

October 17, 2015

To whomever it may be of interest:

My name is