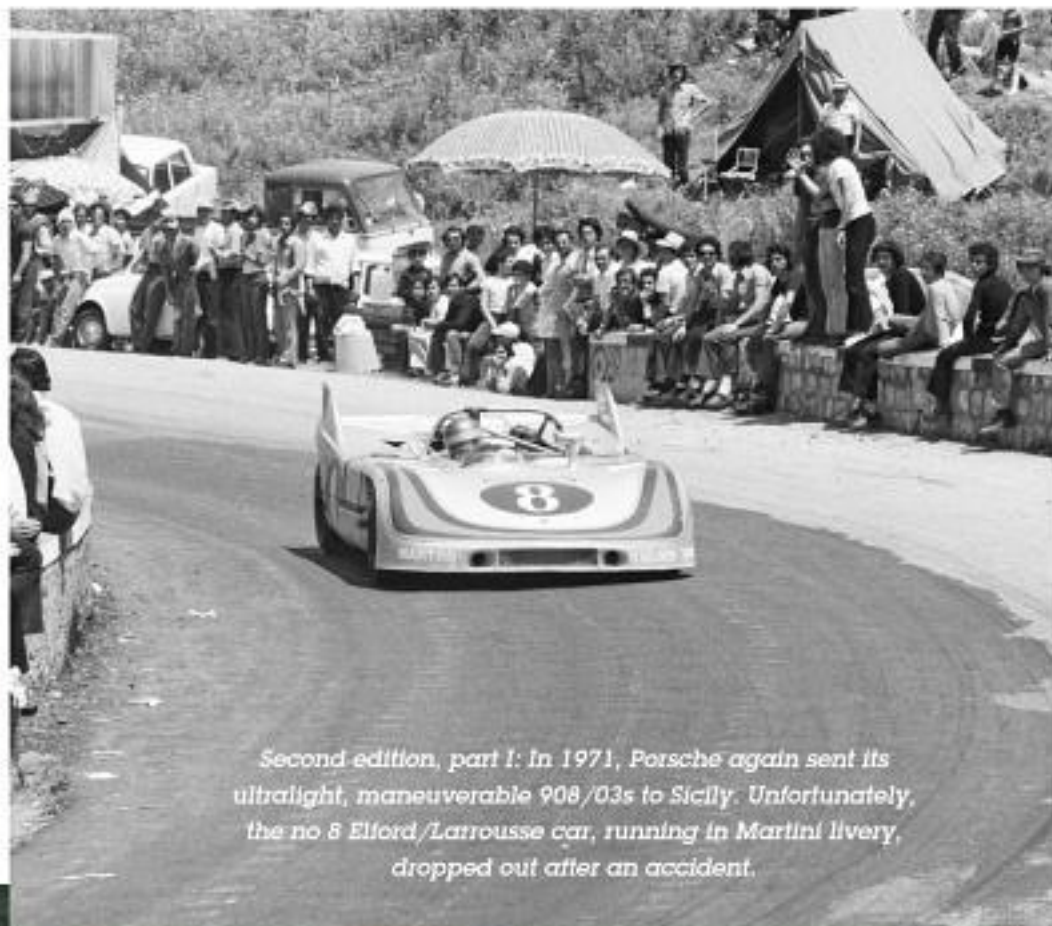
the cars were just washed and polished and were ready for the next event.” Neuhaus also won a series of hillclimbs with the 908, in some cases setting new course records. “Well, precisely because the car ran like a go-kart.” Above all, the man from Wuppertal praised the engine’s reliability. “It ran like a taxicab, it was never overhauled. At most, we changed the final drive ratio when we went to a high-speed track. Otherwise, it was ‘turn the key, and auf wiedersehen.’”

### **BUT WAIT; THERE’S MORE!**

On May 30 1971, when Vic Elford and Gérard Larrousse drove their 908/03 in Martini colors to victory on the ‘Ring, the eight-cylinder sports car had actually fulfilled its purpose. There followed a victory with the vermouth logo white 917 short-tail at Le Mans, after which the chapter in the history books covering the two Meister makers from Zuffenhausen was to be closed – the mad epoch which had demanded a phenomenal investment of money on the part of Porsche, and equally phenomenal dedication from all involved.

The same was true for the 917 if we ignore for the moment the Kremer K81 coupé that appeared at Le Mans in 1981. And there was also Joest’s 908 coupé revival at the Sarthe circuit in 1972. But those appearances were ephemeral: time had run out for both concepts.

Yet the stage was set for a second chapter, one that could never have been anticipated as development began on the twelve- and eight-cylinder engines. And, on the opposite side of the Atlantic, the 917/10 had become an unbeatable force in the Canadian-American Challenge series – the Can-Am – thanks to its pioneering turbocharger technology. Eventually, this car would wander back across the pond to take part in the European Interserie. Unfortunately, the mighty 917 turbo had a short racing career. For the 908/03, the story would be quite different, even as the car came to exhibit an increasing resemblance to the 917/10, and, thanks to turbocharging, had a few more missions of its own to accomplish. Incredible as it may seem the ‘racing biscuit tin’ built to play a supporting role in just two races – the Nürburgring and the Targa Florio – would occasionally be seen near the front of the field into the 1980s.



*Second edition, part I: In 1971, Porsche again sent its ultralight, maneuverable 908/03s to Sicily. Unfortunately, the no 8 Elford/Larrousse car, running in Martini livery, dropped out after an accident.*

*Second edition, part II: At the 1971 Nürburgring race, Elford/Larrousse came home in first place. Porsche had built the 908/03 specifically for the Ring and Targa races.*



This longevity of the short car from Zuffenhausen could be attributed to its uniquely ingenious chassis design. It had such abundant reserves that it could even handle the much more powerful 2.1 liter turbocharged six-cylinder engines, the same unit that propelled the 936. Reinhold Joest again found himself at the forefront of this development. In 1975, he had obtained one of the first turbo sixes, which had last seen service in the Carrera RSR. Porsche's turbo developments were closely watched by the last of the privateers who, in the mid-1970s, still hadn't tired of entering the 908/03 against hopelessly superior competition. Stubbornly, they placed their trust in the old tube frame's qualities; the only thing missing was the right engine. Given that, they could once again keep up with the Alfas and Matras.

A brief flashback: what kind of people would still put the spurs to an old warhorse like the 908, three years after the official end of its career? Well, first and foremost, there was Reinhold Joest, who retains his legendary status even today for his racing stamina under difficult conditions. In 1971, he took over one of the Martini 908/03s and had it painted orange and blue, with no sponsor markings; he let it be known that it was just to show his preference for these colors.

After its great successes, Porsche at first did not take part in the (now renamed) World Championship for Makes. Porsche's engagement in Can-Am took priority, along with development of racing sports cars based on the 911. In both cases, turbocharging would play a decisive role, a technology that the team from Zuffenhausen had almost single-handedly developed into viability. Until that time, turbo-supercharging of combustion engines had been applied almost exclusively to aircraft and truck engines. Turbo lag and a propensity for afterburning after the throttle was closed made the technology seem less than suitable for racing. But with a few ingenious tricks, the most important of which was a so-called bypass valve (or wastegate), Porsche's engineers not only managed to turn turbocharging into race-ready technology, but also a revolutionary means of increasing engine output.

## THE UNDAUNTED

In the classic endurance races of the 1972 season, the 908s first fell well behind the leaders. The pace was set by Ferrari's 312PB, powered by a Formula 1 engine, the Alfa Romeo 33TT3, as well as the Lola T280 and Gulf-Mirage M6. Matra, in any case, put all its efforts into Le Mans. As if it wasn't bad enough that the competition's three-liter twelves were making the Porsche eights look ever more outdated, the Porsche teams were handicapped by yet another rule: they lost their weight advantage after the racing rulemakers introduced a minimum weight of 650kg. One small benefit was that now 908 owners could fall back on cheaper steel components instead of expensive lightweight alloys. Still, the 908/03 was so light that it needed to carry ballast, but the sensational maneuverability and incomparable roadholding of the eight-cylinder cars could not be degraded by the latest rules changes.

Joest, who had driven his reliable 908 to second place in a rainy race at Monza, but otherwise had a string of bad luck, counted on these characteristics. After his surprisingly successful intermezzo with a long-tail 908 coupé (built in 1968) at Le Mans, in which the car proved hardly any slower than the dominant Matra 670s, he tried again with the 908/03.

Meanwhile, he had gotten Lufthansa as a sponsor; the car remained light blue, but formerly orange surfaces were now painted canary yellow and dark blue.

Aside from a slew of 908/02s, which usually managed good showings only where they were able to play on their outstanding reliability, another /03 ran for Juan Fernandez' Escuderia Montjuich, first in green and yellow livery, then in 1973 in Team Club Romand as a speeding chocolate bar in the red and cream colors of sponsor Toblerone. Although there were no more finishes on the victors' podium, the near-vintage race cars acquitted themselves quite well. Of the remaining 908/02 operators, only Tony Dean had any notable success, yet, thanks to these undaunted privateer teams, Porsche still managed third place behind Ferrari and Alfa Romeo in the 1972 World Championship for Makes.

In 1973, the favorites were again Ferrari, Alfa, Matra and Gulf-Mirage – tough competition for Fernandez and Joest. The German driver's team had little luck in that season. The hardest blow came in practice on the Nürburgring, where he lost control at Pflanzgarten and essentially tore off the left side of his car against the guardrail. Thanks to its right-hand-steer layout and a good measure of luck, Joest was uninjured. As consolation, he and newly hired co-driver Herbert Müller drove the car to victory in Kyalami.

Matra's year finally came in 1974. Ferrari was expense cutting and held back from racing; Alfa and Mirage had no chance against the blue cars. Meanwhile, the tireless 908 pushers could try as they might, but even the best-prepared eight-cylinders would not provide anywhere near the power available to their competitors. Both of Joest's light blue cars dropped out due to mechanical problems or accidents. Gradually, it was becoming apparent that the days of the eight-cylinder engine were (again) numbered. Only this time, it was definite, though only so for the ageing engine.

Meanwhile, at Porsche's Weissach research center, the legendary career of the 2.14 liter turbo had begun. The six-cylinder Carrera was prepared with an eye to the new Group 5 rules for the 1976 season. The air-cooled engine, fitted with a KKK turbocharger and intercooler to pump out 500 horsepower, virtually screamed to be implanted in the 908's tube frame. Really, to be competitive again, the only thing the 908/03 needed was a 100 horsepower injection.

## THE IMPLANT

At first, Porsche had no interest in performing the operation. There was a very real danger that the turbo, grafted into the old car, would not give anywhere near the results that Joest and his die-hard compatriots promised themselves. The factory had no desire for bad press from its own premium products, but Joest was not just anybody.

As a Porsche, Audi, and VW dealer, Joest not only had a head for business, he was also one of the highest profile and most successful race drivers. Among other efforts, at Le Mans he had driven 'Big Bertha,' aka the 'Pink Pig,' a 917/20 painted a porcine pink. Porsche had always supported him; a secret of Zuffenhausen's success was that for years it had provided exemplary support for private teams.

Shortly before the start of the 1975 season, the factory declared its willingness to sell turbo engines to private teams at a unit price of 83,500



*Vintage racing: In 1972, Reinhold Joest appeared in Le Mans with the four-year-old long-tail from Jo Siffert's museum - and easily took third place. His co-pilots were Mario Casoni and Michel Weber.*

deutschmarks (at the time, about US\$35,600 or £15,500), and Porsche would not be Porsche if it didn't leave the customers alone to play with their new toys. So Zuffenhausen was, in a way, still more or less involved as the 908/03 began its second life as a leading contender. At the tracks, too, Porsche's protagonists were not exactly incognito; development engineer Norbert Singer, a driving force behind the turbo project, could often be spotted in the pits.

Porsche customer service converted three chassis and, since the

additional effort was trivial, set them up and tested them in Weissach. The customers were Reinhold Joest, Spanish Porsche importer Verne Ben Heidrich, and Frankfurt real estate developer Hermann Dannesberger. His car was to be driven by Porsche test driver Herbert Müller. The cars soon resembled the 917/10, built for the North American Can-Am series, including the characteristic giant rear wing. The nose was modified slightly to provide space for a larger oil cooler and headlights, and to improve aerodynamics. Two of the cars were fitted with tall airboxes for their charge



*A private affair: By 1973, the surviving 908s had all been relegated to the Porsche museum or were in private hands. On April 15, perennial 908 entrant Joest entered the 1000km race in Dijon. His only slightly modified 908/03 dropped out with engine problems.*

*Family resemblance: In 1975, the Martini Team 908/03 looked almost like a 917/10. Thanks to a gracious 'heart transplant' from Zuffenhausen, the car even had turbo power. The eight-cylinder engine, however, made way for a six-cylinder powerplant. On June 1, Herbert Müller (seen here) shared driving duties with Leo Kinnunen at the Nürburgring 1000km race.*





*The next act in the metamorphosis: Just take a generous helping of 917/30, mix in a handful of 936, and don't completely forget the 908/03. The result is the winning turbo which Reinhold Joest drove to victory in the October 10 1976 Interserie race on the Nürburgring.*

air intercoolers, while the Dannesberger car got a flat tunnel between the rear vertical fins. Martini, initially sceptical, took on sponsorship for this car shortly before its first appearance at Mugello.

The Spanish car was present at the Mugello race, but as of the next event, Dijon, Joest and the Martini team were left to carry alone the turbo 908 flag.

Joest also had another iron in the fire in the form of the classic normally aspirated eight-cylinder, which also sprouted 917/10 rear bodywork. Ernst Kraus and Jürgen Barth drove the car which, for Le Mans, even received long-tail bodywork à la the 917/30 with which Mark Donohue had so completely dominated the 1973 Can-Am series. Despite multiple tire

*Press conference, 1978: Ten years after Porsche rolled out the first 908, Reinhold Joest (left) unveiled his latest tools of the racing trade. Right is veteran 908 pilot Rolf Stommelen.*



failures and an accident, the venerable old car managed fourth overall, even without a turbo; strict fuel consumption limits had made entry of the non-turbo an attractive proposition.

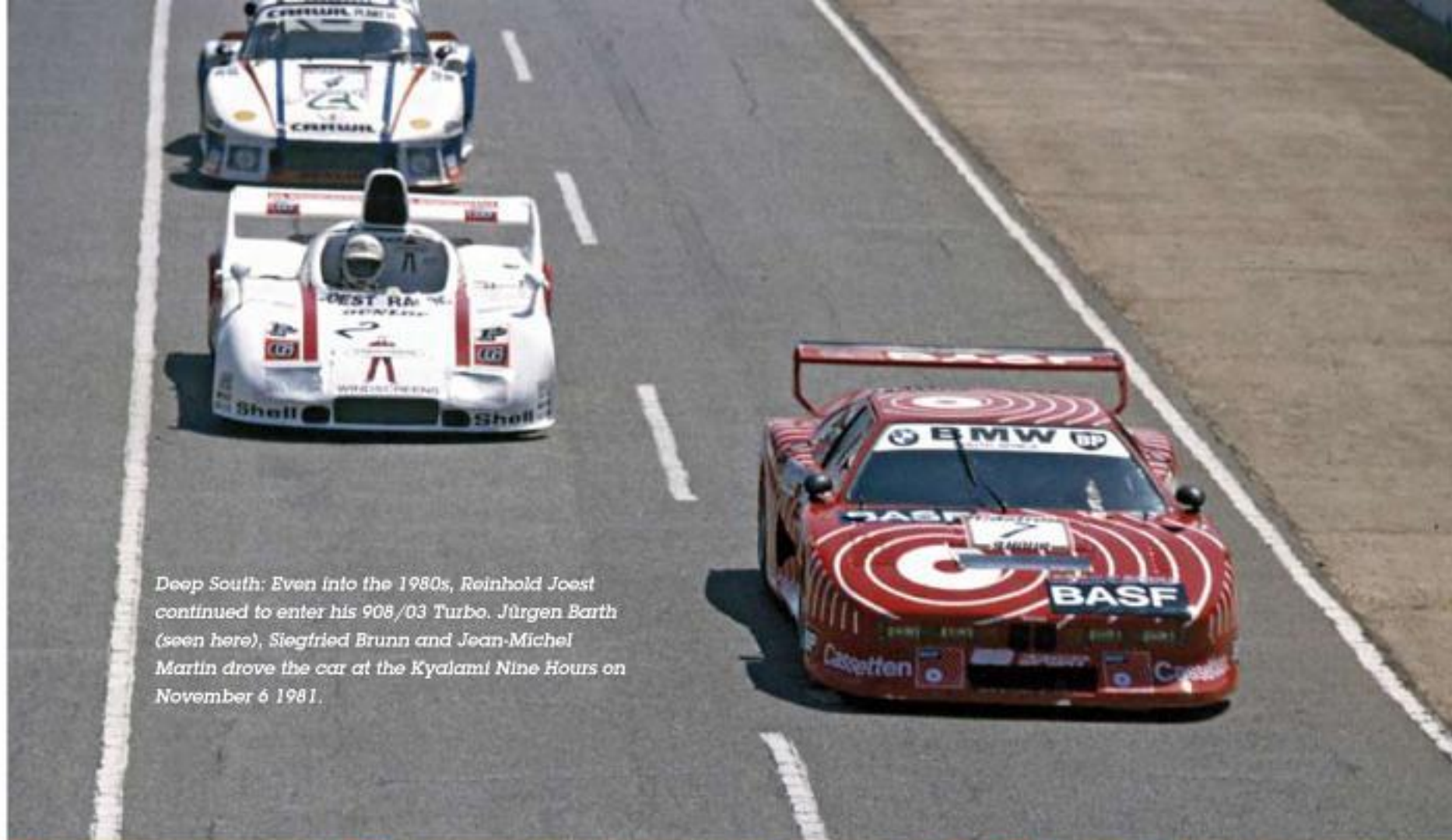
The Sarthe circuit also saw three more Flounders on the grid, only one of which reached the checkered flag. The long Spyder tail did not pay off with the turbo, as it did not provide enough cooling for the high-pressure induction system.

In Mugello, the turbo piloted by Joest and co-driver Mario Casoni dropped out of the race. Otherwise, the two usually managed high finishing positions, including second at Dijon and Monza. Together, the two collected most of the points that gave Porsche second place in the 1975 World Championship for Makes standings.

During the season there were numerous technical problems and differences within the Dannesberger team, which eventually led to Porsche withdrawing its support. First Dannesberger fired driver Gijs van Lennep because he had turned his car's turbo boost knob too far and so allegedly caused major engine damage. In actuality it had been Herbert Müller's doing. The Swiss driver was so vocal about his car's troubles that even the competing Martini team was concerned that it might lose its coveted Porsche factory support. Whereupon Porsche fired Müller and made it clear to Dannesberger that he would only get his car back (which had come out of the company's own museum in the first place) after he paid the outstanding service bills – and pronto!

After the firings, Leo Kinnunen, fresh from the seat of the Spanish car, took the wheel for Dannesberger. Cologne-based Porsche specialist Erwin Kremer ministered to the engine. Even Herbert Müller stayed active in a 908/03, the one with Martini colors, now carrying a 2.7 liter turbo. Including a first place finish in a 917/10, Müller's wins secured him the second Interserie Championship title in a row.

In 1975, the turbo did not stir up the pack as thoroughly as had the original 908 in its day, now half a decade in the past. But competitors still had to deal with the tube-framed racers, and there seemed no reason not to continue for the following year. In 1976, however, manufacturers



*Deep South: Even into the 1980s, Reinhold Joest continued to enter his 908/03 Turbo. Jürgen Barth (seen here), Siegfried Brunn and Jean-Michel Martin drove the car at the Kyalami Nine Hours on November 6 1981.*



*908/80: Reinhold Joest's Turbo for the Kyalami Nine Hours carried a unique type designation; in fact, it was a home-built 936.*



would earn their points toward the World Championship for Makes with the new Group 5 Special Production Cars intended to resemble the production cars from which they had more or less been developed – the so-called Silhouette Rule. Porsche took the good old 911 and used it as a basis to create the most outrageous racers – naturally, with turbocharged engines. But that's an entirely different story ...

The 908's territory would henceforth be known as Group 6, and with it came the World Sportscar Championship. The competition would be Renault Alpine and Mirage, as well as Alfa Romeo – and Porsche itself. The factory had developed a new car, the 936, specifically for the new series, and it promptly won Le Mans in its first season, with Jacky Ickx and Gijs van Lennep at the wheel – Porsche's third overall victory at the Sarthe circuit after 1970 and 1971. The 936 would win Le Mans again in 1977 in the following year, driven by Jacky Ickx, Jürgen Barth and Hurley Haywood. Indefatigable 908 operator Joest had whipped his veteran car into shape for 1976, with a huge rear wing, new nose, and the very latest 2.1 liter turbo. Despite the new works car's dominance, Joest managed a satisfying win in the first race of the season. Admittedly, the team had some help in the form of Patrick Depailler's accident, which cost the Renault team both of its Alpines, and retirement of the works 936, but on the wet, foggy Nürburgring, the 908/03 crossed the finish line first.

The next round, at Monza, was as exciting as they come. At a speed on the far side of 260km/h (162mph), a front brake rotor shattered, tearing off a front wheel. The turbo smashed into a guardrail, but Joest was uninjured and sprinted back to the pits on foot. He took over the second 908, the veteran normally aspirated car, put the loud pedal down and finished third behind the 936 and a Renault.

After the other two 908 turbos took part in a few races on the 1976 calendar, Joest was left playing the role of *Last of the Mohicans* for the 1977 season – apart from a few Flounders that continued to mix it up in Can-Am. By 1977, Joest had long been active in the far more profitable (in terms of wins) Group 5, but he had once again brought his old 908 up to the latest standard. Among other things, this resulted in the 350hp little boat of seasons past turning into a sort of pocket battleship, with every external similarity to the current works 936 racer. Joest had little success in Group 6, but in Interserie achieved a first place and two second place finishes.

Interserie remained a successful venue for the Joest team, if only because in 1978 only Group 5 and not Group 6 cars were eligible for the World Championship. In the following year, Group 6 cars could once again take part in races for the World Championship for Makes, but could not collect points. Joest's 908 (the car was remarkably tolerant of all the changes that had been made to it) had been altered once more. At the front, it again resembled the original 908/03, which had first appeared all of nine years earlier to lead support to the 917 on the 'Ring and in Sicily. At the rear, the 908 was once again a genuine 917/10, with somewhat smaller fins. Between these was a cockpit à la 936, with a corresponding rearward fairing; the clean-fitting rear cover with its towering airbox hid a 2.1 liter six-cylinder twin turbo taken from the previous season's 936. This generated a healthy 540 horsepower at 8000rpm.

In Joest's hands, the twin-turbo 908/03 once again achieved great success. It is difficult to believe today, but the nearly ten-year-old car (admittedly, after receiving a much younger heart) remained competitive at



80s look: Volkert Merl's turbo /03 (above) at the DRM (German Sports Racing Championship) event at Zolder, Belgium, 1982, and Siegfried Brunn's twin turbo (right), which finished sixth at the Kyalami Nine Hours in the same year driven by Alain de Cadenet, Jean-Michel Martin, and Giorgio Pianta.

the front of the pack. In 1979 at the 1000km of Dijon, it led the field from the start and finished first, far ahead of a mob of Porsche 935s. At Brands Hatch, Joest and Merl were similarly successful.

In 1980, an ominous-sounding 908/80 appeared in the entry lists, noted here for the sake of completeness only as, aside from its name, it had little to do with the history of the 908. It was actually a 936 built by Reinhold Joest and had the same engine that was then running in the twin-turbo 908. Because Porsche insisted on the naming rights to its own 936, Joest quickly renamed his own project. Based on a 1977 car constructed from parts, the 908/80 was built especially for Le Mans, and for a time entered alongside the team's genuine 908.

## SWAN SONG

In the very last phase of 908 racing beginning in 1980, another individual played an important role. Siegfried Brunn had taken over Joest's normally aspirated 908, which had already begun to run in vintage racing events, but now was again being sent into front line racing. It acquitted itself quite well, and Brunn was assisted by a crew of well-known drivers: Jürgen Barth, Herbert Müller, Volkert Merl and Derek Bell. In 1981, Brunn also entered an ex-Egon Evertz car, which he fitted with a twin turbo to bring it up to the standard of the Joest car. Brunn intended to run the car for an entire series, but on May 24, Herbert Müller had a horrifying accident on the Nürburgring, in which he was killed and the car was completely destroyed.

Joest soldiered on with his 908/03, often as part of a trio with a 935J and later a Group C 936, as well as the 'pseudo' 908/80 which, at some point, was renamed 936J. In mid-1982, Siegfried Brunn took on Joest's



long-serving 908/03 for his own stable. The car contested its last races in a loud paint job typical of the 1980s, with reflective white and dayglow red stripes. This would be the 908's finale before departing the stage.

The professional career of the 908 finally ended in 1983. For an unbelievable 15 years, sports racers of this type – with varying degrees of modification – were remarkably successful in races all over the world. For Porsche, the 908 was the company's admission ticket to the leading group of perennial world championship candidates. The 908 was simultaneously a racehorse and a workhorse; many drivers in the list of the world's very best earned their spurs or drove some of their greatest races in the 908.

To a degree, the 908 always stood in the shadow of the 917, the car that gave Porsche its long-awaited first Le Mans overall win. Later, the 936 was a bit faster than its older brother, and gave Porsche its third and fourth wins at the Sarthe circuit. But the competition always had to contend with the 908, and that is still true today, when one of the few perfectly preserved cars shows up at a vintage race and immediately becomes a crowd favorite – especially if it is one of the compact 908/03s – and still manages to set a hellish pace, accompanied by the sound of its flat-eight engine.

Because these now almost 40-year-old racers are no longer subjected

to the rigors of front line racing, the survivors are in immaculate condition and, like so many famous racers, have also become objects of speculation. It is possible to make, or lose, a great deal of money in the trade for these old treasures. It is a truism, and not just in the world of Porsche race cars, that the term 'original' should only be applied with extreme care – and not just because the cars often evolved so dramatically over the years and decades.

But that makes no difference. Original or not, whether it has a fully documented provenance or more or less historically correct appearance, the moment the bellowing eight-cylinder engine is called to life in its initial position between driver and rear axle, the moment the car, grumbling and hissing, is set in motion, the moment the breathtakingly agile relic squares up for the first corner, the only things that matter are the happy grins on the faces of the spectators. There are photos of Reinhold Joest, who, along with his racing skills, has always had a head for business as well as a photogenic grin; he, too, has had every reason to smile. He had kept his 908/03 until very recently, immaculately restored to its configuration for the 1971 season, and can affirm Paul Frère's words: "The 908 has to be considered a most exciting automobile."

# 908

## 1968: On the road to the World Sportscar Championship

*In 1968, the International Championship for Makes, as the sports car championship was billed that year, was contested by Group 6 cars – sports prototypes with up to three liters of displacement. Porsche entered its 908, which quickly proved a potential overall winner. The issue, however, was decided at Le Mans: Porsche would not win the title that year*



*Star team: Jo Siffert (third from left) seems impatient to get on with it. On May 19, he would drive the coupé to a record-setting lap on the Ring, and an overall win teamed with Elford (second from left). The other drivers in this line-up are (from left) Buzzetta, Scarlotti, Stommelen, Herrmann and Mitter.*

By FIA decree, as of October 1967, the 1968 International Championship for Makes was opened to Group 6 cars, the so-called sports prototypes with up to 3000cc displacement; for Group 4 cars, sports cars with up to 5000cc, and for Group 3 Grand Touring cars with unlimited displacement.

Porsche, of course, was well prepared. Lothar Boschen and Jürgen Barth, in their encyclopedic *The Porsche Book: The Definitive Illustrated History*, write that: "Previous rumors had hinted at this move, and no time had been lost; as early as July 1967, design was started on a completely new 3-liter, 8-cylinder engine (Type 908), which was to be dropped into a chassis derived from the Type 907, to become the 908 coupé ... Only four months later, the first engine was assembled. First time on the test-bed it produced 320bhp, and after four months of development it had become

sufficiently reliable to try its luck in long distance racing. In Monza – the engine's first race – the power was up to 335bhp and in the final version the best examples developed nearly 370bhp."

#### FIRST TEST OF STRENGTH AT LE MANS

The 908 was first tested 'publicly' in early April 1968 at a practice session for the Le Mans 24 Hours race. Porsche's engineers carried out their first tests with the new three-liter powerplant in a converted 907 long-tail. In this practice session, the Porsche pilots were not yet giving the 908 a maximum effort workout; in particular Rolf Stommelen, who assisted in eight-cylinder testing, held back.

The new, highly controversial Ford Chicane just before the pit entrance

*Picture perfect: The long-tail of Ellford and Mitter cuts a fine figure at Le Mans. The duo started third on the grid, but were eventually disqualified.*





*Bulletproof at last: The 907 achieved a convincing victory at the 24 Hours of Daytona. Jo Schlesser and Joe Buzzetta shared driving duties in the third-placed long-tail, no 51.*

*Triumphant trio: At Daytona, three 907s thundered across the finish line in formation.*





*Cutting a fine figure: The fire marshal is making a visible effort, ready to spring into action while mechanics are working on the long-tail at Monza. No record exists of any designated 'step here' zones on the tube frame.*

*On the Monza catwalk: Shell mechanics are clad in shimmering white like the cars, while Porsche's crew models the functional, traditional brown coveralls (right and below). Mitter and Siffert (overleaf) look fresh in their still-clean driving suits, while Herrmann prefers a more casual blue cotton pique polo shirt.*





increased lap times by about 15 seconds, as the cars needed to brake to about 70km/h for this turn and then accelerate again. The old lap record of 3:22, set by a seven-liter Ford, remained untouched. Jacky Ickx, driving



*Promising, but luckless: Mitter and Scarfotti (no 5) and the crew of Herrmann/Siffert (no 4) need to pit too often to have any chance of victory.*







*Chaos before the storm: In the Nürburgring's old paddock, teams prepare for another sortie amidst the Eifel's legendary (and infamous) weather.*



*Mitter, Scarbotti and Siffert are entered for car no 1, but on May 19, only one of them would drive the car on the Ring. Car no 2 would claim victory.*



*The fuel injection lines are somewhat better combed than Siffert's hair, and straighter than his worry lines, which, however, prove unnecessary. In Austria, the Swiss driver ascends to the top of the victory podium.*

*Not well sorted but impressive: Neatly arrayed, the 908 and 907 coupés, nos 1, 2, 3, and 4, are lined up at the Nürburgring. Joseph Siffert in no 2 will thunder into first place; the second '08 under Mitter/Schütz will drop out, but the 2.2 liter cars of Herrmann/Stommelen (3rd place) and Neerpasch/Buzzetta (4th place) make a notable effort.*

*Jacked up: Despite the best preparation, short-tail coupé no 1 drops out of the May 19 race on the Nürburgring.*





*Only modest Dunlop and Shell stickers detract from the virginal white of the works cars. Number 3 is the 907 of Herrmann/Stommelen.*

*A typical Nürburgring scene: The ultimately victorious 908 of Siffert/Elford works its way through the field, over the hills and dales of the Eifel circuit.*





*Everything A-OK: We're on the Nürburgring, it's not raining, and we're wearing cool sunglasses! Gerhard Mitter makes a good show of it in the short-tail, but doesn't get far.*

*Green is the color of hope: Vic Elford and Joseph Siffert bring car no 2 across the finish line in first place. The Swiss driver also manages to set fastest lap on the Ring.*



twin plug ignition, and Bosch mechanical fuel injection displaced 2996cc and yielded about 340hp at 8000rpm. Practice results for both cars were promising: the Siffert/Herrmann car set second fastest lap at 2:59.3, while Mitter/Scarfiotti came in fourth fastest at 3:00.4. Fastest in practice was the Ford GT40 of Jacky Ickx and Brian Redman at 2:57.0 (205.424km/h, or 127.645mph). For this, the fourth event counting toward the International Championship for Makes, no fewer than seventeen Porsches were entered, four of them works cars, going up against seven Ford GT40s.

In the opening phases of the race, Ickx/Redman had exciting duels for position with the 908, before the Ford GT40 crew dropped out on lap 58 with a broken exhaust.

The two 908s were not spared their share of technical problems, and had to make numerous unplanned pit stops. At the end, Mitter/Scarfiotti finished 11th, having completed 84 of 100 laps. Siffert/Redman managed 73 laps and were classified in 19th. The win went to the John Wyer Team's surviving Ford GT40: Paul Hawkins and David Hobbs won, ahead of the Porsche 907 long-tail driven by Rolf Stommelen and Jochen Neerpasch. The winner's time was 5h 18m 23s.4, at an average speed of 190.333km/h (118.268mph).

### NÜRBURGRING: FIRST WIN IN THE CHAMPIONSHIP FOR MAKES

As early as the sixth event of the championship season, the Nürburgring 1000km race (May 19, 1968), the new 908 entered the list of winners. Jo Siffert and Vic Elford won the legendary Eifel classic after 6h 34m 6.3s (44 laps of the 22.835km – 14.189 mile – course), more than three minutes ahead of the works Porsche 907 of Hans Herrmann and Rolf Stommelen.

Third place went to Jacky Ickx and Paul Hawkins in a Ford GT40, about 50 seconds behind Herrmann/Stommelen. Fourth, still on the same lap as the winner, was another 907, driven by Joe Buzzetta and Jochen Neerpasch. The second 908 entered for the Nürburgring, to be crewed by Mitter/Scarfiotti, had set third fastest qualifying time at 8:40.1, but dropped out of the race with technical problems.

### RAIN RACE AT SPA: NARY A CHANCE AGAINST ICKX

Jacky Ickx and Spa-Francorchamps deserve a chapter all their own. By now, the Belgian Formula 1 driver was also regarded as one of the best sports car specialists, and the 23-year-old all-rounder provided further proof of his world class status at the 1000km race on May 26, 1968. In pouring rain, he put more than 30 seconds on the competition in just the first lap. On his second pass, his lead was more than a minute – a truly sensational performance. Ickx delivered his masterpiece on lap 21 of 71 as he passed Gerhard Mitter (Porsche 907), putting him a full lap ahead of the entire field. On that day there was no competition in sight for Ickx: neither the Ford three-liter prototype of Frank Gardner, which had been fastest in practice at 3:36.3 (234.674km/h/145.820mph), nor the 908s of Herrmann/Stommelen and Elford/Neerpasch could threaten his lead. At the end, Herrmann/Stommelen finished third, two laps down on the winner, while Elford/Neerpasch

dropped out on lap 36 due to an accident. Ickx/Redman needed 5h 5m 19.3s to cover the 1000km of Spa, at an average speed of 196.730km/h (122.243mph).

### THE TECHNOLOGY IS STILL BEING UNCOOPERATIVE

Before the eighth run for the International Championship for Makes on July 14, 1968, the six hour race at Watkins Glen, New York, the odds for the title aspirant from Zuffenhausen looked good. Jo Siffert had set fastest practice lap at 1:10.2 (189.820km/h/117.949mph). The second 908, for Hans Herrmann/Tetsu Ikuzawa, was third fastest (1:11.1). The Attwood/Patrick/Buzzetta 908 was gridded fourth with a time of 1:12.0, and the fourth works 908 with Follmer/Buzzetta had fifth fastest practice time with 1:12.3. It was clear that Ford would be the toughest competitor in this race, as well as for the Championship itself. Siffert's 908 led from the start, but Ickx was able to pass to take the lead. Although Siffert again briefly led on lap 37, a fiasco was building for Porsche: the team's cars had to make numerous unscheduled pit stops and lost the race. Jacky Ickx/Lucien Bianchi won with their Ford GT40, ahead of team-mates Paul Hawkins and David Hobbs. The winning Ford had turned 286 laps for an average speed of 176,225km/h (109.501mph). The Herrmann/Ikuzawa 908 managed 257 laps for sixth place. The Attwood/Patrick/Buzzetta 908 dropped out on lap 145 with technical problems. Siffert and Elford's race ended on lap 109. Follmer/Buzzetta retired on lap 13 with engine damage.



*Speedboat at Spa: On May 26, 1968, Porsche pilots have to contend not only with pouring rain, but also unbeatable deepwater specialist Jacky Ickx in a GT40.*



*No chance against Ickx in the rain! At the end, Stommelen and Herrmann finish third, two laps down on Ickx.*



## PORSCHE STAYS THE CHAMPIONSHIP COURSE

The farewell race on Zeltweg's old airport circuit took place on August 25, 1968. The 'Grand Prix of Austria' was the ninth race counting toward the International Championship for Makes. Much depended on the outcome of this event; the last before the season finale at Le Mans. Porsche traveled to the Austrian province of Styria with eleven cars – out of a total field of nineteen. Zuffenhausen dominated practice. Three 908s, with Siffert, Herrmann/Ahrens, and Elford, set fastest practice times; Siffert was almost a second ahead of his team-mates. The fourth 908, driven in Zeltweg by Neerpasch/Lins, had problems in practice and finally set a time of 1:08.2 for ninth place on the grid. Porsche's armada was decimated by the tenth lap, as Elford steered for the pits with a broken throttle linkage. At the head of the field, the 908s of Siffert and Herrmann/Ahrens ticked off the laps like Swiss watches – all the way to the finish. On lap 48, Siffert set a new record with a lap of 1:04.82 (177.723km/h/110.432mph). By that time, the leading Porsche duo had nearly lapped the third place Ford GT40 of Paul Hawkins, and soon blew past him.

Zeltweg brought Porsche a double victory, but because



*Triumph in Zeltweg: On August 25, Siffert starts on the pole and finishes first; Elford in no 2 is second fastest in practice, but only manages eighth in the race.*

the race covered only 520km, the international sporting commission awarded half points only, giving Porsche just 4½ points for its efforts, fewer than the second place finishes at Brands Hatch, Monza and Spa, all of which yielded six points each. If Porsche wanted to chalk up five 'niners' (the full point award for a win) as its five best finishes, then Zuffenhausen would have to bring home one more 'full value' win at Le Mans. Porsche's toughest (and indeed only) competitor, Ford, had exactly the same intention. The Americans had also achieved four full value wins, and, like Porsche, were poised to win the

*continued page 53*



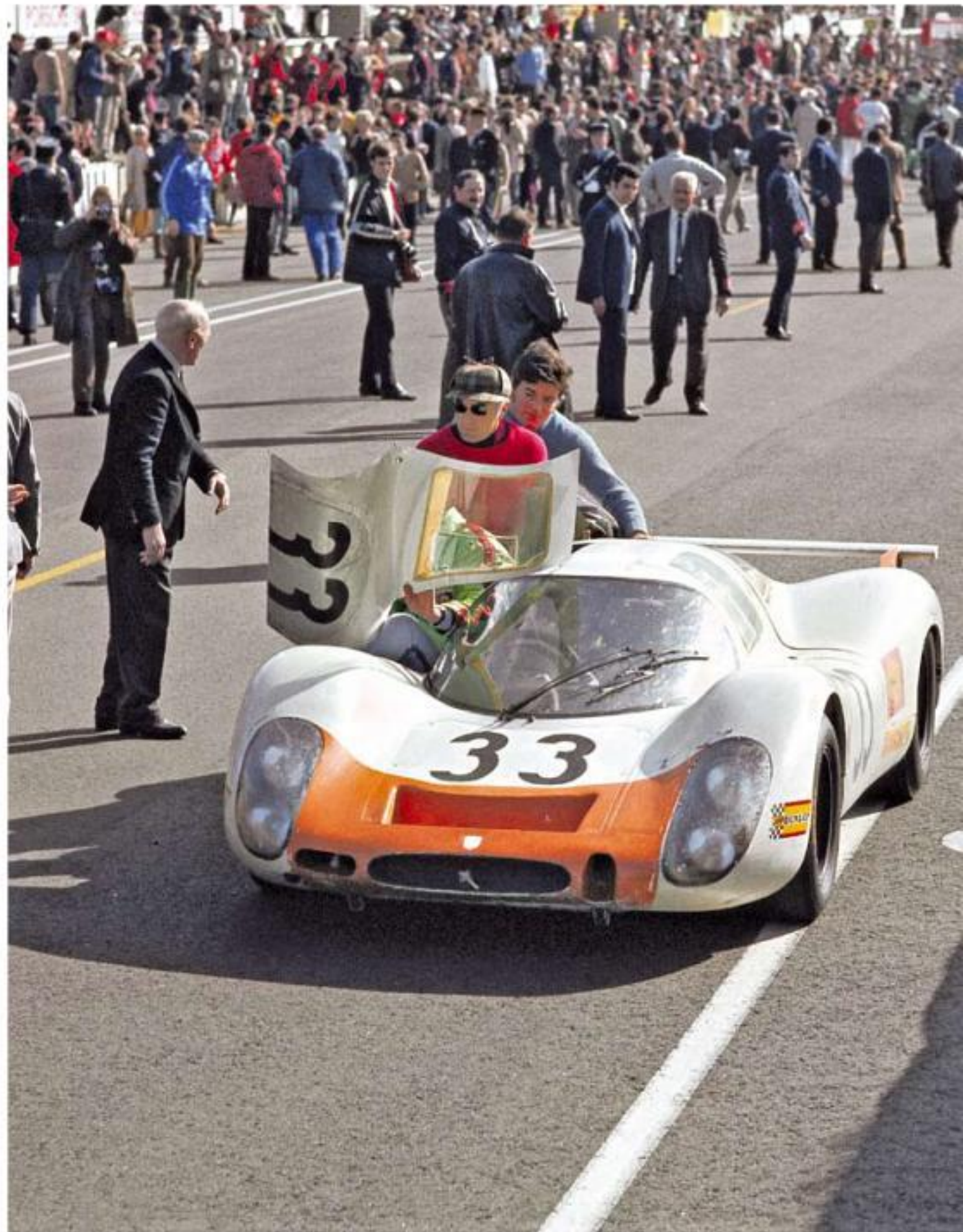
*Victory on the home track: At Hockenheim on September 15, Hans Herrmann drives his 908 to second fastest in practice, but in the race brings it home in first place.*







*Still no luck at Le Mans: Although Porsche shines with Jo Siffert's fastest practice time (3:35.4), and Zuffenhausen cars also fill the next two slots on the grid, at the end of the day, the Ford GT40 of Pedro Rodriguez and Lucien Bianchi crosses the finish line first. Second place goes to Rico Steinemann and Dieter Spoerry in a 907. Rolf Stommelen and Jochen Neerpasch started in coupé no 33 (opposite page).*







*A sprint before the marathon: Although Jo Siffert is first on the grid, he's not as quick to get into the cockpit as his team-mate in car no 32. And by the time no 32 gets under way, no 33 is already long gone. As the race wears on, Siffert and Herrmann will drop out, and Elford/Mitter (no 32) will be disqualified.*

International Championship for Makes. At Le Mans, second place behind Porsche would be just as devastating for Ford as would be a second place for Porsche behind Ford. It all came down to the 24 Hours of Le Mans.

### THE TITLE THAT WAS NOT TO BE

At the 24 Hours of Le Mans on September 28-29, 1968, Porsche's Jo Siffert and the 908 turned in the fastest practice lap (3:35.4). The next two positions on the grid went to Porsche as well: Stommelen/Neerpasch drove a 3:35.8, and Mitter/Elford turned in a time of 3:39.3. From the start, the Porsche armada was in the lead, and the title seemed a sure bet.

But then Pedro Rodriguez and Lucien Bianchi (who was fourth fastest in practice with 3:39.8) began to lap ever faster in their GT40, gradually whittling away Porsche's lead. Tension rose, and then Porsche's drama began: for the Siffert/Herrmann 908, the end came at 6:51 in the evening when the car retired with drivetrain problems. Development boss Ferdinand Piëch suspected a material defect "because after the Zeltweg

race, we reinforced the drivetrain." Worse was to come. Porsche teams Linge/Buchet and Mitter/Elford were disqualified in hour 8 because parts on their cars were replaced in violation of the rules. Not long after, the race for 908 pilots Buzzetta and Patrick also came to an end due to alternator problems. At one in the morning, the works Lins/Soler-Roig 2.2 liter car came into the pits, where mechanics worked on the car for about an hour and a half before giving up. Ford had problems of its own, as the GT40 of Hawkins/Hobbs dropped out in the tenth hour with damaged valves. The second GT40, however, held together. Pedro Rodriguez and Lucien Bianchi drove to victory and snatched the International Championship for Makes from under Porsche's nose at the last instant.

It came as little consolation to Porsche that a 907 driven by Rico Steinemann and Dieter Spoerry finished second, and the 908 of Stommelen/Neerpasch finished third. After 24 hours, the victorious Rodriguez/Bianchi Ford had covered 331 laps for a distance of 4452.880km (2766.898 miles), at an average speed of 185.536km/h (115.287mph). The second place 907



*Last car standing: Stommelen and Neerpasch, who had been second fastest in practice, will manage third place at Le Mans, behind a 907 and the winning GT40 of Pedro Rodriguez and Lucien Bianchi.*

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### *International Championship for Makes, 1968*

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- 1. Ford, 45 points*
- 2. Porsche, 42 points*
- 3. Alfa Romeo, 15½ points*
- 4. Alpine, Chevrolet, Howmet, 4 points each*
- 5. Ferrari, 2 points*
- 6. Lola, 1 point*

of Steinemann/Spoerry finished five laps down on the winner, and the third place 908 was credited with 325 laps.

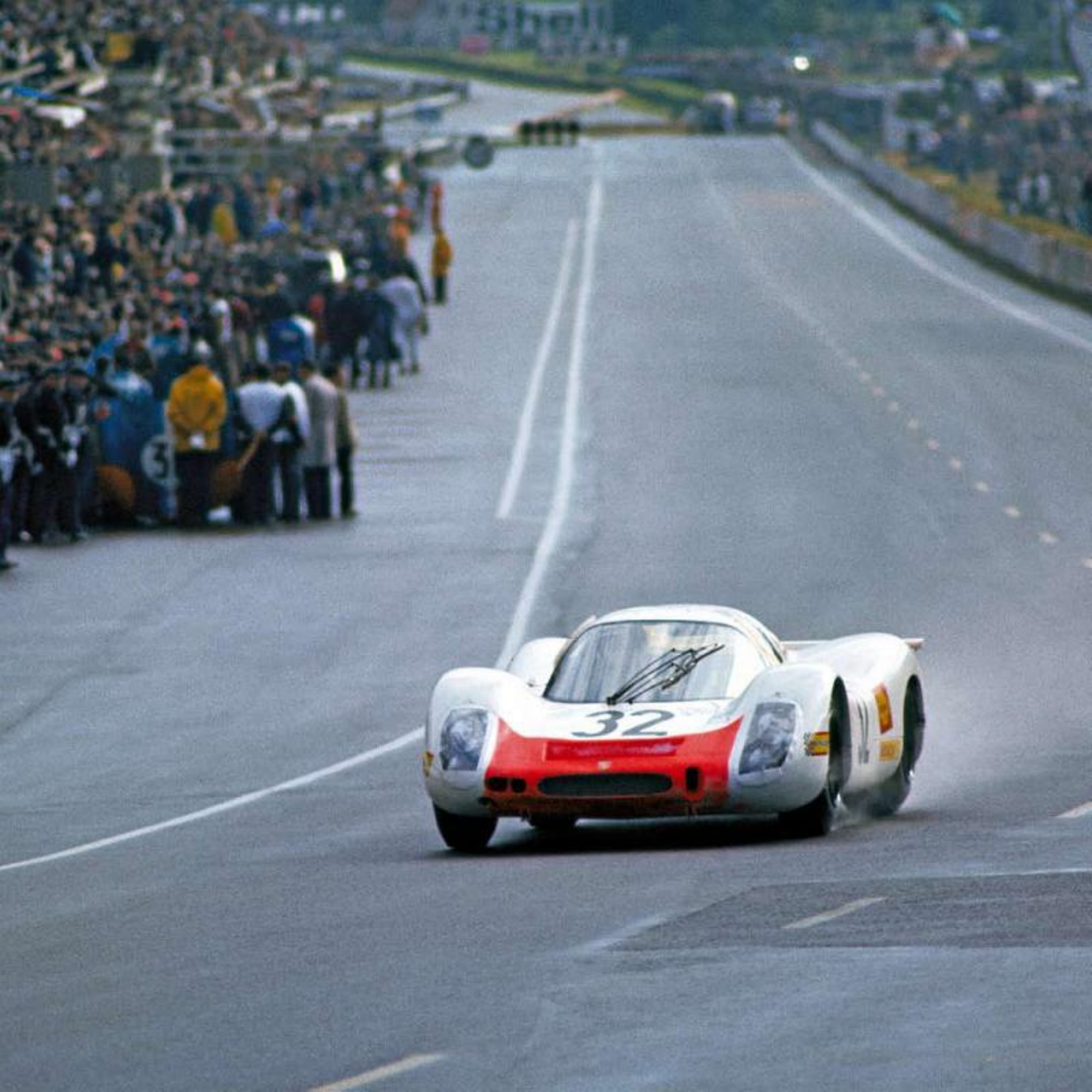
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*(and overleaf) The triumvirate of training: Siffert/Herrmann (no 31) are fastest, followed by Neerpasch/Stommelen (no 33) and Elförd/Mitter (no 32). By the end, two cars had dropped out, and no 32 was disqualified. Stommelen still managed to set fastest race lap.*

### *Porsche double win at the Paris 1000km race in Montlhéry*

*Zuffenhausen's toughest competition in this non-championship race came in the form of the Piper/Attwood Ferrari P3/4, and the Matra of Servoz-Gavin/Beltoise. Piper/Attwood dropped out with a damaged radiator while leading. Elford inherited the lead but later spun, losing nearly a minute. This opened the way for Herrmann/Stommelen, who ensured a double victory ahead of Elford/Lins – both crews driving 908s.*



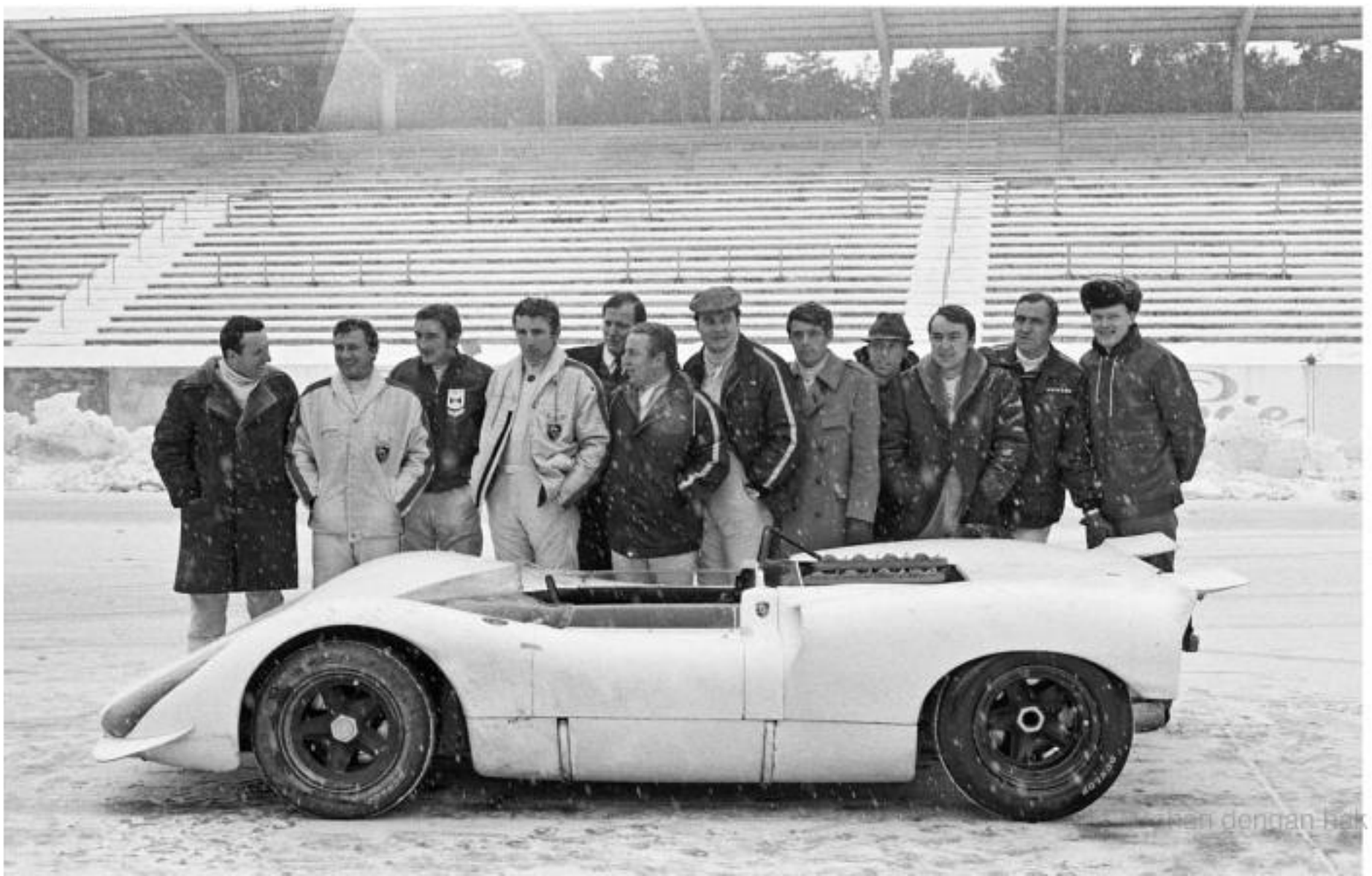


# 908

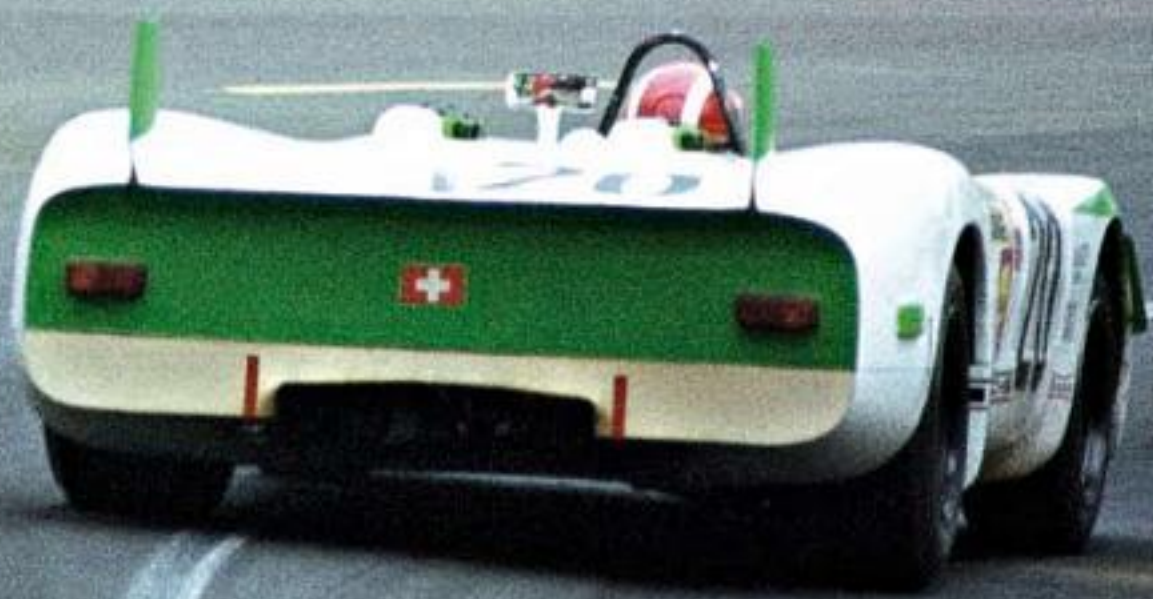
## 1969: Ten races, seven wins

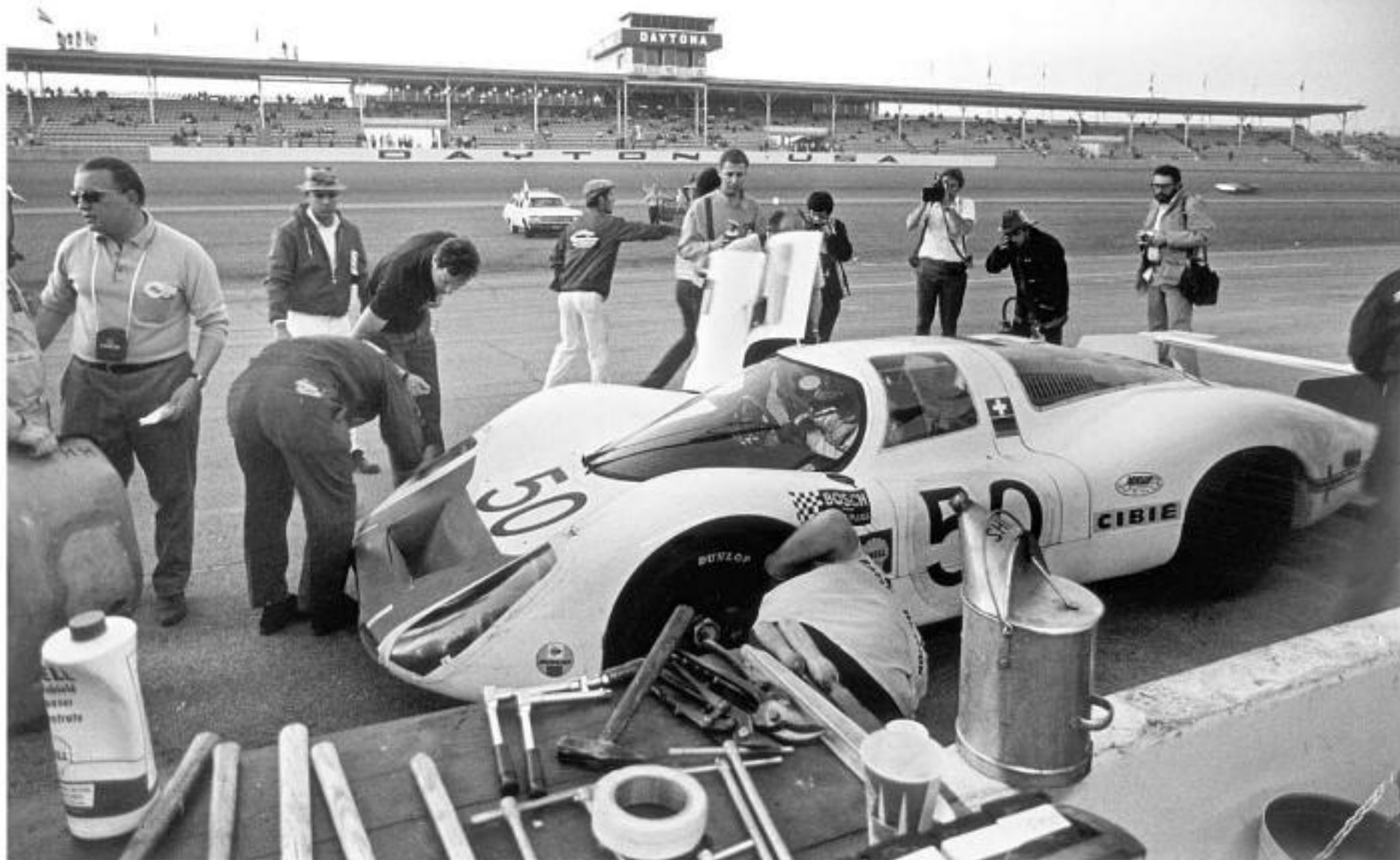
*In 1969, Porsche finally achieved its goal of winning the International Championship for Makes for sports prototypes under three liters, sports cars under five liters, and Grand Touring cars with no displacement limit*

*A winter's tale: Of all the times to unveil a new car, Porsche chose the coldest season of the year to roll out the new open 908 at Hockenheim. Jo Siffert (third from left) in particular appreciated the long-tail version of the Flounder (overleaf), but at Le Mans, dropped out with transmission problems.*









*No job for watchmakers: Tin snips, hammers and 'racer tape' are arrayed, ready for action, as the 908s appear at Daytona in February 1969, to take part in the annual battle of attrition. Herrmann and Siffert in no 50 dropped out, as did the remaining four Porsche coupé crews.*



For this Herculean task, the Zuffenhausen-based maker of racing and sports cars sent a cohesive, powerful armada to every championship event, well staffed with skilled technicians and drivers that would be difficult to beat. Ultimately, the Stuttgart works would fail to win only three championship races: Daytona, Sebring – and the world-famous 24-hour classic at Le Mans, the most prestigious endurance race of every season. The French enduro was won by a Ford GT40 entered by John Wyer Automotive Engineering and driven by Jacky Ickx and Jackie Oliver; an especially bitter defeat for Porsche in the midst of its most successful racing season to date.

Porsche's 1969 title, however, was well deserved, and not in any way diminished by the fact that only a few potent competitors took up

*Trackside conference: Vic Elford (left) and Brian Redman (center) started from the pole, but were just as unable to finish as the rest of the Porsche battle fleet. Even Porsche's R&D boss, Helmuth Bott, (between them) is powerless to change this. (At right: Jo Siffert, Jacky Ickx.)*

*Wasted effort: Looking like a record attempt from a bygone era, the 908 of Hans Herrmann and Jo Siffert sits in the Daytona pits, the mechanics are unable to return it to the race.*

*Fiat out in flat-eights: Daytona is more than just high banking, but in sunny Florida, Porsche's superior handling and weight advantage were of little avail.*



the International Championship for Makes challenge. The competitors were very evenly matched. Just the enormous number of Stuttgart works cars entered, and their first-class pilots, ensured that championship points were brought home with great regularity, and usually with top finishes. Porsche's performance was also not devalued by the fact that the new rules worked to the Zuffenhausen team's advantage: as of January 1, 1969, minimum weight requirements were eliminated and superlight cars now became legal. Designers no longer had to find space for the infamous 'FIA suitcase' and spare tire, and windshield height was no longer a factor. When it came to lightweight construction, no other sports car maker had, over the decades, garnered as much experience and as much comprehensive technical know-how as the house of Porsche. Nowhere else were the responsible parties as innovative as in the Stuttgart-Zuffenhausen shops, and in the new Weissach test center outside town.

In the previous year, drawing on these skills, Porsche's engineers were able to pare down their Bergspyder to less than 400kg (880lb), to once again convincingly win the European Hillclimb Championship. On racing circuits, they sent out the Spyder, developed from the 908 sports prototype coupé; the Spyder first saw action at the 1969 Sebring race. Ultimately, it was this extremely lightweight racer, whose 2997cc engine developed about 360hp, that gave Porsche the 1969 International Championship for Makes title.

## WATERLOO AT DAYTONA

The kickoff to the 1969 International Championship for Makes – the 24 Hours of Daytona International Road Race at Daytona International Speedway in Florida – took place on February 1-2 that year. Porsche first appeared at the brand-new Daytona Speedway in 1959, when Argentine drivers Roberto Mieres and Antonio von Doery were overall winners of the 1000km of Daytona – which counted toward the US Road Racing Championship – with a Porsche 718 RSK. The '24 Hours' joined the international calendar in 1965, and has counted toward the World Sportscar Championship (in its various incarnations) ever since.

At 11am on February 1, 1969, sixty-two cars took to the 6.13km (3.81 mile) combined course at Daytona. The track consisted of the high-speed 'tri oval' with its steep banking, and the infield road course. The European representatives – the John Wyer Ford GT40s and the Porsche works cars – were heavy favorites to win this first race of the World Championship season. In Zuffenhausen, careful preparation had been made to ensure collection of the first championship points: Porsche's mechanics pushed a flotilla of five works cars into the Daytona arena. During practice, automotive journalist Helmut Zwickl spoke with a mechanic for an American team, who noted the Porsche presence at Daytona: "If it's true that Porsche is only a tiny operation, then Ford should have brought 30 works cars."

Neither the number of cars nor Porsche's intensive preparation proved adequate, however: even before the race, numerous defects became apparent when, during the second practice session, the clutches in four cars developed problems. Despite this, Vic Elford in a 908 still managed the best practice lap of 1:52.2 (196.736km/h, 122.246mph).

In the race, Porsche initially appeared to fulfill its role as favorite when the three-liter cars easily motored away from the rest of the field. Later, though, the situation deteriorated; not a single Zuffenhausen works

car saw the checkered flag, and the first event in the championship calendar became Porsche's Waterloo. All 908s dropped out, and all for exactly the same reason: one specific gear in each car's valve train gave up the ghost. To cut weight, it had been made of light alloy.

Daytona was won by the Lola-Chevrolet T70 Mark 3B of Roger Penske's Sunoco-sponsored team, driven by Mark Donohue and Chuck Parsons, ahead of another Lola-Chevrolet T70 with Lothar Motschenbacher/Ed Leslie, and the Pontiac Firebird of Jerry Titus/Jon Ward. After 24 hours and 626 laps (3825km, 6156 miles), the Donohue/Parsons car managed an average speed of 159.700km/h (99.233mph). Curiously, in the course of 24 hours, the winning Lola pitted 31 times for a total of two hours, ten minutes and twelve seconds.

Porsche works driver Rolf Stommelen, writing as a columnist in the German magazine *rallye + racing*, said: "I have seldom seen so many disappointed faces at Porsche as after the 24 Hours of Daytona, where not a single works car finished the race. Even at Le Mans last year, we at least managed to have one car finish. We had gone to Florida quite confident; we had started the last season with a triple victory at Daytona, and this year we seemed to be even better equipped. The 908 long-tails had been modified over last year's model. And after the minimum weight rule was eliminated, we were able to build the cars even lighter.

"The new five-speed transmission also helped save weight. Despite temporary problems in practice, our optimism seemed justified: our five three-liter cars dominated practice, and only one Lola was able to work its way up to second on the grid. Practice times of the five Porsches differed only slightly; another sign of our well-balanced driver line-up. When the race started on Saturday, Porsche's superiority in terms of power was readily apparent. After less than an hour and a half, Jacky Ickx in the fastest Ford GT40 had been lapped; only Joakim Bonnier could keep up for a time with his Lola. The drama began when an exhaust pipe weld on the Elford/Redman car broke, letting exhaust gas into the car. It was impossible to continue driving that way. The cars of Siffert/Herrmann, Mitter/Schütz, and the car I shared with Kurt Ahrens all suffered the same problem. Repairs cost us half an hour. Gerhard Mitter suffered the worst, as he not only inhaled poisonous exhaust fumes but also gasoline vapor. For two hours, he had to be given oxygen. We were back in the race, even if we were hopelessly behind. Then, in the early hours of Sunday morning, one car after another dropped out with engine problems. The cause of this defect was identical on all cars: a small component in the valve train was not up to the stress. In the past, this part had never given any trouble."

Complete elimination of the Porsche works team began on lap 273, the Attwood/Buzzetta car the first to be afflicted. Four laps later, Elford/Redman dropped out as well; the Stommelen/Ahrens car parked on lap 313; the Siffert/Herrmann 908 surrendered after 415 laps, and the last remaining car of Schütz/Mitter/Attwood dropped out after 483 laps. Ford was equally unable to collect any points at Daytona. Ickx had a spectacular crash, and other GT40s battled thermal issues. It's unlikely anyone was more surprised than Mark Donohue when he suddenly found himself alone in the lead.

The Daytona results were a bitter defeat for Porsche, but the Zuffenhausen team had been a bit too confident. It had been intended that the eight-cylinder cars, whose eventual triumph no one had doubted, should

cross the finish line in V-for-victory formation, after the three victorious Porsches had crossed the line side-by-side the previous year. When all Porsche team cars had been pushed behind the pits on Sunday morning, one of the Porsche crew dryly commented that now they could arrange the cars in a V after all – V for vanquished!

## DASHED HOPES

March 22, 1969 – the Twelve Hours of Endurance at Sebring. The second race in the Championship calendar took place on a former military airfield near the small town of Sebring, Florida.

Track characteristics include the start/finish straight of the 8.3km (5.2 mile) course, which is just slightly longer than 600 meters (1970ft), and another straight 2km (1.2 miles) long that permits high top speeds.

The 'Twelve Hours' was first run in 1950 on a national rather than international basis. The event was organized by Alec Ullman, who had converted the old, abandoned training airfield in its desert-like surroundings into a race course. In 1959, Sebring hosted the very first Formula 1 United States Grand Prix.

In Sebring, as in Daytona, the Porsche works team was beaten. As the 'Twelve Hours' began at 10 in the morning, the Porsche crew was still filled with optimism; at the end, however, once again technical flaws robbed it of victory; the frames of two works cars had cracked.

Just after the start, Elford/Attwood took the lead ahead of Mitter/Schütz, but soon fell behind again. After three hours, the 908 Spyder of Siffert/Redman found itself in the lead, ahead of Amon/Andretti in the Ferrari 312P, and Daytona winner Donohue, teamed with Ronnie Bucknum, in a Lola. They were followed by the Porsches of Herrmann/Ahrens, Stommelen/Buzzetta, and Mitter/Schütz. Siffert had to pit, and Donohue dropped out with rear suspension damage. Siffert/Redman and Herrmann/Ahrens dropped out in the course of the evening. After nine hours, Mitter/Schütz led Stommelen/Buzzetta, after the Amon/Andretti Ferrari lost two laps to a pit stop. But both Porsches had to pit unexpectedly, allowing the Ferrari to lead again, albeit only temporarily as the V12 engine showed signs of overheating and its drivers had to reduce their pace.

Just before the finish, the John Wyer Team experienced its finest hour when, ten hours into the race, Ford took the lead, and the GT of Jacky Ickx/Jackie Oliver won ahead of the Chris Amon/Mario Andretti Ferrari 312P. The remaining places in the finishing order were filled by the Porsches of Joe Buzzetta/Rolf Stommelen (908), Alex Soler-Roig/Rudi Lins (907), and Gerhard Mitter/Udo Schütz (908). Vic Elford/Richard Attwood were classified seventh with 228 laps completed. The Herrmann/Ahrens/Stommelen 908 dropped out after just 97 laps, while Siffert/Redman had to

give up after 133. Mario Andretti in the Ferrari 312P was fastest in practice with a time of 2:40.14 (188.128km/h, 116.898mph).

Fastest race lap was set by Chris Amon at 2:41.88 (186.064km/h, 115.615mph). The race average speed of the winning Ford GT40 crew was 166.311km/h (103.341mph). After twelve hours, Ickx/Oliver had covered 239 laps. Seventy cars started the race; exactly half of these were classified as finishers.

## A DUET WITH THE 917

March 29 and 30, 1969: practice for the 24 Hours of Le Mans. In the week after Sebring, Rolf Stommelen, Kurt Ahrens and Hans Herrmann arrived for the traditional Le Mans practice session. Porsche had established its headquarters in the private Garage Prevost, in the town of Teloché near the circuit. Ever since first coming to the 24 Hours of Le Mans in 1951, Porsche had pitched its tents in this small village near Mulsanne.

Along with the 917, Rolf Stommelen had also tested the 908 Spyder, and summarized his impressions for the enthusiast magazine *rallye + racing*: "The Spyder, which was built especially for medium-fast circuits like Sebring and Brands Hatch, is a masterpiece of lightweight design. Porsche lists its weight as 630 kilograms (1389lb) but it is probably even a little bit lighter. Some body parts are reinforced with balsa wood. As much as I appreciate the achievements of Porsche engineers, I sometimes have to ask myself if the drivers aren't exposed to too much danger on extremely fast, bumpy tracks? In Sebring, we dodged a bullet. Although the frames of all the cars broke at the rear A-arm pickup points, on the relatively harmless airport course we were able to catch the spinning cars in the grassy runoff areas.

"Still, I was very impressed by the new car. In most points, it is largely identical to the 908 coupé. But especially in terms of maneuverability, it is far superior. In concept, the 908 Spyder (tube frame) is very similar to last year's Bergspyder. With two turns lock-to-lock, the steering, like that of all competition cars, is naturally very direct. The hydraulically actuated disc brakes at all four wheels, combined with a brake proportioning valve, easily handle any driving situation encountered by the light car. The ring synchromesh transmission permits lightning-fast shifts; at Porsche, we essentially never have transmission difficulties.

"Thanks to its light weight, the Spyder accelerates better than the 'long-tail car' that we had in Daytona. Its power loading of 1.8kg/hp (4.0lb/hp) is hardly different from the immensely powerful Type 917. In top speed, it is naturally inferior to the Daytona car and the 917, as aerodynamic shape and absolute horsepower are the determining factors. In Sebring and Brands Hatch, these were not factors; on the Florida race

*The Sebring race started with a bona fide fiasco. Chief starter Jack Kittinger had just gone to the middle of the track to send off the field in Le Mans style – at which point the track announcer began a completely unexpected 'countdown.' The drivers paid no attention to the man with the checkered flag; instead, at 'zero,' they all sprinted to their cars. Kittinger, somewhat at a loss and standing in the middle of the scenery with his flag in his hand, went white as a sheet. At the last moment, the pit marshals reacted and ordered "one more time, from the top."*



*Uncovered: Richard Attwood and Vic Elford drive no 55 from fourth on the grid to second place.*



*Skeptical, I: Hans Herrmann (second from left) manages sixth place at Brands Hatch: Jo Siffert (second from right) wins the six-hour race.*



*Skeptical, II: Peter Falk (with glasses) crouches next to the Spyder and considers how he might help Hans Herrmann and Rolf Stommelen to a better finish than sixth place. Unfortunately, he falls. Mitter and Schütz in no 54 finish third.*



*Skeptical, III: Dickie Attwood – at Brands Hatch of all places – doesn't look like he could manage second place in this horribly uncomfortable roadster.*

*Hopeful: Brian Redman is apparently not the least bit superstitious and takes a more laid-back attitude. As well he may: on April 13, he and Jo Siffert drive the Spyder to victory.*

course, for example, we were unable to exceed 260km/h (162mph) on any of the straights. The three-liter engine has been developed since last year, but power output has stayed about the same; only transitions during acceleration have been improved.

"In Sebring, I drove a Spyder for the first time in a long-distance race. At first, driving in the open is very unfamiliar. The low windscreen is shaped so that the driver does not look through, but rather over the glass. So the wind hits the head with high pressure, which is not exactly pleasant at speeds above 200km/h (124mph). Although I now have a maxi-helmet, which encloses the entire head, including face and neck – there is only a small plexiglas-covered slot for the eyes – for the race I preferred my conventional helmet with a special visor. Despite the visor, during the race, extremely fine sand and dust got through to my face – a phenomenon that I had never experienced in the coupé. It might be noted that we dispensed with the adjustable rear spoiler, as it provided effectively no advantage on the relatively slow course. A normal lip spoiler was sufficient."



*Freedom of the press: Although the banner above the pits claims that "The Daily Mail leads," in truth, Redman/Siffert win at Brands Hatch, even though in this pit scene the no 55 car of eventual second place finishers Attwood/Elford is parked in front.*



Otherwise, the testing sessions were overshadowed by the new Porsche 917, with which Rolf Stommelen set an incredible fastest lap of 3:30.7 (230.130km/h, 142.996mph). The new Matra MS 640s also turned in convincing performances: Johnny Servoz-Gavin set second fastest lap at 3:33.9 (226.687km/h/140.857mph). Third fastest was Paul Hawkins in a Lola, at 3:35.2 (225.317km/h/140.006mph) ahead of Kurt Ahrens in a 908 with 3:35.2 (225.213km/h/139.941mph). The second 917, driven by Hans Herrmann, set a time of 3:59.6 (202.372km/h/125.748mph). As a back-up, Herrmann had also practiced in a 3-liter 908, in which he set a time of 3:49.3 (211.462km/h/131.397mph).

### 1-2-3 FOR PORSCHE

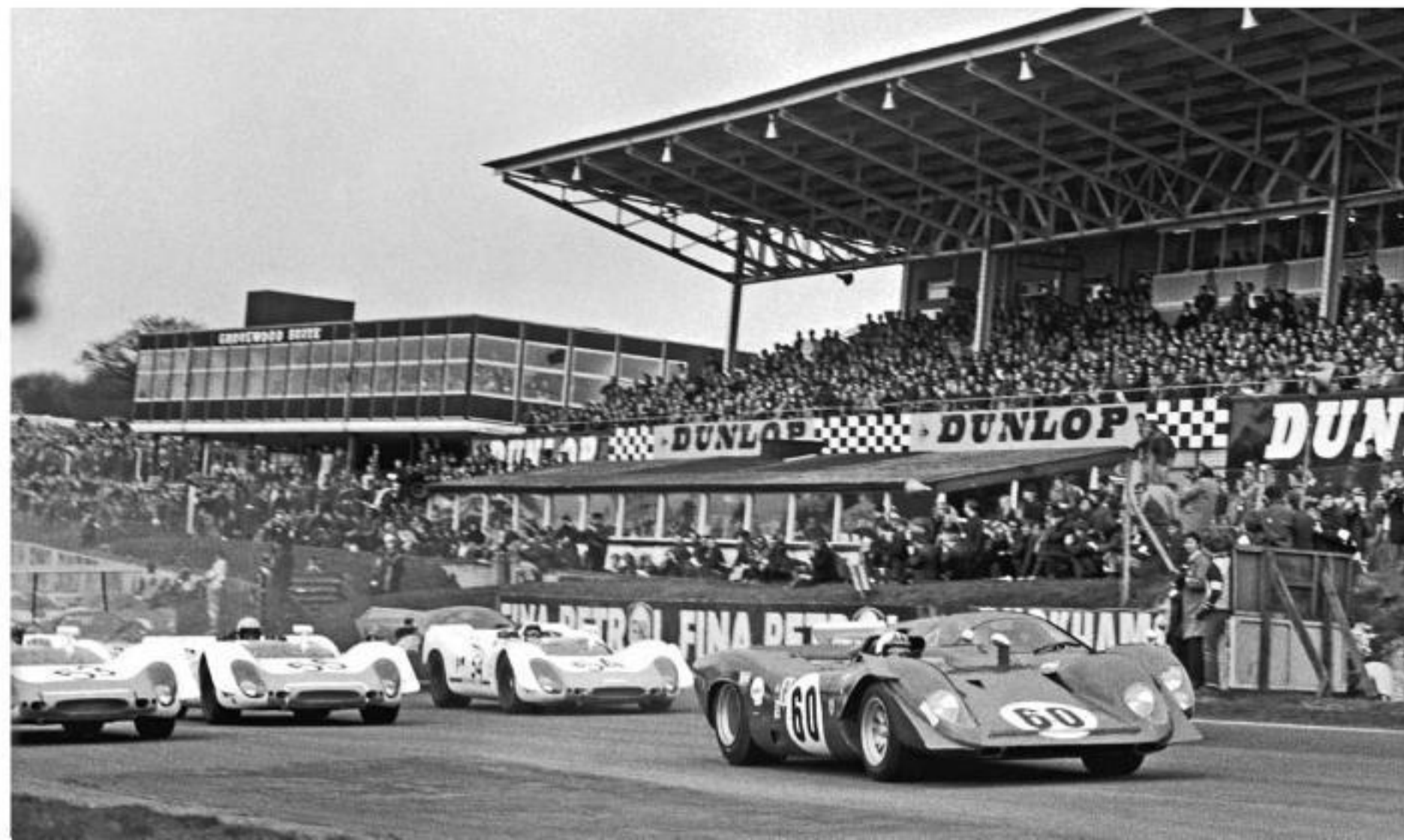
April 13, 1969: the Brands Hatch 500 mile race. The 'BOAC 500' first counted toward the World Championship in 1967; a year later it officially became a six-hour race, and in 1970 was renamed the 'BOAC 1000 Kilometres.'

After defeat at Daytona and Sebring, Porsche claimed its first win of the season in the third World Championship event – and did it so convincingly that the Zuffenhausen cars were thereafter considered favorites for the title.

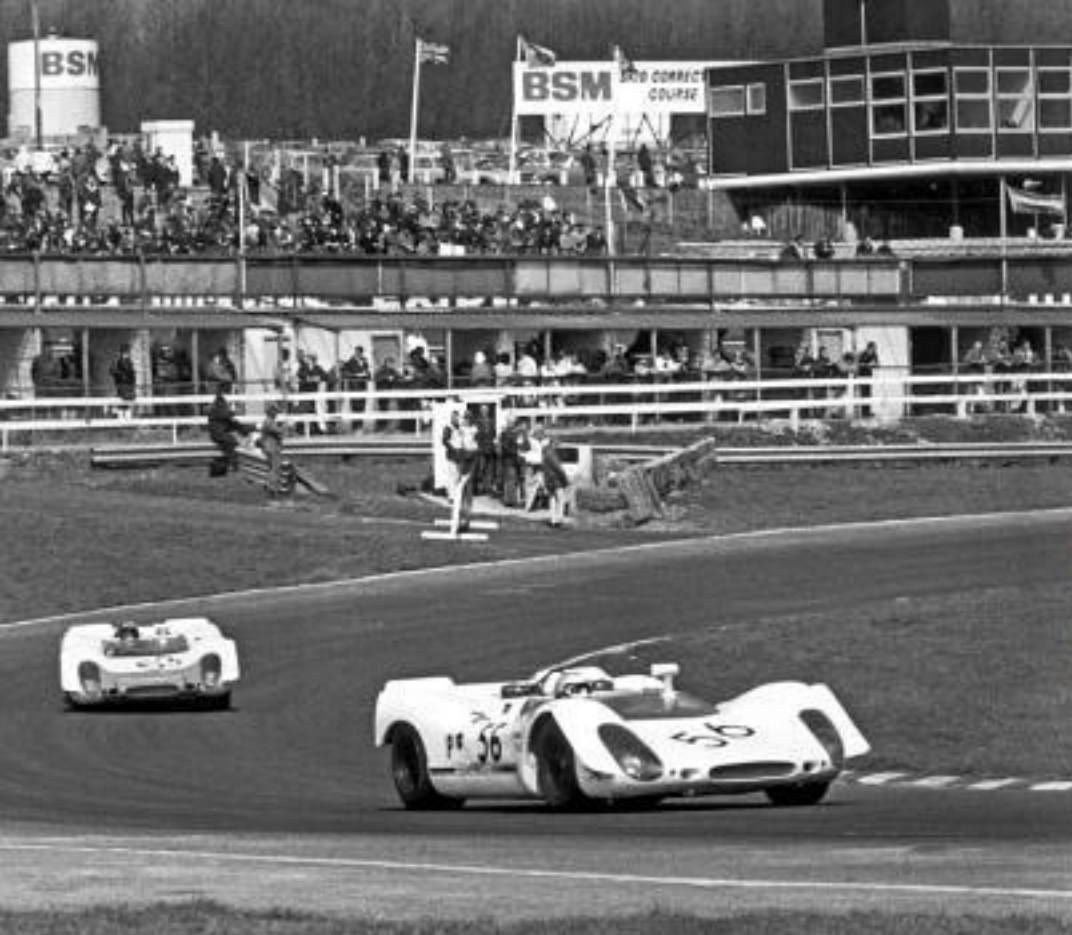
Porsche's top pilot, Jo Siffert, set fastest practice time in 1:28.2. After a disappointing season start, would the losing streak be broken? In short, yes. Three 908s filled the first three finishing positions (Jo Siffert/Brian Redman, ahead of Richard Attwood/Vic Elford and Gerhard Mitter/Udo

*In Issue 10 of 1969, the German magazine auto motor und sport titled its race coverage "Porsche at Brands Hatch – Foreigners Favored?" and reported that: "To counter rumors that at Brands Hatch Siffert/Redman and Elford/Attwood had more powerful engines than the other Porsche teams, Ferdinand Piëch declared that all eight-cylinder engines had a maximum power difference of 7hp. Piëch is even of the opinion – and is prepared to back it up with dynamometer tests – that the winners had the least powerful engine of all. With respect to ability to withstand high revs, it can be said that the valve float limit of the eight-cylinder engines is about 9300rpm. At Brands Hatch, where the Porsches dominated, all drivers had orders not to exceed an 8500rpm rev limit."*

*Optical illusion: Although seen in a following position at the start, at Brands Hatch Porsche's Spydors finished 1-2-3.*







*Suddenly way out in front: Brands Hatch marks the breakthrough. Here, the Spyder of Herrmann and Stommelen leads the eventual winner driven by Siffert and Redman.*

*White giant: Porsche's 917 was given the nickname, but it had already been earned by the 908, which finally put Porsche among the leaders. The long-tail is the culmination of years of development, and a veritable work of art.*





*The race goes on: At Monza, Vic Elford (walking in front of car) and Dickie Attwood drop out due to an accident, but Porsche chalks up another win as Redman and Siffert steer their long-tail to first place.*

*Long-tail running: The aerodynamic advantages of the long-tail, and its clever movable spoiler design, provide the 908 with grip in every situation.*



Schütz). The fourth 908, driven by Herrmann and Stommelen, finished 205 of 227 laps for sixth place. Three hours into the race, New Zealander Ferrari pilot Chris Amon remarked with resignation that: "We're going to lose this race, because I can't hold back Siffert. Our car is just too heavy."

Fastest lap? There wasn't one: as in the previous year, there was no official timing of individual race laps. Nevertheless, the average speed of the winning Porsche 908 was calculated at 161.290km/h (100.221mph). Of the 34 cars that took the green flag, 23 were classed as finishers.

Through its success at Brands Hatch, Porsche took the lead in World Championship points with 16, ahead of Ford (11 points). Ferrari and Lola tied for third with 9 points each.

### DECISIVE VICTORY

April 25, 1969: the 1000km of Monza. In the fourth race of the World Championship season, Porsche won again and confirmed its position as favorite, this time through a decisive victory by the works 908 long-tails. After 4h 53m 41.2s, the finishing order was Jo Siffert/Brian Redman (their race average was 206.342km/h or 128.215mph), ahead of Hans Herrmann/Kurt Ahrens. Tire choice was an issue. The Porsche works cars, like their competitors from Ferrari, were fitted with Firestone tires; previously,  
*continued page 73*

*After the Targa Florio, Motor Revue said: "In its past few years in Sicily, the German firm Porsche has apparently put so much fear into its opponents that nobody - except Alfa Romeo - dared to stand up to the white Spyders. The first four finishing positions, occupied by Gerhard Mitter/Udo Schütz, Vic Elford/Umberto Maglioli, Rolf Stommelen/Hans Herrmann and Willi Kauhsen/Karl von Wendt, reflect the 908's dominance, but their success should not be underestimated due to lack of competition, for the race was won with outstanding lap times."*

*Backyard idyll: In Sicily, Porsche mechanics turned their wrenches and worked on their sinfully expensive charges under rustic conditions.*





*Masterful in the Mediterranean: Four Porsches are in the lead as the 1969 Targa Florio ends. The winning team of Gerhard Mitter/Udo Schütz, who provided Porsche with its ninth overall victory in the Targa Florio, needed 6h 7m 45.3s (117.469km/h/72.992 mph).*

*Reason to grin: Porsche cleans up in the Targa. Mitter/Schütz bring their 908 Spyder across the finish line in a new record time, beating the old record on the car-breaking road course by more than 21 minutes.*







*Close to the action: In Sicily, the race turns into a street festival. Although Larrousse and Lins (no 264) were classified 21st place only at the end, they celebrated with the best of them.*







*Custom tailored: Mitter and Schütz trade places behind the wheel of the winning 908/02. A driver change includes swapping the racing seat; each driver has his own personal racing bucket seat.*

the Zuffenhausen team had chosen Dunlops. Unexpected problems with the Firestones decided the duel between Zuffenhausen and Maranello, as Porsche's engineers were faster coming to grips with the tires than their Italian opponents. They increased tire pressure to a level higher than recommended, and the 908s promptly set a pace that sealed Ferrari's fate – even though the Italian cars could lap faster. The Ferrari 312Ps of Amon/Andretti and Schetty/Rodriguez had been leading for many laps, but ultimately had to give up. De Adamich/Gardner won the sports car class in a Lola T70, after the class had been led by Kelleners/Joest. The Porsche double victory was rounded out by an outstanding third place by two German privateers, Gerhard Koch and Hans-Dieter Dechent, in their Porsche 907. Helmut Kelleners and Reinhold Joest placed fourth in their Ford GT40. On lap 38, the Schütz/Mitter 908 dropped out with engine problems. On lap 75, Elford/Attwood (three-liter 908) had to give up after an accident. The fastest race lap was driven by Pedro Rodriguez (Ferrari 312P) in 2:48.1 (216.299km/h/134.402mph). Best practice lap went to Chris Amon (Ferrari 312P) in 2:48.2 (216.171km/h/134.323mph).

Forty-six cars started at Monza, 20 were classified as finishers. Zuffenhausen increased its lead in the International Championship for Makes with 26 points, followed by Ford (14 points), Lola (12 points), Ferrari (9), Chevron (3), and Renault Alpine (1 point).

### **PORSCHE DOMINATION**

May 4, 1969: the Targa Florio, fifth event on the World Championship calendar. The 'Targa,' first run in 1906, had over the years earned a reputation

*Forza Porsche: It appears the Fiat 500 at the left edge of the frame has just managed to dive into the ditch ahead of the fast-approaching Spyder of Mitter and Schütz. The two Porsche pilots are on their way to a new course record.*



as one of the world's most difficult 'driver courses.' Time and again in Sicily, good pilots – even in underpowered cars – could use their skills to place at the front of the field, as demonstrated in 1956 when Italian driver Umberto Maglioli won outright the 'Tour of Sicily' in a displacement- and horsepower-handicapped Porsche.

By that yardstick, for 1969, Porsche's ship should come in, twice over: top class drivers and the superior 908s would see to it.

For Ferry Porsche, the 1969 Targa Florio had special significance: he was guest of honor, and dropped the starting flag for Sicilian sports idol Nino Vaccarella.

At the end, after ten laps (719km/447 miles) of the Little Madonie circuit near Palermo, four Porsche 908s headed the field. The winning team of Gerhard Mitter/Udo Schütz brought Porsche its ninth Targa Florio overall victory in a new record time of 6h 7m 45.3s (117.469 km/h/72.992mph). On the car-killing, extremely demanding Sicilian road course, they undercut the old record by more than 21 minutes. And, in the last five laps, they never had less than a four minute lead on the second place car of Vic Elford/Umberto Maglioli, who finished ahead of Rolf Stommelen/Hans Herrmann and Willi Kauhsen/Karl von Wendt.

The fifth three-liter 908, driven by Lins/Larrousse, was classified in 21st place. Vic Elford turned the fastest race lap in 35:08.2 (122.948km/h/76.397mph). Elford also recorded the fastest practice time in 35:54.7 (120.295km/h/74.748mph). Seventy-nine cars started, 53 were classified.

### SIFFERT AND REDMAN, THE DREAM TEAM

May 11, 1969. The sixth race in the World Championship, at Spa-Francorchamps, Belgium, saw the racing premiere of the Porsche 917. Journalist Helmut Zwickl jotted the following notes from the verge of the Belgian Grand Prix course: "The three practice days were more or less rainy. In the rain, Spa requires a hellish balancing act. Standing water on the Masta Straight threatens to cause the feared phenomenon of hydroplaning at any time, the wide tires can lose grip without any warning, and the car would slide across the asphalt without any steering control. Huge roostertails of water, stretching more than 200 meters behind every car, confound any attempt at overtaking. For these reasons, the best times reported for the practice sessions have a footnote: it was never possible to run on a dry course. Porsche brought two 917s to Spa. The 'white giant' had completed all the stations of a comprehensive testing program. What the 917 lacked was racing experience. Siffert was sent out in a 917 to tentatively explore the car's provisional limits. His fastest lap of 3:14.9 (228.752km/h/142.140mph) remained the absolute fastest practice time. Siffert's time, though, made it obvious that the 917 – quite apart from the wet course – was nowhere near ready to race. The Swiss driver, known to set fast times even with badly set-up cars without even knowing how

far the car was from its optimum settings, instead instinctively chose the three-liter 908 for the race. Siffert wanted to win with a well-sorted car, not drop out of the race after turning a few record laps."

Besides Siffert, other Zuffenhausen works pilots tried their hand at the 'white giant' in the three practice sessions. The drivers who drove the 917 in practice at Spa included Kurt Ahrens, *rallye + racing* correspondent Wolfgang Koepp talked to the driver from Braunschweig after his practice laps and obtained some interesting details: "As you certainly know, the race here in Spa-Francorchamps is just a test for us. My impressions of the car on this fast track are not especially favorable. I had trouble with its roadholding and also with the steering. You wouldn't believe how much force and concentration you have to muster to drive just a single lap. Just steering the car is hard labor. On this high-speed track here at Spa, a lot depends on aerodynamics. In my opinion, the two exhaust openings, among other things, cause adhesion problems. Apparently, the back of the car is lifted by aerodynamic forces, and weight transfers to the front axle. As a result, the car fishtails unexpectedly. Even in dry weather, I could not drive the car flat-out, it was much too nervous."

Looking ahead to the 1000km race at the Nürburgring, Ahrens said:



*Good choice: Although Jo Siffert had tested the 917 at Spa, he decided to race the proven eight-cylinder instead. After 4h 24m 19.6s, Siffert/Redman won the Spa-Francorchamps 1000km race in their long-tail 908, ahead of Rodriguez/Piper in a Ferrari 312P and team-mates Elford/Ahrens and Herrmann/Stommelen in 908s.*



*A fast business: (Left to right) Rico Steinemann (in jacket), Brian Redman, Helmuth Bott, Jo Siffert; Herbert Linge (on pit wall behind Siffert). At Spa, frighteningly high speeds were reached on questionable pavement – and Porsche's win was all the more spectacular for it.*

*At the Nürburgring 1000km race, the Porsche armada was in its element. Mitter/Schütz led early on, but after experiencing problems, only managed to finish in 31st place.*

"For the race on the North Circuit, I would much prefer a 908 in its Spyder version. Added to that, a good co-driver. Even if the 917 is improved between now and the Nürburgring race, I don't believe that it will be superior to the 908."

When an engine problem was detected in the Mitter/Schütz 908 near the end of practice, Mitter declared that he would drive the 917 with Schütz in the race. The two had set a practice time in the 917 of 4:06.1, for eighth place on the grid. Along with the 917, Jo Siffert had also driven the 908 in several practice sessions, for a time of 3:48.6, and started the race in a three-liter 908.

The sixth running for the 1969 International Championship for Makes became a duel between Porsche and Ferrari, with a few Lolas thrown in for good measure. Siffert/Redman won after 4h 24m 19.6s (227.241km/h/141.201mph) ahead of Pedro Rodriguez/David Piper (Ferrari 312P), Vic Elford /Kurt Ahrens, and Hans Herrmann/Rolf Stommelen (both crews also in Porsche 908s). Redman set fastest race lap at 3:37.1 (233.809km/h/145.283mph). With this fourth win in a row, the 908 once again showed its potential: it was superior to the competition on medium-fast circuits like Brands Hatch and twisty courses like the Targa Florio, as well as on high-speed tracks like Monza and Spa.

Thirty-one cars started the race in Spa; at the end, 25 were classified as finishers.

### **PORSCHE TESTS ON THE 'RING**

There was a three-week pause between the 1000km races at Spa and the Nürburgring, during which time Porsche undertook intensive preparation for the last stage in its assault on the International Championship for Makes. A team led by engineer Peter Falk redeployed immediately after the





*Lords of the Ring: In the Eifel, the Spydors take the helm. Before the first-ever rolling start, the mechanics take care of their charges in the historic old paddock.*

Spa race and set up shop at the Nürburgring. Motoring journalist Helmut Zwickl was on hand to see Porsche conduct countless test runs with the 4.5 liter 917 and three-liter 908 Spyder: "The 917 was given its final polish on the South as well as the North Circuit. At the beginning, on the South Circuit, the 590hp colossus managed lap times of 2:20; after careful setup, this came down to 2:09. On the North Circuit, Rolf Stommelen turned laps

of 8:39 in the 'white giant.' Hans Herrmann, who also drove the car, said the 917 felt ungainly. Moreover, in esses and in braking, it still lost a lot of time compared to the three-liter cars. For the 908, Porsche's computer had calculated an optimum time of 8:09; for the 917, it had come up with a time four seconds faster. In practice, however, the 917 was at least 30 seconds slower."

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*P for prototype: Six Spyders, five of them 908/02s and one Flounder, take to the grid at the Nürburgring.*

*Mitter and Schütz drive no 2, eventual winners Redman and Siffert drive no 1 for the Salzburg team.*



*Unloved: Still considered an unpredictable car, nobody wants to drive the 917 on the Ring. Finally, at the last minute, Porsche hires David Piper and Frank Gardner. The two manage to drive 'The Ulcer' to an eighth place finish.*



## UNBEATABLE IN THE EIFEL

June 1, 1969. At the ADAC 1000km race on the Nürburgring's 22.8km (14.2 mile) North Circuit, the traditional Le Mans start was eliminated. For safety reasons, for the first time since the track hosted its first World Sportscar Championship race in 1953, a rolling start – a so-called 'Indianapolis start' – behind a pace car was employed. Sixty-four cars started; 39 were classified as finishers.

Occupying the first row on the grid was the Siffert/Redman 908, which had set fastest practice lap (8:00.2, 171.191km/h/106.373mph) ahead of the Ferrari 312P of Chris Amon/Pedro Rodriguez (8:00.3). On the 'Ring, too, Porsche's strong 908 presence proved unbeatable. At the end, five of these cars filled the top five finishing positions. In order, these were: Jo Siffert/Brian Redman ahead of Rolf Stommelen/Hans Herrmann, Vic Elford/Kurt Ahrens, Rudi Lins/Richard Attwood, and Willi Kauhsen/Karl von Wendt. In sixth place was the Ford GT-40 of Helmut Kelleners/Reinhold Joest. The winning time for Siffert/Redman: 6h 11m 02.3s (162.475km/h/100.958mph). The fastest race lap was set by Ferrari pilot Chris Amon at 8:03.3 (170.093km/h/105.691mph). Amon, however, dropped out of the race; on lap 30, he had to park the car in the 'Wippermann' section with faulty ignition. Jacky Ickx/Jackie Oliver had a disappointing debut with

the new Mirage-Ford V8. The car was equipped with a Ford Cosworth Formula 1 engine, developing about 430hp. Despite its abundant power, the car ran well off the pace until it lost a wheel on lap 19.

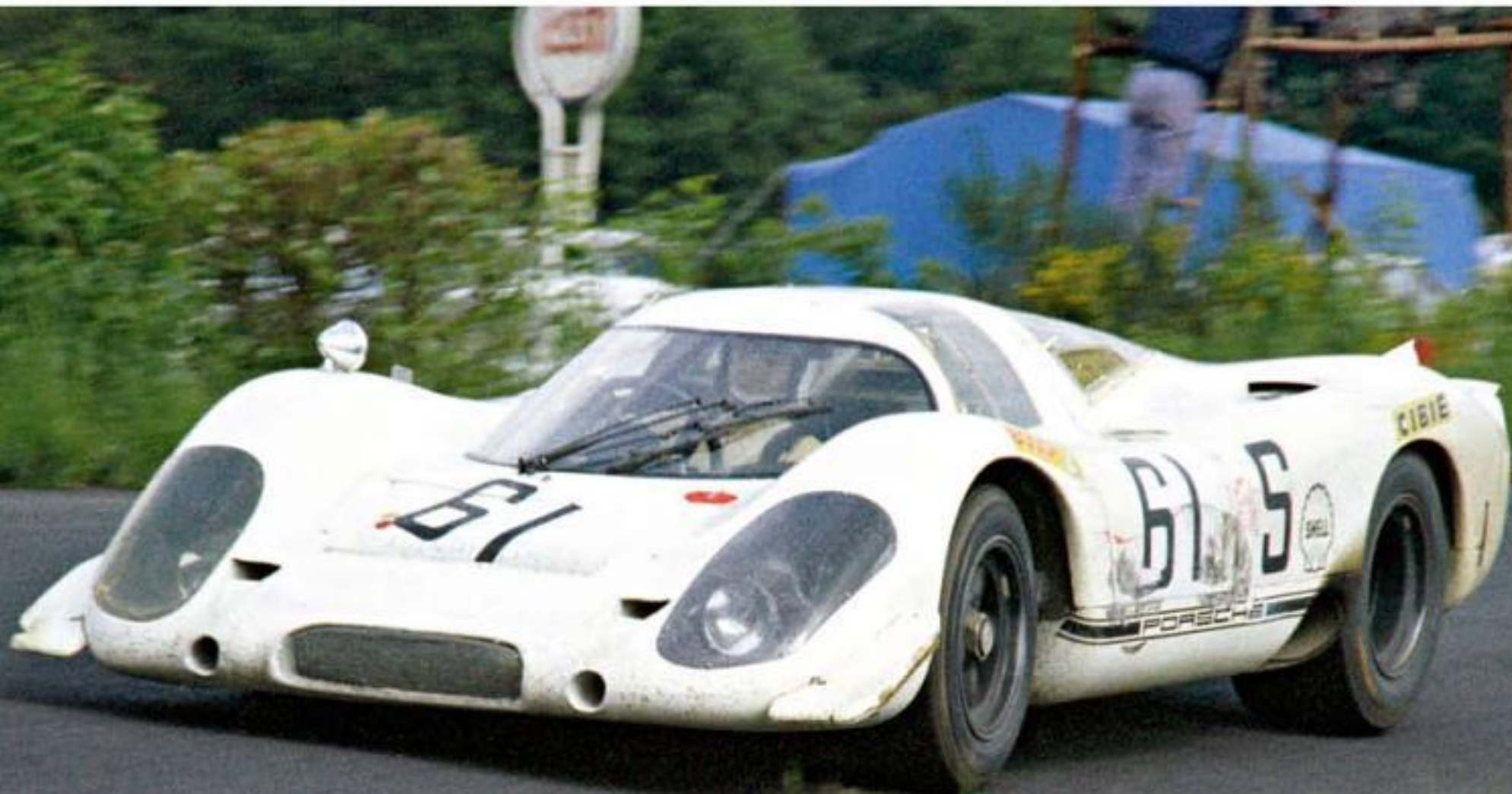
After this, the seventh race in the calendar, Porsche had collected 45 points toward the International Championship for Makes, thereby locking up the Championship. Trailing behind were Ferrari and Ford with 15 points each; Lola with 14; Chevron and Alfa Romeo, 3 points each, and Alpine 1 point.

## THE 120 METER DRAMA

Porsche had to accept an unexpected defeat at the 24 Hours of Le Mans. On June 14 and 15, the Swabian team had the justifiable ambition to take home its first-ever overall win at the most important endurance race of the season. To this end, it put another, very hot, iron in the fire in the form of the new 917. However, the new car had some teething troubles, above all in the aerodynamics department, and was a long way from showing its capabilities. The 908s, by contrast, were at the peak of their game, above all the crew of Hans Herrmann/Gérard Larrousse. At the end of the race, Herrmann engaged in the now legendary head-to-head race with Jacky Ickx, only to lose in the last few yards.

*continued page 85*

*At its premiere race on the Nürburgring, only Gardner/Piper dared to fame the raw power of the twelve-cylinder 917.*





*Air time: "Flying isn't the problem," recalls Jürgen Neuhaus. "But you have to know how to land." Here, Rolf Stommelen in no 4, a Flounder, and Jo Siffert, no 1, explore the third dimension.*





*Gerhard Mitter, at the wheel of 908/02 no 2, has raised his goggles to take a critical look at the instrument panel.*

*Meanwhile, his team-mate, Udo Schütz, has to contend with his Porsche's oversteering tendencies.*





Fancy footwear: Jo Siffert, racing director Rico Steinemann, and Brian Redman compete for the 'biggest grin award' after victory on the Ring.

In the 1000km race on the Nürburgring, Hans Herrmann/Rolf Stommelen drove a new version of the open Porsche 908, with a covered passenger seat and taller sides. This aerodynamic improvement (the drag coefficient, Cd, is just over 0.5 instead of just over 0.7) gave the car about 20km/h (12mph) greater top speed than the standard model. The car was given the nickname 'Flounder.'

Red and green on the Ring: The car numbers almost predestinate their finishing positions. While Ahrens and Elford in the Stuttgart team's 908/02, no 3, finish third, Siffert and Redman win in no 1. Herrmann and Stommelen round out the triple victory in car no 4, the Flounder.







*They also serve who stand around: At Le Mans, Jo Siffert again chooses the proven 908 over the 917, even though Rolf Stommelen has just set a new lap record in the twelve-cylinder wonder – the thing goes all of 390km/h (242mph). At the end, Siffert's decision makes no difference: the 917s drop out of the race, as does the Swiss driver's fast long-tail with its tiny fins. Only one 908 sees the finish ...*



... and that is the car of the almost-winners: Hans Herrmann and Gérard Larrousse share driving duties in the long-tail coupé no 64. In a legendary head-to-head race to the finish line, the Stuttgart driver has to slow due to falling brakes, as Jacky Ickx roars to victory in a Ford GT40.





*Touch and go: The Herrmann/Larousse long-tail goes back out after a pit stop. The race is not yet lost.*

*Asphalt jungle: The ultimately victorious car of Ickx/Oliver breathes down the neck of the 908 long-tail shared by Willi Kauhsen and Rudi Lins, who dropped out with gearbox problems.*





*A game of yards and seconds: Helmuth Bott's gaze is fixed on his stopwatch as the Herrmann/Larrousse long-tail passes the pits. At the end, little more than 100 meters separate Herrmann from victory in 1969. But 1970 would be a different story ...*

There had been tough talks about entering Zuffenhausen's super sportster, the 917. Porsche intended to enter two works 917s for Le Mans, one driven by Rolf Stommelen/Kurt Ahrens, the other by Vic Elford/Richard Attwood; a third would be entered by British privateer John Woolfe. However, the CSI – the Commission Sportive Internationale – took offense at the long-tail's movable rear flaps, which dynamically improved rear downforce. The 917s were only allowed to start once the flaps were made immovable.

From the very beginning of practice, Rolf Stommelen demonstrated the unbelievable performance potential of Zuffenhausen's new secret weapon: with a lap time of 3:22.9 (238.976km/h/148.493mph) he considerably undercut the previous record holder, a 1967 Ford prototype powered by a 7 liter engine. It should be noted that the 1967 time was set before the chicane was added before the start/finish straight; in 1969, the chicane easily cost ten seconds per lap. The new (unofficial) fastest lap time was mostly attributable to extremely high top speed: on its record lap, Rolf



*Privateer: For the non-championship Norisring 200 Miles, Tony Dean entered a 908/02 for Vic Elford, who qualified the car in third and finished second.*

*The headline in auto motor und sport read "Porsche Rumors." The topic was the 908: "Porsche has halted development and is selling all but two or three examples, which will be dismantled and placed in the spare parts department. Because customers prefer the Spyder, some of the coupés will be converted, some dismantled. Zuffenhausen has set a price of 120,000 Marks (plus VAT) for what its drivers regard as the best-handling car Porsche has built to date. "Over the years, 20 examples were built, of which twelve have been sold (three to Porsche-Salzburg, one each to Dechent, Arnio Wihuri, Soler-Roig, Broström, Dean, de Cadenet, Garcia, Heiderich, and Neuhaus/Fröhlich). This selloff, and the rumor that, for next year, John Wyer is switching his stable to the 917, have led to speculation that Porsche is cutting back on racing activities. Our information is that the exact opposite is the case. Zuffenhausen is looking for at least two experienced racing teams who can campaign the 917 with some prospect of success in the World Championship for Makes, but probably to free Porsche's own capacities for other branches of motorsports."*

*The chroniclers of motorsport recorded that six European races, including three German events, made up the Interserie, a new series called to life in 1969, endowed with a purse of 45,000 Swiss francs.*

*Even at that early stage, it was apparent that the Interserie's two kickoff races – the 'Nuremberg 200 Miles' and the 'Southwest Cup' in Hockenheim – were among the most interesting German motorsports events of the season.*

Stommelen's 917 is said to have reached 380 to 390km/h (236 to 242mph) on the long Hunaudières straight. The second 917, with Vic Elford, set a practice time of 3:25.1 (236.413km/h/146.901mph) for second spot on the grid.

After practice, the 908s joined the pair of works 917s at the front of the grid. Siffert/Redman, with 3:29.9, took the third slot on the grid. Lins/Kauhsen, with 3:32.6, were next in fourth. Herrmann/Larrousse, 3:35.6, had sixth, and Mitter/Schütz clocked a 3:35.6 for seventh on the grid. Until three hours before the end of the race, the Stuttgart works' chances still looked good; their first overall victory on the Sarthe circuit in western France appeared within reach. Siffert/Redman (908 Spyder) had already dropped out after four hours due to loss of oil and transmission damage, and the Mitter/Schütz 908 was put out by an accident at 2:45 in the morning. The Rolf Stommelen/Kurt Ahrens 917 dropped out in the 14th hour (damaged clutch, loss of oil). But at that time, two Stuttgart cars still led the race. Then the tide turned: the 908 long-tail of Willi Kauhsen/Rudi Lins was parked at 10:42 with a transmission problem. The end for the Elford/Attwood 917 came at 10:56 in the morning with gearbox and clutch damage. Tragically, John Woolffe's 917 crashed on lap one, killing its unbelted driver.

The only 908 to survive to the end, the 908L of Hans Herrmann/Gérard Larrousse, had taken some hits, too; despite a hard-fought duel in the final stages of the race, with fading engine power and failing brakes (by the end, the three-liter 908 engine had lost 400rpm from its top end, dropping maximum speed by 20km/h/12mph), they could no longer stave off the win by the Ford GT40 entered by John Wyer Automotive Engineering and driven by Jacky Ickx and Jackie Oliver. The only thing between the Porsche and a long-awaited Le Mans win was a space of about 120 meters.

After covering 4997.995 kilometers (3105.618 miles) in 24 hours, Ickx/Oliver came in just shy of the magic 5000km mark. The second Wyer Ford GT40, driven by David Hobbs and Mike Hailwood, finished third. Jean-Pierre Beltoise and Piers Courage drove the works Matra 650 to fourth. Small consolation: the new lap record went to Vic Elford in the 917 long-tail with a time of 3:27.2 (234.017km/h/145.412 mph).

#### **FIFTH WORLD CHAMPIONSHIP TRIUMPH FOR SIFFERT/REDMAN**

The ninth and penultimate World Championship race of the 1969 season, the Watkins Glen Six Hours on July 12, was ruled by the new champion from Stuttgart. On the Grand Prix course in upstate New York, Jo Siffert

*Air force: No one jumps higher than the flagman signaling the end of the Watkins Glen on July 12, 1969. And he has every reason to show his enthusiasm as Attwood/Dean/Elford, Siffert/Redman and Buzzetta/Lins stage a picture-perfect 1-2-3 finish.*





*Up against the limit: At Watkins Glen, fancy steering wheel gymnastics pay off. Brian Redman and Jo Siffert push the Salzburg-entered Spyder to victory in the Six Hours.*

with the driving team of Richard Attwood and Brian Redman, finished third.

Karl von Wendt, motorsports enthusiast, extremely wealthy lord of his own castle and landed estates in Germany's Sauerland region, had

won at the wheel of a Porsche 908 shared with Brian Redman. Elford/Attwood (908/02) finished second, ahead of yet another 908 Spyder driven by Lins/Buzzetta. The clean sweep at the Glen at least partly made up for the poor showings at Daytona, Sebring and Le Mans.

Ten minutes before this latest Siffert/Redman triumph, Porsche's racing boss, Rico Steinemann, had a small problem to solve. American auto journalist and racing photographer Bob Minim reported that Steinemann wanted the three cars of the Stuttgart marque, which were leading the race, to cross the finish line in line abreast formation, as that would be the simplest way to emphasize the victory. At Steinemann's side stood Jo Siffert, who did not find this solution very attractive; he felt it was unfair to the second place car driven by Elford/Attwood, which would then be classified as a lap down on the winner.

Elford felt that the two deserved to finish the race on the same lap as he, the winner. To satisfy both points of view, Steinemann had the pits signal his pilots with ATTW-REDM-LINS, upon which, like a well-led fighter squadron, the three Porsches changed formation and passed the checkered flag in the indicated order. "So, we've had our revenge," muttered Steinemann.

Vic Elford/Richard Attwood and Rudi Lins/Joe Buzzetta placed ahead of Servoz-Gavin/Rodriguez (Matra 650) and Kelleners/Joest (Ford GT40). Jo Siffert also set fastest practice lap in 1:08.47 (194.417km/h/120.805mph); the fastest race lap of 1:09.13 (192,719km/h/119.750mph) went to Vic Elford. Twenty-nine cars started, 14 were classified as finishers.

### SUPPORT FOR THE 917

On July 27, 1969, after only eleven months of construction, the Österreichring opened for business near Knittelfeld in the Austrian state of Styria. Just two weeks later on August 10, the course achieved World Championship status as it hosted the 10th and last race for that year's International Championship for Makes. Jo Siffert's co-pilot at the Zeltweg circuit was Kurt Ahrens. The two drove the 917 entered by Karl von Wendt to its first overall victory in a championship race. A second 917, entered by David Piper Racing

already ordered and paid Porsche in full for a 917. Von Wendt – in his day, one of Germany's best sports car drivers – recalled that: "During practice, I saw the faces of the 917 drivers. They were exhausted, even short breaks didn't help much. And their cool suits didn't help either. Also, I had expected that the car would certainly be three seconds faster on this track than the 908."

Even before the race, Zuffenhausen's hopes for the 917 had been dampened. A computer simulation had come up with a time advantage of only around one second per lap for the 'white giant' at the 'Ö-Ring,' even though the car had undergone continuous improvement since Le Mans.

Nevertheless, von Wendt was disappointed; before the race, he spoke with journalist Helmut Zwickl: "If a driver like Siffert in this superthing isn't seconds faster than all the others, what good is this car to me? I'll stick to the 908. I hope the factory doesn't force me to buy the 917." And it didn't. Von Wendt drove the race teamed with Willi Kauhsen in a 908/02 Spyder, entered by Porsche Salzburg, finishing sixth.

The 917's first International Championship win was recognized by *Powerslide* editor Dieter Stappert, who reported in detail: "Never change a winning team! If I have not been misinformed, this expression comes from English football circles, and is often applied to other sports as well. The responsible people at Porsche must have thought of this aphorism at halftime of the 'Austrian Grand Prix,' as the white cars from Stuttgart weren't doing all that well, but ultimately it all came to a happy ending. Siffert/Ahrens took the win with the 917 in the last race of the International Championship for Makes. Attwood/Redman finished third in another car of the same type.

"In my opinion, there is no doubt that the experienced driver combination of Siffert/Redman could just as easily have won the race in a Porsche 908 Spyder. For one thing, said car – as its siblings proved in the race – is characterized by nearly incredible durability, and it would be difficult to top the Siffert/Redman driving team in this car. On the other hand, it was probably time to prove that the 917 could be a winner, too. And – as the results show – prove it they did. Even if that did not come



*Car no 5, sixth place: At the Österreichring on July 12, 1969, Willi Kauhsen and his co-pilot, Karl von Wendt, drive the Flounder entered by Porsche Salzburg.*

entirely without some worry lines and heart palpitations, as the 917 showed its idiosyncrasies in the race.”

On the new 5.9 kilometer (3.7 mile) course, Siffert/Ahrens needed 5h 23m 36.9s to cover the 1000 kilometers (at an average speed of 186.330km/h/115.780mph). The Porsche phalanx was broken only by the second place Lola-Chevrolet of Joakim Bonnier and Herbert Müller.

Only Porsches – 917, 908, 907 and 910 – were classified in third to twelfth place. The finishing order was Attwood/Redman (917K), Gregory/Broström (908/02), Lins/Larrousse (908/02), Kauhsen/von Wendt (908/02), Neuhaus/Fröhlich (908/02), Marko/Gerin (910), Kraus/Basche (910), Krause/Weigel (907), Bradley/Spoerry (910), and Blank/Ditzler (910). The only downside for Porsche was the early retirement of the Koch/Dechent 908/02 due to a technical defect.

Fastest practice lap as well as fastest race lap went to Belgian Ford Cosworth Mirage pilot Jacky Ickx. In the practice session, Ickx drove a 1:47.6 (197.766km/h/122.886mph); in the race, he even beat his own time with 1:46.7 (199.621km/h/124.039mph). Thirty-six cars started the race, 22 were classified as finishers.

### FORESHADOWING THE 1970 SEASON

At the end of 1969, it was obvious that John Wyer Automotive Engineering would take over racing and team management for Porsche in the International Championship for Makes. Well funded with Gulf Oil sponsorship money, Wyer provided an enormous relief for Zuffenhausen’s costly racing activities. As a second iron in the fire, works cars were also entered under

*Teamed with Alex Soler-Roig, Jochen Rindt won the non-Championship Six Hours of Jarama near Madrid. The team of Fernandez/Godia-Sales (also in a 908) took second place, a lap down. Porsche’s series champion, the 908, was less successful in early October. In the Preis von Tirol (Prize of Tyrol) race at Innsbruck, Kurt Ahrens and Rudi Lins managed fourth and fifth only behind the winning Lola T70 of Frank Gardner and the two three-liter Abarths of Merzario and Ortner. Also surprising was the Japanese Grand Prix, won by a pair of V12-powered Nissan R382s.*

*Third and fourth went to a pair of Toyota 7s. The two Porsche 917s, piloted by Jo Siffert and Hans Herrmann, only managed sixth and seventh. In the 1000km de Paris at Montlhéry, Porsche was again beaten, this time by a pair of Matra 650s driven by Beltoise/Pescarolo and Rodriguez/Redman, ahead of the privately-entered 908s of Piper/Craft and Hezemans/van Lennep.*

the banner of Porsche Salzburg. Paul Frère explained it as follows: “[In 1970], the factory’s racing policy underwent an important change: it was felt that too many engineers, technicians, and highly qualified workers, who were badly needed elsewhere, were involved in the preparation of the cars and the actual race organization. Consequently it was decided that while the factory would get on with all the development work and would continue to build and recondition cars, engines, and other mechanical units, the actual preparation work and race organization would be entrusted to private teams officially representing the factory under a contract agreement. The most important of these teams was the Gulf-sponsored team of J W (John Wyer and John Willment) Automotive Engineering based in Slough [England] which, in 1970 and 1971, ran the cars in the well-known pale blue and orange Gulf colours. In 1970, the second team was that of Porsche Salzburg, a firm owned and run by Frau Luise Piëch, Dr Ferry Porsche’s sister, which imports Volkswagens into Austria and looks after Porsche interests in that country.”



In 1969, Porsche won the 'World Sportscar Championship' for the first time. Of the ten races on the International Championship for Makes (as it was known that year) calendar, Zuffenhausen pilots won seven. Three championship races – Daytona, Sebring and Le Mans – went to other makes. These defeats were painful not just for sporting reasons: racing wins boost the business of selling cars. Georg Bohlander, writing in *auto motor und sport*, said: "The 1969 season, for which preparations had been made at great expense and with the application of significant engineering and driving manpower, had begun on a depressing note: at Daytona, all four works 908 cars dropped out because four aluminum-alloy gears in the valve train gave up the ghost, after 18 hours, with worn-down gear teeth. The reason: during testing at Monza, accidents cut test drives to 18 instead of the planned 30 hours. In these 18 hours, the weak gear, which was later replaced by a steel version, did not yet exhibit its inadequate durability. In-depth preparations for the 12 Hours of Sebring were also not possible. This rough race course would have to be simulated on an endurance track, but at the time in question, every possible existing test track was snowed under. As a result, in Sebring, one frame after another cracked. Still, Stommelen/Buzzetta managed a third place because a mechanic quickly scavenged some fuel barrel braces to apply reinforcing beams to two broken frames. Thereafter, the Spydets were fitted with an added tube frame 'pyramid' at the rear of the frame.

"After that, the 908 had become a car upon which even the drivers, never an easy lot to satisfy, could swear: reliable, and with incomparable roadholding. As of mid-April, the cars were spared any retirements due to fundamental, design-based failures; there remained only small flaws. At Brands Hatch, Siffert started the race with only a single functioning ignition circuit, yet the Swiss driver still managed to win. Two broken plastic bushings in the shift mechanism led to Mitter's retirement at Monza. Porsche's racing engineer, Peter Falk, could recite an even longer list of obstacles: at the Targa Florio, a defective bolt in the shift linkage of the Lins/Larrousse 908 and a loose rubber steering component in the Stommelen/Herrmann car; repeated V-belt failures, which oddly enough only seemed to dog Elford; at Le Mans, inadequate cooling for plastic hoses on Siffert's transmission, which led to retirement, and a worn-out front wheel bearing on Herrmann's car which contributed to the defeat in the 24 Hours of Le Mans."



A win for the '17: On the Österreichring in August 1969, the 908 Spydets are no longer fast enough for the victors' podium.

Still, fourth place went to Richard Broström and Masten Gregory in a 908/02.

### *International Championship for Makes, 1969\**

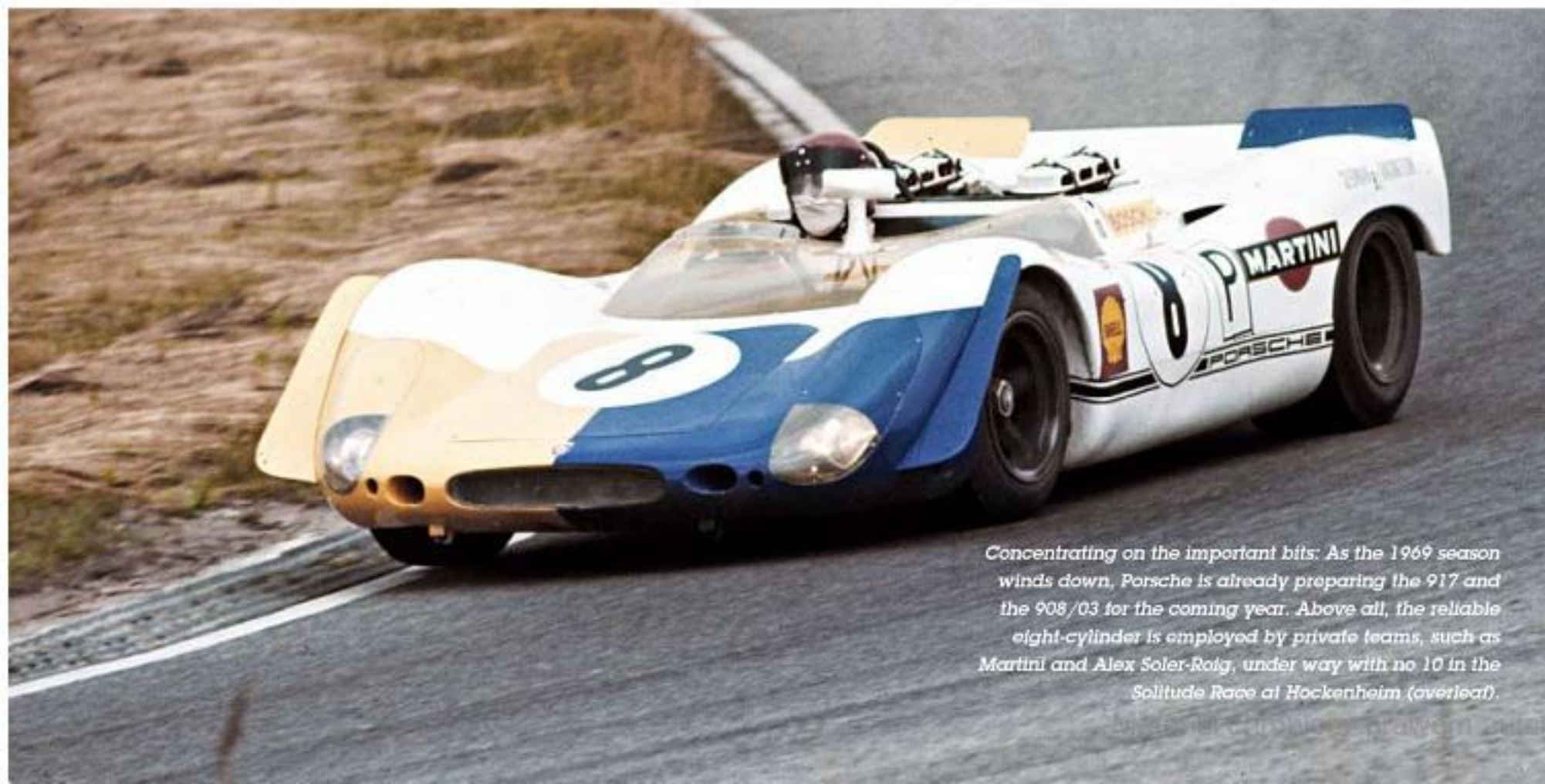
1. Porsche, 45 points
  2. Ford, 25 points
  3. Lola, 20 points
  4. Ferrari, 15 points
  5. Matra 6, points
  6. Alfa Romeo, 3 points; Chevron, 3 points
  7. Alpine, 1 point
- \*Of the ten races, only the five best results per marque are counted*

### *Special GT cars, unlimited displacement*

1. Porsche, 45 points
2. Chevrolet, 24 points
3. Ferrari, 7 points
4. Lancia, 5 points
5. MG, 2 points



*Victory and fastest lap: On August 24, 1969, Jochen Rindt drives a Spyder entered by the Spanish Escuderia Nacional in the Nordic Challenge Cup race at Keimola Motor Stadium in Finland. Leo Kinnunen, the 'Flying Finn,' driving another 908/02, finishes second.*

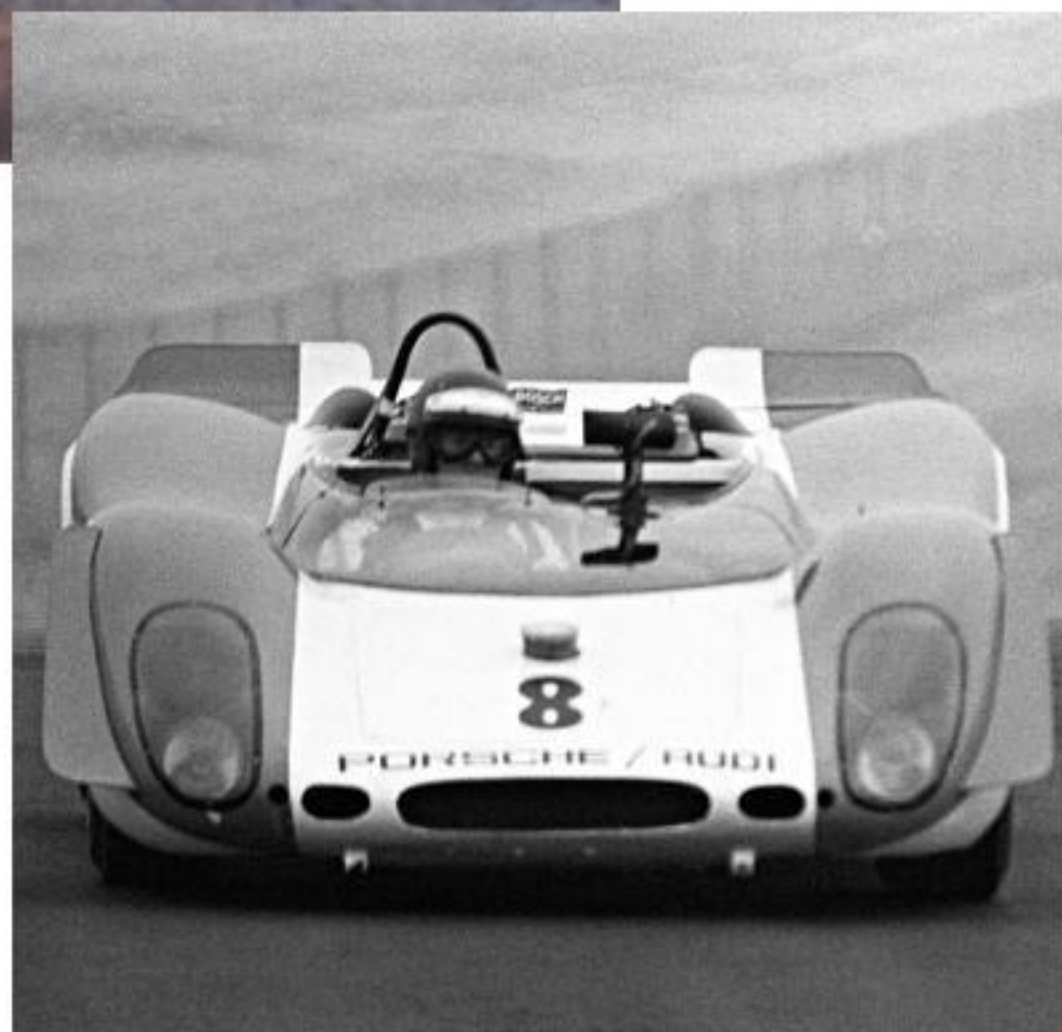


*Concentrating on the important bits: As the 1969 season winds down, Porsche is already preparing the 917 and the 908/03 for the coming year. Above all, the reliable eight-cylinder is employed by private teams, such as Martini and Alex Soler-Roig, under way with no 10 in the Solitude Race at Hockenheim (overleaf).*



auto motor und sport published the following personnel note: "On the occasion of the Porsche season victory party in Stuttgart, December 1969, Udo Schütz officially announced his irrevocable retirement from auto racing, which dated from Gerhard Mitter's fatal accident. As a parting gift, Porsche gave Schütz the steering wheel of the 908 which he and his friend Mitter had used on May 4 to win the Targa Florio."

*Fear not the big blocks: the 908 Spyders are regular contenders in the Can-Am. On October 26, 1969, Tony Dean goes up against the gigantic American engines at Riverside, California, and finishes seventh.*



# 1970: Defending the title

*In the late 1960s and early 1970s, as at no time since, Porsche spared no expense nor effort to reach the pinnacle of motorsport – and to stay there, at least for a while. What had been achieved in the previous season would be defended in 1970. Again, the plan was: no compromises. And it succeeded. The 917 finally achieved overall victory in Le Mans, the 908/03 clinched the title at the Nürburgring, and at the end of the season, Porsche was again World Champion for Sports Prototypes, Sports Cars and Special Grand Touring Cars*

In the new season, Porsche impressively defended its title of International Makes champion. The Swabians would win the Championship for the second time – and finally claimed overall victory at the Le Mans 24 Hours. In that racing season, Zuffenhausen's motorsports director, Rico Steinemann, had several irons in the fire: on high-speed circuits, the now heavily modified Porsche 917 was virtually unbeatable, and the brand-new Porsche 908/03 was tailor-made for medium speed and twisty circuits such as the Nürburgring and the Targa Florio.

Added to these was the fact that, in this year, several world-class drivers were on the roster for the Stuttgart-based maker of racing and sports cars. Although Zuffenhausen was no longer officially entering cars in races, the teams of J W Automotive (John Wyer and John Willment) and Porsche Salzburg would carry the flag for Stuttgart and enter the 908s and 917s for World Championship events on its behalf: all of the pieces were in place for another title, well before the season opener.

The five-liter juggernaut and the smaller 908/03 – actually an all-new car, which now only shared its engine with the 908 and was more of a descendant of the 909 Bergspyder – made up that year's dream team. The unbelievably fast 917 virtually dominated high-speed courses such as Le Mans at will; the maneuverable, almost kart-like 908/03 did the same on winding courses. It was really built specifically for the in-town and village-to-village roads of the Targa Florio, but on the Nürburgring, too, it would enjoy its share of legendary successes.

The 917, which could reach 330km/h (205mph) in short-tail form and a further 50km/h (30mph) in its long-tail version, made life difficult for

the Ferrari 512S. After Ferrari instituted a reducing diet toward the end of the season (though when it comes to lightweight design, Porsche is simply unbeatable), the red racers from Maranello and their potent V12s finally developed into serious competitors. At 825kg (1820lb), the 512S was only slightly heavier than the 917, but, with 620hp at 9100rpm, enjoyed a power advantage. And both of these rivals were, officially, production sports cars; difficult though it is to believe, that is how they were classified by the rules. In principle, they were street legal, with turn signals and lights, a fragmentary sort of trunk space and a spare tire which could only fit into its designated space when deflated. Just 25 examples were sufficient for homologation. The photograph of the Porsche company courtyard with all 25 production examples lined up for inspection, a shimmering line of white, is as famous as a marketing tool as it was effective.

The speedy three-liter /03s did not need this sort of high drama. Unfettered by any excess weight, they were the embodiment of the concept of a pure sports racing car.

## VICTORY IN GULF BLUE: THE 917S TAKE OVER

January 31-February 1, 1970: the 24 Hours of Daytona, the first race on the International Championship for Makes calendar. At 3pm, 64 cars rolled to an 'Indianapolis start.' The three works teams for Porsche, Ferrari and Matra fielded thirteen cars between them. For the new season, 908s were racing in private hands only; they no longer had a chance against the twelve-cylinder machines. Effective immediately, the reputation of the 908 would only be carried by the /03 version.



*Under cover: It's raining in Sicily. The Porsche 908/03 armada waits in the pits. The newly-developed three-liter prototypes first see action at the 54th Targa Florio, run on May 3, 1970, on the traditional Madonie road course.*



*The 1970 Temporada series began with the 1000km race in Buenos Aires. Jean-Pierre Beltoise/Henri Pescarolo (Matra 650) won the Argentine endurance event ahead of Jochen Rindt/Alex Soler-Roig in a Porsche 908, and Dean/Copello (also 908 mounted). Four other 908s filled fifth, eighth, ninth and tenth places, for the teams de Cadenet/Pairetti, Juncadella/Fernandez, Laine/van Lennep and Dechent/Koch. The second race for the 'Temporada Argentina' was the '200 Miles of Buenos Aires,' run a week later in two heats of 26 laps each on the same course as the 1000km race. De Adamich/Courage won in an Alfa Romeo 33/3 ahead of Gregory (Porsche 908), Beltoise/Pescarolo (Matra 650), Oliver (Lola T70), Bonnier (Lola T70), Reutemann/Bagrations (Porsche 908), Laine/van Lennep (Porsche 908), Galli/Stommelen (Alfa Romeo 33/3), Koch/Vianini (Porsche 908), and Juncadella/Fernandez (Porsche 908).*

The Daytona race developed into a 24-hour battle, with plenty of suspense at the end as Jo Siffert in the Gulf 917 and Mario Andretti in the Ferrari 512S staged a breathtaking fight for second place, by which time, Pedro Rodriguez had built up an unassailable lead. Finally, just before the finish, the Swiss driver managed a pass to make it a double victory for Porsche while Andretti had to struggle with a broken frame. Admittedly, the Porsches were unbeatably fast in this race; Siffert frequently took the high banking of the car-killing course at 350km/h (217mph), leaving spectators speechless.

At Daytona, Siffert and Rodriguez' co-pilots in the victorious John Wyer team were Brian Redman and Leo Kinnunen. As the Rodriguez/Kinnunen car took the checker, it had covered 724 laps and 4439.938km (2758.856 miles), not only setting a new course record (handily beating Mark Donohue/Chuck Parsons' record of the previous year: 626 laps, 3848.732km, 2391.497 miles), but also setting a record for highest average speed at 184.858km/h (114.866mph). Eight laps behind the winner, the newly homologated five-liter Ferrari 512S of Mario Andretti/Jacky Ickx/Arturo Merzario took third place behind the victorious John Wyer team, despite Mario Andretti bringing his own Indy pit crew with him; the experienced mechanics could cut in half the time taken for the Ferrari's routine pit stops. Fourth and fifth places went to a pair of Ferrari 312Ps driven by Sam Posey/Mike Parkes and Tony Adamowicz/David Piper. The Laine Porsche 908, driven by Hans Laine and Gijs van Lennep, dropped out on lap 385 with engine damage. A 908/02 entered by the Argentine 'Juan Manuel Fangio' team, crewed by Carlos A Pairetti/Alain de Cadenet/Jorge Omar del Rio, coasted to a stop on the first lap with mechanical difficulties.

The fastest practice time was set by Mario Andretti in 1:51.6 (197.793km/h, 122.903mph); fastest race lap went to Jo Siffert in 1:48.7 (203.070km/h, 126.182mph). Only 22 cars were classified as finishers.

### THE MOVIE STAR HOLDS HIS OWN

On March 21, 1970, the 12 Hours of Sebring kicked off for the 20th time and sixty-eight cars took the green flag. As in Daytona, for safety reasons the Le Mans start was abandoned, replaced by a rolling Indianapolis start behind a pace car. And this time, the red car with the prancing horse had its revenge for Daytona. For the first time since the win by Chris Amon and Lorenzo Bandini at the 1000km of Monza in 1967, Ferrari claimed an International Championship for Makes race. Mario Andretti won,

along with Sicilian sports idol Nino Vaccarella and Ignazio Giunti, in a Ferrari 512S. The winners drove to a new course record of 248 laps and 2075.406km (1289.601 miles); their average speed was 172.629km/h (107.267mph).

More sensational, though, was the second place finisher: actor and private race driver Steve McQueen, who co-drove a Porsche 908/02 with Peter Revson. Indeed, until four laps before the end, McQueen/Revson were in the lead, until Andretti passed the 908 and secured Ferrari's win. McQueen/Revson entered their Porsche under the banner of Solar Productions Ltd, the production company for McQueen's film, *Le Mans*.

Third place was taken by the Alfa Romeo 33/3 of Toine Hezemans/Masten Gregory. The Wyer Porsche 917 driven by Siffert/Rodriguez/Kinnunen could manage fourth only, a result that gave John Wyer pause to consider. Before Sebring, the team had carried out extensive development work on the 917 at the Gulf Research Center in Pittsburgh, Pennsylvania, and, among other things, had modified the wheel uprights. As it turned out, the changes made these suspension components especially susceptible to problems on rough tracks.

Seventh place was taken by the 908/02 of Hans-Dieter Dechent (driven by Koch/Larrousse/Attwood). The 908 entered by the Finnish Antii-Arnio Wihuri Racing Team (AAW for short) and driven by Hans Laine and Gijs van Lennep was a non-finisher. The second Dechent 908 was disqualified on lap 31 for receiving outside assistance in the form of a push start. Andretti set fastest practice lap at 2:33.5 (196.266km/h, 121.954mph). Fastest race lap was recorded by Kinnunen at 2:32.77 (197.204km/h, 122.537mph).

Twenty-nine cars classified as finishers.

### QUADRUPLE PORSCHE TRIUMPH

At Brands Hatch, in the third race of the Championship, Porsche restored the old balance of power. On April 12, 1970, three 917s survived a thousand rainy kilometers to make up an all-Porsche podium: Pedro Rodriguez/Leo Kinnunen ahead of Vic Elford/Denis Hulme and Hans Herrmann/Richard Attwood, followed by the Porsche 908/02 of the Finnish Antii-Arnio Wihuri team with Hans Laine and Gijs van Lennep. Amon/Merzario drove their Ferrari 512S to fifth, and another Porsche 908/02 (entered by Hans-Dieter Dechent and driven by Gerhard Koch/Gérard Larrousse) took sixth. After 179 laps, the 908/02 of de Cadenet/Omar del Rio dropped out with transmission woes.

After 6h 45m 29.6s of racing, the average speed of the winning



*The King of Cool: Hollywood star Steve McQueen not only played race driver on the big screen, he was one in real life. Before the passionate racing fan filmed the definitive racing epic Le Mans, McQueen (above right and below) teamed with Peter Revson to drive his 908 Flounder to second place at Sebring. Here, McQueen talks with Jo Siffert (left, in suit) and Porsche racing director Rico Steinemann.*



#### TEST RUNS FOR THE FIVE-LITER

April 12, 1970: Test day for the 24 Hours of Le Mans. The traditional test drives for the most important World Championship race of the year were dampened by rain and the fact that the same weekend hosted the third championship race at Brands Hatch. Porsche brought just two cars: a 917

crew (Rodriguez/Kinnunen) was 148.269km/h (92.130mph). Fastest lap? There was no fastest lap, as there was no official timing of individual laps. Fastest practice time was recorded by Ferrari pilot Chris Amon in 1:28.6 (173.286km/h, 107.675mph). Thirty-four cars started; 21 were classified as finishers.

Many years later, Porsche racing director Rico Steinemann well recalled the 'water fight' at Brands Hatch, and how the corner marshals waved to winner Pedro Rodriguez on the cool-down lap.

Steinemann was also on hand as the BOAC president prepared to award the trophy. He observed clerk of the course Nick Syrett reach for his whiskey flask, take a swig, and remark: "It was a jolly good race, wasn't it?"



*Places, everybody: The 917s have learned how to win. At Brands Hatch, Rodriguez and Kinnunen had the race all to themselves in the Gulf Blue long-tail. The de Cadenet/Del Rio 908 Flounder (no 58) dropped out with gearbox issues.*

*The Finnish connection: Behind the three 917s, Hans Laine and Gijs van Lennep came home fourth in the AAW Spyder.*



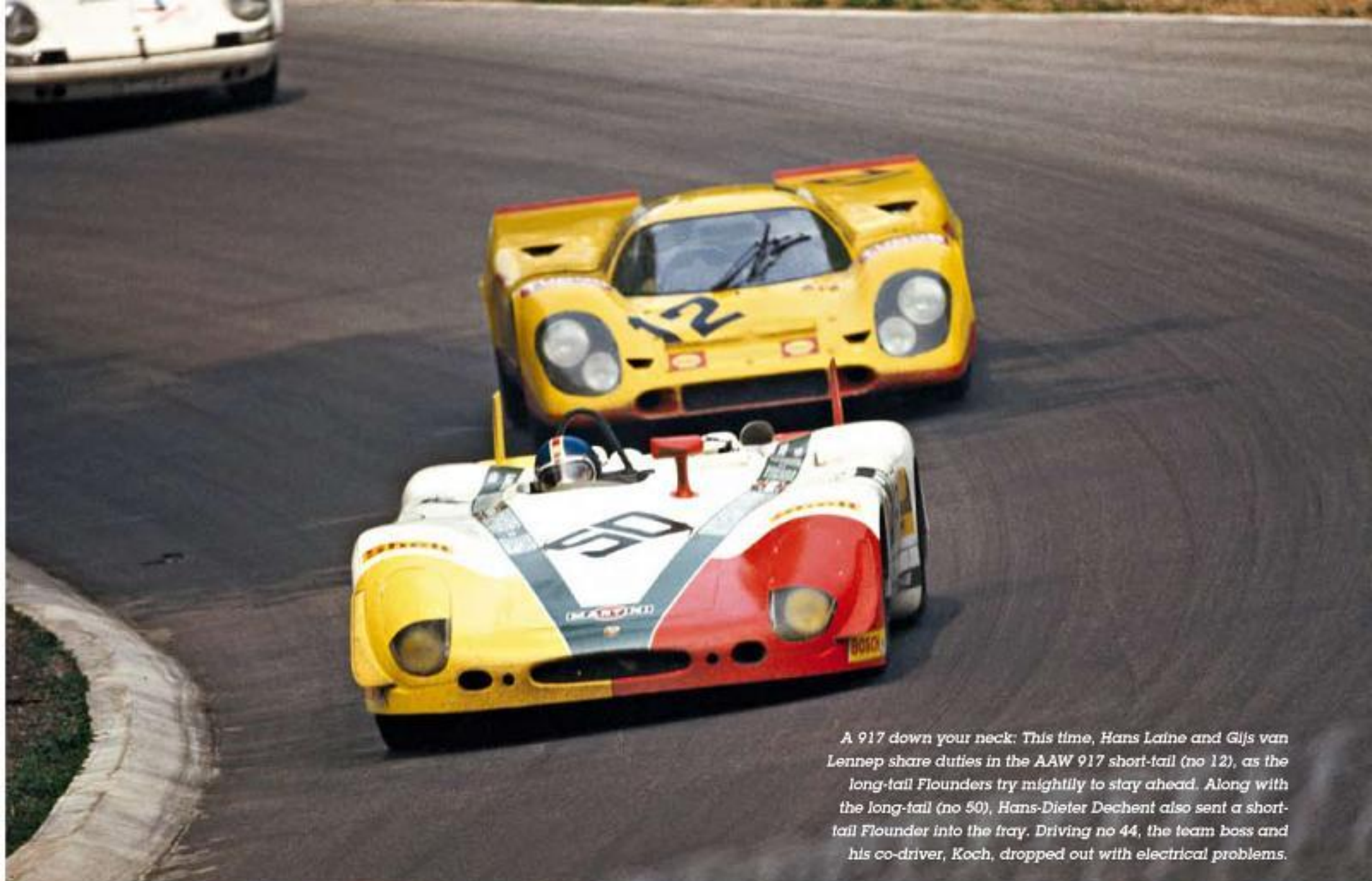




*Cry me a river: The Martini team sent Dean, Koch and Larrousse and their Flounder to Brands Hatch. They finished sixth.*

*Colorful character: Red and yellow are the colors of the sponsor whose financial assistance allowed the Martini Team to start at Monza. Larrousse and Lins steer the long-tail Flounder to a fourteenth place finish.*





*A 917 down your neck: This time, Hans Laine and Gijls van Lennep share duties in the AAW 917 short-tail (no 12), as the long-tail Flounders try mightily to stay ahead. Along with the long-tail (no 50), Hans-Dieter Dechent also sent a short-tail Flounder into the fray. Driving no 44, the team boss and his co-driver, Koch, dropped out with electrical problems.*



long-tail, with which Kurt Ahrens had had an accident just a week earlier, and a short-tail. This last was driven by Brian Redman, who, like Ferrari driver Ickx, had been flown in from Brands Hatch by chartered aircraft. Redman set fastest practice time at 3:33.5. But on a wet track, Redman couldn't touch Elford's track record of 3:27.2.

Ickx tested new body shapes on the Ferrari 512S, including a long-tail, but was held up by brake and tire problems. Wind and rain showers prevented better times later when Ignazio Giunti and Peter Schetty took over the car. Third fastest was the Alfa Romeo 33/3 driven by Teodoro Zeccoli/Nanni Galli, which Zeccoli drove to a time of 3:36.5. José Juncadella in a 908 managed 3:58.6 for fifth place; Porsche shop foreman Herbert Linge did 4:14.8 in a 908/02 for ninth place. Steve McQueen was on hand as well, but, at the last moment, his film production company's insurance carrier forbade him from taking part in the practice session.

### MONZA: NO CHANCE FOR THE 908S

April 25, 1970. Fourth race in the Championship. After Ferrari's success at Sebring and Porsche's revenge at Brands Hatch, Ferrari sought to take its hometown advantage in the Autodromo near Milano.

The 917 first ran in five-liter form at Monza, giving Jo Siffert/Brian Redman the fastest practice time of 1:25.21 (242.929km/h/150.949mph) ahead of the Amon/Merzario Ferrari 512S at 1:25.78. A second five-liter 917 was driven by Vic Elford/Kurt Ahrens to 1:25.82 for third spot on the grid. The first nine places on the grid were reserved for Porsche 917s and Ferrari 512Ss.

With such a starting line-up, a hard-fought battle was to be expected for the 1000km race, and, at the end, Porsche again triumphed on the historic Italian track with a victory by the Mexican/Finnish driving team of Pedro Rodriguez/Leo Kinnunen. But Porsche's victory margin had never been as slim as at this race, for Ferrari's forces – consisting of five examples of the Type 512S – made a strong showing in Monza and finished second (Ignazio Giunti/Nino Vaccarella/Chris Amon), third (John Surtees/Peter Schetty), fourth (Chris Amon/Arturo Merzario), eighth (Mike Parkes/Herbert Müller), and ninth (Corrado Manfredini/Gianpiero Moretti). The two Matra-Simca 650s of Beltoise/Brabham and Pescarolo/Servoz-Gavin took fifth and sixth; the Alfa Romeo of Galli/Stommelen filled out seventh place.

Tenth, eleventh and twelfth places were taken by a trio of 917s driven by the crews of Neuhaus/Kelleners, Laine/van Lennep and Siffert/Redman. The highest finishing 908/02, that of the Dechent team driven by Larrousse/Lins, only managed fourteenth; the team's second 908/02 (Koch/Dechent) dropped out with electrical problems after 35 laps.

Vic Elford set a new absolute lap record, clocked at 1:24.8 (244.103km/h/151.679mph), but he and his co-pilot, Kurt Ahrens, were dogged by misfortune. The Porsche Salzburg-entered team went into the lead on the eleventh lap, but on lap 92 Ahrens had a tire blow out in the Curva Grande. Although the driver from Braunschweig masterfully caught the car, he was unable to drag it back to the pits. The winner's average speed was 232.650km/h (144.562mph); Rodriguez/Kinnunen took 4h 18m 01.7s to cover the necessary 174 laps.

With 80 cars entered, competition for grid places was intense. Fifty-two cars went through tech inspection; 40 qualified for the race, and

ultimately 39 started. The number of starters was reduced because the race was run on the much shorter 5.75km (3.579 mile) road course, where, in previous years, the event had used the longer combination of road course and high-speed oval (10.1km/6.276 miles).

Twenty-two cars were classified as finishers.

### SICILIAN GRAND OPENING

May 3, 1970: The Targa Florio, fifth race in the International Championship of Makes. The 54th Targa was held on Sicily's uniquely twisty Little Madonie circuit, challenging drivers with around 700 turns. For the first time, the race distance was set at eleven instead of ten laps. In keeping with Championship for Makes rules, a race had to cover at least 1000 kilometers or last at least six hours.

Road improvements and occasional new pavement had made the Targa Florio faster. In addition, practice times of well below 40 minutes by Porsche pilots Siffert (34:10.0, 126.439km/h/78.566mph) and Elford (34:37.3) indicated that, under good conditions, ten laps would take less than six hours to complete, so the race distance was increased by an extra lap, another 72 kilometers.

Practice again took place on only a single day, so the drivers rarely managed more than two laps. They were advised to undertake 'reconnaissance runs' in the week before the race, in the midst of normal road traffic. Indeed, in those days, race drivers flogged their so-called 'mulettos,' practice cars with roughly the same power as the actual competition cars and fitted with temporary licence plates, at a more or less breakneck pace through the already adventurous traffic of southern Italy – which in no small way contributed to the mystique around the Targa.

The Targa was also the perfect venue for the 917's championship partner. Whereas the five-liter bruiser was hardly able to make it around the tight corners because of all its muscle, the 908/03 could easily zip through the most convoluted lanes. Porsche had developed this car just for Sicily. The chassis was that of the Bergspyder, and the pedals were mounted far forward, so that the driver's feet stretched ahead of the front wheels. Because the car weighed less than 500 kilograms (1100lb), Porsche was under no pressure to invest more development in the three-liter, eight-cylinder engine; it now produced 360hp and that was enough.

The favorable power-to-weight ratio was sufficient to allow the 908s to distance themselves from the more powerful competition from Ferrari and Alfa Romeo. Porsche was, in effect, racing on its adopted home track. After 6h 35m 30.0s (120.151km/h/74.659mph), Jo Siffert/Brian Redman and their 908/03 came across the finish line first, followed by team-mates Pedro Rodriguez/Leo Kinnunen, just 72 seconds back after 790.9km (491.4 miles) but still two minutes ahead of the third-placed Ferrari 512S of Nino Vaccarella/Ignazio Giunti.

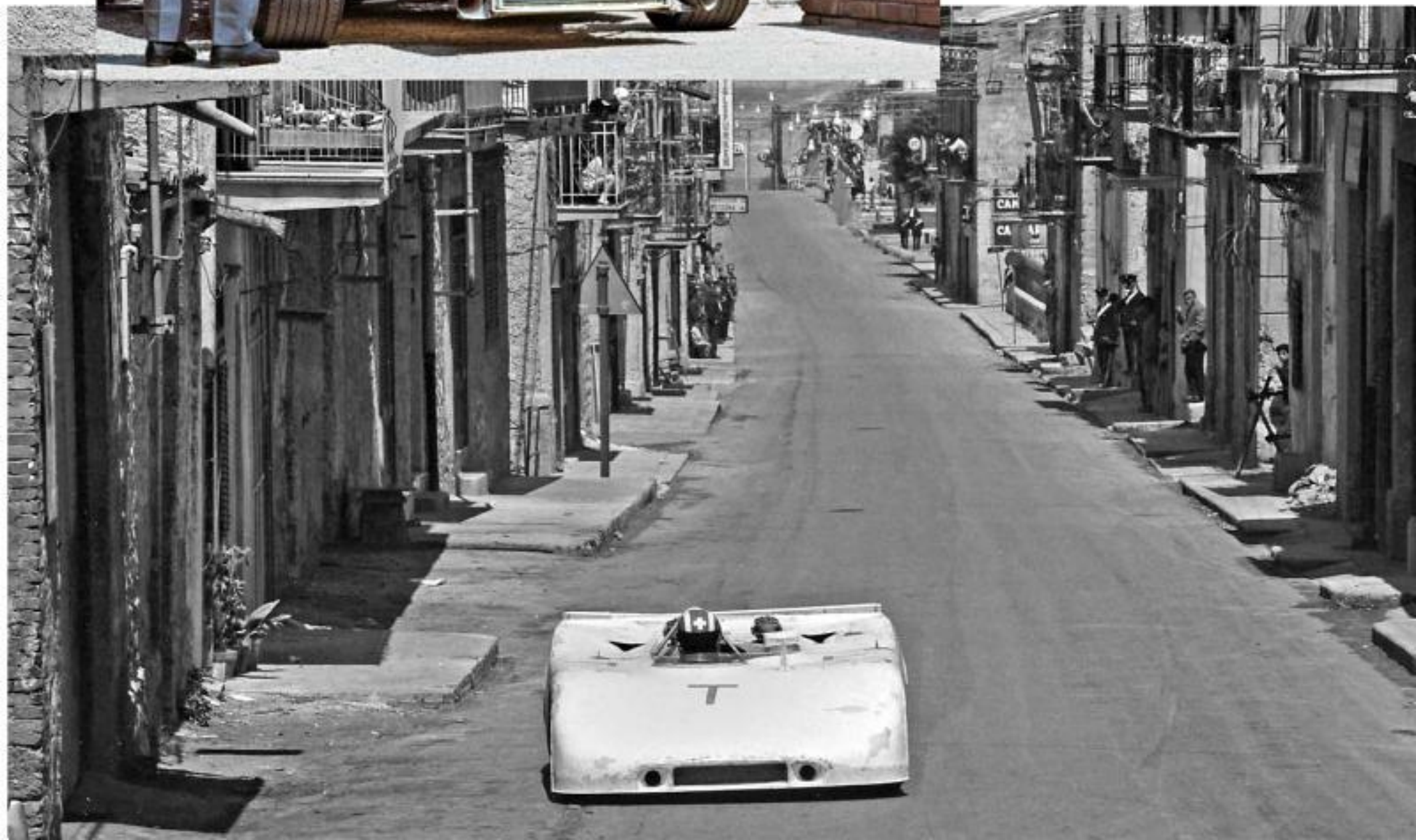
On the second to last lap, Vaccarella/Giunti looked like strong contenders for second place, but Kinnunen drove the final lap like a man possessed and carved more than four minutes off their lead. He not only secured a Porsche double win, but also set a new race lap record at 33:36 (128.571km/h/79.891mph) – a minute and a half faster than Elford a year earlier.

Fourth and fifth places went to two more 908s: Van Lennep/Laine (908/02) ahead of the third John Wyer Team 908/03 of Björn Waldegaard



908 and 608: The racing mechanics – who drove down to Sicily with their rolling workshop – struggle with the Elford/Herrmann 908/03. All to no avail, though, as the speeding biscuit tin is the only works car that fails to finish.

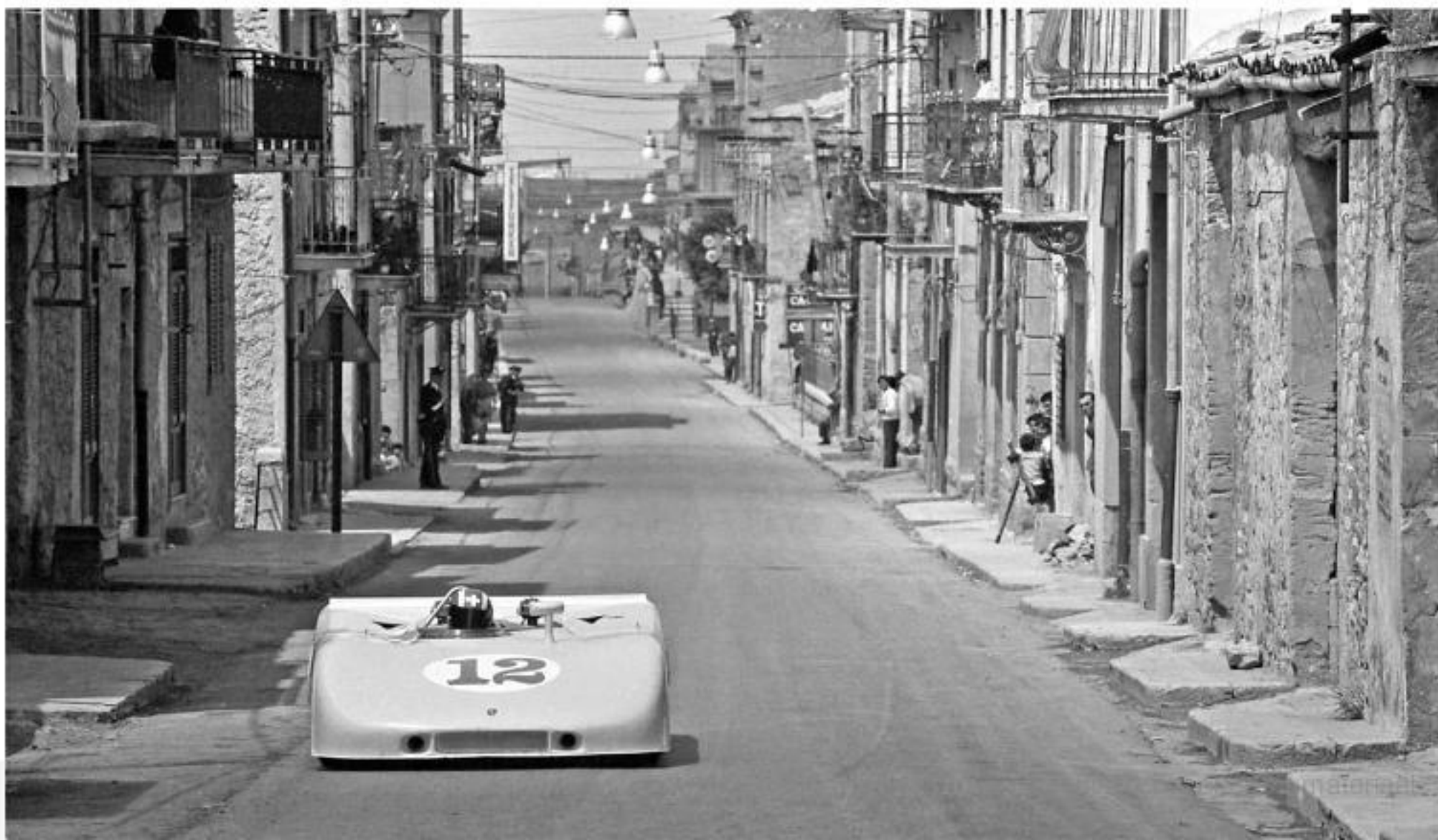
T for Toblerone? The white cross of Switzerland on his helmet signifies that Jo Siffert is at the wheel of this test car. A dream for racing aficionados, a nightmare for road safety advocates: in 1970, the racers turned practice laps around the challenging Little Madonie Circuit on roads that were in no way closed to the public. Once, Porsche even disguised one of its test cars by painting it Ferrari red: the Zuffenhausen team didn't want to make enemies of the locals, and took advantage of the goodwill enjoyed by the Maranello team from their Italian compatriots.





*Rain over the Madonie: No sign of sunny Italy. Tarps protect the interior of the eventual winner, the car of Brian Redman and Jo Siffert.  
At right: Martini Flounder no 26, driven by Larrousse and Lins.*

*Targa impressions (and opposite): In Sicily, race teams and spectators are never far apart. Police have reserved the best viewing spots for themselves, and make half-hearted efforts to keep the fans off the course. The 908/03s are marked by playing card suits: the winning crew of Redman/Siffert has drawn no 12, the ace of diamonds. Richard Attwood and Björn Waldegaard share driving duties in no 36, marked with the ace of spades, to finish fifth.*





*This end forward: Arrows in the Gulf colors keep it going the right way. Leo Kinnunen and Pedro Rodriguez don't need any reminders; they drive their 908/03 to second place.*

*We've got your back: When the classic Spyders stay in the game, they're always good for fourth place behind the winning favorites. At the Targa, the duty falls to the proven team of Hans Laine and Gijs van Lennep who bring their Finnish AAW /02 safely home on the hairy course.*





*If showing up were everything: The Porsches might win in Sicily, but off track, the Cinquecento has its snub nose out in front just about everywhere else in Italy. Here, the winning 908/03 (no 12) and runner-up (no 40, Kinnunen/Rodriguez) stir up the crowd, most of whom will thunder homeward later, propelled by 1/20th of the 908's horsepower.*



*Good showing: Alongside the dominating five-liter sports cars there are always a few undaunted souls who soldier on in the smaller cars. At Spa, Hans-Dieter Dechent and Helmut Marko work their way from fourteenth on the grid to eleventh overall. The second Martini Flounder even managed to finish ninth.*





*Everybody talks about the weather: Except Porsche. Certainly not in the Eifel. At the Nürburgring, the Targa recipe for the Bergspyder-turned-circuit-racer proves itself again. In the 'green hell' of the Ring, the Zuffenhausen team locks up the title well before the end of the season. Attwood/Herrmann (no 15) finish second, fastest qualifiers Redman/Siffert (no 20) drop out, but Ahrens/Elford win the race with no 22.*



and Richard Attwood. As at Monza, the Dechent team was dogged by misfortune at the Targa: on lap 9, Larrousse/Lins dropped out with gearbox problems.

Porsche's win at the 1970 Targa Florio marked an anniversary of sorts: the company's tenth win on the last true road course in the International Championship for Makes series. Seventy-eight cars started, 49 were classified as finishers.

### SIFFERT AND REDMAN WIN AT SPA

In the sixth race in the International Championship for Makes calendar on May 17, on the high-speed track at Spa-Francorchamps, Porsche secured its fifth win of the season. For some time, the world's fastest Grand Prix course had drawn criticism from drivers for inadequate safety arrangements, and, in 1969, this even resulted in cancellation of the Formula 1 race; the last F1 World Championship race on the old road course was held in 1970. When asked about the 'challenge of Spa,' one of Porsche's top drivers laconically commented that "The many full-throttle or near-full-throttle corners do demand a great deal of courage and driving skill. And a car with outstanding handling."

*Before the ADAC 1000 Kilometers on the Nürburgring, auto motor und sport journalist Helmut Luckner spoke with Porsche's racing director, Rico Steinemann, regarding the Zuffenhausen team's view of its competition future. "Beginning with next season, only three-liter cars will be eligible for the International Championship for Makes. For that reason, it will hold almost no interest for us. We would have to develop a new, genuine racing engine, because the three-liter of the 908/03 remains at the level it had in 1968, that is, about 360 horsepower. But we don't especially want to build a pure racing powerplant, because we'd always like to get a production engine out of it. And that's not possible with a four-valve engine. Moreover, the minimum weight of 650 kilograms (1432lb) laid down for 1972 doesn't fit into Porsche's picture at all. Today, our 908/03s officially weigh 550 kilograms, some suggest they are even lighter. Where's the attraction in packing an extra 100 kilograms into the cars? Also, we regard several FIA decisions, for example at least three drivers per car for next year's Le Mans, as complete nonsense, and we want no part of it. There aren't that many good drivers available, quite apart from problems with different car tuning, different seat shapes, and safety belt mounts."*

Naturally, in Belgium, the 917s were out in front again. And of course their domination began in practice: Pedro Rodriguez, again with the 'Flying Finn,' Leo Kinnunen, as co-pilot, did a sensational lap in 3:19.8 (254.054km/h/157.862mph). During the race, the Mexican driver improved on this with an absolutely incredible 3:16.5 – at an average speed of 258.321km/h (160.514mph) – beating the previous lap record set by a Grand Prix car by more than 15km/h (9mph). Technical defects, though, forced the Mexican/Finnish duo out of the race. Jo Siffert/Brian Redman (Porsche 917) won after 4h 09m 47.8s with an average speed of 240.460km/h (149.415mph) ahead of the Ferrari 512S of Jacky Ickx/John Surtees, who passed the checkered flag about two and a half minutes after the Porsche.

Although the pair still had a mathematical chance at the Championship, this effectively put an end to Ferrari's Championship for Makes title aspirations for the year. Good placings were achieved by the two 908/02s of Hans-Dieter Dechent: Larrousse/Lins finished ninth, Dechent/Marko came in eleventh. The German Gesipa team had more than its share of bad luck: Jürgen Neuhaus and Helmut Kelleners had qualified their 917K in fourth with the sensational time of 3:29.7, but dropped out on lap 54 after a collision with a GT car.

35 cars were placed on the grid, 23 were classified as finishers.

### DOUBLE WIN IN THE EIFEL

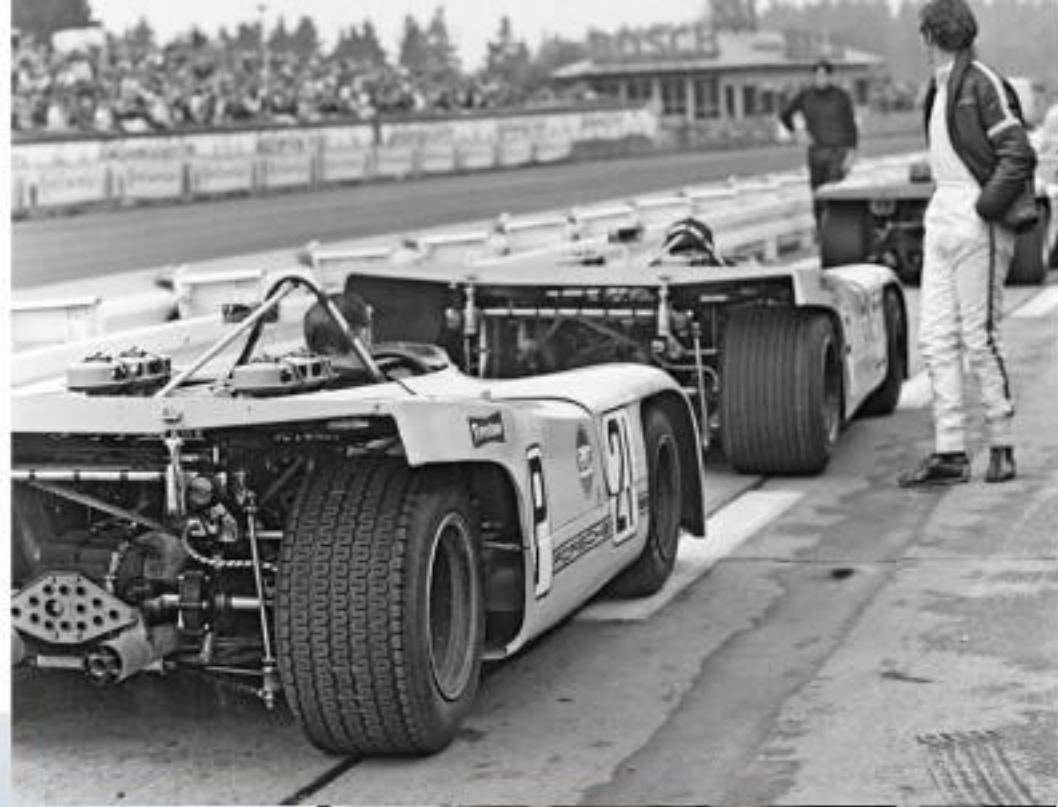
As in the year before, at the 16th International 1000 Kilometer Race on May 31 on the Nürburgring's North Circuit, Porsche secured the International Championship for Makes title for sports cars and prototypes. The title win in the Eifel came relatively easily, as neither Ferrari nor Alfa Romeo had a chance against the good handling and easy driveability of the 908/03. Again, on the tortuous 'Ring, these cars achieved for Porsche what the 917s could not accomplish by brute force: the 908s were not only fast and relatively easy to drive, but, thanks to good fuel economy, their drivers had to pit less often for fuel.

Porsche's forces achieved a convincing double victory, brought home by Kurt Ahrens/Vic Elford and Hans Herrmann/Richard Attwood. The following places were taken up by John Surtees/Nino Vaccarella and Herbert Müller/Mike Parkes (both teams driving Ferrari 512S). Fifth through ninth places went to the Porsche armada: Larrousse/Marko (908/02) ahead of Lins/Kauhsen (908/02), von Wendt/Koch (908/02), Greger/Lente (908/02), and Wicky/Cabral (907). The 908/02 entered by Jürgen Neuhaus of Wuppertal (driven by Kelleners/Basche/Neuhaus) dropped out on lap 38 with a technical fault. Long before that, though, the favored Wyrer-entered 908/03s had to pack it in, Rodriguez/Kinnunen dropping out on lap 11, and team-mates Siffert/Redman on lap 22.

The winning car of Ahrens/Elford (entered by Porsche Salzburg) needed 6h 05m 21s to complete the 44 laps, for an average speed of 165.5km/h (102.8mph). Jo Siffert set fastest time in practice at 7:43.3 (177.436km/h/110.254mph); fastest race lap went to Pedro Rodriguez in 7:50.4 (174.758km/h/108.590mph), well under the magical eight-minute barrier. Fifty-four cars started the race, 34 were classified as finishers.

### MAKING MOVIES, AND A LE MANS TRIUMPH

With the 917 that season's dominant car, Porsche finally achieved overall



*Opposite: Old familiar tune: The Martini team gives a good account of itself in the Eifel. Larrousse/Marko (no 1) finish fifth in their Flounder; Kinnunen/Rodriguez (no 21) drop out; and Ahrens/Eifford drive their Salzburg Porsche to victory.*



*It's not the fuel; Both the fast Italians and the Zuffenhausen team, certain of victory, carry the same fuel sponsorship. Porsche's fuel bill is a bit lower; another reason its cars fly to victory.*



### *A tragic accident*

*During the final practice session for the 16th International ADAC 1000 Kilometer Race on the Nürburgring, 24-year-old Finnish driver Hans Laine was killed in the 'Antoniusbuche' section. His Porsche 908/02, entered by the Antti-Arnie Wihuri team, became airborne on the long straight, probably due to a defective front spoiler. The car flipped several times and landed on its back. Laine tried unsuccessfully to right the car himself, calling course marshals to help, though they too were unsuccessful. A draft fanned a fire that probably originated from friction caused by the car sliding; the flames exploded and rescuers were unable to save the Finn from the fire, despite immediate use of extinguishers. Other drivers who stopped were likewise unable to help.*

victory at the 24 Hours of Le Mans on June 13-14, 1970. Richard Attwood/Hans Herrmann won the race in their red Salzburg-entered Porsche 917, which, due to its white stripes, was nicknamed the 'potato beetle.' Second place went to the 917 long-tail 'Hippiemobile' fielded by Hans-Dieter Dechent's Martini team. Once again, a 908 crew climbed onto the podium as the Dechent-entered Porsche 908/02 driven by Rudi Lins/Helmut Marko came in third. A Ferrari 512S driven by Sam Posey/Ronnie Bucknum, and another piloted by Hughes de Fierlant/Alistair Walker, took fourth and fifth.

Also taking part in the race was Steve McQueen's 908 Flounder, owned by his film company, Solar Productions. Herbert Linge and Jonathan Williams took turns behind the wheel. The car was fitted with cameras to shoot footage for the racing movie *Le Mans*, which was backed by McQueen, a Hollywood actor with a burning passion for anything fast. Despite repeated pit stops to change film, which caused Linge and his co-pilot to come in more frequently than any other team, at the end of the race theirs was the eighth car to see the checkered flag. After 24 hours, Herrmann/Attwood had covered a distance of 4607.810km (2863.168 miles) at an average speed of 191.992km/h (119.299mph).

*continued page 115*

*Appearances are deceptive: Alfa and Ferrari appear to be out in front, but at the end, the ultracompact 908/03s triumph on the Nürburgring.*



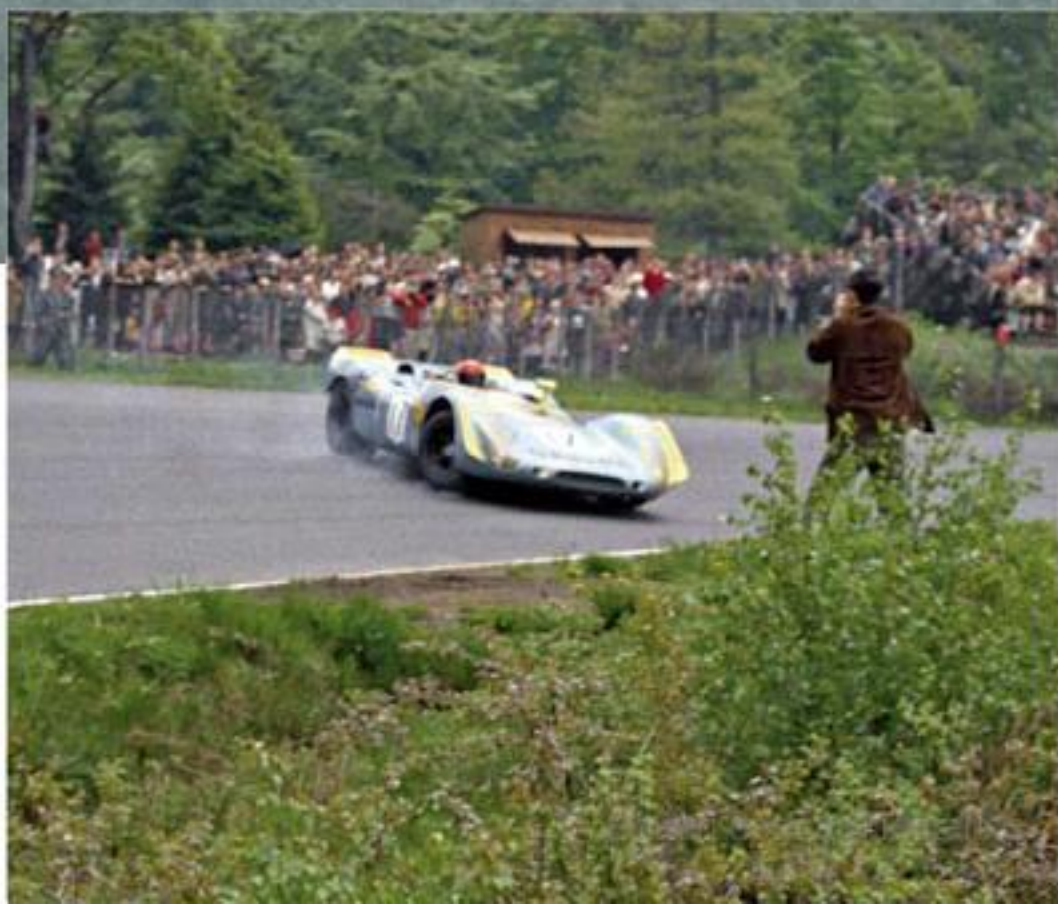


*Under pressure: Because at some point their eight-cylinder lost oil pressure, Pedro Rodriguez (above) and Leo Kinnunen had to retire.*

*The Larrousse/Marko Flounder heads for the pits. The pair eventually finish fifth overall.*



*Flying through the turns: Uncannily, the 908/03 of Redman/Siffert seems to track through the left kink, but the pair will drop out with a technical problem. Greger/Lenze, in the orange Flounder, comes home in eighth place; Jürgen Neuhaus' Spyder, here caught in a spectacular spin, will also drop out with mechanical issues.*



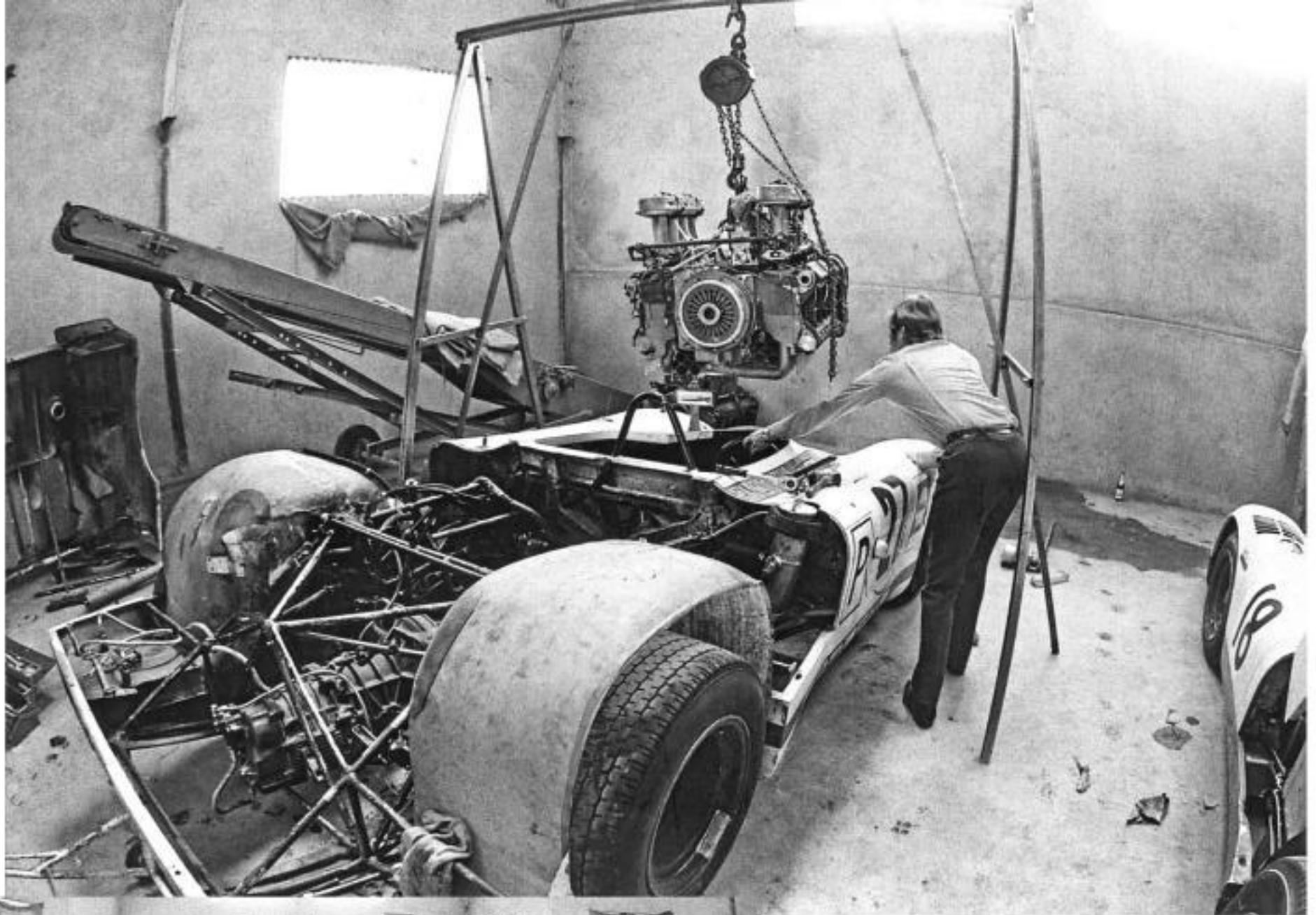


*Formal or casual: Dressed for business and maintaining proper appearances, three suit-wearing functionaries wave off the winner of the 1000km race. Ahrens and Elford managed an average speed of more than 165km/h (102mph) on the convoluted race course in the Eifel Mountains, and enjoy a well-earned drink after the race.*

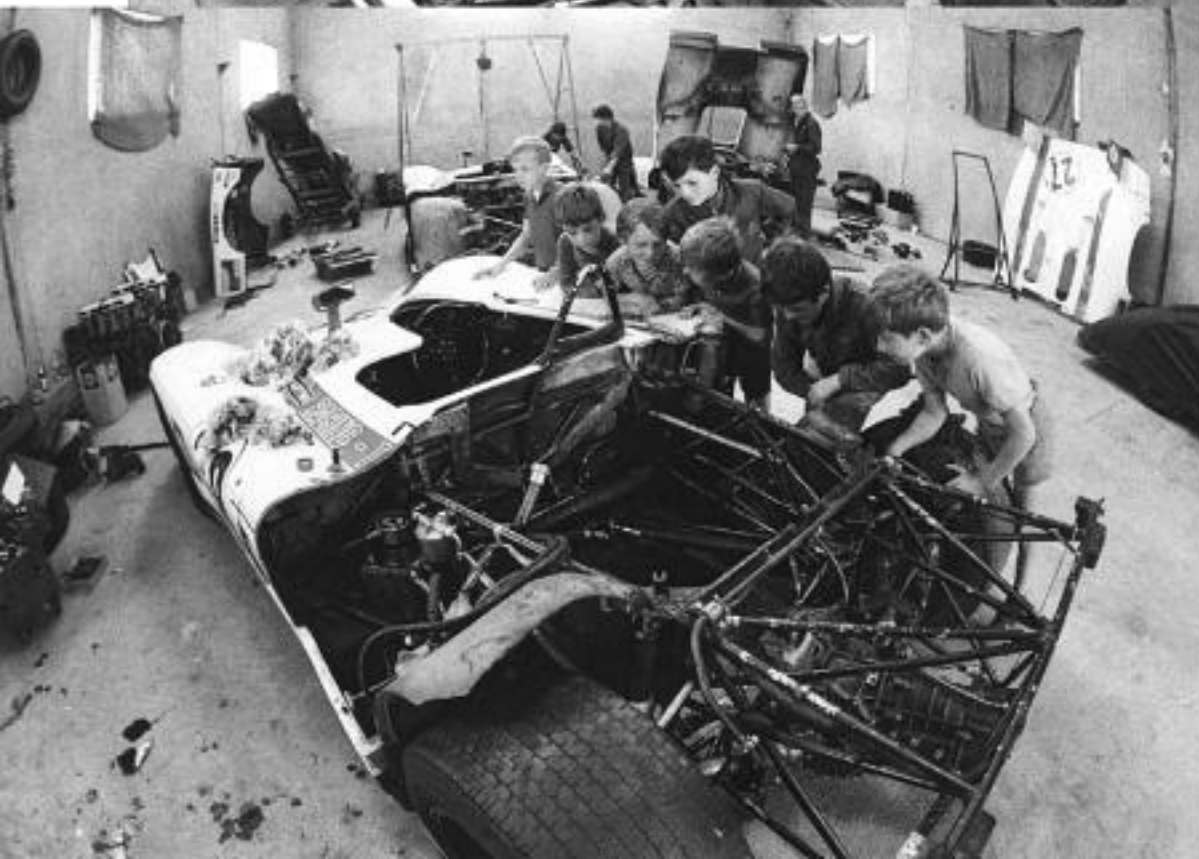


Материјал заштићен ауторским пра...





*Quiet on the set: Understandably, in 1970, the eight-cylinder cars don't get the leading roles at the Sarthe; instead, the main players are the 917s, with which Porsche finally wins its long-sought overall victory at Le Mans ...*



*... even as the Martini team still holds aloft the 908 flag, and Steve McQueen films the definitive homage to the endurance racing scene of the late 1960s and early 1970s ...*



*... by fitting cameras to a 908 Flounder. Despite frequent stops for film changes, Herbert Linge and Jonathan Williams drive the 908 to eighth place overall. "And then they left the best film on the cutting room floor," recalls Linge.*

It should be noted that this Le Mans weekend was marked by especially bad weather. Kurt Ahrens (Porsche 917 LH) set fastest practice time at 3:19.8 (242.685km/h/150.798mph), and fastest race lap was set by Vic Elford (also 917 LH) in 3:21.05 (241.176km/h/149.860mph). Dechent entered a second 908/02 for Dieter Spoerry/André de Cortanze/Rudi Lins, but was unable to start the race due to an accident in practice. The Juncadelle/Fernandez 908/02 was also absent at the start.

Fifty cars started the round-the-clock classic; only seven were classified as finishers.

### **BAD LUCK FOR THE PRIVATEERS**

The ninth race in the Championship took place on July 12, 1970, at Watkins

Glen, New York. The course is among those fast tracks that allow average speeds in the vicinity of 200km/h (120mph).

It was, however, also the shortest course to host a championship race for sports cars and prototypes, at just under 4km (2.3 miles), and typical lap times were in the order of 1:05 to 1:07 – no easy task for the timing and scoring crew in a six-hour race.

At the Glen, Porsche secured its eighth overall victory out of the nine races in the season so far. After 308 laps, the finishing order was Pedro Rodriguez/Leo Kinnunen ahead of Jo Siffert/Brian Redman (both crews driving Porsche 917Ks). Third place went to Mario Andretti/Ignazio Giunti (Ferrari 512S), fourth to the 917 of Vic Elford/Denny Hulme, ahead of another Ferrari, the 512S of Jacky Ickx/Peter Schetty. Sixth place was



*Still good enough for the podium: Herrmann/Attwood bring the red Salzburg 917 short-tail to first place. Hans-Dieter Dechent's Martini Team finishes second and third, with Kauhsen and Larrousse in the marvelous Martini Team 'Hipplemobile' 917 long-tail, followed by Rudi Lins/Helmut Marko in the long-tail Flounder in a glorious third place.*

*Below: Long and dirty: Against a host of five-liter opponents, the Martini long-tail managed to clamber its way to third in the prestigious Watkins Glen Six Hours.*

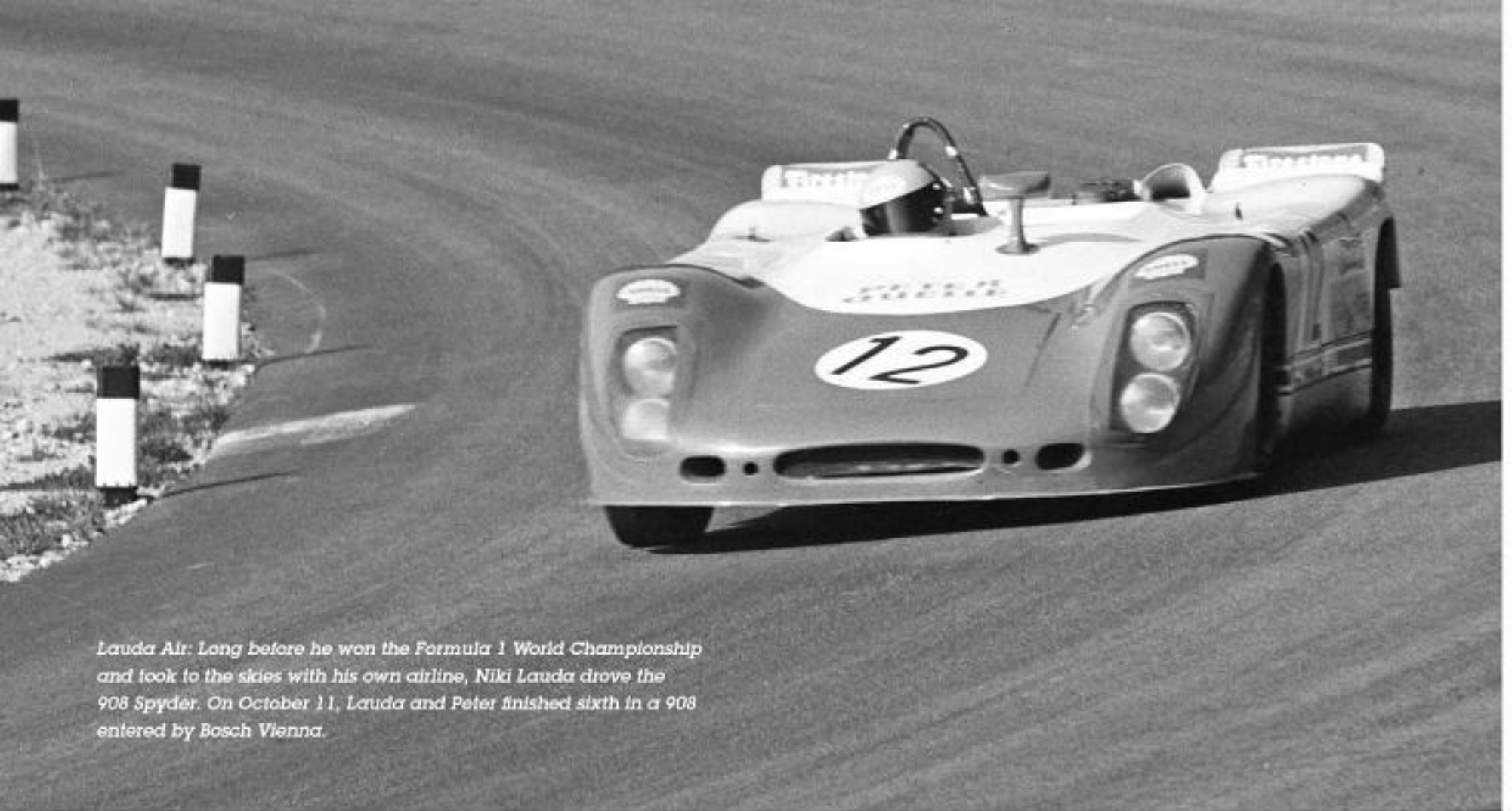




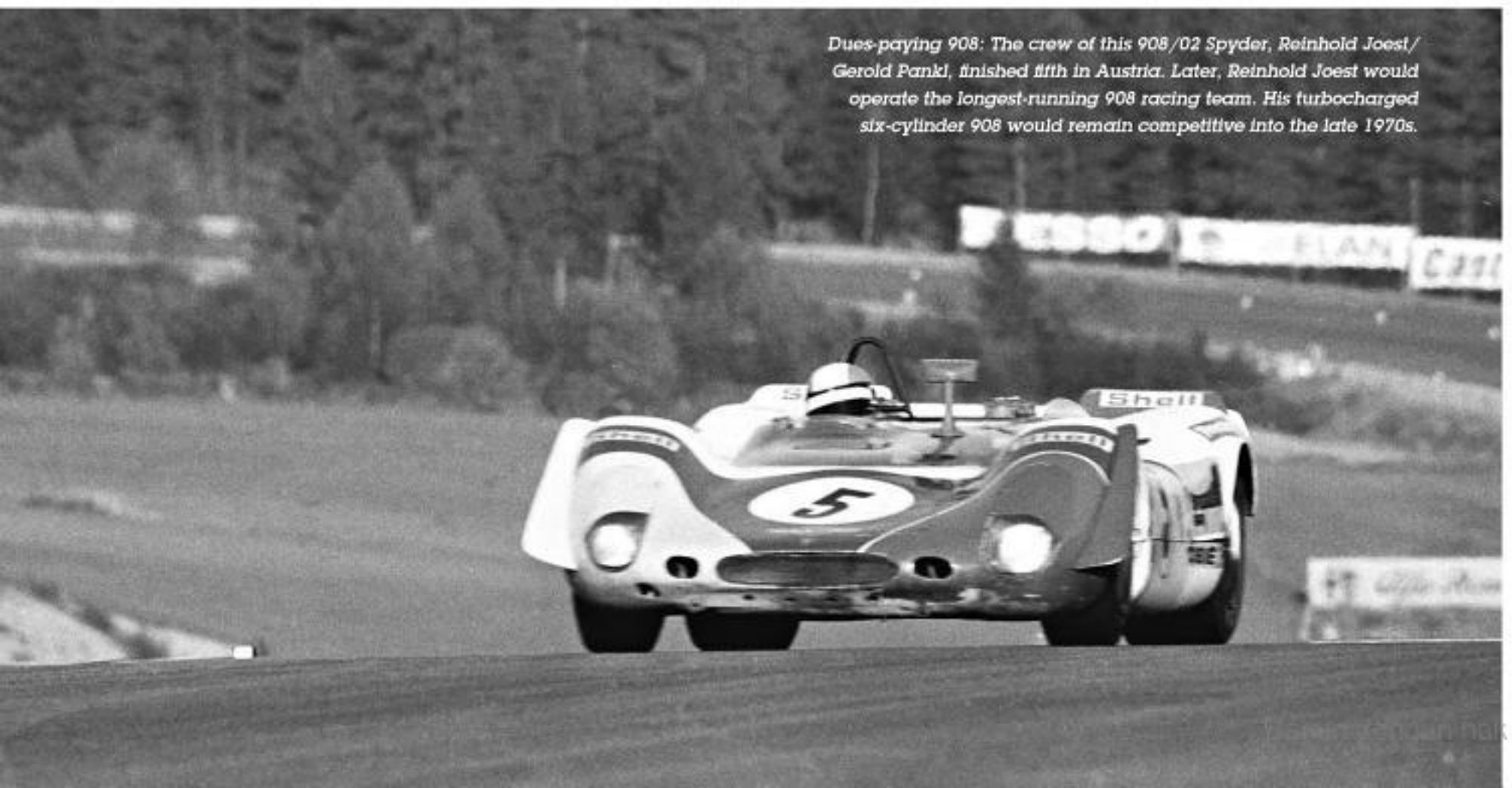
*In the thick of it: On July 11, 1971, at the Watkins Glen Six Hours, Porsche's potent five-liter 917s finish first, second, fourth, sixth and ninth. The Martini team Flounder, driven by Lins/Marko, secures a respectable seventh place finish.*

*Boxer vs V8: Years before the 917 Turbo completely outclassed the gigantic American engines, the 908s are still mixing it in the Can-Am circus. In the Can-Am event on the Sunday after Saturday's Six Hours, Larrousse will manage tenth place in the proven Martini Flounder. Here, Oscar Kovalski's Autoworld McLaren M8B (no 54) shares a practice session with the Van Lennep/Larrousse 908 and a Wyer-Gulf 917K.*





*Lauda A1r: Long before he won the Formula 1 World Championship and took to the skies with his own airline, Niki Lauda drove the 908 Spyder. On October 11, Lauda and Peter finished sixth in a 908 entered by Bosch Vienna.*



*Dues-paying 908: The crew of this 908/02 Spyder, Reinhold Joest/Gerold Pankl, finished fifth in Austria. Later, Reinhold Joest would operate the longest-running 908 racing team. His turbocharged six-cylinder 908 would remain competitive into the late 1970s.*

Motorsports journalist Helmut Zwickl analyzed the situation at the end of the season: "Porsche celebrated a Pyrrhic victory with Siffert/Redman in the last race of this year's International Championship for Makes at the 1000km event on the Österreich-Ring. Based only on lap times, the 917s of the John Wyer team and Porsche Salzburg should not have been able to win against the sole Ferrari 512S of Ickx/Giunti. But after 47 laps, the Ferrari, 13 seconds in the lead, coasted to a stop ... The Martini Racing Team, with Larrousse/Lins and Joest/Pankl, once again saw both of its 908s finish. By way of Porsche Salzburg KG, Porsche Stuttgart has left open a door to direct motorsports competition, a door that was originally conceived as an emergency exit, in the event that the marriage with John Wyer might have problems. For the Targa Florio, especially at the Nürburgring and at Le Mans, the Zuffenhausen works made good use of this backdoor. Without this emergency exit, Porsche would certainly not have won Le Mans. The works itself wanted to experiment with the new 908/03 Spyder, and because this project demanded a great deal of detail development work (which Porsche is naturally keeping to itself), one did not want to entrust this weapon to other hands. The marriage with Wyer goes into its second, contractually agreed upon year. This union did not come nearly as cheaply to Porsche as had been expected: John Wyer, spoiled by an earlier matrimony with Ford, drew on unlimited resources yet grumbled that the factory was competing with him under the flag of Salzburg. So for 1971, the Salzburg emergency exit was blocked off: Wyer alone cost enough money, and it is rumored that the Briton actually demanded an end to any further Porsche Salzburg efforts. Beyond that, Porsche is fully occupied with a major development contract from VW, and would like to cut back on racing activities even further."

taken by Richard Attwood/Kurt Ahrens (Porsche 917). The 908/02 of the Dechent team finished seventh, driven by Marko/Lins. British driver Tony Dean and his co-pilot Peter Revson had bad luck with their 908/02,

"Porsche has done it again! Porsche repeats as World Champion!" cheered auto motor und sport, and continued in that tone: "Just as in 1969, the Stuttgart-based racing and sports car maker secured the World Champion title. Added to this was their first overall victory in the world's most prestigious long-distance race, the 24 Hours of Le Mans. The effort was not trivial: a team of highly qualified engineers developed the two sports racer models, the 908/03 and the 917. Development costs were higher than ever before – there was talk of five million Deutschmarks. For the first time, Porsche's racers did not operate as a works team: British pit professional John Wyer and Porsche Salzburg, a family-owned racing subsidiary, shared the exciting business of racing management. The road to the World Championship title was not without effort, as main competitor Ferrari, supported by Fiat, had prepared well. Their red five-liter 512s proved to be formidable opponents in nearly every race."

suffering engine failure on lap 3. Jo Siffert drove the fastest practice lap in 1:06.3 (200.986km/h/124.887mph); fastest race lap was posted by Pedro Rodriguez in 1:04.9 (205.321km/h/127.581mph). The victorious Wyer-Gulf crew covered a distance of 1140.057km (708.400 miles). Twenty-six cars started, 20 were classed as finishers.

#### SPYDERS STILL MIXING IT UP AT THE FRONT

Jo Siffert also won the 1970 Grand Prix of Austria. On October 11, the Swiss Grand Prix pilot and his British team-mate, Brian Redman, won the last race of that year's Championship in a John Wyer-Gulf Porsche 917K. On the 5.9km (3.7 mile) circuit near Zeltweg in Styria, since renamed the 'Jochen Rindt Ring,' Siffert and Redman covered the 1000km in 5h 08m 04.67s (195.704km/h/121.605mph). Second through fourth places were taken by the Alfa Romeo 33/3 of Andrea de Adamich/Henri Pescarolo, the Porsche 908/02 of Gérard Larrousse/Rudi Lins (Team Dechent), and another 917, that of Vic Elford/Richard Attwood. Reinhold Joest/Gerold Pankl and Niki Lauda/Peter Peter (both crews in Porsche 908/02s) finished fifth and sixth. Fastest practice time was set by Pedro Rodriguez (Porsche 917K) in 1:40.48 (211.779km/h/131.594mph), fastest race lap went to Jacky Ickx (Ferrari 512S) in 1:40.00 (212.796km/h/132.226mph).

In the last International Championship for Makes race of 1970, 31 cars started, 19 were classified as finishers.

## *International Championship for Makes, 1970\**

### *Sports Cars and Prototypes*

1. *Porsche, 63 points*
2. *Ferrari, 37 points*
3. *Alfa Romeo, 10 points*
4. *Matra, 4 points*
5. *Chevrolet, 2 points*

*\*The seven best results of ten races were counted.*

### *Special Grand Touring Cars, no displacement limit*

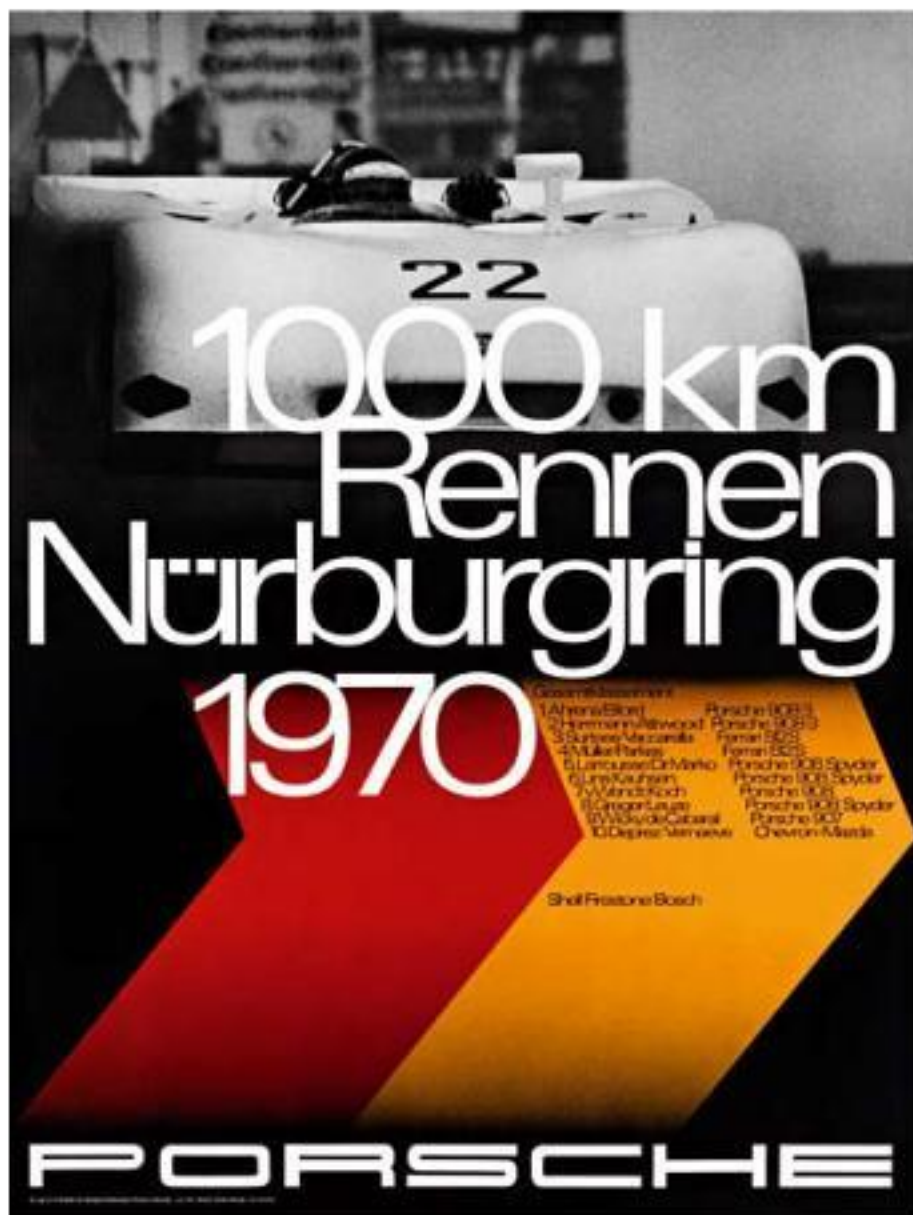
1. *Porsche 54 points*
2. *Chevrolet, 36 points*
3. *Lancia, 9 points*
4. *Alpine, 5 points*
5. *Lotus, 4 points*
6. *Alfa Romeo, 3 points*
7. *MG, 1 point*

Dr Ferry Porsche on winning the 1970 Championship for Makes: "We race, first because it is a tradition in our house, going back to my father's time; he himself drove in races. And second, because I feel that we can gather a great deal of experience in racing, and that engineers and their creations are spurred on by racing."

### **PRESS NOTICES, DECEMBER 1970**

London: "In London's Britannia Hotel, Gulf Oil Corporation honored the John Wyer Gulf team. New drivers Derek Bell and Jackie Oliver were presented; they would replace Jo Siffert and Pedro Rodriguez for the 1971 racing season. Gulf was especially proud of the fact that the John Wyer Gulf Racing Team's victories were achieved with absolutely standard production fuel and oil."

Bad Kreuznach: "Like the Gulf stable, for 1971 the Martini & Rossi Racing Team wants to run the Porsche 917. Three five-liter 917s were taken over from the dissolved Porsche Salzburg operation. Hans-Dieter Dechent, boss of the Martini & Rossi stable, engaged Kurt Ahrens, Vic Elford, Gérard Larrousse, Rudi Lins, Dr Helmut Marko and Gijs van Lennep to handle the driving chores."



### **ANALYSIS: 1970 WORLD CHAMPIONSHIP**

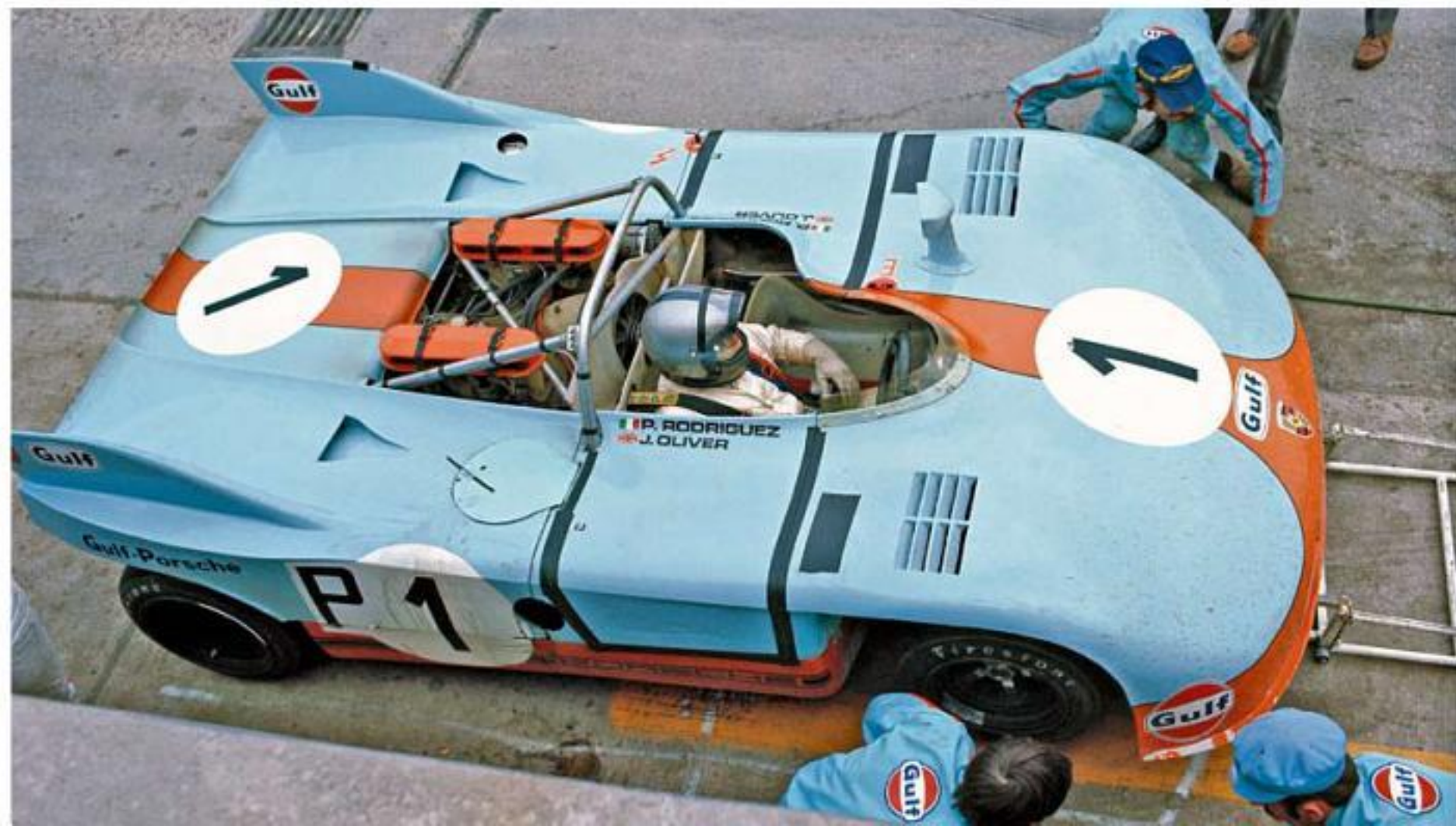
After the 1970 season, Richard von Frankenberg, racing driver, motorsports journalist and book author, wrote: "For Porsche, winning this year's World Championship for Makes makes this title, at the very least from a prestige standpoint, appear even more significant than in 1969. Out of a total of ten races, Porsche lost only one: at the Sebring 12 Hours, they only managed second place. This is not to say that the major sports car races have become a boring Porsche procession; quite the contrary. There were hard-fought battles everywhere, and especially Ferrari, with the aid of world-class drivers such as Ickx, Regazzoni and Giunti, often was just barely beaten. In some races, a Ferrari led the Porsches for a time. In terms of engineering, Porsche expended great effort to achieve its goal of winning the Championship for Makes, and its victory in 1970 may be attributed to an incomparable level of engineering and design-based planning and preparation. In the end, it was not just speed and handling, but an equal measure of reliability that ensured the cars' success."

# 908

## 1971: Second season for the dream team

*After winning in 1969 and 1970, Porsche again captured the International Championship for Makes in 1971. The Zuffenhausen works secured its third consecutive title ahead of Alfa Romeo and Ferrari. Again, winning the championship came through the efforts of the 917 and the specialist for tight circuits, the 908/03*

*Winged victory: Again, the race for the Championship of Makes title was decided at the Nürburgring. Rodriguez and Oliver drive the tailfinned no 1 to second place, while Elford/Larrousse steer no 3 to a win (overleaf).*







### TRAGEDY IN BUENOS AIRES

The 1971 season had an inauspicious start. In the first race that counted toward the Championship, the Buenos Aires 1000 Kilometers on January 10, Italian Ferrari pilot Ignazio Giunti was killed in a tragic accident. Jean-Pierre Beltoise had run out of fuel on the course, and was attempting to push his Matra-Simca 660 to the pits. As Beltoise pushed his car across

the track just short of the start-finish line, Giunti, whose view had been blocked by Mike Parkes' Ferrari 512M just ahead of him, crashed into the Matra. Giunti succumbed to fatal injuries.

Due to this serious accident, the John Wyer Gulf Porsche 917 double victory of Jo Siffert/Derek Bell and Pedro Rodriguez/Jackie Oliver ahead of the two Alfa Romeo 33/3s of Rolf Stommelen/Nanni Galli and Andrea

INTERNATIONALE  
MARKENMEISTERSCHAFT  
INTERNATIONAL CHAMPIONSHIP  
FOR MAKES  
CHAMPIONNAT INTERNATIONAL  
DES MARQUES

# RENN TERMINE 1971

101 1971	1000 KM DE
ARGENTINA	BUENOS AIRES
301, 311 1971	24 HOURS
USA	OF DAYTONA
203 1971	12 HOURS
USA	OF SEBRING
44 1971	BOAC 1000 KM
GREAT BRITAIN	BRANDS HATCH
254 1971	1000 KILOMETRE
ITALIA	MONZA
05 1971	1000 KMS
BELGIQUE	DE SPA
165 1971	TARGA FLOID
295, 305 1971	1000 KM
DEUTSCHLAND	NÜRBURGRING
126, 136 1971	LES 24 HEURES
FRANCE	DU MANS
276 1971	1000 KM
OSTERREICH	OSTERREICHING
247 1971	6 HOURS
USA	OF WATKINS GLLEN
78 1971	1000 KM
CANADA	OF CANADA

# PORSCHE

de Adamich/Henri Pescarolo is purely of statistical interest. Both of Hans-Dieter Dechent's Martini Team 908/02s dropped out with engine problems: Marko/van Lennep on lap 2, Copello/Weigel after 54 laps. The winning team's average speed was 186.220km/h (115.712mph); Siffert/Bell needed 5h 25m 25.94s to cover 165 laps. Fastest practice lap was set by Pedro Rodriguez in 1:52.70 (195.547km/h/121.508mph); fastest race lap was credited to Jo Siffert in 1:51.53 (197.598km/h/122.782mph). Of 22 starters, 12 cars were classified as finishers.

### A LUCKY PORSCHE-WYER WIN

On January 30 and 31 at the 24 Hours of Daytona in Florida, after a battle of attrition, winners of the second Championship race of the season were Pedro Rodriguez and Jackie Oliver. At the beginning of the season, Ferrari concentrated on its new three-liter car; the factory no longer entered the 512S in races. As a result, in Daytona, Maranello's customer teams had to struggle against the Wyer-Gulf Porsches. One of these privately-entered Ferraris had been meticulously prepared by Roger Penske; in practice,

driven by Mark Donohue and David Hobbs, it proved even faster than the five-liter Porsches. However, it was held back by numerous pit stops, to the extent that, after 688 laps, a Gulf 917 brought home the maximum points, this time driven by Pedro Rodriguez/Jackie Oliver. The Stuttgart cars were well on their way to a successful title defense. Second and third places went to Maranello: Ronnie Bucknum/Tony Adamowicz (512S) finished ahead of Mark Donohue/David Hobbs (512M). Rodriguez/Oliver drove to an average speed of 174.725km/h (108.569mph). Fastest race lap was set by Ferrari pilot Mark Donohue in 1:41.25 (218.012km/h, 135.467mph) – a new lap record. Previously, Donohue had been fastest in practice with 1:42.42 (215.522km/h/133.919mph). Of 48 starters, 22 were classified as finishers.

### MARTINI & ROSSI CUSTOMER SUPPORT AT SEBRING

The third race in the International Championship for Makes took place on the abandoned military airfield outside Sebring, Florida, an 8.36km (5.20 mile) circuit. On March 20, a Porsche 917 again won. This time, 908s were not present; the works 908/03 was intended only for the 'Ring and Targa. Both John Wyer Gulf 917s were unable to figure decisively in the race, because leader Jo Siffert dropped out with mechanical problems and Pedro Rodriguez was involved in a collision with Donohue's Penske Ferrari. The Martini & Rossi Team arrived in Sebring with just one car, a 917K, but one was all it needed: after twelve hours, drivers Vic Elford and his French team-mate, Gérard Larrousse, were the clear winners ahead of numerically superior opposition from Wyer-Porsche, Ferrari and Alfa Romeo. In their drive to victory, Elford/Larrousse circulated 260 times, improving on the 1970 distance record of 248 laps. Rolf Stommelen/Nanni Galli placed their Alfa Romeo Tipo 33/3 in second, ahead of team-mates Andrea de Adamich/Henri Pescarolo. This boosted Alfa Romeo to second in Championship points, ahead of Ferrari.

The average speed of the winning team of Vic Elford/Gérard Larrousse was 181.052km/h (112.501mph); fastest race lap went to Jo Siffert in his Porsche 917 in 2:30.46 (200.232km/h/124.419mph). Siffert/Bell finished fifth behind Rodriguez/Oliver (Porsche 917). Fastest practice lap was set by Mark Donohue (Ferrari 512M) in 2:31.65 (198.661km/h/123.443mph). Of 57 starters, 24 were classified as finishers.

### ALFA ROMEO AHEAD OF FERRARI AND PORSCHE

On April 4, 1971, the 4.26km (2.647 mile) Brands Hatch course hosted the BOAC 1000 Kilometers, the fourth race in the International Championship of Makes calendar. On that day, the tradition-steeped Italian Alfa Romeo team finally achieved its first-ever victory in the World Sportscar Championship since the series was created in 1953. Alfa's good showing at Sebring and earlier outstanding placings served notice that, sooner or later, it would be a winner, and now was the time: Andrea de Adamich and Henri Pescarolo piloted the winning Milanese works car, a V8-powered 33/3, to victory, followed by Clay Regazzoni/Jacky Ickz (Ferrari 312P) and Jo Siffert/Derek Bell (Porsche 917). Fourth, fifth, and sixth were Herbert Müller/René Herzog, David Hobbs/José Juncadella (both in Ferrari 512Ms), and the Porsche 917K of Reinhold Joest/Willi Kauhsen. The 908/02 entered by Aachen-based Willi Kauhsen was driven by Hans-



*A Flounder at Brands Hatch: Spoerry/Weigel drive their Team Usdau car to tenth place. Approaching from behind at the right is Pedro Rodriguez (no 1), whose 917 will eventually drop out with fuel feed troubles. On the left, no 25 is a Ford-powered Chevron B16 running in the two-liter sports car class.*

Dieter Weigel/Dieter Spoerry and placed tenth. The winners needed 6h 24m 32.2s to cover the 1002.2km (622.7 miles); their average speed was 155.472km/h (96.606mph). Fastest practice lap was set by Clay Regazzoni in 1:27.4 (205.7km/h, 127.8mph). Fastest race lap – again no fastest race lap because there was no official timing during the race. Twenty-four cars started the race, 16 were classified as finishers.

#### CHASING THE RECORD IN LE MANS PRACTICE

April 18, 1971, practice day for the Le Mans 24Hours, saw a veritable record chase. After Jo Siffert posted a time of 3:17.0 (236.134km/h/146.727mph), Jackie Oliver went out in a 917 long-tail and beat the unofficial track record with a time of 3:13.6 (250.457km/h/155.627mph). On the Hunaudières straight, Oliver was clocked at 380km/h (236mph). Jo Siffert and Derek



*BP hippie. At Spa, Ballot-Lena and Chasseuil brought their 908/02 Flounder home in fifth place after qualifying in 13th. Porsche chief stylist Anatole Lapine's similar graphic design for the Le Mans 917 long-tail 'Hippiemobile' was very popular with the fans.*

Bell in their 917 Ks came in at 3:18.4 and 3:19.4 respectively. David Hobbs, in a Ferrari 512M, was only marginally slower, recording 3:19.5. Two 908s driven by Chasseuil and Wicky also took part.

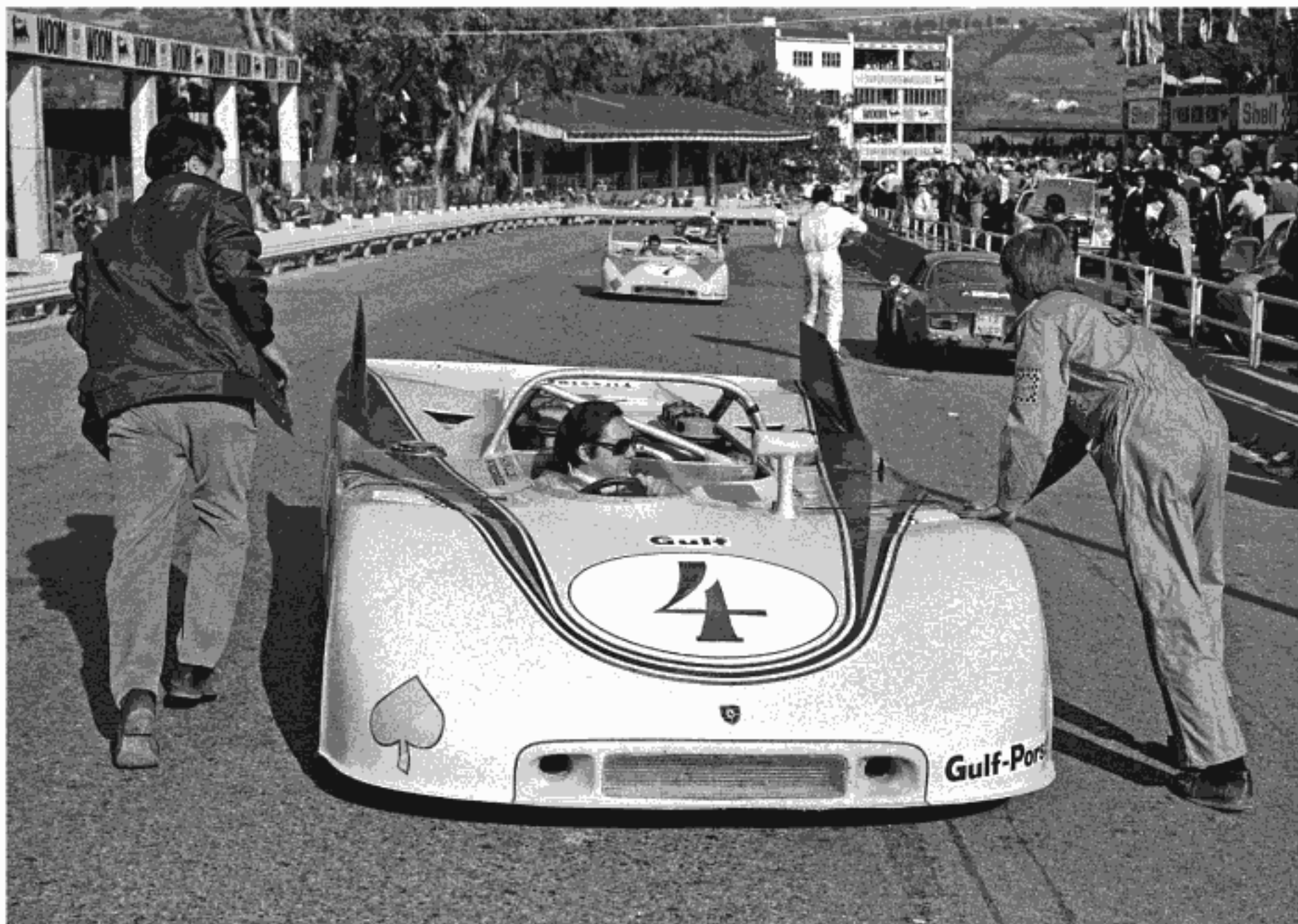
### JOHN WYER'S GREYHOUNDS

The fifth race on the calendar, the 1000km di Monza on April 25, provided a foretaste of how the 1971 Championship would pan out.

This time, the 'greyhounds of Monza' (a name coined by Dieter Dehrberg in the German journal *sport auto*) are the two John Wyer Gulf 917s driven by Pedro Rodriguez/Jackie Oliver and Jo Siffert/Derek Bell.

After the first lap, three Porsche 917s – John Wyer's cars with Siffert/Bell and Rodriguez/Oliver, followed by the Martini Team's Elford/Larrousse – led the field. On lap 12 just before the Ascari Curve, the two Ferraris of Ickx/Regazzoni and Merzario/Juncadella, and the 908 of Weigel/Spoerry, tangled in an accident. The two Wyer 917s built up their lead from lap to lap. Rodriguez/Oliver chalked up the win; second place on the podium went to Siffert/Bell, three laps in arrears. In a visual demonstration of a well-earned double victory, the two cars crossed the finish line together.

On the ultra-fast track near Milan, Alfa gave a good account of itself: three Alfa 33/3s filled third, fourth, and fifth places (Andrea de Adamich/



*Luck of the cards: In Sicily, Porsche's 'home track' if ever there was one, all 908/03s drop out due to accidents. Pedro Rodriguez drew the ace of spades, no 4.*

Henri Pescarolo, Rolf Stommelen/Toine Hezemans, Hezemans/Nino Vaccarella/Stommelen). Sixth placed was the Ferrari 512M of Herbert Müller/René Herzog. Swiss driver André Wicky, assisted by his countryman Peter Mattli and Ernesto Brambilla of Italy, drove Wicky's 908/02 to tenth place. The Brescia Corse Racing Team 908/02 of Giacomo Moioli/Oddone Sigala dropped out on lap 70 with a failed fuel pump. The Kauhsen 908 driven by Weigel/Spoerry had to drop out on lap 2 after an accident. Rodriguez/Oliver achieved an average speed of 235.834km/h (146.541mph); their total elapsed time for the 174 laps was 4h 14m 32.6s. Pedro Rodriguez set a new race lap record of 1:24.0 (246.429km/h/153.124mph). Of 29 cars at the start, 15 were classed as finishers.

## RECORDS FOR ETERNITY

Spa-Francorchamps, May 9, 1971: At the beginning of the season, Spa was once again the topic of discussion which ultimately led to cancellation of the Belgian Formula 1 race. The stated reason: too dangerous. The 1000km race, however, remained in the calendar, and the sixth race of the Championship on the Belgian high-speed track would turn into yet another 'home' game for the Zuffenhausen team. The ultrafast course through the forests of the Ardennes was tailor-made for Porsche's five-liter juggernauts. Over the entire race distance of 71 laps, Pedro Rodriguez/Jackie Oliver and Jo Siffert/Derek Bell fought tooth and nail. Insiders and expert observers, however, spoke unabashedly of team orders, because no



*Opposite: The writing on the wall: Brian Redman is just about to pass the spot where someone has painted 'Viva Nino' across the road. Vaccarella would win in Sicily, but Porsche no 7 wouldn't see the checkered flag.*

later than the second half of the race, word came from John Wyer and David Yorke: although considerably faster, Derek Bell was ordered to stay behind Jackie Oliver, and so passed the finish line in second place, just half a car length back.

Speeds at Spa were breathtaking: Jo Siffert managed a lap in 3:14.6 (260.842km/h/162.080mph), a new lap record; the winning crew of Rodriguez/Oliver took 4h 01m 08.7s to complete the race at an average

speed of 249.069km/h (154.765mph). Derek Bell set fastest practice time in 3:16.0 (258.980km/h/160.923mph), all records that would never be broken. Twenty-seven cars started, 19 finished.

Again at Spa-Francorchamps, Alfa Romeo underscored its consistently good form: De Adamich/Pescarolo finished third. Reinhold Joest/Willi Kauhsen (Porsche 917 K) completed 66 laps for fourth place, ahead of the 908 Spyder of Claude Ballot-Lena/Guy Chasseuil.

#### DISASTER IN SICILY

The Targa Florio turned into a disaster for Porsche. On what was effectively the Zuffenhausen works' home track, not a single one of the 908/03s, the perfectly prepared favorites, finished the race. Entered by John Wyer

*Works effort: A mechanic takes shelter in a 908/03 under a Martini umbrella. His own sponsor is Gulf, and together they are the Porsche works team.*







1970, the eighth and deciding race of the 1971 International Championship was conducted on the legendary North Circuit. Fifty-one entrants were registered for the 17th International ADAC 1000 Kilometer Race. Jacky Ickx/Clay Regazzoni set fastest practice time in their Ferrari 312P, with 7:36.1 (180.237km/h/111.994mph), followed by the Alfa Romeo of Rolf Stommelen/Nanni Galli (7:45.1) and the Martini & Rossi Porsche 908/03 of Vic Elford/Gérard Larrousse (7:46.9). Ickx led the early stages of the race to be replaced first by Stommelen, then Elford. The Ickx/Regazzoni Ferrari 312P managed to regain the lead, but dropped out on lap 21 of 44 due to engine problems, by which time, the Wyer 908/03 of Bell/Siffert had also dropped out.

It was left to Elford/Larrousse to secure another Porsche overall win, the fifth at the '1000 Kilometers on the 'Ring.' After 5h 51m 49.3s of racing, the average speed of the winning Martini & Rossi Racing Team Porsche was 171.349km/h (106.472mph). Behind Elford/Larrousse came the two 908/03s of Pedro Rodriguez/Jo Siffert and Helmut Marko/Gijs van Lennep, locking up the 1971 Championship title for Porsche. Alfa Romeo drivers Andrea de Adamich/Henri Pescarolo and Nino Vaccarella/Toine

*Before the accident: Elford/Larrousse (no 3) and Siffert/Rodriguez (no 1) will take first and second places; Bell/Siffert (no 2) will drop out.*

Hezemans filled out fourth and fifth places, ahead of the Porsche 917 of Willi Kauhsen/Reinhold Joest. Seventh place was taken by the 908 entered by Claude Ballot-Lena, which he co-drove with fellow Frenchman Guy Chasseuil. Ernst Kraus and Dieter Basche drove their 908/02 to eighth place. Weigel/Spoerry and their Kauhsen-entered 908/02 were dogged by bad luck, dropping out with technical problems on lap 30. Fifty-one cars started, 25 were classified as finishers.

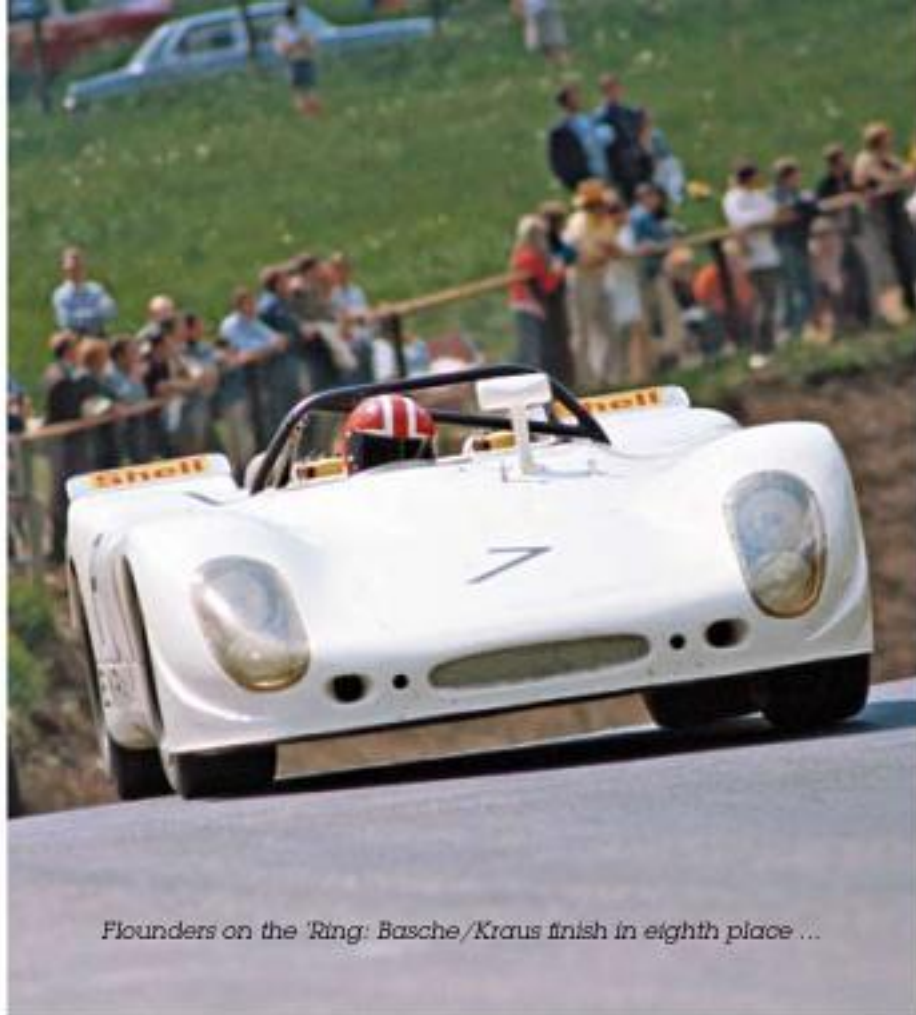
The 'Ring once again showed that the Porsche 908 now faced formidable opposition. Alfa Romeo and Ferrari had made up their horsepower deficit and, except for races on high-speed circuits, were viable contenders for overall victory. Several times only technical defects kept them from better results, as was the case on this Nürburgring weekend. In a Ferrari 312P Belgian Grand Prix pilot and Ferrari works driver Jacky Ickx not only made headlines with his sensational fastest practice time, but also set fastest race lap at 7:40.8 (178.400km/h/110.853mph).

### THE SECOND LE MANS WIN

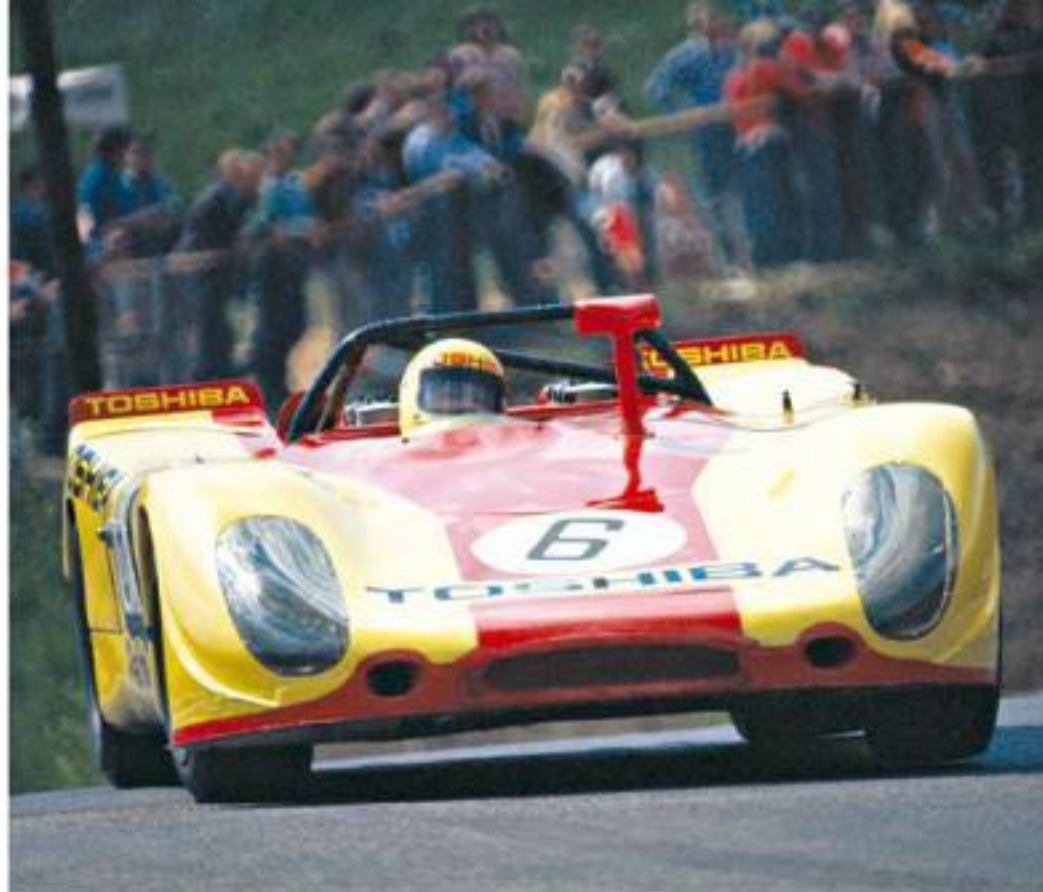
Once again, Le Mans was a job for the 917s, and for the second year in a row, a 917 short-tail drove to a convincing win. Victory for either of the traditional Italian marques – Ferrari or Alfa Romeo – was in any event unlikely for Ferrari and impossible for Alfa as neither of Porsche's rivals

*continued page 138*





*Flounders on the 'Ring: Basche/Kraus finish in eighth place ...*



*... while the Team Auto Usdau car of Sperry/Weigel drops out.*

*'Go juice:' After its successes with Porsche, Gulf advertised the sporting qualities of its fuel. Meanwhile, Martini tanked up on Shell.*





*Not a chance: Appearances notwithstanding, on the Nürburgring, the Alfas finished fourth and fifth, leaving the victory podium to the three surviving 908/03s.*



*More floundering about: The 908/02 of Baillet-Lena/Casseuil carries the badges of yet another fuel brand; they finish seventh ...*



*Still in the race: Ballot-Lena/Chasseuil (no 28) will drop out as a result of an accident.*

from Maranello or Milan had entered the French endurance classic held on June 12-13. It remained for several privateer Ferrari teams – Penske, Scuderia Filipinetti, and Escuderia Montjuich – to carry the flag for Maranello, but they came to the 24-hour marathon with only an outside chance. Alfa Romeos were completely absent from the race.

The superiority of the Stuttgart cars was obvious from the outset: 33 of the 49 starters carried the emblem of the Zuffenhausen sports car factory; the event resembled a Porsche Cup race. The only question was, which team would win? Three long-tail 917s were considered favorites on the 13.469km (8.363 mile) Sarthe circuit near the city of Le Mans in

western France. The Gulf car driven by Pedro Rodriguez set a sensational record practice time of 3:13.9 (250.069km/h/155.386mph). Three other 917s, in the finned short-tail configuration, looked to fill the following places. Ultimately, though, all the prognoses proved wrong. The Martini short-tail of Helmut Marko and Gijs van Lennep made racing history, winning the most important event in the International Championship for Makes, not only with the highest average speed seen to that time (222.304km/h/138.133mph), but also setting a new distance record (396 laps, or 5335.313km, 3315.210 miles).

Given later changes to the course, these records are likely to stand for all time. Even the fastest official lap at Le Mans is likely to remain forever unchallenged: Jo Siffert (Porsche 917 long-tail) recorded a time of 3:18.8 (243.905km/h/151.556mph).

The third car entered by the John Wyer team, a Porsche 917 short-tail, was driven by Richard Attwood and Herbert Müller to a second place finish, the following places taken by the two Ferrari 512Ms of Sam Posey/Tony Adamowicz and Chris Craft/David Weir. But the car of Willi Kauhsen/Reinhold Joest attracted more interest than any other: their 917/20 was fitted with an extremely low, 2.2 meter (87 inch) wide body, painted pink and marked with dotted lines indicating cuts of pork; the car was soon dubbed 'Big Bertha,' or 'The Pink Pig.' Just past the halfway point of the race, Reinhold Joest crashed the Pink Pig at Arnage.

Other cars put out by accidents included the 908s of Wicky/Cohen-Olivar and Ballot-Lena/Chasseuil. Forty-nine cars started, 13 were classified as finishers.

### PEDRO RODRIGUEZ' NEAR-SOLO DRIVE

On June 27, 1971, the tenth and penultimate race in the Championship calendar, the Austrian 1000 Kilometers at Zeltweg, went to a 917. Porsche had tested an anti-lock braking system but it was not employed during the race. Even without braking assistance, Pedro Rodriguez and Richard Attwood drove their John Wyer Gulf 917 to victory. On the Österreichring, Pedro Rodriguez added another shining feat to a racing career rich with exceptional performances: of the 170 laps, he drove 157, made up for a three-lap deficit and, in the end, won the race after the leading Ferrari of Jacky Ickx/Clay Regazzoni was involved in an accident and retired. The Mexican driver also logged the fastest lap, at 1:39.35 (214.09km/h/133.03mph). After 5h 04m 26.1s, the winner's average speed was 198.06km/h (123.07mph). Fastest practice lap also went to Rodriguez with a time of 1:39.49 (213.887km/h, 132.903mph). Twenty-five cars started the race, eleven were classified as finishers. Alfa Romeo finished second and third (Nino Vaccarella/Toine Hezemans ahead of Rolf Stommelen/Nanni Galli) to take second place in the Championship for 1971

### PEDRO RODRIGUEZ KILLED ON THE NORISRING

During the 200 mile race on Nuremberg's Norisring on July 11, Pedro Rodriguez suffered a fatal accident. Originally, he was scheduled to drive the new BRM-Chevrolet P167 in the Interserie event, but two days before the race, the engine packed up during a dynamometer test. Swiss driver Herbert Müller turned his Ferrari 512M over to Rodriguez. On lap 12, the Mexican driver crashed and was killed: the cause of the accident has never been fully explained.

### A SPATE OF BREAKDOWNS AT WATKINS GLEN

On July 24, 1971, Watkins Glen hosted the eleventh round of the Championship; the Watkins Glen Six Hours used the 3.907km (2.428 mile) Grand Prix course in upstate New York. The Ferrari 512M prepared by Roger Penske and driven by Mark Donohue and David Hobbs set fastest practice lap in 1:07.74 (207.661km/h/129.034mph). In the race, the favored teams had to deal with technical problems, dropped out due to accidents, or were unable to break into leading positions at the end of the race. Just past the two hour mark, the Ferrari 512M of Donohue/Hobbs was in the lead when it coasted to a stop with broken steering. Herbert Müller's Ferrari collided with a Porsche. The Wyer Gulf 917s were held up by tire problems, seized brake pads and, later, a broken gas pedal.

When the five-liter monsters were finally in a position to make up their deficit, it began to rain. This greatly improved the odds of the three-liter cars from Milan, and so the Porsches were beaten. After 279 laps (1090.053km/677.328 miles), the Alfa of Ronnie Peterson and Andrea de Adamich was first across the finish line, and the Porsche 917 of Jo Siffert/Gijs van Lennep finished two laps down on the winners. Another 917, driven by Derek Bell/Richard Attwood, finished third. Tony Dean/Steve Matchett/Chuck Parsons ran into bad luck: their 908/02 dropped out after just 47 laps with a mechanical fault. The average speed of the winning Alfa crew was 181.488km/h (112.771mph); fastest race lap went to Derek Bell (Porsche 917) in 1:08.29 (205.96km/h/127.98mph). Twenty-six cars started, ten were classified as finishers.

### JO SIFFERT KILLED AT BRANDS HATCH

Only three and a half months after Pedro Rodriguez' fatal accident, the racing community suffered another loss when Jo Siffert was killed. The Swiss Formula 1 pilot and Porsche works driver died in a crash during the 'Rothmans World Championships Victory Race' on October 24, 1971 on the British Grand Prix course at Brands Hatch. For unknown reasons, on lap 15 in the section known as 'Pilgrims Drop' just before Hawthorn Bend, Siffert's BRM suddenly veered left well before the usual braking point, smashed into an earth berm and caught fire. Jo Siffert died in the burning wreck. Whether a tire problem, transmission defect, or broken suspension led to the accident could never be determined to any degree of certainty.

The eleventh and final race in the International Championship for Makes at Watkins Glen marked the last appearance of the 4.5 and 5 liter Porsche 917. After the end of the season, new regulations for 1972 reduced the displacement limit to three liters and vehicle minimum weight to 650kg (1433lb). Furthermore, there was no longer any distinction between sports cars and prototypes, nor a requirement to produce a minimum number of vehicles for homologation.

Dieter Stappert, commenting in *Powerslide Magazine*, wrote: "The winding down of the 1971 International Championship for Makes racing season also marks the end of the five-liter sports car era – nota bene with the victory of a three-liter prototype. But that's not half as paradoxical as it first appears, for although development of the five-liter cars ended the moment new displacement limits were set for the coming year, the proponents of the three-liter cars have used this past season to prepare for the future. And especially in the case of Alfa Romeo, one can say that they are well prepared indeed. The cars fielded by Autodelta have now



*Before there was a 917/10, 908s made frequent appearances in Interserie races. On October 3 1971, Ernst Kraus drove his Flounder to ninth place at Hockenheim.*

achieved a level of development which one would not have believed at the beginning of the season. It appears that in Settimo Milanese, the era of tinkering has ended; if in the past the Tipo 33s were simply fast, today they are even faster, and have developed greater stamina. The renaissance experienced by Alfa Romeo in 1971 may, in any case, be regarded as one of the most remarkable events of this Makes Championship season. It is likely that none is more surprised by this development than Ferrari, as they had regarded the three-liter as their own personal monopoly and the Milanese competition as no more than an annoying outsider. But at the beginning of the season, no one could have anticipated the string of bad luck that dogged Maranello's 312P, from incident to incident, and from one total write-off to the next. The duel between the two Italian marques should, in any case, be the theme for next year's endurance series; after all, at the moment, Ferrari and Alfa Romeo are the only firms to have at their disposal fast, race-proven three-liter cars. With its increased weight limits, the CSI has effectively put an end to the 908/03, even though the Zuffenhausen works have adequately proven that lightweight construction does not necessarily go hand-in-hand with broken suspensions and wheels flying off the cars."

#### CLOSING WITH AN OVERALL WIN

To end the season, Porsche celebrated yet another overall victory in the last European endurance race for sports cars and prototypes when Derek Bell and Gijs van Lennep won the 1000km race at Paris-Montlhéry in a John Wyr Porsche 917. Helmut Marko and his German co-driver, Michel Weber, had been fastest in qualifying and led the race in their 917 Spyder before dropping out with engine problems. While Marko had to be satisfied with a new race lap record of 2:30.3 (188.1km/h/116.9mph), Larrousse and

Kinnunen, in another Porsche 917, moved up to second place. Only one 908 Flounder contested the race, but Max Cohen-Olivar and André Wicky also dropped out with engine woes.

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#### *International Championship for Makes, 1971\**

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##### *Sports cars and prototypes*

- 1. Porsche, 72 points*
- 2. Alfa Romeo, 51 points*
- 3. Ferrari, 26 points*
- 4. Lola, 5 points*
- 5. Chevrolet, 5 points*

*\*The eight best results of eleven races were counted.*

##### *Special Grand Touring Cars, no displacement limit*

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- 1. Porsche, 54 points*
- 2. Chevrolet, 32 points*
- 3. Opel, 9 points*
- 4. Alfa Romeo, 3 points*
- 5. Lancia, 2 points*

# 908

## 1972 to 1984: The neverending story

*Official works efforts with the eight-cylinder boxer ended after the 908/03's grand success on the Nürburgring. But private teams soldiered on: into the 1980s, 908/02s and Flounders, but, above all, a few 908/03s, continued to contest important races. After 1975, the cars' 1960s engineering proved eminently compatible with the latest turbocharging technology coming out of Zuffenhausen. Tirelessly, the marathon machine simply continued to run*

*Keeping the faith: Reinhold Joest bought and campaigned a 908/03, often with considerable success. At Watkins Glen in 1972, he finished fifth.*







*Air force: In 1975, Joest fitted a turbocharged six-cylinder engine in his old 908/03, and fed it with a gaping airbox. At Spa, he dropped out with engine problems.*

## 1972

By FIA decree, as of the 1972 season the International Championship for Makes was renamed the World Championship for Makes. The rules eliminated five-liter Group 6 sports prototypes from contention in the

Championship. From this year, only Group 5 sports cars with engine displacement up to 3000cc and no minimum production, and Group 4 Special Grand Touring cars with unlimited displacement would contend for the Championship.



*Gulf Blue, powered by Shell: Because he liked the colors, Joest retained the old Wyer sky blue paintwork. He finished second at Monza in 1972.*

For various reasons, Porsche withdrew from endurance racing as a works effort. Minimum weight for the three-liter prototypes was set at 650kg (1432lb); the 908, for example, would have needed another 100kg (220lb) of ballast to qualify. By contrast, a few minor modifications allowed the previous season's Alfa Romeo 33/3 and Ferrari 312P to meet the new Group 5 rules.

Nevertheless, the 908's four-year success story had not yet ended. Time and again, in many championship and endurance races and countless sports car events Zuffenhausen's marathon machine demonstrated its exceptional qualities, often with outright victories or outstanding finishes.

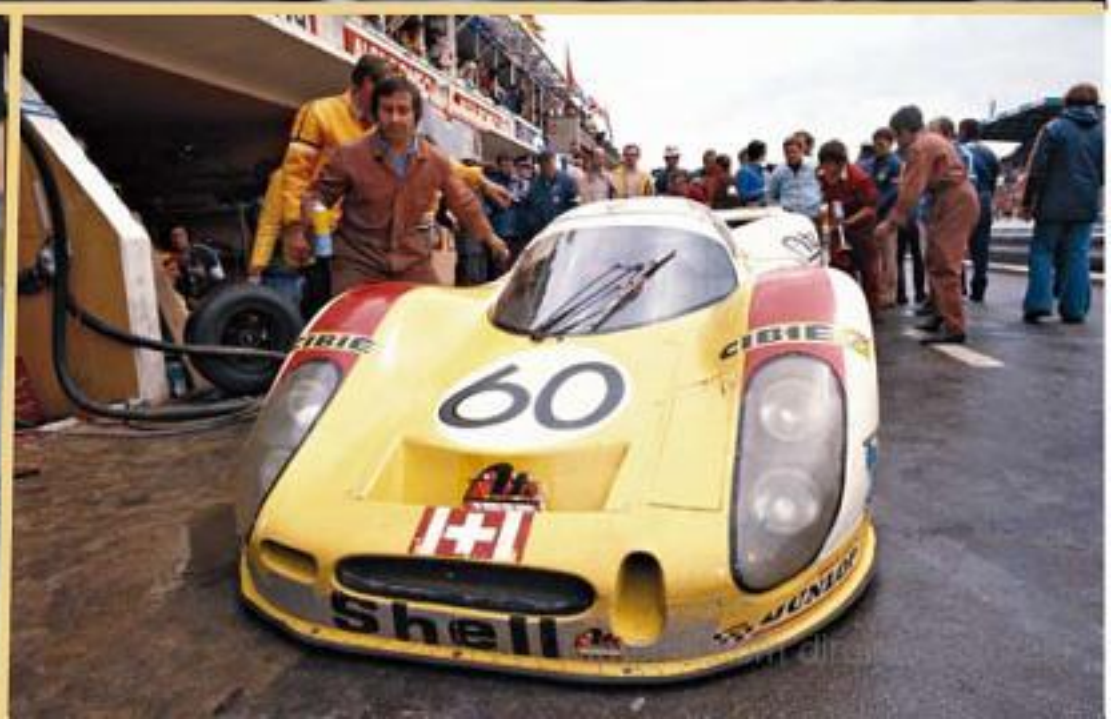
On January 9, 1972, at the season-opening 1000km race in Buenos Aires, the favored Italian teams prevailed: Ferrari, with crews Peterson/Schenken and Regazzoni/Redman driving 312PBs, celebrated a decisive double win ahead of a pair of Alfa Romeo 33/3s driven by Facetti/Alberti/de Adamich and team-mates Elford/Marko. The Spanish crew of Fernandez/de Bagration achieved an exceptional sixth place finish in a 908/03.

On January 30, 1972, Daytona International Speedway hosted the second Championship race of the season, the Six Hours of Daytona. Again, the finishing order was Ferrari ahead of Alfa Romeo, and this time, Andretti/Ickx beat team-mates Peterson/Schenken and the Alfa 33T3 of Elford/Marko. British driver Tony Dean and his American co-pilot, Bob Brown, drove a 908/02 but failed to finish. The 908/03 entered by Juan Fernandez and driven by Fernandez and Jorge de Bagration also dropped out.

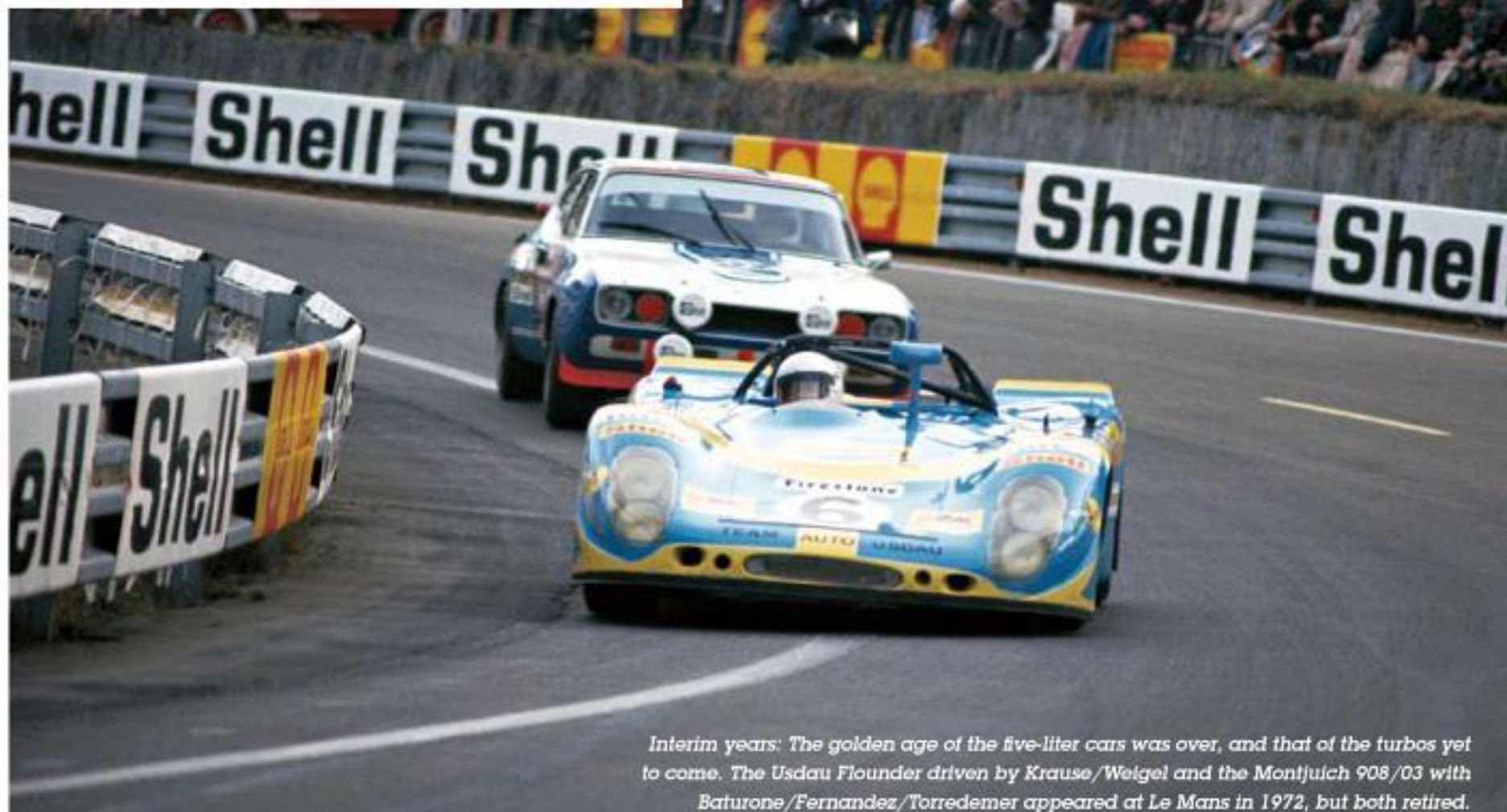
On March 25, 1972, in the Sebring 12 Hours, the third race for the World Championship for Makes, Ferrari again asserted its dominance. Andretti/Ickx finished ahead of Peterson/Schenken (both crews driving

*Opposite: Return to the Elitel: Porsche had built the 908/03 specifically for the Targa Florio and the Nürburgring. A year after the car's last race as a works effort, Joest again entered a 908/03 at the Ring, where he qualified in fifth but dropped out of the race.*





Opposite: Comeback. In a dazzling resurgence, the old 1968 coupé reappeared at Le Mans four years later. Casoni/Joest/Weber drove the car from the late Jo Siffert's private collection to a third place finish.



Interim years: The golden age of the five-liter cars was over, and that of the turbos yet to come. The Usdau Flounder driven by Krause/Weigel and the Montjuich 908/03 with Baturone/Fernandez/Torredemer appeared at Le Mans in 1972, but both retired.





*Classical Spyder: At the Hockenheim Interserie race on July 16, 1972, Albert Pfuhl drove his 908/02 to ninth place.*

a 312PB), unchallenged by the Alfa Romeo of Vaccarella/Hezemans. In three races, Ferrari had achieved the maximum possible tally of 60 points, while its Milanese competition lay 24 points in arrears.

The fourth round of the Championship for Makes took place on April 16, 1972 at Brands Hatch. In the 1000km race on the British Grand Prix circuit, Ferrari proved unbeatable. The finishing order was Ickx/Andretti ahead of the second 312PB with Peterson/Schenken, and the two Alfa Romeo 33TT3s driven by Revson/Stommelen and Elford/de Adamich. The 908/02 entered by Otto Stuppacher of Austria and driven by Stuppacher/Kurt Rieder managed to finish in ninth place. The Joest 908/03, driven by Joest and Casoni, dropped out on lap 110 of 235 with a broken engine mount.

In the fifth Championship race on April 25, 1972 at Monza, Reinhold Joest and Gerhard Schüler once again demonstrated the legendary qualities of the 908. After 1000 kilometers, their 908/03 took second place behind the winning Ferrari 312PB of Ickx/Regazzoni, relegating the second works 312PB of Peterson/Schenken to the third spot. The 908/02 entered by Stuppacher and co-driven with Helmut Marko was unable to start due to engine problems.

At Spa-Francorchamps, the sixth round of the Championship for Makes on May 7, 1972 saw the Joest Team hounded by bad luck. After an outstanding practice time of 3:36.9 (for fifth place on the grid), the 908/03 driven by Joest/Kauhsen dropped out because of a fuel leak. Ferrari celebrated its sixth win of the season on the Belgian track – and five of those were 1-2 finishes. Redman/Merzario won, ahead of Ickx/Regazzoni and the Chevron Ford Cosworth of John Hine/John Bridges.

The 1971 running of the Targa Florio was supposed to be the last World Championship event on the 72km (45 mile) Little Madonie Circuit on the island of Sicily, but nothing changed for 1972. The 56th Targa took place on May 21, 1972. Alfa Romeo was favored to avenge the season's previous defeats at the hands of its archenemies from Maranello. However, when the temperamental Sicilian crowds realized that even a force of four Alfas could not beat the single Ferrari that had been entered, their sympathies swung to the Scuderia and they celebrated winners Merzario/Munari and their Ferrari 312PB. Alfa collected the consolation prizes for second and third place, driven by Galli/Marko and de Adamich/Hezemans.

At the Nürburgring, spectators stayed home in droves for two reasons: awful weather and no real competition for the title favorites from Maranello. On May 28, 1972, only about 50,000 fans showed up for the eighth race in the Championship for Makes, to experience yet another Ferrari double win by Peterson/Schenken and Merzario/Redman. The Alfa Romeo of Marko/de Adamich/Hezemans finished third, a lap down, ahead of the Gulf Ford Mirage of Derek Bell/Gijs van Lennep. After setting a respectable practice time of 8:17.7 (good for fifth on the grid), Reinhold Joest/Mario Casoni/Wilhelm Bartels dropped out on lap 33 with technical problems. Two entered 908s were unable to qualify: the 908/03 of Bonomelli and the Wicky 908/02 of Brun/Wicky.

Ferrari did not enter the ninth event, the 24-hour classic at Le Mans on June 10 and 11, 1972. Instead, the race marked the first appearance of Matra as a championship contender. In practice, the blue Matra-Simca MS 670 Spyderys proved the fastest cars on the track; Alfa Romeo had to be content with fourth, fifth and seventh on the grid. After 24 hours, Matras



*Double down: In 1972, Watkins Glen hosted the third round in the Can-Am series on the day after the World Championship finale. In the Six Hours,*

*Tony Dean finished fourth in his 908/02 (above), while Reinhold Joest (right) drove his light blue 908/03, now with the addition of Lufthansa colors, to fifth in the race. The next day, going up against the big Detroit iron in the Can-Am, they finished ninth and twelfth, respectively.*



### *Final standings, 1972 World Championship for Makes\**

1. *Ferrari, 160 points*
2. *Alfa Romeo, 85 points*
3. *Porsche, 66 points*
4. *Chevron, 50 points*
5. *Lola, 47 points*
6. *Mirage, 32 points*
7. *Matra-Simca, 20 points*
8. *Chevrolet, 13 points*
9. *De Tomaso, 12 points*

*\*The best eight results of eleven races were counted.*

driven by Henri Pescarolo/Graham Hill and François Cevert/Howden Ganley logged an impressive double victory. Reinhold Joest once again made racing history: together with Michel Weber and Mario Casoni, his 908 L took third place. This was a sensational result in view of the fact that Joest had borrowed this long-tail, dating from the early days of the 908, from the private collection of the late Jo Siffert. The Autodelta Alfa Romeo 33TT3 of de Adamich/Vaccarella followed the 908 to finish in fourth. Two accidents led to retirements of two other 908s: Fernandez/Torredemer/Baturone (908/03) dropped out on lap 278, while the 908/02 of Weigel/Krause gave up on lap 244.

On June 25, 1972, Ferrari once again ran without opposition; in the Austrian 1000 Kilometers at Zeltweg, the four works 312PBs filled the first four finishing positions. Ickx/Redman won, ahead of Marko/Pace, Peterson/Schenken and Merzario/Munari. Entered under 'Equipé Hollywood,' the Porsche 908/02 of Brazilian Luis Pereira Bueno and José Renato Catapani dropped out on lap 7 as a result of an accident. The 908/02s of Sepp Greger and Otto Stuppacher were entered but did not race.

The eleventh and final round of the 1972 World Championship for Makes took place on July 22 at Watkins Glen, New York. Ferrari – long since declared champion – celebrated another double victory, this time courtesy of Andretti/Ickx ahead of Peterson/Schenken. Respectable finishes

*More light: Recently fitted with headlamps. Reinhold Joest's 908/03 plainly did not need these for a third place finish in the April 1, 1972 Interserie race on the Nürburgring.*







Lined with age: The years and the races have left their mark, but in 1973, race spectators could still see 908/03s being raced in earnest. At Dijon, Fernandez/Haldi (no 8) finished in eighth place, while Casoni/Joest (no 7) retired with engine problems.





*Re-imported: The scourge of the Can-Am series showed up in Europe's Interserie and completely routed the opposition. Still, Joest (no 9) managed to finish well despite formidable opposition from George Follmer (no 16) and Georg Loos (no 6) in their 917/10 turbos, and Ernst Kraus (no 5) in a normally aspirated 917/10.*

in this last championship race of the year were chalked up by the 908s of Tony Dean and Reinhold Joest: Dean/Brown drove their 908/02 to fourth, while the Joest 908/03 driven by Joest/Casoni finished in fifth place.

### 1973

In 1972, Matra-Simca had taken part in only one race – Le Mans – but had turned in a convincing double win. For the 1973 season, the fast, blue three-liter twelves would make life difficult for the Ferraris. At the end, Matra, with five overall wins, relegated its Italian rivals to second place in the Championship.

On February 4, 1973, Peter Gregg/Hurley Haywood won the 24 Hours

of Daytona Beach in a Porsche 911 Carrera RSR, ahead of the Ferrari 365 GTB/4 Daytona of François Migault/Milt Minter. The Canadian 908 team of Harry Bytzek (Bytzek/Rudi Bartling/Bert Kuehne) finished twelfth. The Joest 908/03, with Reinhold Joest/Mario Casoni/Paul Blancpain dropped out on lap 244 of 670.

On March 25 at the Six Hours of Vallelunga, the season's second race and the year's first contest on European soil for the Championship of Makes, the blue French cars overcame the red hordes of Maranello. Pescarolo/Larrousse/Cevert (Matra-Simca MS 670) won, ahead of three works Ferrari 312PBs driven by Schenken/Reutemann, Ickx/Redman, and Merzario/Pace. Good results were posted by the 908/03 of Joest/Casoni in



A different Hispano-Suiza: Escuderia Montjuich contested the Nürburgring 1000km in the colors of a famous Swiss chocolate brand. Chenevière/Haldi finished fourth in their 908/03.



The sign of the crane: Due to an unplanned off-course excursion in practice, Casoni/Joest did not make the 1000km race.





*We've got your number: At the 1973 Le Mans 24 Hours, the car of Chenevière/Fernandez/Torredemer is easily recognizable, despite the installation of headlamps. Just to be sure, though, the team had '908-3' emblazoned on its flanks. The Escuderia Montjuich car finished fifth.*

*The Flounder of Merello/Ortega pits during the 1973 24 Hours of Le Mans. The team finished seventh overall.*

fifth and Haldi/Fernandez, whose 908 was sponsored by the Porsche Club Romand and finished ninth. The 908/02s entered by André Wicky and Walter Brun did not start.

Matra-Simca won again on April 15, 1973 at the third championship race in Dijon. Pescarolo/Larrousse finished ahead of the Ickx/Redman Ferrari and the second Matra of Cevert/Beltoise. The Haldi/Fernandez 908/03 finished in eighth place; the 908/02 entered by André Wicky of Switzerland was classified in twelfth, driven by Wicky/Cohen-Olivar. Joest/Casoni (908/03)



*Undaunted: In 1973, Joest remains faithful to the good old 908/03. As long as the car is capable of high placings, there is simply no reason to give it up. On June 24, the old warhorse finishes third at the Norisring Interserie race.*

dropped out with engine damage on lap 131. Most importantly, Ferrari had served notice of its resurgence.

After suffering defeat at Vallelunga and Dijon, on April 25, 1973 Enzo Ferrari's crew had its revenge on the home track, in the 1000km of Monza. Ickx/Redman won ahead of team-mates Reutemann/Schenken (both crews driving 312PBs). For the three 908s that started the race, Monza became their Waterloo: Haldi/Fernandez dropped out on lap 103 with mechanical problems; the Wicky/Cohen-Olivar 908/02 parked on lap 22 with engine trouble, and the Joest/Casoni 908/03 called it quits on the very first lap, also with engine problems.

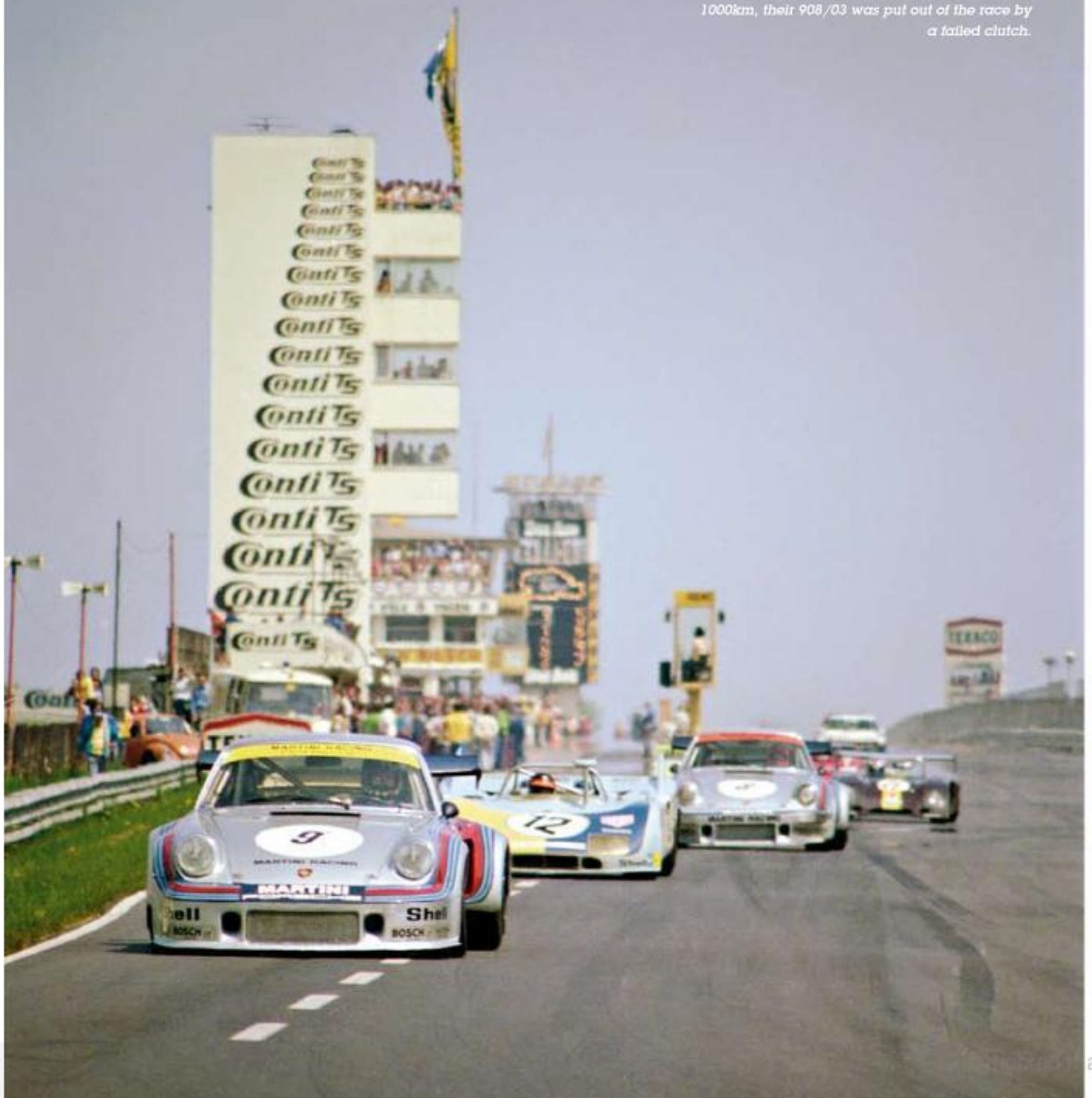
On May 6, 1973 on his home track of Spa-Francorchamps, the fifth race for the Championship, Ferrari pilot Jacky Ickx was fastest in practice with a sensational time of 3:12.7 (263.415km/h/163.678mph). In the race, a burst oil line ended the hopes of Ickx and co-driver Brian Redman for a win. The 1-2 finish of the Mirage Ford Cosworth M6s of Derek Bell/Mike Hailwood and Howden Ganley/Vern Schuppan came as a surprise.

Third place was left to the Matra-Simca of Pescarolo/Larrousse/Amon. The Porsche 908/03 of Haldi/Fernandez was entered but did not start.

On May 13, 1973, Herbert Müller and Gijs van Lennep (Porsche 911 Carrera RSR) won the 57th Targa Florio, relegating the Lancia Stratos of Munari/Andruet to second place. Third was taken by another 911 Carrera RSR driven by Kinnunen and Haldi. A 908/03 sponsored by the Porsche Club Romand, to be driven by Chenevière/Haldi, did not start.

On May 27, 1973, spectators at the 1000km race on the Nürburgring looked forward to an exciting three-way battle between Ferrari, Matra-Simca and Alfa Romeo. When practice ended, Matra lay in front of Ferrari and Alfa, but in the race Ferrari dominated with a double win by Ickx/Redman ahead of Pace/Merzario (both crews driving 312PBs). Both Matras dropped out with engine damage. For the Porsche Club Romand, the 'Ring 1000km turned into a race to remember: the club-sponsored 908/03 came in fourth overall, driven by Haldi and Chenevière. An accident in practice kept the Joest/Casoni 908/03 out of the race.

*True blue: Blancpain/Gantner/Lehmann also stick with Gulf sky blue. At the 1974 Ring 1000km, their 908/03 was put out of the race by a failed clutch.*



## 1974

Three teams entered Porsche 908/03s for the first race on the 1974 World Championship for Makes calendar on April 25 at Monza. After 1000 kilometers, the Joest/Casoni car finished seventh, the second Joest car of Heiler/Schüler did not finish, and the 908/03 of Torredemer and Pla did not start. Alfa Romeo secured a 1-2-3 win by Merzario/Andretti, Ickx/Stommelen and Facetti/de Adamich (all crews driving the 33TT12).

After the second race at Spa-Francorchamps on May 5, 1974, Gulf Ford led the standings. The Gulf Ford of Bell/Hailwood finished second behind the Matra-Simca MS670C of Ickx/Jarier; third and fourth places were taken by the Porsche Carreras of Müller/van Lennep and Barth/Fitzpatrick. The Torredemer 908/03 (Torredemer/Pla) did not finish, and the two Joest 908/03s were entered but did not start.

The recent oil crisis resulted in the Nürburgring 1000km race being shortened to 750km. The finishing order was the Matra-Simca of Beltoise/Jarier ahead of the two Alfa Romeo 33TT12s of Reutemann/Stommelen and de Adamich/Facetti. Bell/Hunt placed their Gulf Ford in fifth. Joest/Casoni (908/03) came home in ninth; the Heiler 908/03 of Blancpain/Lehmann dropped out on lap 4 with technical problems.

Matra added to its string of victories at the Imola 1000km: on June 2, 1974, Larrousse/Pescarolo crossed the finish line first with their Matra-Simca MS670C, ahead of the two Alfa Romeo 33TT12s and the second French works car of Beltoise/Jarier. Eighth place went to the Joest 908/03

of Joest/Blancpain/Lehmann; the other Joest 908/03, of Joest/Casoni, dropped out on lap 43.

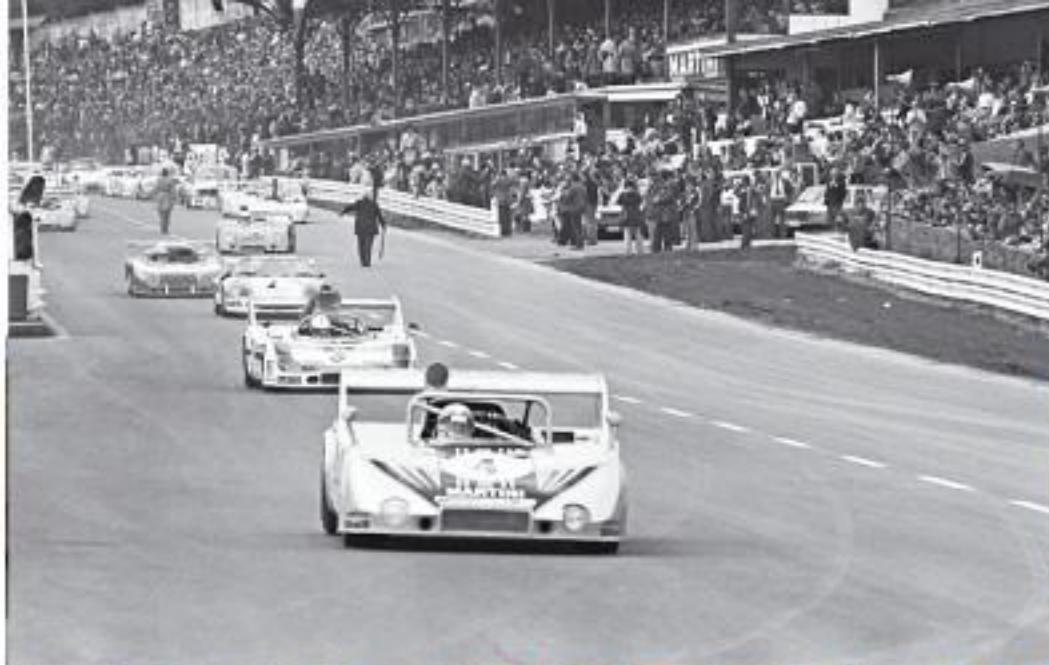
Matra won at Le Mans as well. On June 15-16, 1974, two French cars placed in the top three. The winning Matra-Simca MS670C of Pescarolo/Larrousse was followed home by the Porsche Carrera Turbo of Müller/van Lennep. Third place went to the Matra of Jabouille/Migault. The Poirot 908/02 of Poirot/Rondeau finished nineteenth. The 908/02 of Spaniards Ortega/Merello/Ranft dropped out on lap 122 as a result of an accident. Two other 908s also failed to finish: the 908/02 of Wicky/Boucard/Cosson suffered transmission problems and dropped out on lap 41, and the same fate befell the 908/03 of Torredemer/Fernandez/Tramont on lap 12.

Matra's impressive victory count continued on June 30 at the sixth race on the Championship calendar, the Zeltweg 1000km. After 170 laps, Larrousse/Pescarolo won ahead of the Alfa Romeo 33TT12 of de Adamich/Facetti and the second Matra-Simca MS670C of Beltoise/Jarier. Neither of the Joest 908/03s saw the checkered flag: both Ferrier/Blancpain and Joest/Kauhsen dropped out.

On July 13, 1974 at the seventh Championship for Makes race at Watkins Glen, New York, Matra-Simca celebrated its sixth consecutive win when Beltoise/Jarier won ahead of the Porsches of Müller/van Lennep, Gregg/Haywood and Heimrath/Cook. The 908/02 entered by American drivers Dennis Aase and Scooter Patrick dropped out on lap 8 of the 193-lap event.

*Staying power: At the 1974 Le Mans race, Poirot/Rondeau would finish nineteenth, after starting twenty-fifth on the grid.*





*Assisted breathing: Joest and the Martini Team brought turbocharged six-cylinders to the 1975 Spa endurance race. Casoni/Joest (no 5) would drop out with engine failure.*



*Stovepipe: The intake snorkel on the van Lennep/Müller turbo appears quite improvised. Transmission problems will put them out of the race.*



On August 15, in the eighth Championship race at Paul Ricard (another '1000km' race shortened to 750km), Reinhold Joest's 908/03s finished fourth and fifth with Joest/Casoni five laps ahead of team-mates Blancpain/Lehmann. Matra recorded another double win at Paul Ricard with Beltoise/Jarier ahead of Pescarolo/Larrousse.

In the penultimate race of the Championship at Brands Hatch on September 29, 1974, Matra drivers Beltoise/Jarier won, less than three seconds ahead of the second team car of Pescarolo/Larrousse. On the famed British Grand Prix course, a 908/03 once again made headlines as

Jürgen Barth and Claude Haldi drove to a sixth place finish. Joest/Casoni, in the other Joest team car, dropped out with transmission problems on lap 181 of 235.

Matra-Simca closed off an extremely successful racing season with a double win at the Kyalami Six Hours on November 9. Pescarolo/Larrousse won, ahead of team-mates Beltoise/Jarier and the Gulf GR7 Ford of Bell/Hobbs. Neither of the Joest 908/03s saw the checkered flag: Heiler/Barth/Bross dropped out on lap 197 and Joest/Müller retired on lap 140 after a collision.

*No turbos needed: At the 1975 Spa race, Barth/Casoni drive their normally aspirated 908/03 to seventh overall after the Joest turbos retire.*



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*Final standings, 1974 World Championship for Makes\**

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1. *Matra-Simca, 140 points*
2. *Gulf, 81 points*
3. *Porsche, 76 points*
4. *Alfa Romeo, 65 points*
5. *Chevron, 28 points*
6. *Ligier-Maserati, 12 points*
7. *Chevrolet, 8 points*
8. *Ferrari, 8 points*
9. *Loia, 7 points*

*\*The best seven results of ten races were counted.*

## 1975

Before the start of the 1975 season – that is, before a few teams who continued to soldier on with the 908 received new Porsche six-cylinder turbo engines – the author of the trade journal *autodrom* summed up the future of the World Championship for Makes: “After an impressive, decade-long racing career, Matra joined Ferrari, Alfa Romeo and Porsche in withdrawing for financial reasons. This successful marque, which in the years between 1965 and 1975 brought home well over 100 wins and a similar number of lap records in about 350 starts, as of 1972 dedicated all its efforts to the World Championship for Makes and its Matra-Simca MS670 cars. Along with three consecutive wins at the 24 Hours of Le Mans, Matra brought the 1973 and 1974 World Championship for Makes title to France. Due to its unique rules, the legendary Le Mans race is not part of the Championship calendar for 1975.”

With these withdrawals, works teams that had once shaped the image of the World Championship for Makes had disappeared. Along with the 24 Hours of Le Mans, the Österreichring 1000km, the Paul Ricard 6 Hours, and the Brands Hatch 1000km also fell victim to the red pencil, and prospects for the 1975 Championship looked quite grim. Along with the Ligier-Gitanes team, which brought their Ford DFV FI-powered JS2 to the Sarthe, Renault Alpine still functioned as an official works team. Larrousse/Jabouille crewed, albeit only sporadically, a new turbocharged Alpine A442 V6, which won a surprising victory in its first outing at Mugello. The other competitors in this sports car sector were managed by private teams. So the Alfa Romeo 33TT twelve-cylinder cars were fielded by Willi Kauhsen's Autodelta Racing Team, with internationally known pilots Henri Pescarolo, Rolf Stommelen, Jacques Laffite, Arturo Merzario, Derek Bell and Jochen Mass in the cockpits.

Porsche also was represented only by privateer Herbert Müller, who alternated driving duties in his 908/36 with Gijs van Lennep and Leo Kinnunen, and by the Joest Racing Team. Mirage was represented by the Georg Loos Team (Gelo). Tim Schenken/Howden Ganley steered their

quick Mirage GR7 Ford, but like the other teams were unable to contest the title against the well developed, unassuming Alfa Romeo 33TT12, which developed 500hp from three liters. Along with Alfa Romeo, the fast Renault Alpine A 442 Turbos were strong candidates for an overall win, as their power was by no means inferior to that of the Alfas. Unfortunately, the Larrousse/Jabouille Alpine Turbo was too often beset by teething troubles to offer Alfa Romeo any serious competition. So the Alpines were clearly dominant at Dijon, Monza, and on the Nürburgring, but a variety of defects always kept the team from victory. Still, in seven of nine races for the World Championship for Makes, Alpine was out in front. The Milanese works provided the Willi Kauhsen Racing Team with four Type 33TT12 cars at the beginning of the season; these were supported by Autodelta. At the Nürburgring 1000km race, the Kauhsen team secured the World Championship for Alfa Romeo with a win by Merzario/Laffite.

The first World Championship for Makes race of 1975, at Daytona International Speedway on February 1 and 2, was clearly dominated by Porsche. After 24 hours, six Carrera RSRs occupied the first six places. The seventh place car, the Ferrari 365 GTB/4 of Woodner/Phillips, was followed by six more cars from Zuffenhausen. Gregg/Haywood won with a 15 lap advantage over Keyser/Sprohls.

French endurance specialists Larrousse/Jabouille took home a surprising win for Renault Alpine in the 1000km of Mugello on March 23, 1975. The Alfa Romeo 33TT12 of Ickx/Merzario finished second. Three Porsche 908s made an impressive showing: Herbert Müller/Gijs van Lennep took third place in the Dannesberger 908/03 turbo, the Joest 908/03 driven by Barth/Kraus/Casoni came in eighth, and the 908/03 turbo entered by Ben Heiderich and driven by Kinnunen/Müller/van Lennep managed sixteenth. Joest's 908/03 turbo, driven by Joest/Casoni, dropped out with technical problems.

The third race in the World Championship for Makes calendar took place on April 6, 1975 at Dijon. As a result of general cutbacks, the race covered a distance of only about 800km. Merzario/Laffite won, driving an Alfa Romeo 33TT12. The Joest team had an outstanding day: second place for Joest/Casoni ahead of the Chevron of Grob/Hine and another Alfa driven by Bell/Pescarolo. Two other 908s did not make it to the finish: the Dannesberger 908/03 turbo of Müller/van Lennep dropped out on lap 215 with engine problems, while the second Joest car, with Barth/Kraus, dropped out on lap 46 with technical issues.

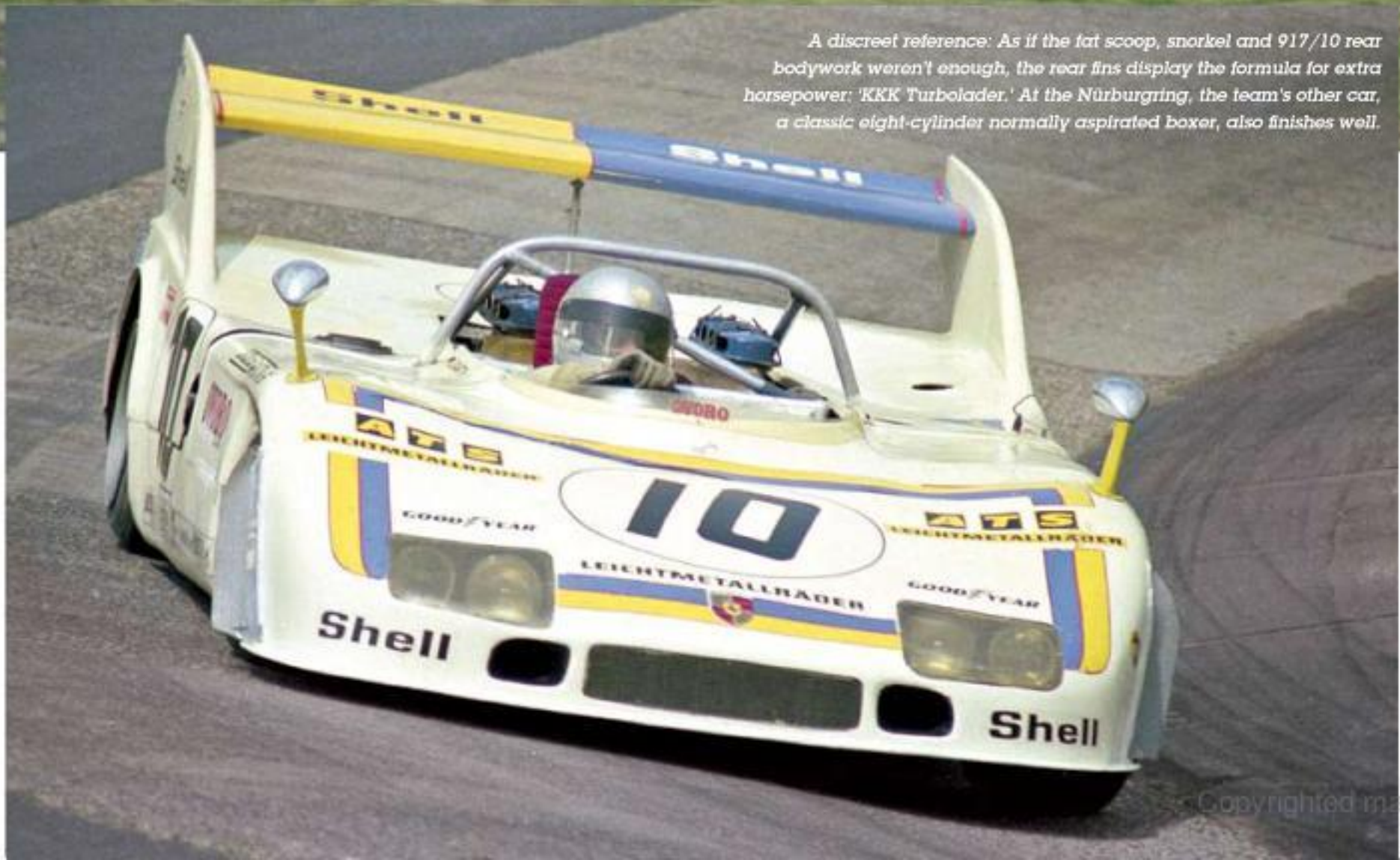
Joest also made a convincing showing at Monza. In the 1000km race on April 20, 1975, the 908/03 turbo driven by Joest/Casoni achieved an outstanding second place behind the winning Alfa Romeo of Merzario/Laffite. Reinhold Joest's team had even more reason to celebrate, as its second 908/03, driven by Barth/Kraus, came in fifth.

Alfa Romeo's string of victories continued at Spa-Francorchamps. In the fifth race for the Championship on May 4, 1975, Pescarolo/Bell won, ahead of team-mates Ickx/Merzario. Barth/Casoni/Joest (908/03) finished seventh; the Dannesberger 908/03 turbo of Müller/Kinnunen dropped out, as did the Joest 908/03 turbo of Joest/Casoni.

On May 18, 1975 at the 1000km race on the Pergusa race course near Enna, Sicily, the 908/03 affirmed the good placings it had been getting throughout the season. Although the Joest team could not prevent the Alfa Romeo double win by Mass/Merzario and Pescarolo/Bell, the 908/03



*A discreet reference: As if the fat scoop, snorkel and 917/10 rear bodywork weren't enough, the rear fins display the formula for extra horsepower: 'KKK Turbolader.' At the Nürburgring, the team's other car, a classic eight-cylinder normally aspirated boxer, also finishes well.*





*Can-Am atmosphere in the Eifel: At the Nürburgring Interserie race, Jürgen Barth will finish tenth in the Joest Racing 908/03 (no 25), while Herbert Müller takes the Dannesberger turbo to third.*



*Billboard: By 1975, race cars were covered with sponsor logos. Reinhold Joest's rolling billboard will retire during the Nürburgring Interserie race on September 7.*

the March 76S V8. After 153 laps, Mass/Ickx (Martini Porsche 936 turbo) won, ahead of Pescarolo/Jarier (Renault Alpine) and the 908/03 of von Godel/Joest/Barth. The second Joest 908/03 dropped out on lap 120 due to an accident. Engine problems kept the Egon Evertz-entered 908/03 turbo of Kinnunen/Evertz from starting.

On May 23, 1976, the third race in the World Sports Car Championship took place at Imola at the Autodromo Dino Ferrari about 40km southeast of Bologna. The grid was enriched by the presence of an Alfa Romeo 33TS12. Mass/Ickx (Porsche) repeated their Monza success ahead of the Alfa of Vittorio Brambilla/Arturo Merzario and the 908/03 of Godel/Joest/Barth. The Joest 908/03 turbo dropped out on lap 71 of 100 with technical problems.

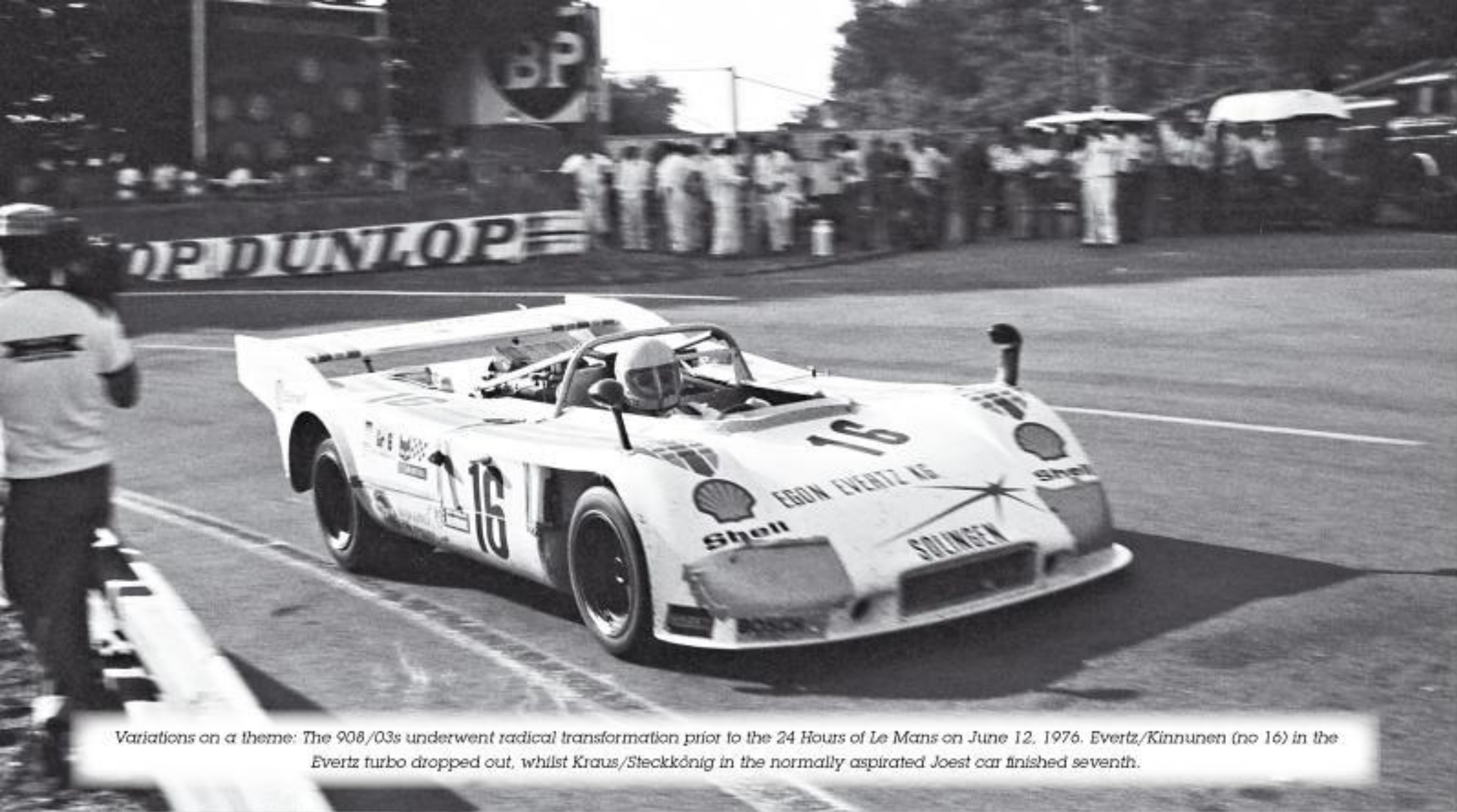
At Le Mans, Jacky Ickx celebrated yet another victory. On June 12-13, 1976, the Belgian allrounder – co-driving a Porsche 936 with Gijs van Lennep – won the 24-hour classic, covering 4769.923km (2963.893 miles). Second place, thirteen laps back, went to the Mirage Ford Cosworth of Lafosse/Migault. Seventh across the line was the Joest 908/03 with Kraus/Steckkönig. The Evertz 908/03 turbo of Kinnunen/Evertz dropped out on lap 117 with technical problems.

Again at the 500 Kilometers of Pergusa on June 27, 1976 Renault Alpine was unable to secure its hoped for victory, as the French cars set the fastest practice times but dropped out of the race with technical problems,

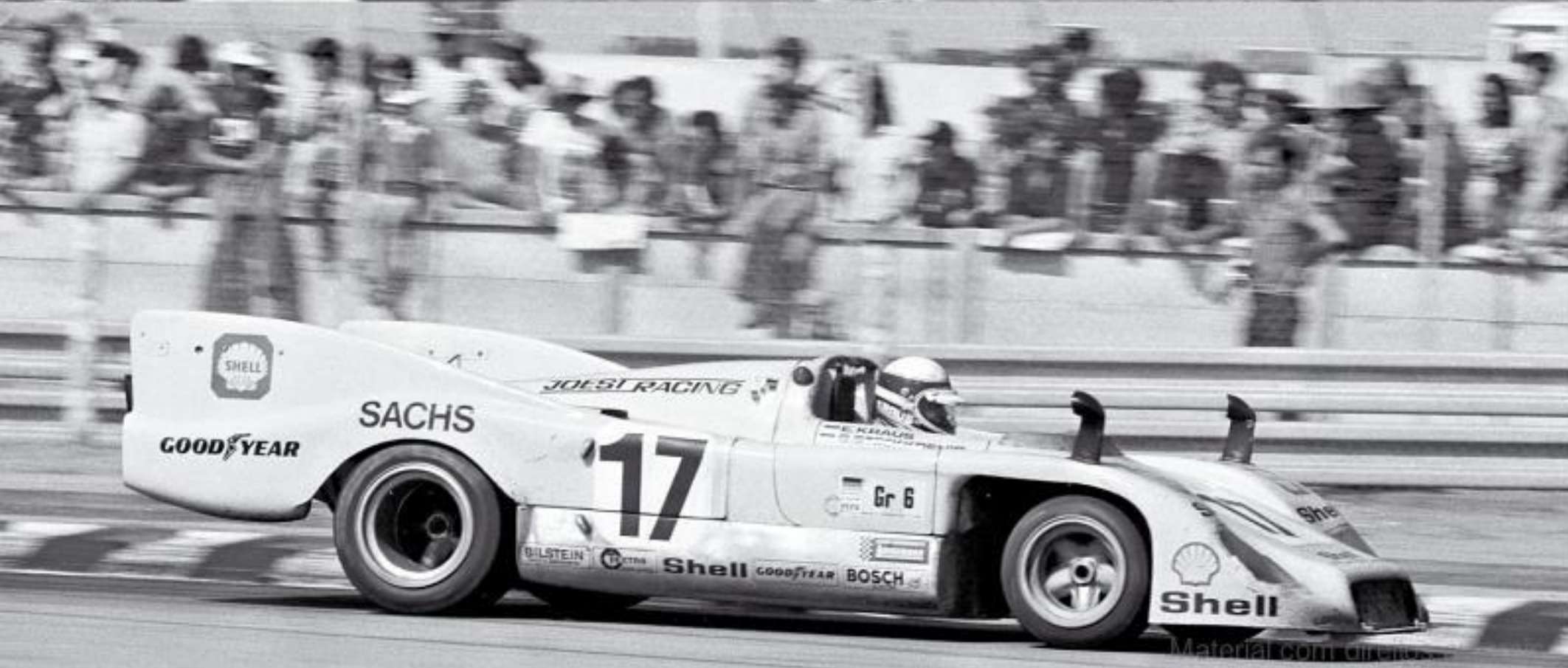
leaving a clear track for Mass/Stommelen (Martini Porsche 936 turbo). Behind them, the next places in the finishing order read Osella, March, Osella, with fifth place taken by the Joest 908/03 driven by Barth/Godel. The second Joest Porsche, with Joest/Kraus, dropped out on lap 8 of 102 with transmission issues.

The fifth race in the Championship was held on August 22, 1976 at Mosport, Canada. Porsche had already locked up the Championship, but, because continuation of its existence might be threatened by eventual withdrawal of the Zuffenhausen team and Renault, several large displacement cars – that did not meet the series rules – were allowed to take part, and included a Shadow DN4 and several McLaren M6, M8 and M20 Can-Am cars. These had the race all to themselves; Jackie Oliver won in the Shadow, followed by George Follmer in a McLaren M20. Jacky Ickx (Porsche) came in third. A 908/02 driven by Canadian Gary Hirsch finished tenth. American driver Dennis Aase brought his 908/02 home in sixteenth place.

Back on home turf, Renault Alpine managed honorable mentions only. At the Dijon 500 kilometers on September 5, 1976, the Martini Porsche 936 turbo again won, driven by Mass/Ickx. Depailler/Lafite and Jabouille/Jarier (both teams driving the Renault Alpine A442 turbo) finished second and third. The Reinhold Joest team also turned in a convincing performance at Dijon: the 908/03 turbo of Joest/Barth came in fourth, while the second



*Variations on a theme: The 908/03s underwent radical transformation prior to the 24 Hours of Le Mans on June 12, 1976. Evertz/Kinnunen (no 16) in the Evertz turbo dropped out, whilst Kraus/Steckkönig in the normally aspirated Joest car finished seventh.*



## 1977-1982

The Dijon 500 kilometers, the first event in the 1977 World Sports Car Championship calendar, was held on April 17 on the Circuit de Dijon-Prenois. In that year, the Zuffenhausen team pulled out of Group 6 racing, but Alfa Romeo intended to contest all Sports Car Championship

### *Final standings, 1976 World Sports Car Championship*

1. *Porsche, 100 points*
2. *Alpine, 47 points*
3. *Osella, 47 points*
4. *Lola, 41 points*
5. *March, 28 points*
6. *Chevron, 23 points*
7. *Alfa Romeo, 15 points*
8. *Mirage, 12 points*

events with two works cars. Their premiere at Dijon was a success for the Milanese team: Arturo Merzario and Jean-Pierre Jarier won in an Alfa Romeo T33SC12, ahead of the Osella PA5 BMW of Virgilio Renna/Giuseppe Virgilio. Both Joest Porsche 908/03s failed to finish; Reinhold Joest/Claude Haldi and Brett Lunger/Skeeter McKitterick dropped out with technical problems. The second works Alfa also had to leave the race prematurely; the T33SC12 of Vittorio Brambilla/John Watson suffered engine damage on lap 87.

"Alfa Romeo wins at Monza!" This headline was made possible by the efforts of Vittorio Brambilla, who drove his Alfa 33SC12 to first place in the second race of the 1977 World Sports Car Championship, at the Autodromo Nazionale di Monza on April 24. The Italian Formula 1 pilot finished one lap up on Giorgio Francia/Silvio Artina and Danilo Tesini/Gianfranco Trombetti (both crews in Osella PA5 BMWs). Reinhold Joest/Brett Lunger (Porsche 908/03), despite 75 completed laps, were not classified as finishers. The second Joest 908/03 did not start.

*And the winner, with 100 points: In 1976, Porsche wins the World Sports Car Championship by a wide margin, not least because of the many privateers driving Porsches. These include 908/03 operator Egon Evertz. At Dijon, the car of Greger/Kinnunen/Martin will drop out after an accident.*





*Really, it's a 908, in fact, a 908/02 Spyder. Canadian Rainer Brezinka fitted in the blue oddity like a knight in a shirt of chain mail. At the June 11, 1978 Mid-Ohio Can-Am race, the car retired early.*

the World Championship for Makes (June 3, 1979), the Joest 908/03 twin turbo (Rolf Stommelen/Reinhold Joest) set fastest practice time at 7:32.2, about five seconds faster than Klaus Ludwig's Group 5 Porsche 935 K3 (7:37.6). From the start, the 908/03 dominated the race, until a leaking fuel tank forced the team to quit. After that, the 935 teams of Loos and Kremer had the race all to themselves. After 44 laps, the Loos 935/77A of Schurti/Fitzpatrick/Wollek beat the Kremer 935 K3 of Ludwig/Plankenhorn/Hezemans.

Brands Hatch, August 5, 1979: another pole position for Joest. In the eighth run for the World Championship for Makes on the British Grand Prix course about 20 miles southeast of London, the 908/03 captured the prime starting spot with a practice time of 1:26.67. The Ludwig/Plankenhorn 935 was second fastest with 1:28.49. The Joest 908's overall win was never in doubt, but because the car could not compete for Makes Championship points, the second place Kremer team of Ludwig/Plankenhorn collected full winner's points. Behind the third place Chevron of Raymond/Charnell, the Porsche 935 of Schornstein/Dören came in fourth.

The ninth and final race for the Championship of Makes, the 6 hours

*Keeps his cars fit: The sponsor's own slogan certainly applies to Reinhold Joest. The 908/03 remains competitive in 1979, and, as always, its owner continues to take his turn at the wheel. Still, it will fail to finish this Interserie event at Hockenheim.*







*The Porsche Cup is an especially coveted award, given after the end of the racing season, the world's best endowed marque trophy. In the late fall of 1980, along with numerous other Porsche pilots, four drivers were honored for their successes with Zuffenhausen's 908 in the 1980 racing season: Volkert Merl placed second, Rolf Stommelen eighth, Jürgen Barth in tenth, and Reinhold Joest thirteenth.*

After 271 laps of the Vallelunga six hours (10th race for the Championship of Makes), the 908/03 of Brunn/Bell was bested only by the Osella PA8 BMW of Francia/Marazzi. Patrese/Cheever in a Lancia finished third; fourth went to the Porsche 935 K3 of Dören/Lässig.

The Dijon 1000 kilometers on September 28, 1980 was won by the Porsche 935 teams of Pescarolo/Barth and Haldi/Beguin. Dentist Siegfried Brunn's team had bad luck: after setting second fastest practice time (1:23.38), the 908/03 dropped out on lap 66 with mechanical problems.

On April 12, 1981 at the Mugello six hours race, round 3 of the World Endurance Championship for Drivers, Lombardi/Francia, driving their Osella PA9 BMW, were invincible. Cooper/Wood, in a Porsche 935, finished second. The Brunn 908/03 turbo, crewed by Brunn/Jordan, completed 154 laps to be classified eleventh.

The second race counting toward the World Endurance Championship for Makes took place on April 26, 1981: the Monza 1000 kilometers was won by Dören/Lässig in a Porsche 935 K3, ahead of the two BMW-powered Osella PA9s of Lombardi/Francia and Franchi/Moreschi. Siegfried Brunn and co-pilot Eddie Jordan finished fifth in their 908/03 twin turbo.

On May 10, 1981, Siegfried Brunn/Eddie Jordan drove the Brunn Team's 908/03 turbo to an outstanding third place finish at the Silverstone six hours. Grohs/Röhr/Schornstein won in a Porsche 935; the BMW M1 of Bell/O'Rourke/Hobbs took second. The Joest 908/03 of Joest/Mass/Merl dropped out on the first lap due to an accident.

On May 24, 1981, the ADAC 1000 kilometers race took place on the Nürburgring. Thanks to a strong entry list, the 27th running of the legendary road race in the Eifel Mountains – the fourth event in the season's World Endurance Championship – promised to offer fans an exciting race. But a tragedy ended the only German event of the Championship on the eighteenth of 44 scheduled laps. Siegfried Brunn had entered his 908/03 turbo, and planned to share driving duties with Swiss driver Herbert Müller. On the ninth lap, with the car in 11th position, Müller took over the 908 from Siegfried Brunn. On lap 14, just before the entrance to the Carousel, the Swiss driver left the road and crashed into a 935 which had been abandoned on the first lap by American driver Bobby Rahal. On impact, both cars burst into flames and trackside safety crews arrived too late to save Müller. The race was halted three laps later but, as more than a third of the scheduled distance had been covered, the race counted toward

*Turbo ductwork under huge wings: The Joest team in the pits, Nürburgring 1981. In the Eifel, Joest's twin turbos came in second and sixth.*

# 908

## Porsche – the reliable one

*The technology. How engineers in Zuffenhausen turned the 908 into a long-serving, long-distance runner. Extreme lightweight construction allowed Porsche to install what would have been a reliable, but otherwise hopelessly underpowered engine.*

*1968: Four early 908 coupés in jolly bean colors parked in the Porsche works courtyard.*





*Delicate but durable, agile and docile, aerodynamically perfect without spoilers: the 908/03 of 1970 was the quintessential racing machine.*



*Still victorious in 1968: Vic Elford and Umberto Maglioli won the 1968 Targa Florio in a Porsche 907.*

## CHASSIS

The Porsche 908 represented the high point, to date, of a line of development that the company had begun not long before. Where it had been customary for Porsche's endurance racers to be, in principle, licensable for use on public roads, all that changed with the 910. From that point onward, Porsche's race cars became increasingly uncompromising.

Ferdinand Piëch brought new ideas into the racing department. Grandson of the firm's founder, Piëch had no shortage of ambition and an uncompromising will to succeed; for the time being, cost was no object.

Between 1966 and 1969, Porsche's Types 910, 907, 909, 908 and 917 were developed and quickly fielded. Even if there were many similarities between these model lines, they represented an enormous effort for the small sports car maker, both financially and in terms of personnel. Their show of strength also carried with it great risk, but it paid off handsomely: the Stuttgart team reaped three World Champion titles in a row. Although placed at the center of this line of development, the Porsche 908 embodied the shift in company racing policy and assisted Porsche in bringing home its first World Championship for Makes title.

Its roots were set down far earlier. The 907 – Porsche's first purebred race car – had proven itself a reliable, fast and very driveable car which, with the 2.2 liter Type 771 engine, was even a candidate for overall wins. Steady evolution kept the car at the cutting edge of technical development, and this then formed the basis for a new three-liter sports prototype, Porsche's response to the racing rule changes announced for 1968.

With only minor alterations, the Porsche 907 became the Porsche 908. To provide some extra space for the three-liter engine, the left side of the rear cockpit bulkhead was moved forward by a few centimeters. The fuel tanks were moved as far forward as possible. Fuel capacity of 120 liters (nearly 32 gallons) combined with fuel consumption of about 40 liters per 100 kilometers (6 miles per gallon) yielded impressively long intervals between pit stops. The chassis was able to handle the new eight-cylinder engine's 25 per cent increase in power without any additional changes. Moreover, the drivetrain of the last 907 variant was adopted; in effect, the first Porsche 908 was really a 907/02. At the official presentation at the Le Mans practice session in April 1968, it appeared with 13-inch wheels; bigger wheels and brakes came later. Lightweight construction had long been a watchword at Porsche; an optimized tube frame chassis and application of exotic new materials such as titanium for springs and hubs significantly reduced the coupe's fighting weight. The first short-tail variant weighed in at 670kg (1475lb) dry (without oil or fuel); at the end, the 908s were so light they had to carry 20kg (44) of lead ballast in the nose to meet the minimum weight of 650kg required by the rules. Even the long-tail version was only a little heavier at 680kg. Lightweight construction and low aerodynamic drag were the two creeds of the Porsche racing department, and a great deal of money was sacrificed to these objectives.

The long-tail variant ran its first race on April 25, 1968 at Monza. The results were sobering: engine vibration caused clutch cables to part and alternators to fail; a broken transmission oil line necessitated conversion from dry sump to wet sump lubrication, even as the race was in progress. The Siffert/Herrmann car spent more than an hour and a half in the pits, causing it to finish in nineteenth place. Mitter/Scarfiotti nevertheless came home in eleventh.



*Conversion: The first 908 short-tail coupés differed from the 907 in body details as a result of installation of the three-liter, eight-cylinder engine.*

In other words, considerable development work was still needed and this was carried out forthwith. By the time of the Nürburgring race, the short-tail coupés rolled on 15-inch wheels; all parts that had proven too weak at Monza had been reinforced. The Nürburgring race was not without its problems, but was nevertheless a success for Porsche: at its second appearance, the Porsche 908 won. The next race, Spa, would be a good test for Le Mans.

To cope with the problem of vibration-induced fractures, fundamental changes were made to the engine. An altered firing order improved the situation, but did little to diminish the rough character of the boxer engine. At Watkins Glen, the cars were placed on a diet; an aluminum tube frame replaced the earlier steel structure, which, to that point, had been retained for safety reasons. The new aluminum frame also included new front suspension parts. In the last event of the season, the 24 Hours of Le Mans, which, in 1968, took place in the autumn, the movable flaps, actuated by the rear suspension, made their first appearance in racing. Despite wins at the Nürburgring and Zeltweg, the 908 was not yet fully developed; renewed alternator and transmission problems caused the retirement of two cars, while the third finished Le Mans in third place after spending more than an hour in the pits for repairs. Porsche missed its primary goal of the season, a Le Mans victory. A total of 31 cars of the first 908 series were built.

Behind the scenes, changes were afoot. Although development of the 917 began in July 1968, intensive work on the 908 continued, as no one could be certain that the new car would be ready in time. For 1969, the FIA changed the rules; spare tire and luggage space were no longer obligatory, the height of the windshield was free [unrestricted], as was vehicle weight. The new rules represented a blank check for Porsche's lightweight boffins. Taking a radical approach, the engineers cast overboard all extraneous weight, including the roof, at least on the short-tail. The open car was then

designated the Type 908/02. Compared to the long-tail in night racing trim – with headlights, turn signals, illuminated racing numbers and taillights – the new Spyder was about 100kg (220lb) lighter, and 45 kilos lighter than the short-tail coupé. By December 1968, the first Spyder was ready for wind tunnel testing, which demonstrated that the loss of aerodynamic quality was not as severe as had been feared. The higher drag coefficient was partly offset by the reduction in frontal area.

Thanks to new materials, the body was made lighter and more rigid. Instead of balsa wood reinforcements, the bodies now employed honeycomb mats filled with reinforcing foam. The rear wheel hubs were made of titanium, and the new five-speed transmission saved another 25kg (55lb). Compared to the three-liter prototypes from Alfa Romeo, Ferrari, Matra, Alpine and Mirage, the Spydres were 100 to 150kg (220 to 330lb) lighter, which made up for the air-cooled eight-cylinder engine's lower power output.

Still, the first race of the season at Daytona was contested with long-tail coupés. Five cars with movable flaps were entered, and all five retired – the last one after 17 hours and with a comfortable 45-lap lead. In every case, retirement was caused by a technical fault; the main culprit was a gear in the valve train. In their zeal to reduce weight, the Porsche people had simply gone too far.

Cuts were made wherever possible, and sometimes a bit too much was removed. On the Spyder, for example, Porsche discarded the stiffening pyramidal frame structure at the rear. A hard winter with heavy snowfall prevented endurance testing on Weissach's 'shaker' obstacle course, and the new frame design went into the second race season without the usual endurance testing. The Spyder's first appearance at Sebring turned into yet another debacle; all of the frames cracked, and only emergency repairs to the Mitter/Buzzetta car salvaged a third place. For the next race at Brands



*Aerodynamically refined: In the spring of 1968, the three-liter long-tail coupés carried a single piece mechanically actuated slat spoiler at the rear. At the 24 Hours of Le Mans, movable flaps were installed, which, in turn, generated more downforce on the inside wheel whilst simultaneously unloading the outside wheel.*

*Trailing edge: Movable flaps were also installed at the rear of the first 908/02 Spyders. Wind tunnel testing, however, showed that they weren't necessary on open cars.*

Hatch, the pyramids were installed again which, for Porsche, represented a shocking weight increase of two kilograms (5lb), but at least the painful frame problems were eliminated once and for all. Moreover, wind tunnel tests showed that the movable rear flaps brought no benefit to the Spyder. These, too, could be cast off, lightening the car by a small amount and simplifying its technology.

Brands Hatch also witnessed the first appearance of the third engine variation, in which a different crankshaft finally cured the vibration problem. Two of the four cars entered were fitted with the new cranks. With this change, the 908/02 was made reliable enough to become a winner. And, indeed, Siffert/Redman won, although they still had the old engine. At Monza and Spa, the long-tails saw action again, while the Targa Florio became a triumphant procession for the Spyders, even though no significant development effort had been expended on the cars. Instead, the

*Swiss flattish: Jo Siffert takes the new Flounder to its limits on Porsche's Weissach test track.*



*Form follows function: The logical relocation of all major masses toward the center of the car gave the 908/03 a compact shape, optimized for downforce.*



*Above: Baby steps in the wind tunnel: With the car mounted on scales, the engineers used artificial airflow to measure front and rear axle loading.*







*Early bloomer: Before things got serious in Zuffenhausen for the 1971 season, the car was tested in Weissach. A freak winter storm turned testing into a shiverfest, but the two test objects seemed to turn a cold shoulder to the weather.*

The new 908/03 was, in effect, a form of insurance; in any case, Stuttgart intended to defend its just-won Championship. So far, the 908 line had evolved as the logical continuation of 907 development, with good all-round qualities as primary development goals. Now, limiting the car's scope to just two very special racing circuits allowed a radical approach which would lead to an all-new model. For twisty circuits, maneuverability was the deciding criterion, and weight distribution had a major influence on handling. Porsche drew on its experience with the 909 to redesign the eight-cylinder racer: the result was a very special car that would become the definitive version of the entire 908 series. Today, when the 908 is spoken of, what is actually meant is the 908/03.

This car represented a reduction to bare essentials; completely without frills, with clean lines, a pure driving machine. The objective was to move the center of mass as close to the middle of the vehicle as possible. To this end, the driver now had to be seated practically on top of the front axle; his feet not so much protected as concealed by the paper-thin nose bodywork. Extremely short front and rear overhangs made it easier for drivers to take the tight curves of Sicily's mountain roads at maximum speeds. As in a formula car, the driver sat nearly on the car's centerline. All-round visibility was perfect and 908/03 drivability legendary. The new layout also posed a challenge to drivers: project leader Manfred Bantle recalled that there were several expressions of displeasure, until lap times and handling won them over.

The engine moved to the space made available by relocating the driver; otherwise, the powerplant remained unchanged. Weight was cut wherever possible and the new featherweight bodywork tipped the scales at just 12 kilograms (26lb). Every single bolt was weighed before it was installed in case a lighter one could be found. At the end, steel accounted



for less than 1.5 per cent of vehicle weight. Air travel gave the engineers their next weight-saving idea: aircraft-style aluminum safety belt latches replaced the steel units of the old 908. The originally intended beryllium brake discs would have reduced weight by another 14kg (31lb) but displayed inadequate durability, so the car retained conventional cast-iron brake rotors.

Even more weight could be pared. Meticulous study of the rulebook led to the realization that headlights were not required. The 908/03 was never intended to run at night, so it didn't need lights; the engineers would have to retain the rear brake lights only. And whilst they were at it, they glued the rear light to the frame instead of bolting it: another five grams saved! For the first time, the brake rotors were not only internally ventilated, but also cross-drilled. According to Paul Frère, who was allowed to test the prototypes before their first race, these brakes were known in factory jargon as 'Gruyère discs' because of their resemblance to Swiss cheese. Cross-drilling made the rotors not only lighter, but also improved durability and increased brake pad life. Intermediate versions of the new



*Metamorphoses: In its later career, 908/03s sprouted a wide array of wings and scoops.*

Spyder were so light and delicate that, in test drives over artificial humps, they would break in two. With an empty weight of 545kg (1200lb) the 908/03's light weight made up for its power deficit compared to the three-liter competition; the result was three wins in four races. To this day, Leo Kinnunen holds the absolute lap record for the Targa Florio course.

The engine's air cooling – if anything, a disadvantage in terms of extracting maximum power – did, however, allow nearly fully enclosed bodywork; the only openings needed at the front were for the oil cooler and brake cooling ducts. Two prototypes, tested for the first time on the

Nürburgring south circuit in March 1970, still strongly resembled the 909, but the final arrangement was quite different: angular, practical, and fast. The 908/03 no longer looked quite as aerodynamic as its predecessors, though it was, in fact, appreciably better in this respect. The front apron was extended far downward and prevented an excessive amount of air from flowing under the car. The bodywork was smooth and flat, with laminar airflow all the way to the Gurney lip at the very rear. Experience with the 917 had shown that downforce was just as important as drag, and that knowledge had a lasting impact on the 908/03 shape.



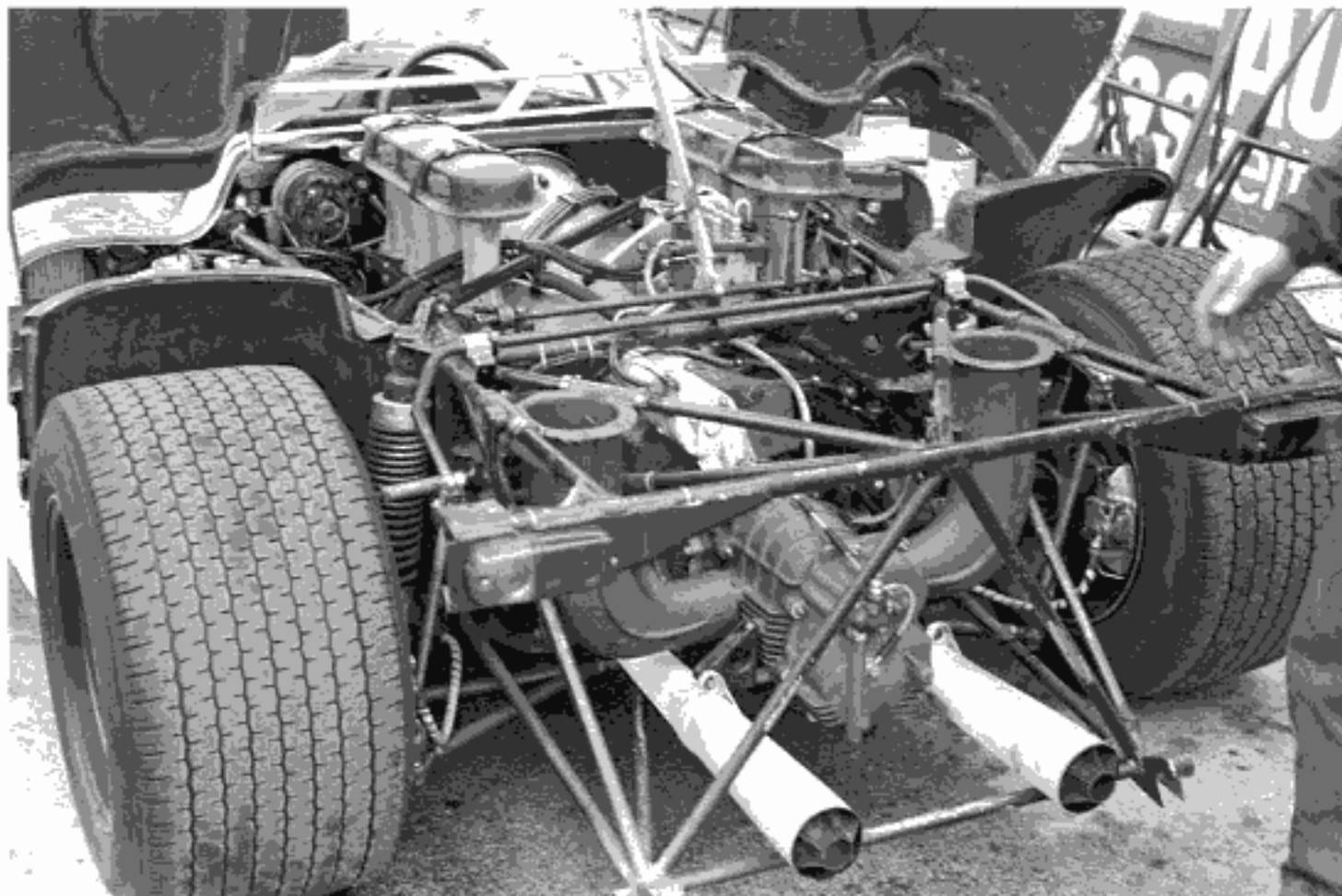
*Flexible: Even in its first outing at the Le Mans practice in April 1968 the three-liter showed its potential. Despite its modest 335 horsepower, the engine was quite driveable and produced usable power between 5500 and 8500rpm.*

Once again, snow was a part of the 908 story. As had been the case for the 908/02 at the rollout in Weissach for which Brian Redman had been flown in, heavy snow caused problems. The entire Porsche crew went to work clearing snow; even Piëch and Bott grabbed shovels. Ultimately, wooden boards were fitted to 911 coupés, converting them to snowplows. Despite their best efforts, the tests were called off; Redman spun several times, and parked the car with some less than kind words. But because there was still enough time before its first race in Sicily, when the 908/03 finally appeared there under perfect conditions it won handily.

There were minor changes only for 1971. Porsche carried out tests with a new rear axle. A De Dion design, combined with special tires,

was supposed to give increased lateral acceleration and therefore higher cornering speeds, but in the end, the proven design was retained. The rear bodywork inherited the vertical fins which had been introduced during the season on the 917; at the front, a 30mm narrower front spoiler was fitted, and, of course, wider tires were mounted. This resulted in a slight increase in aerodynamic drag, but also higher cornering speeds, ideal for the Madonie circuit and the Nürburgring. In all, thirteen examples of the series were built.

The works career of the Porsche 908 ended with the 1000 kilometer race on the Nürburgring. The design was beginning to show its age, and Porsche won the prestigious German race only by sheer luck as the Ferrari



*Final revisions: In 1969, the eight-cylinder engine was given a magnesium crankcase and an altered firing order. From that point onward, the engine was free from vibration.*

312PB was clearly superior. Jacky Ickx and Clay Regazzoni would have won by several laps had they not been sidelined by a technical problem. The 908 was fundamentally unsuitable for the following season's three-liter formula; the minimum weight requirement of 650 kilograms eliminated the car's great advantage, and the old engine could not keep up with the Formula 1-derived motors of its competitors. Nevertheless, Porsche managed to sell every one of its cars, and the type's durability even allowed it to continue racking up some impressive successes. At the 1972 Le Mans race, the car showed its true qualities: Joest pulled the 1969 long-tail out of the Jo Siffert Museum, locked the movable rear flaps, and drove the car to a sensational third place finish.

All remaining 908 customer cars racing in 1972 were based on the 908/03. Customers began to tinker. First, headlights were retrofitted, then air scoops began to reach for the sky, and finally the rear bodywork was updated. Zuffenhausen still had on hand some surplus front and rear bodywork for the Can-Am-winning 917/30. These pieces were cut down the centerline, narrowed, relaminated and fitted to the chassis to create turbo-powered long-tail Spydors. Others were updated with 917/10 parts, or given bodywork resembling that of the 936. The 908 continued to show up in race statistics through 1984; thereafter, examples of the 908/03 – now neatly restored to original specification – began the type's third career in vintage racing and historic motorsport.

The factory did not completely forget the 908, either. The Porsche 936, which was launched in 1976 and immediately won the World Championship

for Makes, carried a significant portion of the 908's DNA. The idea of fitting the chassis layout with the latest turbo engine was simply too good to ignore. A later solution, with water-cooled, four-valve cylinder heads, also saw action; fitted with such an engine, the 936/81 won the 24 Hours of Le Mans in 1981. For 1982 and 1983, Joest and Kremer added roofs to their 936s, calling them 936C and Kremer CK5. These, then, closed out the history of the 908 once and for all.

#### **ENGINES AND TRANSMISSIONS: 'SHAKER,' 'CENTER PART,' AND 'TOUSLEHEAD'**

The near-miss of the 1967 World Championship title showed that, although Porsche always turned in respectable performances, the Makes title could only be won if Zuffenhausen came up with equipment to match that of the competition. Luckily for Porsche, the company's traditionally excellent connections with the CSI, international racing's rulemaking body, ensured that rumors of rule changes for the coming 1968 season took a direct line to Stuttgart. And by no small coincidence, former Porsche racing boss Baron Huschke von Hanstein happened to be a member of the commission responsible. When debate about the new formula got under way in Paris, Hanstein immediately informed the factory about the key points of the new rules, without which Porsche would certainly not have been able to begin development of a new racing engine that perfectly fit the new formula.

And it would indeed have to be an all-new engine, for the 2.2 liter flat eight of the 907 was a direct descendant of the old Formula 1 engine, in



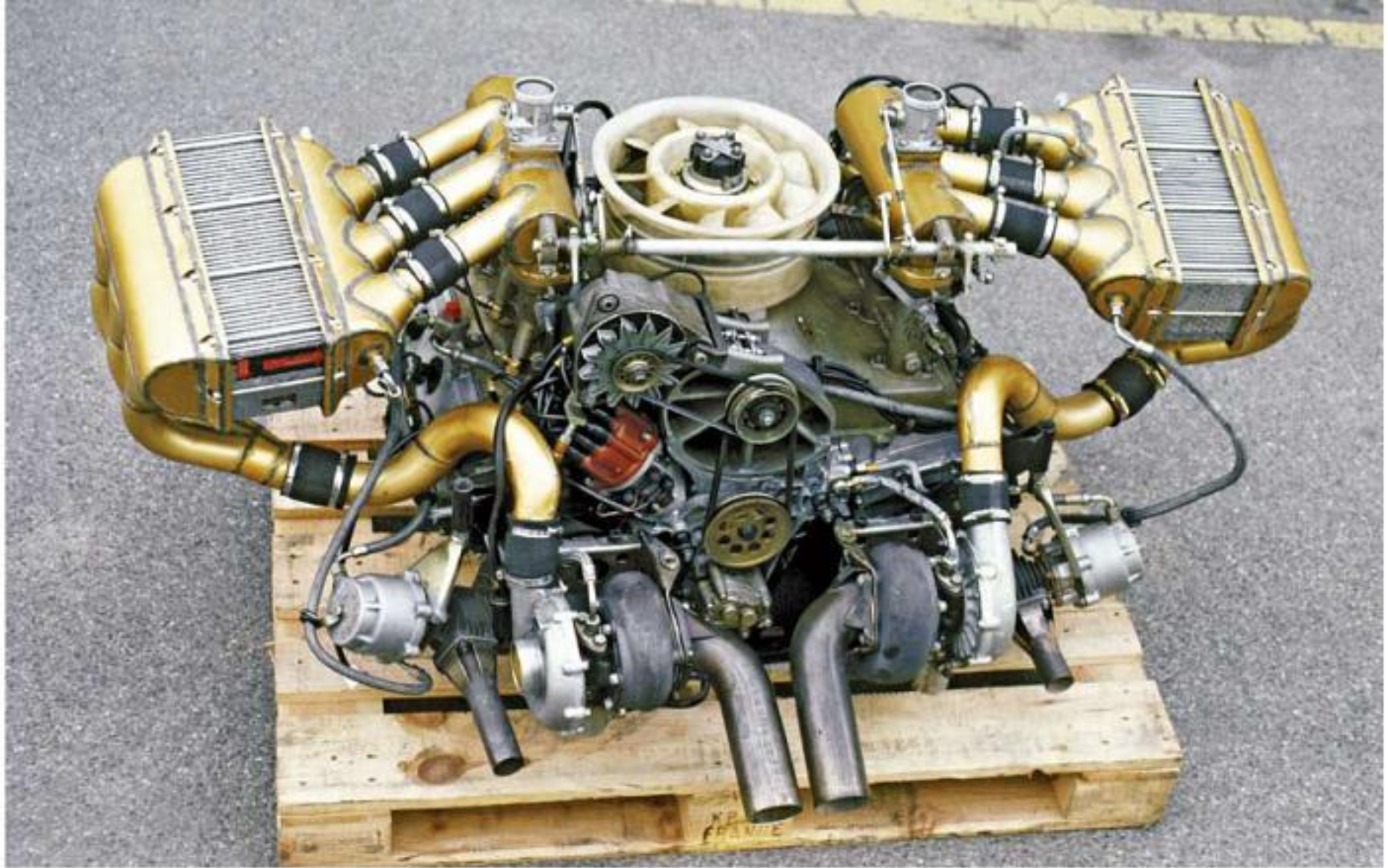
*Open wide: The featherweight bodywork weighed just 12 kilograms (26lb).*

itself a source of problems. The engine was conceived for sprint races, and to turn it into a marathon runner would involve a great deal of time and money; failure to finish a race was more the rule than the exception. Only after the 908 showed its promise on the test stand did Porsche's engineers succeed in making the old Type 771 durable enough for endurance racing. Because the new engine was not yet ready, the engineers used the winter holiday break to finally attack the now well-known weak points. Changes to the exhaust valves, flywheel attachment and connecting rod lubrication made the old engine suitable for long-distance races.

With a triple win at Daytona, a double win at Sebring, and success at the Targa Florio, the 907 and Type 771 engine left the stage in spectacular form, and contributed vital Championship points. Assembly and care of the engine, however, were expensive and complex, and any connection to its

production cars – always an important consideration for sales of Porsche's roadgoing sports cars – was completely absent. In addition, the engine could not be bored out any further; three liters simply wasn't in it.

In July, Porsche began development of the new engine. The official starting date of the project was given as November 13, 1967, shortly after the 1968 rules were made public. The official assignment read: "To develop an 8-cylinder engine of three liters displacement, based on the six-cylinder Type 916 engine." Hans Mezger, at the time Porsche's head of engine development, estimated the necessary development effort at about 1200 hours, but it is anyone's guess whether that figure included the development work that had already taken place. The 916 engine was derived from the 911 powerplant; its cylinder bore and stroke (84 x 66mm) came directly from the production engine. Originally, the 916 engine was



*All pumped up: Beginning in 1975, the turbo engine of the Porsche 935 was the measure of all things in the FIA Group 5 World Championship. To the delight of Joest and friends, the rules permitted installation of the six-cylinder in the 908/03.*

intended for the 1967 Le Mans 24 Hours, but could not be made reliable enough for the great distance in time. The engine racked up its first track miles in practice for the Mugello Grand Prix, mounted in the rear of a Porsche 911, and was then refined on the test stand. It would form the ideal starting point for the planned three-liter.

Today, extending an engine by two additional cylinders is easily accommodated by means of CAD (computer aided design) technology, but in 1967, clever engineering was called for if the designers were to avoid having to undertake a completely new development from scratch. The most important features were four chain-driven overhead cams. The connecting rods were made of titanium, the cylinder heads of aluminum. The aluminum cylinder barrels had chrome-plated bores. The crankcase was of cast magnesium.

The team around Hans Mezger designed the crankcase and cylinder heads by means of a simple trick: the third pair of cylinders was cut from two blueprints of the six-cylinder engine, and the remaining partial drawings taped together to make an eight-cylinder boxer engine.

The secret of stretching a six-cylinder engine into an eight lay in correct

location of the parting line, and what at first sounds like childish tinkering is, in fact, an ambitious engineering achievement – all connections, oil passages and lines had to match precisely. This exceedingly pragmatic step proved to be a stroke of genius, and led to the desired result. By early November, the first prototype engine was running on the dynamometer. Bosch mechanical fuel injection provided mixture to the engine; compression ratio was 10.4:1. Engine displacement was 2926cc, just barely below the limit set by the racing rules, and output of 320 horsepower was still far short of its competitors, but it was a promising start. Even in its first race, the three-liter was appreciably more powerful than the 2.2 liter.

The new engine anticipated today's modular design practices. The choice of the production six-cylinder as its basis was made with an eye to a possible upgrade of the 911 model line. Two 914-based road cars showed that these considerations could have been carried out in practice, but the six-cylinder engine displayed surprising development reserves, and made a production version of the 908 unnecessary.

The engine's kinship to a six-cylinder powerplant was apparent in the details. Because the fuel injection lines for the two cylinder banks were



*Cage raised: From 1975 onward, the delicate latticework of the /03 contained an impressive 500 turbocharged horses.*

neatly divided, left and right, on top of the engine, the engine was internally nicknamed the 'Center Part' because of its resemblance to a hairstyle parted in the middle. The drivers, however, preferred another nickname: 'The Shaker.' Its firing order of 1-8-2-6-4-5-3-7, adopted from the 916 and simply expanded to eight cylinders, resulted in extreme vibration, and broken alternators and clutch cables were commonplace.

The new engine completed its first public race track laps on April 6, 1968 at the Le Mans practice weekend. It produced a modest 335hp, though power and torque curves showed that it was a very driveable, elastic engine, with a wide, usable power band. Satisfactory power was available beginning at 5500rpm, and did not diminish until revs climbed past 8500rpm. In its first outing in France, the engine cooling blower on the engine's front face was still driven by a cogged belt. These timing belts, however, were not up to the loads placed on them, and were replaced on the spot by twin V belts; this solution was not completely bulletproof either, but was continued for the duration of the 908 engine's career. It was not until the Porsche 917 appeared with its top-mounted fan that the blower was driven directly off the crankshaft by means of a geared drive.

Because the side effects of the firing order could not be mastered, the ignition was altered immediately after Monza; the new order was 1-5-2-7-4-8-6-3. To maintain optimum pressure relationships, the exhaust system had to be redesigned. Vibration was reduced, although the 908 engine remained a 'shaker.' Although it passed dynamometer tests, in practice it still failed. Nevertheless, the problems were resolved in time for the Nürburgring race.

By the time the 1968 season ended at Le Mans, power output was about 350hp, and cylinder bore had grown to 85mm, giving a displacement of 2995cc, taking full advantage of the displacement limit.

The third and last major change to the engine occurred for the 1969 season. A new magnesium alloy for the crankcase casting further reduced

its weight, and the crankshaft was again modified to balance second-order forces between the two cylinder banks. This, in turn, necessitated exhaust system changes, with considerably more complex piping, and the neat ordering of the injection lines was lost; the 'center part' turned into the 'touslehead.' Simultaneously, the firing order changed again, and now matched that of the 771: 1-7-2-8-5-3-6-4, eliminating engine vibration.

The engine seemed quite civilized – to the consternation of the drivers, who claimed to detect a loss of power. In fact, maximum power was unchanged, but the increased comfort made the engine seem more sluggish, lacking the brutal character of the first version. Once again, faster lap times served to convince the skeptical drivers. Detail refinements increased engine power to 360hp at 8600rpm. As before, Porsche compared favorably with the competition only because minimum weight had been eliminated from the rulebook, and its engineers were finding it increasingly easy to pare weight from the car. The Ford Cosworth, the Alfa eight-cylinder, and the twelve-cylinder engines of Ferrari and Matra all delivered well over 400hp, but weighed much more.

Development for 1970 was directed at improving reliability. To eliminate occasional fan belt breakage, the blower hub was fitted with a fluid coupling. In that year, the best examples of the 908 engine delivered up to 370hp. There wasn't much more left in it, and it became clear that the 908 engine had no long-term future. Early experiments with four-valve cylinder heads were a failure, or were not pursued; with air cooling, the thermal issues of four valves per cylinder could not be mastered. The upper valves always masked the lower pair of valves from cooling airflow, and changing the valve inclination brought only minor cooling improvements. Experiments with water-cooled cylinder heads were not completed, as the 917 project was consuming all available development resources.

However, knowledge gained in these experiments was not lost. The six-cylinder twin turbo engine of the 936 and its successors, the 956 and 962, had four valves per cylinder, and these were, of course, water-cooled. This idea entered Porsche series production in the Porsche 959, built in small numbers beginning in 1986, with an engine employing combined air and water cooling. For privateers who continued to race the 908/03 from 1972 onward, a completely new option became available with Porsche's new philosophy of fielding turbocharged engines in motorsport.

In that year, turbocharged engines were handicapped at a ratio of 1.4:1; displacement of a turbo engine could not exceed 2142cc to race in the three-liter prototype class. Porsche's experiences in the Can-Am, and its exclusion because of a rule change after winning the 1973 Can-Am Championship, led to a new development; the Porsche Carrera RSR Turbo, which went up against Alfa and Matra in 1974. This motor was, of course, also suitable for the 908; after all, they shared common genes.

The 2.1 liter, six-cylinder turbocharged engine installed in the Carrera prototype was soon fitted to several privateers' 908/03s, and boosted vehicle performance to competitive levels. Although 500 horsepower resulted in consistent podium finishes, there were no more overall victories for the 908 in the World Championship for Makes.

# 908

## A risky climb

*The radical 909 Bergspyder provided the blueprint for the successful 908/03*

It is said that Colin Chapman, the ingenious brain behind the light, fast Lotus race cars, quipped that: "the best car is the one which breaks just after the finish line." An upstanding German engineer who, above all, values the durability and quality of his creations, would never utter such words. But with the 909, Porsche came closest to adopting Chapman's philosophy.

*Mountain touring: At Austria's Gaisberg, the Porsche team was quartered in the Osberger winery. The camera mounted on the roll bar of Gerhard Mitter's car was not there to capture stunning mountain panoramas, but rather how fast the car could climb to the summit. Herberl Linge (right) appears a bit skeptical ...*



In the 1960s, hillclimbs appealed to an enthusiastic public in Europe, and the Stuttgart team competed at the head of the field. In 1968, the 910 Bergspyder was exceedingly competitive – Gerhard Mitter decisively won most of the events in the hillclimb calendar – but the competition was getting closer. BMW's Dieter Quester appeared at the sixth race at Cesana-Sestriere with the newly developed 'Monti,' and rumor had it that

Ferrari, too, was building a competitive challenger for the 1969 season. And it was a safe bet that Abarth was also up to something ...

Porsche needed something faster. The new Bergspyder, development number 909, was intended to add a new dimension to lightweight construction. Porsche's development chief, Ferdinand Piëch, based design of the graceful two-seater on a simple principle: along with the lowest possible weight, weight distribution and therefore vehicle balance were to be perfect. Even though no official value was given in works documents, the unofficial target was 375kg (826lb), which has often been called into question, because only Piëch and later R&D chief Helmuth Bott were allowed to be present during weighing as mechanics and engineers were politely asked to leave. One thing is certain: application of exotic materials and systematic reduction to essentials achieved a remarkably low fighting weight.

By comparison, the 909's successful predecessor, the 910, had to drag a hefty 420kg (925lb) up the hills, even though it, too, made extensive use of aluminum and plastics. In concept, though, the 910 ran up against a limit which could only be overcome by a fresh approach.

Dropping nearly a hundredweight was achieved by reaching deep into the box of available materials. Exotic materials were used; instead of copper, wiring was made of silver. Springs were wound of titanium instead of steel.



*Ready to take risks: At Mont Ventoux, Rolf Stommelen preferred the 909, and took second place despite technical problems.*

The brake discs were made of especially light beryllium, a poisonous metal. To protect drivers and mechanics, the discs had to undergo an expensive chrome-plating process. This was so costly that Porsche could only afford to have five discs made, to be used only on the fastest car at any given race.

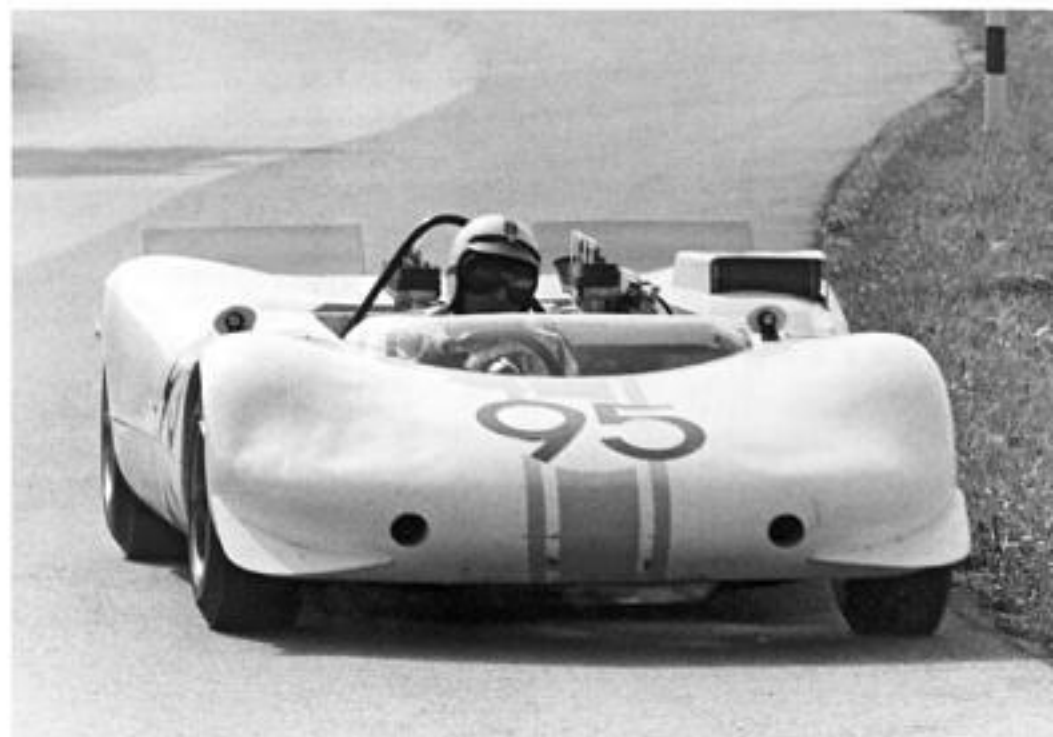
Use of balsa wood in the ignition system's resistors was already almost standard practice at Porsche, just like the especially thin composite bodywork, made in-house and sprayed with the thinnest possible layer of paint.

Another technical showpiece was the spherical titanium 14 liter (3.7 gallon) fuel tank. This consisted of two welded hemispheres just 0.8mm (0.032in) thick, into which (with a bit of chutzpah and a wink of the eye) Porsche technicians inserted a football bladder. This ingeniously simple combination of fuel tank and fuel pump was filled with fuel prior to the start, then pressurized to ten bar (145psi). Weight saving amounted to a respectable 1.7kg (3.7lb).

The engineers also explored new avenues in weight distribution. The differential was placed at the end of the transmission, and so the two-liter, eight-cylinder from the 907 could be moved farther forward. To achieve nearly ideal weight distribution, not only the engine but also the driver was moved toward the front of the car. The pedal cluster was mounted ahead of the front axle, protected only by the wafer-thin plastic of the bodywork.

Measuring 3448mm in length, the 275hp Bergspyder was raced only twice. Gerhard Mitter drove it in practice on the Gaisberg, and due to engine problems Rolf Stommelen achieved only third place on the Gaisberg and second place on Mont Ventoux. With that, the 909's career ended.

In early 1970, the ideas applied to the 909 experienced a rebirth: similarly designed, with the same weight distribution and radical lightweight construction, the 908/03 converted the idea of the 909 Bergspyder into World Championship victories. Along with its success at the 1970 Targa Florio, the compact three-liter chalked up two more wins, at the ADAC 1000 kilometer races on the Nürburgring in 1970 and 1971.



*Results oriented: Gerhard Mitter tested the 909 on the Gaisberg, and found its handling inferior. He climbed back into the familiar 910, and success proved him right. With seven wins in eight hillclimbs, Mitter convincingly captured the 1968 title.*

# 908

## Resounding names

*The men who drove the Porsche 908*

### SIFFERT/REDMAN

The legendary Anglo-Swiss driver combination was by far the most successful pair to drive the Porsche 908. Swiss driver Joseph Siffert, nicknamed 'Seppi' (July 7, 1936-October 24, 1971), was a Porsche works driver from 1967 on. The Formula 1 pilot had chalked up two Grand Prix wins, both at the Österreichring: the first in 1968 in a Lotus 48B-Cosworth for Rob Walker, the second in 1971 in a BRM P160. Before long, Siffert developed into the fastest man in the Porsche team. In 1968, co-driving

### BRIAN REDMAN



with Vic Elford on the Nürburgring and then at Zeltweg, he brought home the 908's first two overall wins in the International Championship for Makes.

A year later, Austrian motorsports journalist Helmut Zwickl wrote of Jo Siffert: "The Swiss driver from Fribourg is well liked at Porsche. Insiders are not only enthusiastic about Siffert the racer, who could drive a car fantastically fast, hard, yet amazingly gently; they also simply like Josef, who is easy to get along with, who never causes problems, who never puts on airs and never causes discord, who never mutinies when things go wrong, and who has never instigated a single intrigue." Today, one would say he was a driver who didn't engage in politics, but rather worked for the team.

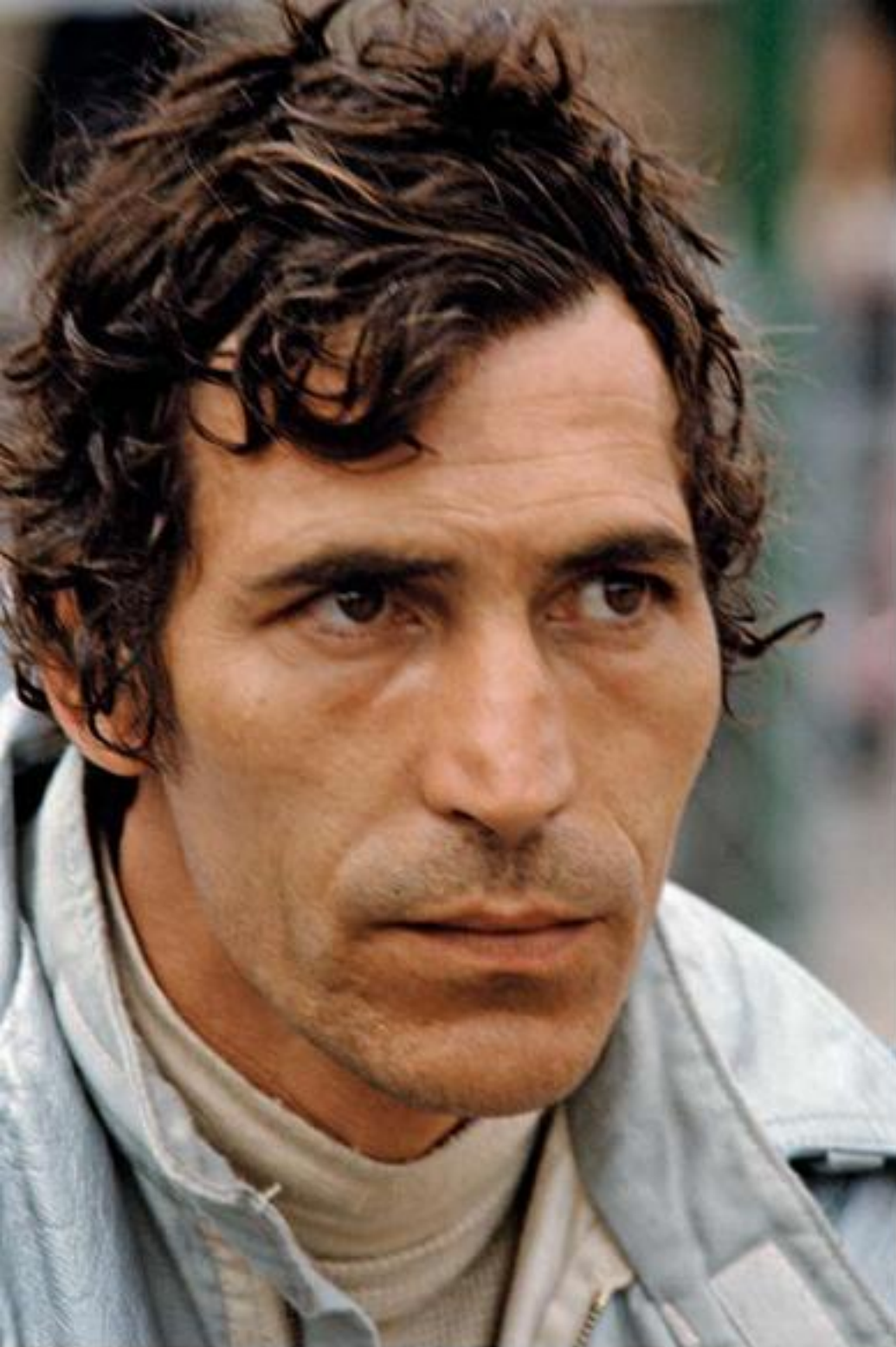
Zwickl continued: "In the 1969 season, Siffert achieved all there was to achieve in endurance racing. He was flying high as a driver, and pulled Porsche's chestnuts out of the fire. On the track, he drove brilliantly in tight traffic, passed without mercy, and drove with a killer instinct that demoralized the opposition."

Briton Brian Redman, at the time 32 years old (born March 9, 1937), came to Porsche as a new hire in 1969. Just the year before, he had been driving successfully for the competing JW Team in the Ford GT40, and had won the 1000 kilometers of Brands Hatch and Spa – and so awakened the interest of Porsche's racing bosses. Given the choice by Porsche racing director Rico Steinemann to either take the number one driver position in his own car or co-drive with Jo Siffert, Brian chose the latter. It was a decision he would never regret as, between them, the duo was almost entirely responsible for Porsche winning the 1969 Championship for Makes. Their haul in the 908: five overall wins in the 1000km races at Brands Hatch, Monza, Spa, Nürburgring and Watkins Glen. In 1970, they added to this with their win in a 908/03 at the Targa Florio.

JO SIFFERT

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## VIC ELFORD

The Anglo-Swiss partnership worked so well in the 908 that, for the 1969 season, the two steadfastly resisted switching to the superior but still new and untested twelve-cylinder 917.

With the 908, one could bank on overall wins. At Le Mans, Porsche even provided the duo with a custom-built 908 long-tail Spyder because the drivers felt it would give them a better chance at success than would a 917 or a 908 long-tail coupé.

Ten times between 1969 and 1971 the Siffert/Redman combination drove a 908 in events that counted toward the International Championship

for Makes. Six times they won overall, three times the cars retired due to technical problems, and once as a result of an accident; in other words, as long as the equipment didn't let them down, the duo finished in first place.

Brian Redman did have a frightening experience in a 908/03. In late 1970, he had already announced his retirement from motorsports, but soon regretted the decision and six months later declared himself willing to drive a Porsche in the 1971 Targa Florio with his old teammate, Jo Siffert. Redman took the initial driving stint. In the first lap, with the fuel tanks still full, a steering component broke, the car went straight across a turn, smashed against a concrete post and exploded into flames. Redman's coveralls were soaked with gasoline and immediately caught fire. He crawled out of the wreckage and rolled himself across the road to extinguish the flames, suffering severe burns in the process. In the desolate countryside of Sicily's interior, it took 45 minutes for a rescue helicopter to arrive at the scene.

## VIC ELFORD

British driver Vic Elford (born June 10, 1935) began his motorsport career in rallies. The high point of his considerable rallying successes was an overall win at the 1968 Monte Carlo Rally at the wheel of a Porsche 911. It was Elford who convinced Porsche to enter the 911 in rallies on a regular basis.

Helmut Zwickl: "He was highly esteemed at Porsche, even though he occasionally mutilated a car. His demeanor is self-assured, his speech is clear, he can say much with few words; his profiled countenance is extremely versatile." Elford's rallying skills and experience perhaps qualified him better than most for races on long, twisting, difficult to learn courses, such as Sicily's Madonie circuit, scene of the Targa Florio, and the Nürburgring north circuit. He developed a special technique to learn such courses. "Most of the team drivers went lap after lap in the hope that each time they would remember a bit more of the course. Instead, I drove only a few, fairly quick laps, and then took a coffee break while I reviewed everything mentally. Then I went back out on the track, often with a co-driver, and drove a relatively slow lap, while I audibly announced what was coming up next. By reciting the course out loud, I always noticed, immediately, if I made a mistake, and could correct my recollections. In other words, I couldn't fool myself into believing I knew the track when in fact I didn't know it at all."

In his first Targa in 1967, Elford finished third in a Porsche 910, won the event in 1968 in a Porsche 907, came second in 1969 in a 908/02 Spyder, and set the Targa's fastest race laps in 1968, 1969 and 1971. Between 1968 and 1971 at the Nürburgring 1000 kilometers, he chalked up a remarkable series of three wins – 1968, sharing a 908 coupé with Jo Siffert, and in a 908/03 in 1970 with Kurt Ahrens and 1971 with Gérard Larrousse – plus a third place in 1969 in a 908/02 Spyder with Kurt Ahrens.

Prior to the 1970 running of the 1000km race, Porsche wanted to know which would turn faster laps – the maneuverable 908/03 or the more powerful 917? To this end, the Porsche racing team set off at 6am on a Monday morning for comparison tests on the Nürburgring north circuit. The biggest fear was wildlife crossing the road, so the two participating drivers, Vic Elford and Jo Siffert, first turned a couple of laps in low gears

at high revs, so that the engine noise would scare off anything likely to run across the track.

As the session got down to brass tacks, Elford came over the crest of one of the 'Ring's many hills at well over 200km/h (124mph) to find an eagle sitting in the middle of the track. The bird managed only a few flaps of its wings before Elford hit it. The front of the car was severely damaged by the collision with the raptor and the windshield shattered. The bird, of course, had no chance. Back at the pits, engineering boss Helmuth Bott looked at the damage to the 917 and asked "Vic, did you go off?" Elford answered "No, I didn't go off, I hit a bird." Bott and the mechanics doubled over with laughter and thought Elford was cracking a joke. Elford, however, was soon rehabilitated in the eyes of the Porsche crew after Bott drove around the course in a 911 and happened upon the carcass of the unfortunate eagle at the edge of the track.

### MITTER/SCHÜTZ

For the 1969 season these two German drivers formed a permanent crew, the only all-German driving duo to win a race in the International Championship of Makes – the Targa Florio.

A native of Leonberg, just outside Stuttgart, Gerhard Mitter (August 30, 1935-August 1, 1969) was a Porsche works driver from 1965 on. His greatest successes, however, came in hillclimbs: three years in a row, from 1966 through 1968, he won the European Hillclimb Championship, a hugely popular series at the time.

Helmut Zwickl: "Mitter was certainly the most ambitious man in the team. Since childhood, nothing came to him for free. His father taught him at an early age that one has to earn everything in life. Mitter was not the good-natured Hans Herrmann type. This was even apparent in his driving style: hard and edgy."

Udo Schütz (born January 11, 1937), a native of the Westerwald region, drove a wide variety of racing Porsches beginning in the early 1960s. As a works driver, the stout Schütz, nicknamed 'The Steer of Selters,' celebrated his greatest achievement with an overall victory at the 1967 Nürburgring 1000 kilometers in a Porsche 910 shared with Joe Buzzetta. The win only became possible after the leading team car, driven by Gerhard Mitter, of all people, dropped out on the last of 44 laps due to electrical problems. After a brief intermezzo at Alfa Romeo in 1968, Schütz returned to the Porsche works team in early 1969.

Helmut Zwickl: "Mitter and Schütz bonded for the 1969 season. They usually appeared as a twosome. They worked out their own race strategy and, fighting back-to-back, tried to affect the race outcomes."

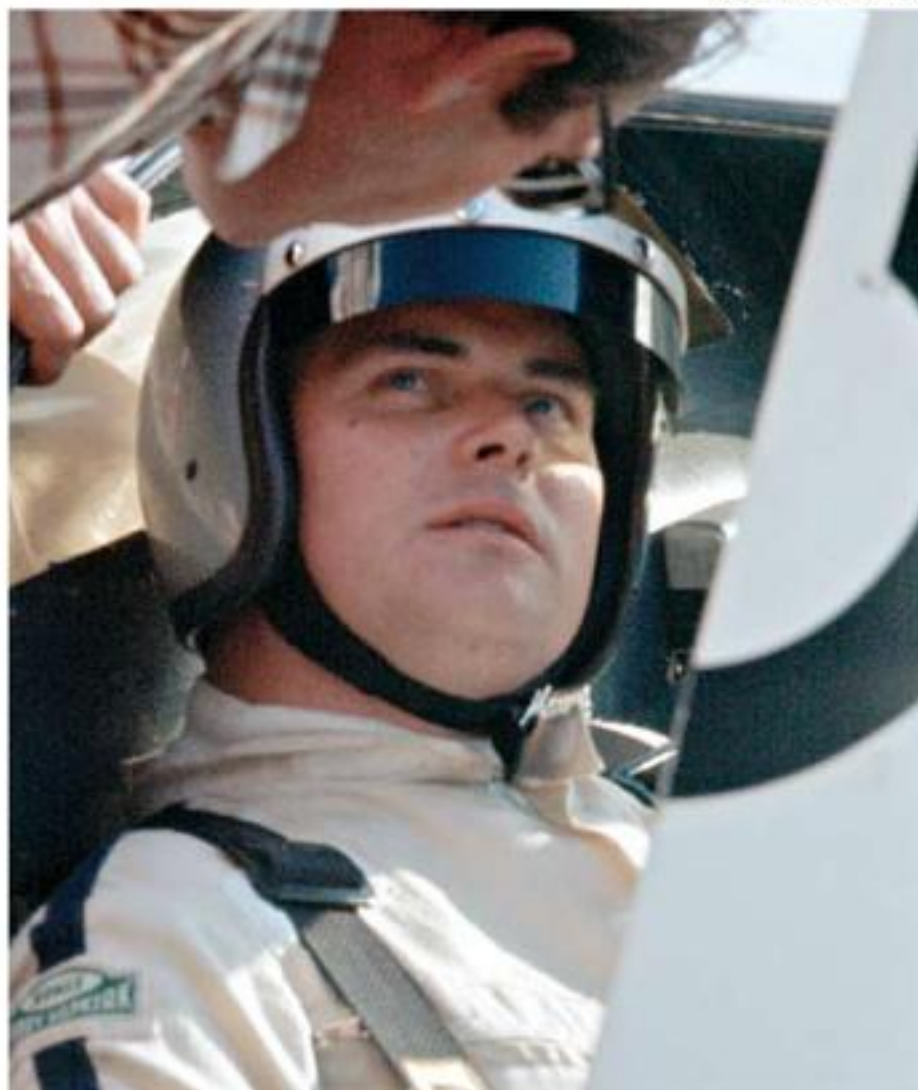
Their greatest hour came at the Targa Florio where they brought their 908/02 Spyder across the line as overall winner, ahead of all of their Porsche team-mates. Along with driving skill, Gerhard Mitter's cool-headedness proved decisive. On the last lap, the eight-cylinder engine's oil temperature spiked dramatically. Mitter's lead on the second place car was comfortable enough to allow him, a trained auto mechanic, to park the car along the course, look for the source of the overheating, and quickly locate the cause: an empty cement bag clogging the oil cooler opening.

Then came the 1969 24 Hours of Le Mans. At 300km/h (185mph), Udo Schütz caused an horrific crash in the right-hand kink at the end of the Hunaudières straight, involving team colleague Gérard Larrousse in



GERHARD MITTER

UDO SCHÜTZ



one of the other two long-tail coupés; both cars left the track. The car was completely demolished. Schütz can consider himself lucky as he was thrown clear of the car and suffered only minor injuries. He claimed that Larrousse drove into the side of his tail, but there were no traces of such contact on Larrousse's car, and the exact cause was never determined. Back home in Selters, Schütz resolved to quit racing.

Gerhard Mitter's life came to a tragic end only a few weeks later. In practice for the German Grand Prix on the Nürburgring, his Formula 2 BMW apparently left the course due to a mechanical defect, just before the Schwedenkreuz, one of the fastest sections of the track. Mitter succumbed to his severe injuries.

## HANS HERRMANN

When Hans Herrmann (born February 23, 1928) and the Porsche 908 are mentioned, it is almost always in connection with one particular event: the 1969 Le Mans race that witnessed the closest finish between two different marques ever seen after 24 hours of racing on the Sarthe circuit. After 22 hours, the Herrmann/Larrousse Porsche was the sole survivor of the six entered Type 908 and 917 works cars, only yards away from a racing legend – the Gulf blue-and-orange-painted Ford GT40 of Jacky Ickx and Jackie Oliver, the very same car that had won the race a year earlier.

The antagonists: Hans Herrmann, a racing veteran at 41 years of age and senior driver in the Porsche works team, had driven his first Le Mans race in 1953; and Jacky Ickx, the youngest Belgian Formula 1 driver. The cars: Porsche 908 long-tail coupé, a thoroughbred sports prototype, eight cylinders, three liters' displacement, 350hp, 680kg; versus Ford GT40, a sports car powered by a production-based V8 engine, five liters, 450hp, 1075kg.

The 24 hour endurance race became a real sprint for the finish. The Porsche's engine was not exactly daisy-fresh anymore, and Swabian driver Herrmann was further handicapped by worn brake pads, whose worrisome condition had long been announced by a warning lamp on his instrument panel.

Hans Herrmann recalls that "Jacky Ickx and I used every drafting trick in the book. Either one of us could be pulled along, could pull ahead, but then would be passed again. On the straights, at top speed, we sometimes drove side-by-side and looked over at one another, like a couple of casual bicycle riders." After countless lead changes and tactical maneuvering into the final lap and 24 hours of racing, the Ford was just 100 meters ahead of the Porsche; a closer finish would be difficult to imagine. A year later, Hans Herrmann was rewarded in a 917 with the Stuttgart carmaker's long-awaited first overall win at Le Mans. Herrmann turned that triumph into a brilliant retirement from the world stage of motorsport.

## GÉRARD LARROUSSE

Like Vic Elford, Gérard Larrousse (born May 23, 1940) began his racing career in rallying. Hired by Porsche in late 1968, he experienced Porsche's first works effort at the Monte Carlo Rally in January 1969, where he finished second behind team-mate Björn Waldegaard. He had his first Porsche 908 drive at the Targa Florio.

His second race was Le Mans, where he teamed with Hans Herrmann for that famous event in which the final laps were a fight for the overall win.



HANS HERRMANN

GÉRARD LARROUSSE



Even though the French driver was no newcomer to the Sarthe, Larrousse had relatively little experience in a three-liter prototype; for that reason, Porsche's tacticians matched the more experienced Hans Herrmann against Jacky Ickx and the opposing Ford GT40. Some considered this a mistake, and figured Herrmann had no chance in a wheel-to-wheel duel with the Belgian star, who, after all, would finish second in Formula 1 points that year. Critics said it would have been better to let the twelve years younger Larrousse take the final stint in the car. The question of whether or not the race might have turned out differently had they done so will remain forever unanswered ...

Like Hans Herrmann, Larrousse later won at Le Mans; indeed, twice in a row in 1973 and 1974, co-driving Matras with Henri Pescarolo.

### ROLF STOMMELEN

Although he had been a Porsche works driver since 1967, Rolf Stommelen (July 11, 1943-April 24, 1983), in early 1969 at age 25 was still the youngest driver on the Porsche team roster. Unfortunately, in 1969, as Porsche secured its first International Championship for Makes title, he had had few noteworthy successes: his best placing was second at the Nürburgring 1000 kilometers, where he was teamed with Hans Herrmann in the only aerodynamically optimized Flounder.

In the 908, the Cologne-based driver's hour came eleven years later. In the meantime, he had matured by 53 Formula 1 races and had become one of the world's most experienced endurance racers, counting among his successes three overall wins at Daytona. In 1979, Stommelen was a member of Reinhold Joest's Liqui Moly Team where he drove the Porsche 935 in the German Racing Championship (Deutsche Rennsport Meisterschaft), which he had already won in 1977 with a Loos Porsche.

For the Nürburgring 1000 kilometers, Joest had chosen him as co-pilot in his 908/03 turbo. Starting from pole position, the duo was forced out due to a leaking fuel tank.

In 1980, Stommelen found himself in the same car, this time teamed with Jürgen Barth (born December 10, 1947), whose weekday job was at Porsche as director of customer sports. Again, the Liqui Moly turbo was the top qualifier, but this time the car held together for all 44 laps of the north circuit with no problems, and after nearly six hours of racing crossed the finish line in first place, repeating his 1977 win at the same venue. In 1983, Stommelen was killed in a racing accident in Riverside, California, at the age of 39.

### KURT AHRENS

For Kurt Ahrens (born April 19, 1940), his driver contract with Porsche for the 1969 season was his first-ever works agreement. Prior to that, the Braunschweig native had been a privateer; during the week, he worked in his father's scrap recycling business. It didn't matter that he drove race cars on weekends; Monday mornings, at 7am sharp, he was expected to be back on the job.

Ahrens Jr (his father was also a well-known and successful hobbyist racer) was by no means slower than the 'professionals,' as proven by two overall wins garnered for himself and Porsche. In 1969 on the Österreichring, he drove a 917 to the twelve-cylinder car's first-ever win; in 1970 on the Nürburgring, he was teamed with Vic Elford to win in a 908/03.



ROLF STOMMELEN

KURT AHRENS JR



## REINHOLD JOEST

Right at the beginning of his racing career in 1963, Reinhold Joest (born April 24, 1937) paid dearly for some valuable lessons. A native of southern Hesse along the Bergstrasse (the scenic 'Mountain Road'), he had just bought his first racer, a Porsche 1600 Speedster, for 10,000 deutschmarks. In his very first race, the engine blew up, and its replacement cost 3500 marks. This was no small sum of money, and Joest resolved never to let it happen again. Moreover, if he was to continue racing, he wanted to make money at it. He would rather 'baby' his cars than use them up in the heat of competition.

From 1969 on, Joest was a franchised VW, Audi and Porsche dealer. In 1971 he was slated to drive for the Martini Racing Team in the International Championship for Makes, but injuries sustained in an autobahn accident cancelled those plans. After his recovery, he drove at Le Mans, teamed with test driver Willi Kauhsen (born May 19, 1939) in the famed 'Pink Pig,' the ultra-wide Porsche 917/20 entered by Martini Racing. Unfortunately, Joest had an accident on the Sarthe circuit, putting the Pig (aka 'Big Bertha') out of the race.

In 1972, Joest resolved to return to racing on his own account. Thenceforth, his career as a race driver was primarily connected with his own cars, which would go down in racing history in their own right. He bought Porsche 908/03, chassis number 008, the silver car with Martini stripes that Vic Elford and Gérard Larrousse had driven to win the Nürburgring 1000 kilometers the year before, and which had been languishing in the factory since Porsche's withdrawal from the Championship for Makes. The car cost 150,000 marks, and, by the end of the season, Joest had recovered this sum in starting, prize, and sponsorship money, in the process, traveling with the car all over the world to appear at Championship for Makes races, Interserie and hillclimb events, and car shows. The engine held together for the entire year.

Joest didn't think the car was suitable for the Le Mans 24 Hours in 1972, and instead borrowed the similarly aging 908 long-tail coupé from the private Jo Siffert collection. He had Porsche overhaul the car, which had been built in 1968. At the end of the race, he and co-drivers Mario Casoni and Michel Weber stood on the podium as third place finishers.

Anyone who believed at the end of the 1972 season that this particular 908/03 had done its duty and was finished as a racer would find themselves seriously mistaken. The car was only at the beginning of its career, and accompanied its owner through most of his racing career. Racing without major modifications through 1974, in early 1975 it underwent the first of several major renovations. The dated three-liter, normally aspirated engine was swapped for a 2.1 liter turbo like that found in the tail of the 1974 works Carrera RSR Turbos. The bodywork was also modified, to the point where it more closely resembled a Porsche 917/10 rather than a 908. In 1978, this 908/03 propelled Reinhold Joest to the Interserie Championship. Over the years, more modifications were made. At the 1980 Nürburgring 1000 kilometer race, only true cognoscenti would have known that the car that had won the same race in 1971 was again starting from pole. Driven by Rolf Stommelen and Jürgen Barth, 908/03 number 008 – now painted white with Liqui Moly logos – won its second 'Ring 1000 kilometers.

At the end of 1981, after 85 races and 50,000 racing miles, both car and driver went into retirement – at least as far as active racing goes.



REINHOLD JOEST

Returned to its original condition in Martini colors, the car went on to grace Joest's private collection. Henceforth, Reinhold Joest would concentrate on directing his now extremely successful racing team – and on earning money. For that reason, after 35 years of ownership, he has finally sold the historically valuable racer.

## HERBERT MÜLLER

This Swiss driver piloted many a Porsche, but drove only a single works 908 entry. For the 1971 Targa Florio, Herbert Müller (May 11, 1940-May 24, 1981) was hired to replace Jackie Oliver, as the team had higher hopes for the diminutive man with the red crewcut on the Madonie circuit than for





HERBERT MÜLLER

LEO KINNUNEN



regular driver Oliver, who was completely inexperienced on this course; Müller, after all, had already won the Targa once before, in 1966, driving a Porsche Carrera 6 for Scuderia Filipinetti. Unfortunately, he never got to drive in the 1971 race as his co-driver, Pedro Rodriguez, went off course on the first lap and demolished their 908/03.

Herbert Müller had to wait two more years for a new chance at the Targa. In 1973 and 1974, he was a Porsche works driver, teamed with Dutchman Gijs van Lennep, first in a Carrera RSR and then in an RSR Turbo in Martini colors contesting the World Championship for Makes. The duo managed a win at the 1973 Targa Florio because the normally unbeatable Ferrari and Alfa Romeo prototypes all dropped out of the race.

In parallel with his works Makes drives, for the 1974 season Müller drove a privately-entered, Martini-sponsored Porsche 917/30 in Interserie, and easily captured that championship title. In 1975, he switched to a Porsche 908/03 that had been fitted with a 2.1 liter turbo powerplant, with the intention of contesting both the Makes Championship and Interserie. However, the turbo engine did not make as much power as Müller had expected, and, unfortunately, at the 1975 Monza World Championship for Makes race, he spoiled his chances of a 1976 works drive with Porsche when he loudly complained that Porsche was giving his team less powerful engines than the competing Joest team. After that, his Dannesberger team had to forego works support, and never again had any notable successes in the Championship for Makes. Müller's consolation was the Interserie, where he successfully defended his title of the previous year.

In the years that followed Müller increasingly dedicated his time to his electroplating business at home in the Swiss canton of Aargau, and only sporadically took part in races: his last was in 1981 at the Nürburgring 1000 kilometers in a 908/03 turbo entered by Dr Siegfried Brunn. On lap 14, he left the road at Kesselchen and struck an abandoned car that had been parked several laps earlier (Bobby Rahal's 935 K3). Both cars caught fire and Herbert Müller died in the flames.

### LEO KINNUNEN

For Finnish driver Leo Kinnunen (born August 5, 1943), driving a Porsche 908/02 Spyder was the springboard to his international racing career. The car was bought in 1969 by Finnish Porsche importer Antti Aarnio-Wihuri to co-drive with Kinnunen in the Nordic Challenge Cup, a sports car series with three races in Finland and Sweden. The rally and circuit racer – completely unknown in international circles – gave a good account of himself against famous competitors that included Jo Bonnier and Jochen Rindt, winning two races and the overall Championship. His performance attracted the attention of the John Wyr team and, in late 1969, Kinnunen test drove the Porsche 917 to vie for the last empty driver seat as teammate to Pedro Rodriguez. His performance convinced the team principals and garnered him a works drive for the 1970 season.

In the Porsche 917, Rodriguez was much faster than the Finn. His greatest hour came at the Targa Florio, in which Porsche had entered the 908/03. On the twisting circuit, Kinnunen, in the maneuverable Spyder, was back in his element, clearly eclipsing the Mexican and setting fastest race lap.

At the end of 1970, Kinnunen had to leave the team, and for the next few years drove in Interserie. With the Porsche 917 Spyder and 917/10



EGON EVERTZ

turbo entered by Aarnio-Wihuri and supported by the factory, Kinnunen secured the Interserie Championship for three years in a row, from 1971 to 1973.

His comeback in the 908, in 1975 and 1976, was less successful. Driving the 908/03 – now fitted with a turbocharged engine – for the Martini Team and Egon Evertz, Kinnunen did not bring home any significant results.

### EGON EVERTZ

Niki Lauda once announced his retirement from retirement, but that lasted just three years; Egon Evertz (born November 4, 1936) took about 15 years to return to racing. At the ripe old age of 38, he decided, on the basis of a bet with friends, on a motorsport

comeback for the 1975 season.

In 1960, Evertz, driving a DKW, had been German rally, circuit, and touring car champion, after which he turned his attention to his company and family.

In early 1975, the Solingen-based industrialist bought a brand new Porsche Carrera RSR, and immediately won the German Hillelimb Cup. The win awakened an appetite for more, especially since Evertz preferred circuit racing to hillclimbing. Painted in his company's orange livery, he and his new acquisition first appeared in November 1975 at the season-ending race at Hockenheim. Starting from the last row, Evertz passed the entire field to cross the finish line first.

In early 1976, he added a Porsche 934 to his stable, which was entered in the 24 Hours of Daytona by Evertz's friend, Sepp Greger, the very first appearance of a 934 in the United States. The car was soon converted to a 935, and campaigned in the World Championship for Makes as a '934/5.' The Solingen-based team raced a second 934 in the German Racing Championship with Hartwig Bertrams driving. Ultimately, Evertz treated himself to a second 908/03 turbo to reinforce his sports car efforts.

Evertz hired Leo Kinnunen as driver and co-pilot for the team owner in the 934/5 as well as in one of the 908/03 turbos. Even today, the Solingen industrialist is still enthusiastic about the 'Flying Finn.' "A class act, incredibly fast and absolutely reliable." The only negative for him was that Kinnunen preferred to set up his race cars with very hard suspensions and little wheel travel, which wasn't exactly his own preference as a driver.

During the 1976 season, it is likely that Evertz got more enjoyment out of his 934/5 than both of the 908/03s put together. The sports cars proved quite unreliable in international races, preventing the team from chalking up any notable successes. In the 934/5, on the other hand, he made a good showing in the World Championship for Makes: third at Mugello; second at Silverstone – at times contending for the win; second at Watkins Glen, ahead of the works 935 driven by Formula 1 pilots Ickx and Mass; and fourth at Dijon. These were results to be proud of.

At the end of the 1976 season, Evertz ended his involvement with racing. He sold all of his competition cars. Company and family once again had his full attention.

### STEVE MCQUEEN

Hollywood actor Steve McQueen (March 24, 1930-November 7, 1980) discovered his love for motorsport in the late 1950s when he entered his Porsche 1600 Speedster in local California Sports Car Club ('Cal Club') races. Later, he bought a Lotus 11 and a Cooper Formula Junior, and pursued racing with such an intensity, and with such success, that the question of whether he wanted to be an actor who raced cars, or a racer who happened to act was quite valid. He chose the former and soon discovered that, in the long term, this decision turned his racing into a purely private affair. The more famous he became as an actor, the more valuable he became to the film production companies, who preferred their box office draws undamaged. He was therefore contractually forbidden to race.

In the mid-1960s, McQueen got the idea to make a racing movie. The formula was a simple one: the film would be about a race car driver and a single race. He would be the driver, the race would be the legendary 24 Hours of Le Mans. Both were to be genuine; McQueen would actually enter the Le Mans race.

McQueen spared no effort in preparing himself for the event. In late 1969, he bought a retired 908 works racer, which had been rebuilt in Zuffenhausen as a Flounder. After three local sports car races in California, the car was entered in the 12 Hours of Sebring. McQueen's co-driver was Peter Revson (February 27, 1939-March 22, 1974), one of America's top drivers. In 1971, Revson would become Can-Am Champion; in 1972 and 1973, he was a Formula 1 McLaren works driver, winning two Grands Prix. In 1974, Revson was killed while testing a Formula 1 Shadow.

Just before Sebring, McQueen was injured in a motocross accident, and had to start the race with his left foot in a cast. Nevertheless, both he and Revson were extraordinarily fast. After the works 917s and Ferrari's 512S entries experienced numerous technical problems and accidents, in the last hour of the race it looked like McQueen and Revson had a chance for an outright win. The very idea that a racing actor could humiliate the world's elite drivers of sports and prototype cars was too much to bear for Mario Andretti in the last surviving works Ferrari. The Italian-American pulled out all the stops, and succeeded in catching the McQueen/Revson Porsche in the final minutes of the race, relegating them to second place. Later, Andretti spoke of this win as the one that brought him the greatest satisfaction, even though McQueen was more celebrated for his second place finish than Andretti was as winner!

Three months later the actor did not appear at Le Mans after all; the film company vetoed his entry. The star of the film could only experience the real race as a spectator. His 908/02, converted to a camera car, was driven by Herbert Linge and Jonathan Williams. According to the script, Steve McQueen, aka 'Michael Delaney,' drove a Gulf blue Porsche 917 short-tail to second place. But that's another story ...

### TONY DEAN

British amateur racer Tony Dean (July 23, 1932-January 17, 2008) made a name for himself in the amazingly active British sports car scene of the

# McQUEEN DRIVES PORSCHE

12 HOURS OF  
SEBRING 1970  
Prototype winner  
and 2nd overall  
on Porsche 908  
HOLTVILLE RACE 1970  
Overall winner  
on Porsche 908  
PHOENIX RACE 1970  
Overall winner  
on Porsche 908



1960s. In 1969, he bought a retired 908/02 works car to race in the North American Can-Am series. A converted English bus served as his race car transporter. Naturally, the Porsche – with only three liters of engine and 350 horsepower – had essentially no chance against the McLarens, Lolas and Chaparrals with their seven-liter Chevrolet V8s making well over 600hp. But the Porsche was reliable and gave Dean decent placings in almost every race, earning him respectable prize money. And then Dean made the impossible happen. On September 13, 1970 at Road Atlanta in Georgia, as the Can-Am monsters dropped out with mechanical issues, or took themselves out through accidents, Dean drove his yellow Spyder across the finish line in first place. The British driver, in a hopelessly outclassed car, ended McLaren-Chevrolet's 19-race winning streak. The crowd asked "Tony who?" when the winner's name was announced.

## ALEX SOLER-ROIG

In the summer of 1969, Spanish driver Alex Soler-Roig (born October 29, 1932), whose father ran a private clinic in Barcelona, was one of several who stepped up to buy retired works 908s. Fourteen days after Le Mans, he entered his new acquisition in the Norisring race. Soler-Roig had been racing since the early 1960s, and, in 1971 and 1972, made it into the Formula 1 circus, competing in several races in March and BRM cars. At the same time, he was a works driver for Ford of Cologne, piloting a Capri RS, the dominant car in the European Touring Car Championship. Usually, he was teamed with Dieter Glemser, and helped the Swabian driver bring home the championship title in



WILLI KAUSHEN

the car for four days, according to Kauhsen “practically around the clock.” The test track was the south circuit; it was shorter and cheaper to rent, and offered the possibility of testing under realistic course conditions in the quiet of the Eifel Mountains for the anything but quiet Targa Florio. There were no comparison times to give Kauhsen a measure for the new racer’s potential, but “we were pretty fast.” The car proved to be almost perfectly balanced. “Fifty-fifty, in that sense it wasn’t really a Porsche anymore. We could brake later than ever before. It had absolutely insane roadholding.”

After more than 200 laps Kauhsen was convinced. “Nobody drives as fast as you.” Ultimately, Jo Siffert had been scheduled to turn some test laps. Kauhsen and his mechanics grinned in anticipation that the Swiss sensation would “get what’s coming to him.” Kauhsen picked up Siffert at the airport, and on the speedy drive through the Eifel in the company 911 was told that he was driving much too fast. “Do you think we’ll make it there alive?” They were getting off to a good start ... Then, nobody had remembered to bring Siffert’s racing seat. “Makes no difference,” said the

Swiss driver, and climbed into the car. Kauhsen: “I think I’ll go for a walk and see what happens.”

By the time Kauhsen got back, Siffert had come in. “And then I looked at the lap times, and in three laps he had already beat my best time.” Still, the crew reaped praise from the great master: “That’s a fine car you’ve built there.”

Kauhsen had “built many a good car.” He served as a Porsche test driver for many years before taking over the Alfa racing stable and leading the Milanese team to the title. To this day, Porsche veterans recall his qualities as test driver, on the destruction courses at Ehra-Lessien as well as Weissach, and later on the world’s race tracks.

Born in Aachen in 1939, Kauhsen began his motorsport career in touring and sports cars in the 1960s. In 1967, he was European touring car champion in the under 1000cc class, driving a Fiat-Abarth. By 1968, there was no doubt of his endurance racing ability when he drove a Porsche 911 in the 24 Hours of Spa and in the Marathon de la Route, the 84-hour enduro on the Nürburgring. As a works driver for the Zuffenhausen sports car maker, at Le Mans he also drove ‘Big Bertha,’ aka the ‘Pink Pig,’ the wide-bodied 917/20 that Ferdinand Piëch had intended to win.

In the fall of 1971 he founded the Willi Kauhsen Racing Team (WKRT), and purchased a Porsche 917/10 that had been driven by Jo Siffert in the Can-Am series. In 1972 he entered the car in Interserie, soon fitted a turbocharger, and drove it with considerable success. In the late 1970s Kauhsen tried his hand at Formula 1, but with little luck. Kauhsen’s 917/10 can still be seen in the small but excellent Spa-Francorchamps Racetrack Museum in the Abbaye de Stavelot, not far from the race track.

Willi Kauhsen is a talented storyteller, and indeed has experienced exciting stories in nearly fifty years spent more or less actively engaged in auto racing. One typical story goes something like this:

“What, you haven’t heard the story of the burned-out ‘08?” Willi Kauhsen beams. The adventure in Monza was one of the mind-boggling episodes from those eventful years, and from the no less eventful life of the racing veteran from Aachen. By great good fortune, nobody was injured in the two massive accidents at Monza, before the 24 hours of Daytona on February 1, 1969. Kauhsen and Karl von Wendt were assigned to the 908 long-tail as test drivers. Around noon, as Kauhsen was turning his laps, he left the road in the Vialone left-hander at about 260km/h (160mph). The car spun and smashed against the guardrail, took off and landed on the so-called ‘junior track.’ Kauhsen managed to free himself from the wreck.

Just as he was running away from the rubble, the car exploded in flames, and the participants talk about the ensuing fire to this day. The lightweight fanatics at Porsche didn’t just use aluminum for the frame; they also made a number of parts out of super light, but extremely touchy magnesium. Once magnesium catches fire, it burns hot, bright – and most importantly – cannot be extinguished using conventional methods. “The fire crews at the time only had foam, and they completely foamed the wreck.” Kauhsen grins as he recalls the enormous mountain of foam towering above the furiously burning car. “It was quiet for a while, then it spewed out something like lava bubbles, and from those, white flames shot up again.”

The fire seemed to burn for endless hours, and the fire brigades from Monza and Milano couldn’t do much more than wait for it to burn itself

out. The inferno consumed virtually everything but a few especially sturdy components. The aluminum frame melted, as did, of course, the plastic parts. A half meter deep hole was burned into the asphalt: Porsche later got a bill for the damage.

But the story gets even better. In the early morning hours, the second long-tail, driven by Karl von Wendt, burned up in yet another wreck. In both cases, the suspension might have been to blame, but that could no longer be determined from the completely consumed ruins. Because any signs of wear or fatigue went up in smoke, much remained undiscovered, but might have had the same cause as the upcoming fiasco in Daytona where all five coupés dropped out with technical issues.

Fortunately, in Monza, Wendt also escaped without injury. The transmission was salvaged from his wreck. Besides that, all that remained were two thoroughly shaken drivers, two thoroughly annealed crankshafts, a few valves, sparkplugs, and brake rotors: certainly not much, and it could all fit into two shopping bags. The mechanics stowed the pitiful remains in sacks intended for the racing transporter's snow chains, and began the return journey over the Alps. They didn't get far. At the Italian-Swiss border crossing in Bolzano, the customs agents wanted to know what had

happened to the cars that had headed south just a few days earlier. The Porsche crew silently pointed at the sacks with the remains. "Customs detained the entire crew. Bott himself had to come down and bail them out."

Kauhsen has a special reminder of his very first drive at Porsche. The testing phase resulted in a number of cars that would have been discarded, without suffering such a spectacular end as the two Monza cars. There was one coupé that the Porsche people had cast aside, and Kauhsen asked Helmuth Bott whether he could have it. Nobody objected, and Kauhsen has kept that car to this day. In the intervening years, he has restored the oldtimer using original parts. In 2008, Kauhsen intends to take the car to Le Mans, the place where the 908 never fulfilled its promise of victory. If all goes well, the coupé will run in the Le Mans Classic, piloted by a crew of well-known drivers.

Anyone who might want to acquire a 908 today – insofar as any are ever offered for sale – should be prepared to fork out about a million euros. Perhaps these cars were semi-affordable 25 years ago, but they will never again be offered as cheaply as in 1969 when Porsche sold off its stock to privateers. Back then, a mere 120,000 marks bought a 908 ...

*Racking up the miles: No one has spent more time in 908s than Willi Kauhsen. In 1969, he and Rudi Lins drove in the 24 Hours of Le Mans. The two qualified for fourth place on the grid, but dropped out of the race less than two hours from the end with gearbox trouble.*



# 908

## Eight for the Road

*With the three-liter engine of the 908 mounted in the VW-Porsche 914, the Stuttgart sports car maker explored its options off the race track*

*Arrested development: Ferdinand Piëch's '14/8 wasn't allowed to play in the street.*





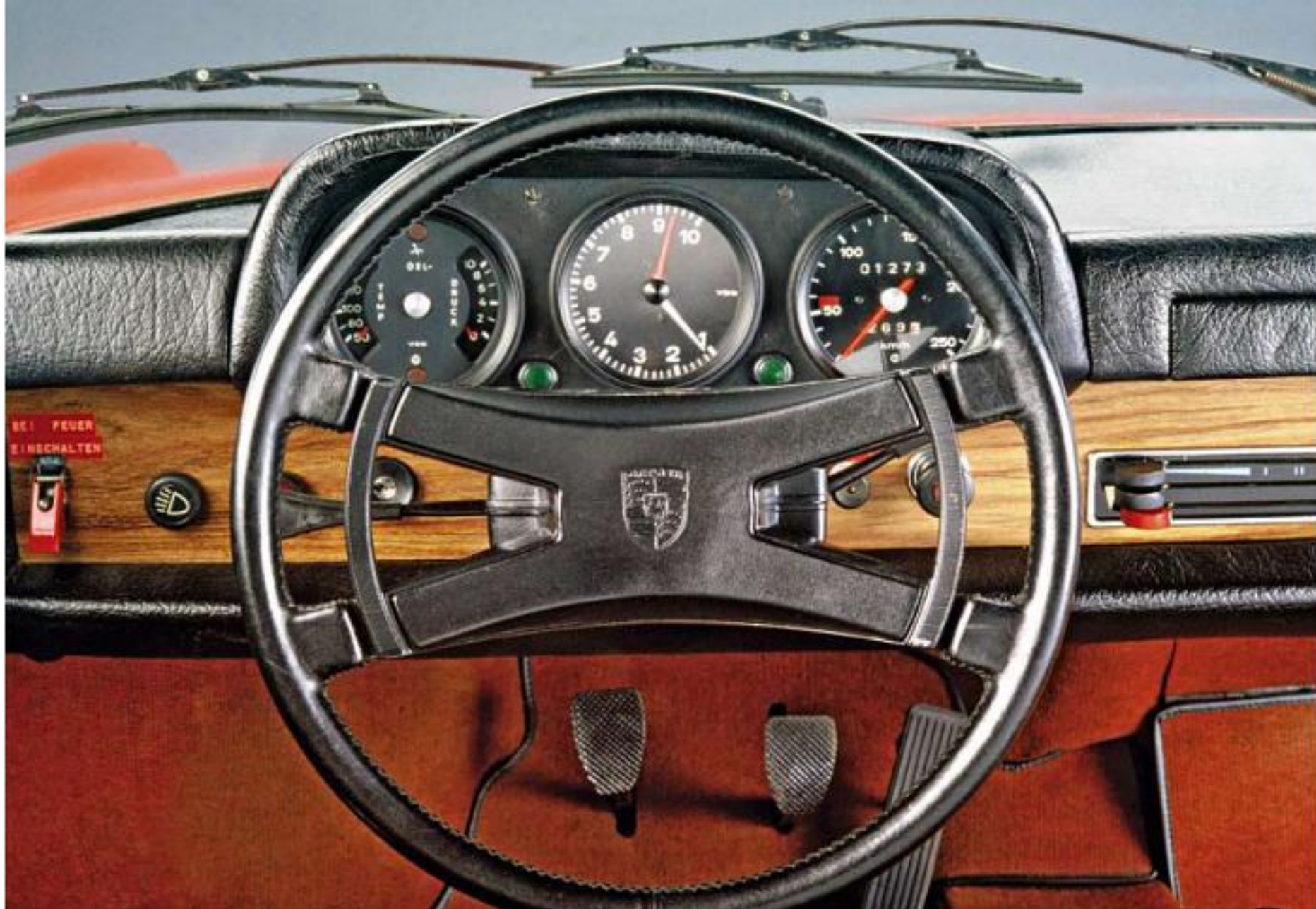
*Zell am See, 1969: On the occasion of his 60th birthday, Ferry Porsche was given a road-legal 914/8.*

Thanks to its excellent torque curve and pleasing throttle response, the combination of the 908's three-liter eight-cylinder boxer engine in a road car was an experiment just waiting to be carried out. In the late 1960s, Porsche had the right car on hand in the form of the 914/6, into which the 908's racing engine could be easily transplanted. Two prototypes were built in succession, differing from one another in several major aspects.

The first example was built at the instigation of Ferdinand Piëch to test whether the combination even worked. A purebred racing version of the engine was installed, its power checked only by a road-legal exhaust system. The engine developed 300hp at 8200rpm, and maximum torque of 319Nm (235lb-ft) at 8200rpm. That was enough to sprint to 100km/h

(62mph) in six seconds, and give a top speed of about 250km/h (155mph). The body panels were hand-formed, and differed in detail from the production 914: the flip-up headlights were wider, with twin lamps in each unit; the fenders were slightly wider, and an oval grille in the front bumper fed air to an additional oil cooler. The Targa top of the orange 914 was rigidly welded to the body. The car was never registered for road use.

The second – silver – car was considerably more civilized, and visually closer to the production 914. The engine was fed by four two-barrel carburetors breathing through an air filter, and only developed 260hp. But it did earn a TÜV sticker and road registration, making it the perfect gift for Ferry Porsche's 60th birthday.



*Bulletproof: The central gauge went to 10,000rpm and a telltale registered transgressions.*



*Plenty of room in the back: The compact three-liter engine was a perfect fit in the 914.*





*Relaxed fit and finish: Mass-market switches, and homemade labels.*

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual position	Race result	Comments
<b>1968</b>									
6-7 Apr		Le Mans test	Stommelen	34	Porsche	Coupé	2		
			Linge	35	Porsche	Coupé	7		
25 Apr	ICM	Monza 1000km	Herrmann/Siffert	4	Porsche	Coupé	2	19	
			Mitter/Scarfiotti	5	Porsche	Coupé	4	11	
19 May	ICM	Nürburgring 1000km	Mitter/Scarfiotti/Siffert	1	Porsche	Coupé	3	Retired	Scarfiotti/Siffert did not drive
			Elford/Siffert	2	Porsche	Coupé	27	1	Fastest lap (Siffert)
26 May	ICM	Spa-Francorchamps 1000km	Herrmann/Stommelen	5	Porsche	Coupé	5	3	
			Elford/Neerpasch	6	Porsche	Coupé	4	Accident	
			Elford	7	Porsche	Coupé long-tail		Did not start	
14 Jul	ICM	Watkins Glen 6 Hours	Buzetta/Elford/Siffert	1	Porsche	Coupé	1	Wheel bearing	Buzetta/Elford did not drive
			Herrmann/Kuzawa/Siffert	2	Porsche	Coupé	3	6	
			Attwood/Buzetta/Patrick	3	Porsche	Coupé	4	Wheel bearing	
			Buzetta/Follmer	4	Porsche	Coupé	5	Engine	
25 Aug	ICM	Zeltweg 500km	Siffert	1	Porsche	Coupé	1	1	Fastest lap (Siffert)
			Elford	2	Porsche	Coupé	2	8	
			Ahrens/Herrmann	3	Porsche	Coupé	3	2	
			Lins/Neerpasch	4	Porsche	Coupé	9	Disqualified	
15 Sep		Hockenheim	Herrmann	1	Porsche	Coupé	2	1	
28-29 Sep	ICM	Le Mans 24 Hours	Herrmann/Siffert	31	Porsche	Coupé long-tail	1	Transmission	
			Elford/Mitter	32	Porsche	Coupé long-tail	3	Disqualified	
			Neerpasch/Stommelen	33	Porsche	Coupé long-tail	2	3	Fastest lap (Stommelen)
			Buzetta/Patrick	34	Porsche	Coupé long-tail	7	Alternator	
13 Oct		Paris 1000km	Herrmann/Stommelen	12	Porsche	Coupé long-tail	2	1	
			Elford/Lins	14	Porsche	Coupé long-tail	3	2	Fastest lap (Elford)
			Buchet/Linge	28	Porsche	Coupé long-tail	25	12	

Targa Florio 1969:  
Larrousse/  
Lins, Porsche  
908/02  
Spyder.



Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
<b>1969</b>									
1-2 Feb	ICM	Daytona 24 Hours	Herrmann/Siffert	50	Porsche	Coupé long-tail	3	Valvetrain	
			Attwood/Buzetta	51	Porsche	Coupé long-tail	6	Engine	
			Elford/Redman	52	Porsche	Coupé long-tail	1	Oil pressure	
			Attwood/Mitter/ Schütz	53	Porsche	Coupé long-tail	7	Valvetrain	
			Ahrens/Stommelen	54	Porsche	Coupé long-tail	4	Valvetrain	
22 Mar	ICM	Sebring 12 Hours	Ahrens/Buzetta/ Stommelen	27	Porsche	908/02 Spyder	11	3	
			Ahrens/Herrmann/ Stommelen	28	Porsche	908/02 Spyder	9	Suspension	
			Mitter/Schütz	29	Porsche	908/02 Spyder	3	5	
			Attwood/Elford	30	Porsche	908/02 Spyder	8	7	
			Redman/Siffert	31	Porsche	908/02 Spyder	4	Suspension	
29-30 Mar		Le Mans Test	Ahrens	25	Porsche	Coupé long-tail	4		
13 Apr	ICM	Brands Hatch 6 Hours	Redman/Siffert	53	Porsche	908/02 Spyder	1	1	
			Mitter/Schütz	54	Porsche	908/02 Spyder	5	3	
			Attwood/Elford	55	Porsche	908/02 Spyder	4	2	
			Herrmann/Stommelen	56	Porsche	908/02 Spyder	6	6	
25 Apr	ICM	Monza 1000km	Redman/Siffert	4	Porsche	Coupé long-tail	2	1	
			Mitter/Schütz	5	Porsche	Coupé long-tail	7	Engine	
			Attwood/Elford	6	Porsche	Coupé long-tail	6	Accident	
			Ahrens/Herrmann	7	Porsche	Coupé long-tail	4	2	
4 May	ICM	Targa Florio	Larousse/Lins	264	Porsche	908/02 Spyder	9	21	
			Mitter/Schütz	266	Porsche	908/02 Spyder	3	1	
			Attwood/Redman	268	Porsche	908/02 Spyder	6	Accident	
			Elford/Maglioli	270	Porsche	908/02 Spyder	1	2	Fastest lap (Elford)
			Kauhsen/von Wendt	272	Porsche	908/02 Spyder	12	4	
			Herrmann/Stommelen	274	Porsche	908/02 Spyder	2	3	
11 May	ICM	Spa-Francorchamps 1000km	Ahrens/Elford	10	Porsche	Coupé long-tail	6	3	
			Attwood/Herrmann/ Mitter/Schütz	11	Porsche	Coupé long-tail	7	4	Attwood did not drive
			Redman/Siffert	25	Porsche	Coupé long-tail	3	1	Fastest lap (Redman)
1 Jun	ICM	Nürburgring 1000km	Redman/Siffert	1	Porsche Salzburg	908/02 Spyder	1	1	
			Redman/Siffert	1 T	Porsche	908/02 Flounder		Did not start	Accident in practice
			Mitter/Schütz	2	Porsche	908/02 Spyder	3	31	
			Ahrens/Elford	3	Porsche	908/02 Spyder	5	3	
			Ahrens/Elford	3 T	Porsche	908/02 Flounder		Did not start	Accident in practice
			Herrmann/Stommelen	4	Porsche	908/02 Flounder	4	2	
			Kauhsen/von Wendt	5	Porsche	908/02 Spyder	7	5	
			Attwood/Lins	6	Porsche Salzburg	908/02 Spyder	6	4	
14-15 Jun	ICM	Le Mans 24 Hours	Redman/Siffert	20	Porsche	908/02 Flounder long-tail	3	Transmission	

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
14 Sep	Can-Am Nordic Challenge Cup	Bridgehampton	Dean	9	Tony Dean	908/02 Spyder	12	6	
			Kinnunen		AAW	908/02 Spyder		1	
			Craft			908/02 Spyder		Retired	Fastest lap
21 Sep		Salsburging	Broström		Richard Broström	908/02 Spyder		Retired	
			Ahrens	32	Porsche	908/02 Spyder		1	
			Gregory	33	Richard Broström	908/02 Spyder		3	
28 Sep	Can-Am	Michigan	Dean	8	Tony Dean	908/02 Spyder	8	7	
5 Oct		Barcelona 12 Hours	Fernandez/Godía	1	Escuderia Montjuich	908/02 Spyder	2	1	
			Craft/Piper	2	Escuderia Montjuich	908/02 Flounder	3	2	
			de Bognation/Soler-Roig	12	Escuderia Nacional CS	908/02 Spyder	1	7	Fastest lap (Soler-Roig)
			Dean	8	Tony Dean	908/02 Spyder	15	7	
			Craft/Piper	10		908/02 Flounder	7	3	
12 Oct	Can-Am	Laguna Seca Patis 1000km	Laine/Larousse	11	AAW	908/02 Spyder	8	Retired	
			Broström/Gregory	12	Richard Broström	908/02 Spyder	2	12	
			Hexemans/van Lennep	16	Racing Team Holland	908/02 Spyder	1	4	
			Dean	8	Tony Dean	908/02 Spyder	17	7	
			Randt/Soler-Roig		Escuderia Nacional CS	908/02 Spyder	2	1	Fastest lap (Randt)
26 Oct	Can-Am	Riverside Jarama 6 Hours	Fernandez/Godía		Escuderia Montjuich	908/02 Spyder	1	2	
			de la Pena/van Lennep			908/02 Spyder	3	Retired	
			Dean	8	Tony Dean	908/02 Spyder	12	8	
9 Nov	Can-Am	Texas	Dean	8	Tony Dean	908/02 Spyder	12	8	

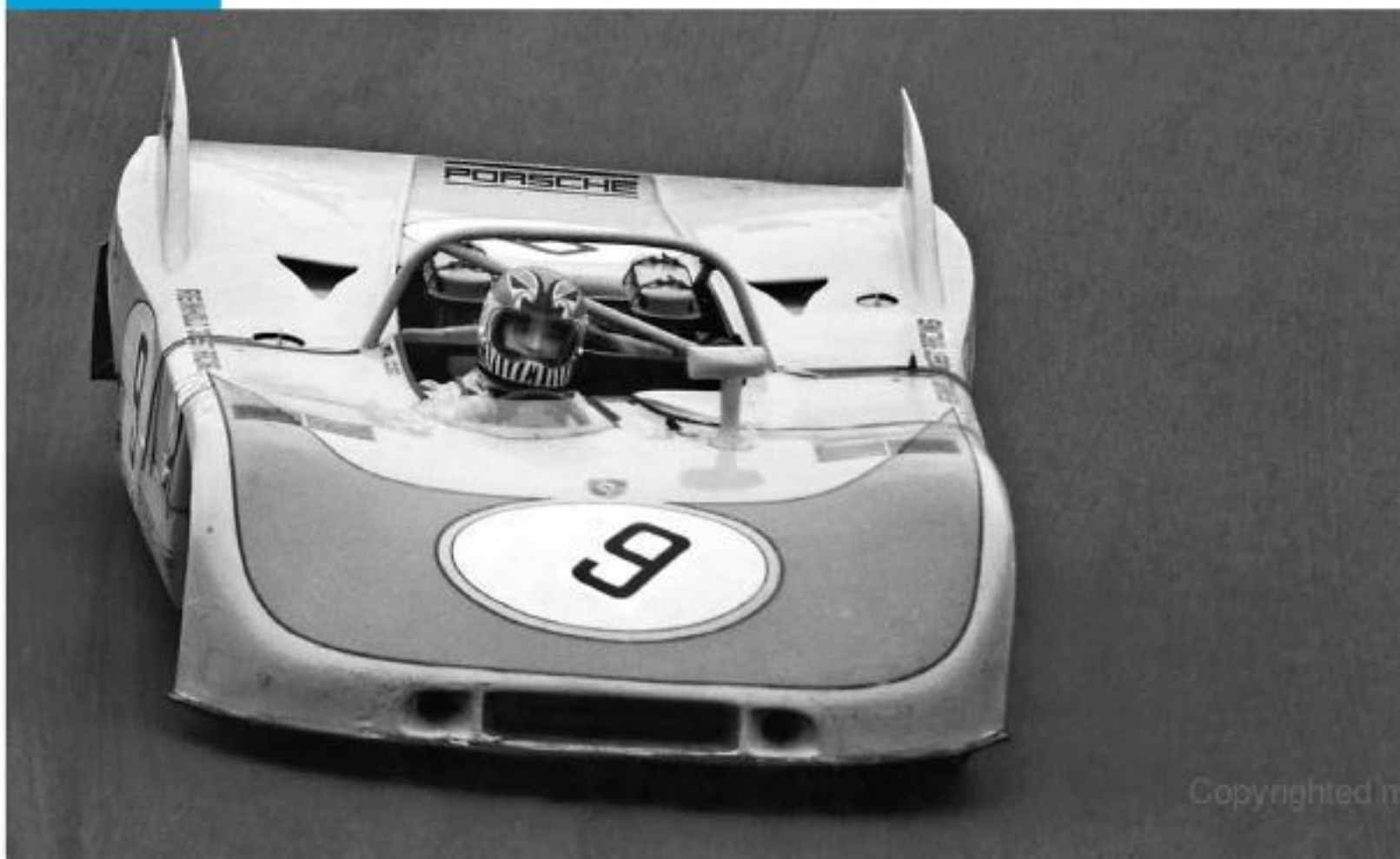


Nürburgring  
1000km 1970:  
Siffert/Redman,  
Porsche 908/03.

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
11 Jul	ICM	Watkins Glen 6 hours	Basche		Gesipa	908/02	9	10	
			Karlsruen		BG Racing	908/02 Flounder		9	
			Lauda		Bosch Wien	908/02 Flounder		12	
			Leuze		Asahi-Pentax	908/02	7	13	
			Dean/Revson	8	Tony Dean	908/02 Spyder	10	Engine	Revson did not drive
12 Jul	Can-Am	Watkins Glen 6 hours	Lins/Matko	36	Martini Racing Team	908/02 Flounder	9	7	
			Dean	8	Tony Dean	908/02 Spyder	29	16	
26 Jul	Can-Am	Edmonton	Larousse	36	Martini Racing Team	908/02 Flounder	24	10	
			Dean	8	Tony Dean	908/02 Spyder	No time	11	
23 Aug	Can-Am Interserie	Mid-Ohio Kalmala	Dean	8	Tony Dean	908/02 Spyder	14	Retired	
			Larousse	8	Martini Racing Team	908/02 Flounder	No time	4	
			Matko	9	Martini Racing Team	908/02 Flounder	No time	6	
			Lauda	10	Bosch Wien	908/02 Flounder	6	Retired	
30 Aug	Can-Am	Elkhart Lake	Dean	8	Tony Dean	908/02 Spyder	8	5	
			Dean	8	Tony Dean	908/02 Spyder	10	1	
13 Sep	Can-Am	Road Atlanta Imala 500km	Ahrens/Matko	33	Martini Racing Team	908/02 Spyder		3	
			Larousse/Lins	34	Martini Racing Team	908/02 Flounder		4	
			Kottulnisky/Lauda			908/02 Flounder		5	
			Weber	2	Gesipa	908/02	6	6	
			Matko	5	Martini Racing Team	908/02 Flounder	3	3	
20 Sep	Interserie	Thruxton	Lins		Martini Racing Team	908/02 Flounder	8	Retired	
			Lauda	8	Bosch Wien	908/02 Flounder	5	5	
			Dean	8	Tony Dean	908/02 Spyder	10	7	
			Joest/Pankl	5	Martini Racing Team	908/02 Spyder	11	5	
27 Sep	Can-Am	Donnybrook	Larousse/Lins	6	Martini Racing Team	908/02 Flounder	9	3	
			Lauda/Peter	12	Bosch Wien	908/02 Flounder	12	6	
11 Oct	ICM	Österreichring 1000km	Weber	90	Gesipa	908/02	6	5	
			Leuze	91	Asahi-Pentax	908/02	11	6	
			Lins/Matko	15	Martini Racing Team	908/02 Flounder	6	Driveshaft	
			Balko/Lena/Larousse	17	Martini Racing Team	908/02 Spyder	10	3	
			Lauda	17	Martini Racing Team	908/02 Flounder	4	3	
			Weber	18	Gesipa	908/02	7	6	
18 Oct	Interserie	Hockenheim	Lauda/Peter	12	Bosch Wien	908/02 Flounder	12	6	
			Weber	90	Gesipa	908/02	6	5	
			Leuze	91	Asahi-Pentax	908/02	11	6	
			Lins/Matko	15	Martini Racing Team	908/02 Flounder	6	Driveshaft	
1 Nov	Can-Am	Paris 1000km	Balko/Lena/Larousse	17	Martini Racing Team	908/02 Spyder	10	3	
			Lauda	17	Martini Racing Team	908/02 Flounder	4	3	
			Weber	18	Gesipa	908/02	7	6	
			Lauda	17	Martini Racing Team	908/02 Flounder	4	3	
1 Nov	Can-Am	Riverside Jarama 6 hours	Weber	18	Gesipa	908/02	7	6	
			Dean	8	Tony Dean	908/02 Spyder	18	9	
			Neuhaas/Soler-Roig	1	Gesipa	908/02 Spyder	1	1	
			Fernandez/Siffert	2	Escuderia Montjuich	908/02 Spyder	2	3	

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
<b>1972</b>									
9 Jan	WCM	Buenos Aires 1000km	de Bagration/Fernandez	40	Escuderia Montjuich	908/03	15	6	
6 Feb	WCM	Daryzna 6 hours	de Bagration/Fernandez	62	Escuderia Montjuich	908/03	15	Retired	
			Brown/Dean	82	Tony Dean	908/02 Spyder	11	Retired	
18-19 Mar		Le Mans test	Pairot	67	Christian Pairot	908/02 Flounder	7		
19 Mar		Le Mans 4 hours	Pairot	67	Christian Pairot	908/02 Flounder	14	Engine	
16 Apr	WCM	Brand's Hatch 1000km	Casoni/Joest	1	Joest Racing	908/03	14	Retired	
			Rieder/Stuppacher	2	Otto Stuppacher	908/02 Flounder	17	9	
25 Apr	WCM	Monza 1000km	Bonomelli/Dona/Maioli	6	Brescia Corse	908/02		Did not start	
			Joest/Schäfer	7	Joest Racing	908/03	7	2	
			Manko/Stuppacher	8	Otto Stuppacher	908/02 Flounder		Did not start	
1 May	Interserie	Imola	Joest	41	Joest Racing	908/03	10	6	
7 May	WCM	Spa-Francorchamps 1000km	Joest/Kauhsen	9	Joest Racing	908/03	5	Retired	
21 May	Interserie	Silverstone	Dean	48	Tony Dean	908/02 Spyder	14	Retired	
28 May	WCM	Nürburgring 1000km	Bartels/Casoni/Joest	9	Joest Racing	908/03	5	Retired	
			Bonomelli	11	Ennio Bonomelli	908/03		Did not qualify	
			Brun/Wicky	14	Andre Wicky	908/02 Flounder		Did not qualify	
10-11 Jun	WCM	Le Mans 24 hours	Baturone/Fernandez/Torredemer	5	Escuderia Montjuich	908/03	14	Accident	
			Krause/Weigel	6	Auto Usclou	908/02 Flounder	13	Accident	
			Roser/Stuppacher	58	Otto Stuppacher	908/02 Flounder	21	Accident	Roser did not drive

Nürburgring  
1000km 1972:  
Bartels/Casoni/  
Joest, Porsche  
908/03.



Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual position	Race result	Comments
25 Jun	WCM	Österreichring 1000km	Casoni/Joest/Weber	60	Joest Racing	Coupe long-tail	10	3	
			Brun/Cohen-Olivar/Wicky	61	Anthe Wicky	908/02 Flounder		Did not start	
			Farjon/Pairot	67	Christian Pairot	908/02 Flounder	18	Not classified	
			Lagniez/Touroul	76	Jean Egreteau	908/02 Flounder	12	Retired	
			Busso/Catapini	12	Hollywood	908/02 Flounder	7	Accident	Catapini did not drive
16 Jul	Interserie	Hockenheim	Pfuhl		Albert Pfuhl	908/02 Spyder	15	9	
22 Jul	WCM	Watkins Glen 6 hours	Casoni/Joest	42	Joest Racing	908/03	8	5	
23 Jul	Can-Am	Watkins Glen	Brown/Dean	68	Tony Dean	908/02 Spyder	10	4	
			Joest	42	Joest Racing	908/03	20	12	
6 Aug	Can-Am	Mid-Ohio	Dean	68	Tony Dean	908/02 Spyder	24	14	
			Interserie	Nürsting	Pfuhl		Albert Pfuhl	908/02 Spyder	14
17 Sep	Interserie	Imola 500km	Joest	6	Joest Racing	908/03		4	
24 Sep	Interserie	Nürburgring	Pfuhl		Albert Pfuhl	908/02 Spyder	23	14	
1 Oct	Interserie	Hockenheim	Joest	41	Joest Racing	908/03	10	4	
15 Oct		Rouen-Paris 1000km	Casoni/Joest	2	Joest Racing	908/03	10	Accident	
<b>1973</b>									
3-4 Feb	WCM	Daytona 24 hours	Bartling/Bytsek/Kuehne	19	Harry Bytsek	908/02 Flounder	5	12	
25 Mar	WCM	Vallelunga 6 hours	Blancpain/Casoni/Joest	57	Joest Racing	908/03	47	Retired	
			Fernandez/Haldi	31	Porsche Club	Romand	908/03	16	9
31 Mar-01 Apr		Le Mans test	Ortega	4	Guillermo Ortega	908/02 Flounder	17		
			Pairot	43	Christian Pairot	908/03	23		
1 Apr		Le Mans 4 Hours	Pairot	3	Christian Pairot	908/02 Flounder		Retired	
15 Apr	WCM	Dijon 1000km	Mereilo/Ortega	4	Guillermo Ortega	908/02 Flounder		Retired	
			Joest	9	Joest Racing	908/03	5	3	
			Casoni/Joest	7	Joest Racing	908/03	10	Engine	
			Fernandez/Haldi	8	Porsche Club	Romand	908/03	13	8
			Cohen-Olivar/Wicky	15	Anthe Wicky	908/02 Flounder	17	12	

Nürburgring  
1000km 1973:  
Haldi/Chenevière,  
Porsche 908/03.

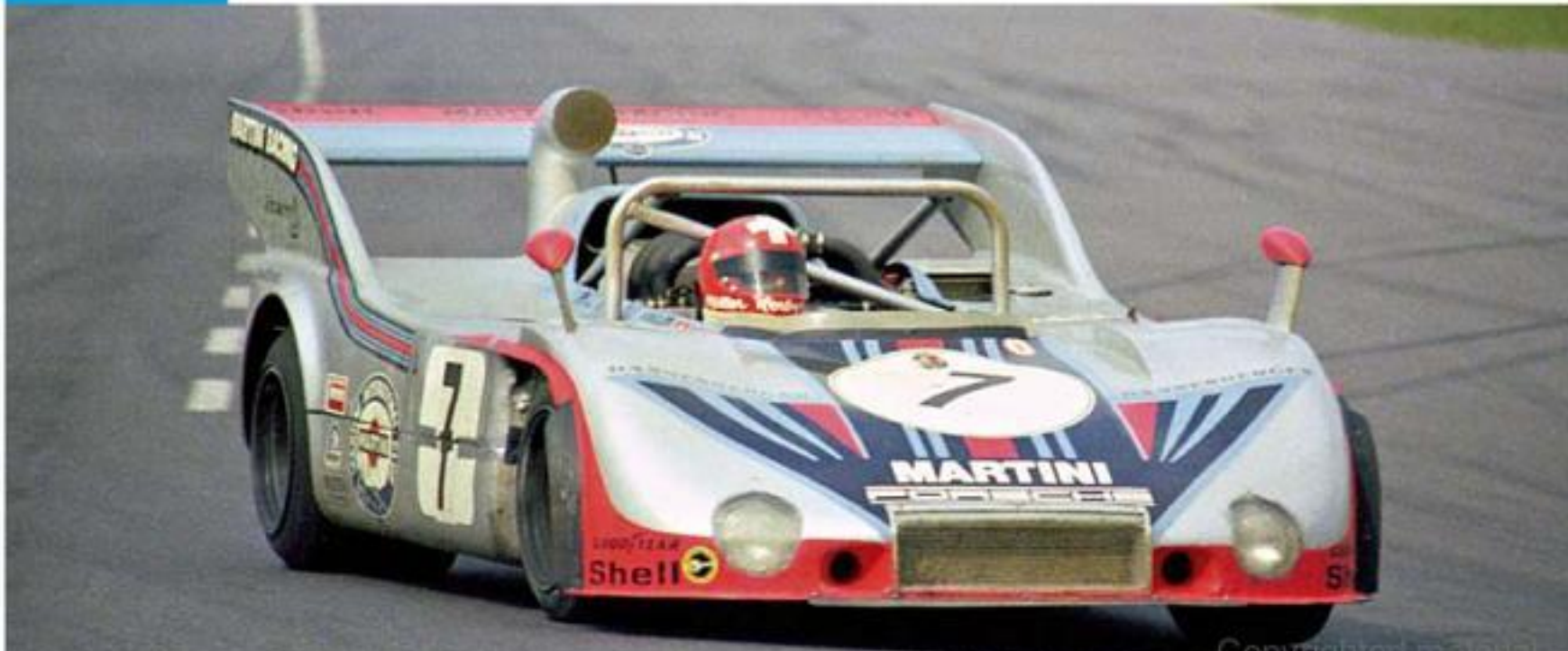


Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
25 Apr	WCM	Monza 1000km	Casoni/Joest	12	Joest Racing	908/03	11	Engine	Casoni did not drive
			Fernandez/Haldi	14	Porsche Club Remond	908/03	17	Retired	
			Cohen-Olivar/Wicky	15	Andre Wicky	908/02 Flounder	25	Engine	
1 May	Interserie	Imola	Joest	9	Joest Racing	908/03	9	5	
27 May	WCM	Nürburgring 1000km	Cheneviere/Haldi	3	Porsche Club Remond	908/03	21	4	
			Casoni/Joest	10	Joest Racing	908/03		Did not start	
9-10 Jun	WCM	Le Mans 24 hours	Cheneviere/ Fernandez/Torredemer	3	Escuderia Montjuich	908/03	21	5	
			Merello/Ortega	4	Guillermo Ortega	908/02 Flounder	33	7	
			Cohen-Olivar/Caron/ Wicky	52	Andre Wicky	908/02 Flounder	46	21	
24 Jun	Interserie	Norisring	Barth/Poirot/Rondeau	57	Christian Poirot	908/02 Flounder		Did not qualify	
			Joest	9	Joest Racing	908/03		3	
15 Jul	Interserie	Hockenheim	Cheneviere	34	Porsche	908/03		11	
			Joest	9	Joest Racing	908/03	9	4	
19 Aug	Interserie	Misano	Joest	9	Joest Racing	908/03		3	
30 Sep	Interserie	Hockenheim	Joest	9	Joest Racing	908/03		Retired	
3 Nov		Kyalami 9 hours	Joest/Müller	1	Joest Racing	908/03		1	
<b>1974</b>									
23-24 Mar		Le Mans test	Caron	2	Andre Wicky	908/02 Flounder	22		
			24 Mar	Le Mans 4 hours	Haldi/Torredemer	1	Francoesco Torredemer	908/03	7
25 Apr	WCM	Monza 1000km	Caron	2	Andre Wicky	908/02 Flounder		Did not start	
			Casoni/Joest	14	Joest Racing	908/03	13	7	
5 May	WCM	Spa-Francorchamps 1000km	Heiler/Schüler	15	Joest Racing	908/03	19	Retired	
			Fla/Torredemer	12	Francoesco Torredemer	908/03	23	Retired	
19 May	WCM	Nürburgring 750km	Casoni/Joest	12	Joest Racing	908/03	15	19	
			Blancpain/Gantner/ Lehmann	14	Roland Heiler	908/03	20	Clutch	Gantner/ Lehmann did not drive
2 Jun	WCM	Imola 1000km	Casoni/Joest	8	Joest Racing	908/03	8	Retired	
15-16 Jun	WCM	Le Mans 24 hours	Blancpain/Joest/ Lehmann	9	Joest Racing	908/03	19	8	
			Merello/Ortega/Ranft	17	Guillermo Ortega	908/02 Flounder	13	Accident	
			Boucard/Casson/Wicky	19	Andre Wicky	908/02 Flounder	43	Transmission	Wicky did not drive
			Fernandez/ Torredemer/Tramont	31	Francoesco Torredemer	908/03	23	Transmission	Tramont did not drive
			Poirot/Rondeau	65	Christian Poirot	908/02 Flounder	25	19	



Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
16 Jun	Can-Am	Mosport	Bytsak	139	Rainer Brezinka	908/02 Flounder	13	5	
	Interserie	Nürburgring	Joest		Joest Racing	908/03	6	3	
30 Jun	WCM	Österreich 1000km	Blancpain/Fentler	9	Joest Racing	908/03	15	Retired	
			Joest/Kauhsen	10	Joest Racing	908/03	21	Accident	
7 Jul	Can-Am	Road Atlanta	Acse	16	Dennis Acse	908/02 Flounder	8	7	
13 Jul	WCM	Watkins Glen 6 hours	Acse/Patrick	16	Dennis Acse	908/02 Flounder	5	Retired	
14 Jul	Can-Am	Watkins Glen	Acse	16	Dennis Acse	908/02 Flounder	No time	6	
			Petermann	38	Horst Petermann	908/02 Flounder	No time	7	
11 Aug	Can-Am	Mid-Ohio	Acse	16	Dennis Acse	908/02 Flounder	18	7	
15 Aug	WCM	Paul Ricard 750km	Casoni/Joest	16	Joest Racing	908/03	14	4	
			Blancpain/Lehmann	17	Joest Racing	908/03	20	5	
18 Aug	Interserie	Kassel-Calden	Joest		Joest Racing	908/03		5	
25 Aug	Can-Am	Elkhart Lake	Acse	16	Dennis Acse	908/02 Flounder	23	8	
5 Sep	Interserie	Nürburgring	Joest	J	Joest Racing	908/03		4	
29 Sep	WCM	Brands Hatch 1000km	Barth/Haldi	7	Joest Racing	908/03	26	6	
			Casoni/Joest	8	Joest Racing	908/03	8	Transmission	
9 Nov	WCM	Kyalami 6 hours	Joest/Müller	5	Joest Racing	908/03	6	Accident	
			Barth/Bras/Hesler	6	Joest Racing	908/03	13	Retired	
<b>1975</b>									
23 Mar	WCM	Mugello	van Lennep/Müller	6	Martini Racing Team	908/03 Turbo	3	3	
			Kinnunen/Müller	7	Martini Racing Team	908/03 Turbo	6	16	
			Casoni/Joest	9	Joest Racing	908/03 Turbo	5	Turbocharger	
			Barth/Casoni/Kraus	11	Joest Racing	908/03	16	8	
6 Apr	WCM	Dijon 800km	van Lennep/Müller	7	Martini Racing Team	908/03 Turbo	4	Engine	
			Casoni/Joest	10	Joest Racing	908/03 Turbo	5	2	
			Barth/Kraus	11	Joest Racing	908/03	14	Electrics	
13 Apr	Interserie	Hockenheim	Schurti	88	Martini Racing Team	908/03 Turbo		Retired	

Nürburgring  
1000km 1975:  
Kinnunen/Müller,  
Porsche 908/03  
turbo.



Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
20 Apr	WCM	Monza 1000km	Joest		Joest Racing	908/03 Turbo		4	
			Kraus			908/03		6	
			Casoni/Joest	5	Joest Racing	908/03 Turbo	8	2	
			Barth/Kraus	6	Joest Racing	908/03	21	5	
			van Lennep/Müller	7	Martini Racing Team	908/03 Turbo	6	Engine	
4 May	WCM	Spa-Francorchamps 750km	van Lennep/Müller	4	Martini Racing Team	908/03 Turbo	3	Transmission	
18 May	WCM	Enna 1000km	Casoni/Joest	5	Joest Racing	908/03 Turbo	4	Engine	Casoni did not drive
			Barth/Casoni/Joest	6	Joest Racing	908/03	11	7	
			Casoni/Joest	4	Joest Racing	908/03 Turbo	3	3	
			Barth/Kraus	5	Joest Racing	908/03	6	Not classified	
			Kinnunen/Müller	7	Martini Racing Team	908/03 Turbo	14	7	
1 Jun	WCM	Nürburgring 1000km	Kinnunen/Müller	7	Martini Racing Team	908/03 Turbo	7	3	
14-15 Jun		Le Mans 24 hours	Casoni/Joest	9	Joest Racing	908/03 Turbo	5	Engine	Casoni did not drive
			Barth/Kraus	10	Joest Racing	908/03	15	5	
			Brachet/Carron/Cohen-Olivar	1	Andre Wicky	908/02 Flounder	24	Clutch	
			Ortega/Rasif	2	Guillermo Ortega	908/02 Flounder		Did not qualify	
			Païot Cuynez/Lagniez/Ortega/	3	Christian Païot	908/02 Flounder	13	Retired	
15 Jun	Interserie	Mainz-Finthen	Barth/Casoni/Joest Müller	15 4	Joest Racing Martini Racing Team	908/03 908/03 Turbo	4	4	
29 Jun	WCM	Österreichring 1000km	Kinnunen/Müller	4	Martini Racing Team	908/03 Turbo	5	9	
			Casoni/Joest	5	Joest Racing	908/03 Turbo	4	3	
			Barth/Kraus	6	Joest Racing	908/03	8	4	
			Espinosa/Ortega/Rasif	15	Guillermo Ortega	908/02 Flounder	20	11	
			Müller/Wietass	0	Martini Racing Team	908/03 Turbo	6	Did not start	Engine damage in practice
12 Jul	WCM	Watkins Glen 6 hours							
20 Jul	Interserie	Hockenheim	Casoni/Joest	8	Joest Racing	908/03 Turbo	5	4	
			Barth/Keyser	9	Joest Racing	908/03	7	Transmission	
			Müller	4	Martini Racing Team	908/03 Turbo		Did not start	
Evertz		Egon Evertz	908/03 Turbo		6				
Joest		Joest Racing	908/03 Turbo		2				
17 Aug	Interserie	Kassel-Calden	Müller	0	Martini Racing Team	908/03 Turbo		3	
24 Aug	Interserie	Zandvoort	Barth		Joest Racing	908/03		5	
			Evertz		Egon Evertz	908/03 Turbo		Retired	
			Joest		Joest Racing	908/03 Turbo		4	
			Müller	0	Martini Racing Team	908/03 Turbo		2	

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
			Barth		Joest Racing	908/03		8	
			Joest		Joest Racing	908/03 Turbo		5	
7 Sep	Interserie	Nürburgring	Müller	0	Martini Racing Team	908/03 Turbo		3	
			Barth		Joest Racing	908/03		10	
			Joest		Joest Racing	908/03 Turbo		Retired	
28 Sep	Interserie	Hockenheim	Neuhäus	0	Martini Racing Team	908/03 Turbo	7	6	
			Barth	42	Joest Racing	908/03		8	
			Joest		Joest Racing	908/03 Turbo		Retired	
<b>1976</b>									
4 Apr	WCM	Nürburgring 300km	Joest	5	Joest Racing	908/03 Turbo	4	1	
25 Apr	WCM	Monza 4 hours	Joest/Kraus	4	Joest Racing	908/03 Turbo	5	Accident	Kraus did not drive
			Barth/Godel/Joest	5	Joest Racing	908/03	9	3	
			Evertz/Kinnunen	16	Egon Evertz	908/03 Turbo	15	Did not start	
9 May	Interserie	Kassel-Calden	Joest		Joest Racing	908/03 Turbo		Retired	
			Kraus			908/03		3	
23 May	WCM	Imola 500km	Joest/Kraus	4	Joest Racing	908/03 Turbo	11	Turbocharger	
			Barth/Godel/Joest	5	Joest Racing	908/03	5	3	
12-13 Jun		Le Mans 24 hours	Evertz/Kinnunen	16	Egon Evertz	908/03 Turbo	13	Engine	
			Kraus/Steckkönig	17	Joest Racing	908/03	23	7	
27 Jun	WCM	Enna 4 hours	Joest/Kraus	6	Joest Racing	908/03 Turbo	7	Retired	Kraus did not drive
			Barth/Godel	7	Joest Racing	908/03	11	5	
22 Aug	WCM	Mosport 200 miles	Aase	16	Dennis Aase	908/02 Flounder	10	16	
			Hirsch	39	Gary Hirsch	908/02	15	10	
29 Aug	Interserie	Hockenheim	Barth		Joest Racing	908/03		4	
			Joest		Joest Racing	908/03 Turbo		1	Fastest lap
5 Sep	WSC	Dijon 500km	Barth/Joest	8	Joest Racing	908/03 Turbo	4	4	
			Godel/Wallek	10	Joest Racing	908/03	8	6	
			Evertz/Kinnunen	12	Egon Evertz	908/03 Turbo	19	Oil pressure	Evertz did not drive
			Greger/Kinnunen/Martin	14	Egon Evertz	908/03 Turbo	14	Accident	Greger/Kinnunen did not drive
19 Sep	WSC	Salzburging	Barth/Joest	6	Joest Racing	908/03 Turbo	3	2	Barth did not drive
			Barth/Kraus	7	Joest Racing	908/03	5	4	Kraus did not drive
10 Oct	Interserie	Nürburgring	Joest		Joest Racing	908/03 Turbo		1	
			Lotterschmid		Deutsch Brothers	908/02 Deutsch Special		Retired	
			Wallek	2		908/03		2	
24 Oct	Interserie	Mainz-Flinthen	Barth		Joest Racing	908/03		Retired	
			Joest		Joest Racing	908/03 Turbo		3	
			Lotterschmid		Deutsch Brothers	908/02 Deutsch Special		Retired	

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual position	Race result	Comments
31 Oct	Interserie	Hockenheim	Barth Joest Löfferschmid		Joest Racing Joest Racing Deutsch Brothers	908/03 908/03 Turbo 908/02 Deutsch Special		3 1 13	
<b>1977</b>									
17 Apr	WSC	Dijon 500km	Haidl/Joest Lunger/McKitterick	7 8	Joest Racing Joest Racing	908/03 Turbo 908/03	4 7	Retired Retired	McKitterick did not drive
25 Apr	WSC	Monza 500km	Joest/Lunger	9	Joest Racing	908/03 Turbo	7	Retired	
22 May	Interserie	Avus	Joest		Joest Racing	908/03 Turbo		Retired	
12 Jun	Can-Am	St. Jovite	Hirsch	39	R&H Racing	908/02 Spyder	No time	Retired	
10 Jul	Can-Am	Watkins Glen	Hirsch	39	R&H Racing	908/02 Spyder	17	11	
7 Aug	Can-Am	Mid-Ohio	Brezinka	39	R&H Racing	908/02 Spyder	29	Retired	
28 Aug	Interserie	Nürburgring	Barth Joest Löfferschmid	16 17	Joest Racing Joest Racing Deutsch Brothers	908/03 908/03 Turbo 908/02 Deutsch Special		4 3 10	
18 Sep	Interserie	Mainz-Finthen	Joest		Joest Racing	908/03 Turbo		1	
9 Oct	Interserie	Hockenheim	Joest		Joest Racing	908/03 Turbo		3	
<b>1978</b>									
2 Apr	Interserie	Nürburgring	Joest Zanuso	1	Joest Racing Deutsch Brothers	908/03 Turbo 908/02 Deutsch Special	1	2 12	Fastest lap
7 May	Interserie	Colmar-Berg	Joest Wallek Hild	1 4	Joest Racing Kremer Racing Deutsch Brothers	908/03 Turbo 908/03 Turbo 908/02 Deutsch Special		1 2 12	



Mid-Ohio Can-Am, June 11, 1978: Rainer Brezinka's Porsche 908/02 Spyder.

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual position	Race result	Comments
31 Aug	Interserie	Most	Metl		Joest Racing	908/03 Twin Turbo		2	
7 Sep	WCM	Valkenburg 6 hours	BeiUBrunn	82	Siegfried Brunn	908/03	9	2	
	Interserie	Hockenheim	Metl		Joest Racing	908/03 Twin Turbo		2	
28 Sep	WCM	Dijon 1000km	BeiUBrunn/O'Rourke	2	Siegfried Brunn	908/03	2	Suspension	Ball/O'Rourke did not drive
5 Oct	Interserie	Kassel-Calden	Maler		Deutsch Brothers	908/02 Turbo		Retired	
			Metl		Joest Racing	Deutsch Special 908/03 Twin Turbo		1	
<b>1981</b>									
29 Mar	Interserie	Nürburgring	Brunn	43	Siegfried Brunn	908/03 Turbo		4	
12 Apr	WEC	Mugello 6 hours	Brunn/Jordan	12	Siegfried Brunn	908/03 Twin Turbo	7	11	
26 Apr	WCM	Monza 1000km	Brunn/Jordan	11	Siegfried Brunn	908/03 Twin Turbo	3	5	
10 May	WCM	Silverstone 6 hours	Brunn/Jordan	7	Siegfried Brunn	908/03 Twin Turbo	5	3	Fastest lap (Jordan)
24 May	WCM	Nürburgring 1000km	Barth/Metl	2	Joest Racing	908/03 Twin Turbo	6	6	
			Brunn/Müller	3	Siegfried Brunn	908/03 Twin Turbo	9	Accident	
	Interserie	Nürburgring	Metl	2	Joest Racing	908/03 Twin Turbo		4	
			Brunn	3	Siegfried Brunn	908/03 Twin Turbo		6	
16 Aug	Interserie	Most	Metl	0	Toest Racing-4	908/03 Turbo		Engine	

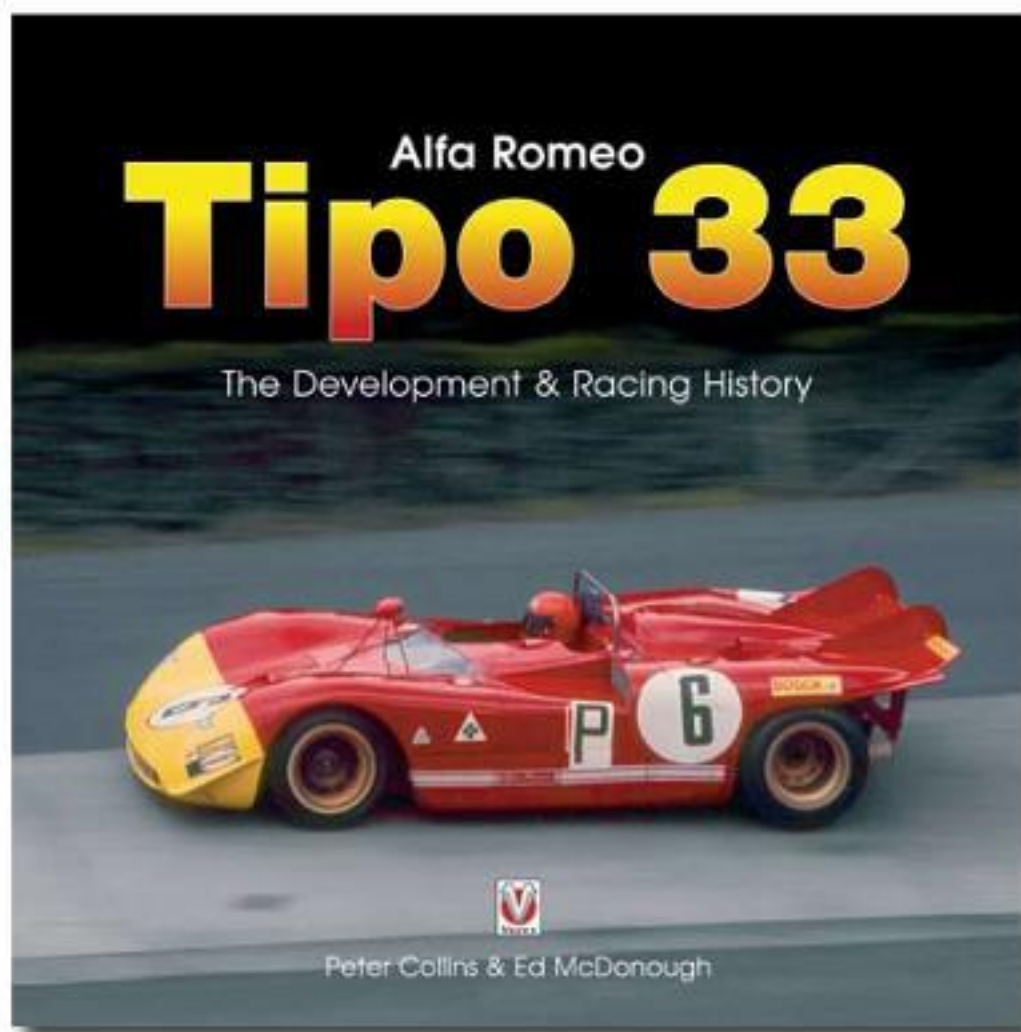


Monza 1000km  
1981: Brunn/  
Jordan, Porsche  
908/03 twin turbo.

<b>1982</b>									
21 Mar	DRM	Zaklo	Metl	5	Joest Racing	908/03 Turbo	14	Turbocharger	
			Brunn	10	Siegfried Brunn	908/03 Turbo	7	Front axle	
28 Mar	Interserie	Nürburgring	Brunn		Siegfried Brunn	908/03 Turbo		Retired	
			Metl		Joest Racing	908/03 Turbo		2	

Date	Series	Event	Drivers	Car no.	Entrant	Car type	Qual. position	Race result	Comments
18 Aug	Interserie	Most	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		Retired	
8 Sep	IntDSpM	Siegersland	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		8	
22 Sep	IntDSpM	Nürburgring	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special	B	10	
<b>1986</b>									
31 Mar	Interserie	Thruxton	Hild	6	Ephi Motor-Elektronik Special	908/02 Turbo Deutsch	10	7	
8 Jun	Interserie	Wunstorf	Hild	6	Ephi Motor-Elektronik Special	908/02 Turbo Deutsch	8		
13 Jul	Interserie	Zeitweg	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		6	
17 Aug	Interserie	Most	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		Retired	
31 Aug	Interserie	Siegersland	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		Retired	
12 Oct	Interserie	Zeitweg	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		Retired	
<b>1987</b>									
29 Mar	Interserie	Thruxton	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		5	
12 Jul	Interserie	Zeitweg	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		8	
2 Aug	Interserie	Wunstorf	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		Retired	
16 Aug	Interserie	Most	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special			
23 Aug	Interserie	Siegersland	Hild	6	Ephi Motor-Elektronik	908/02 Turbo Deutsch Special		5	
11 Oct	Interserie	Zeitweg	Hild	6	Ephi Motor-Elektronik	908/02 retired Deutsch Special			
<b>1988</b>									
31 Jul	Interserie	Zeitweg	Franzmeier	6		908/02 Turbo Deutsch Special		6	
16 Oct	Interserie	Zeitweg	Duiker	6		908/02 Turbo Deutsch Special		5	

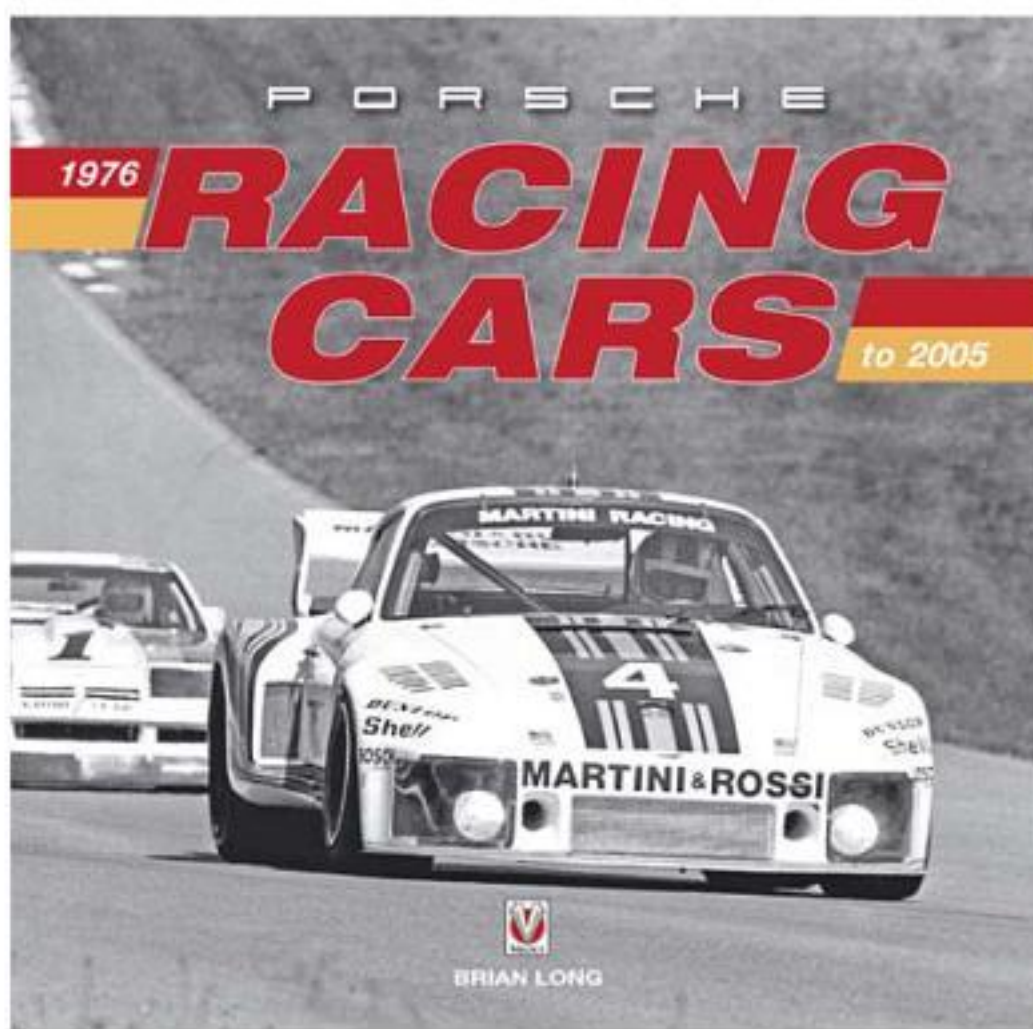




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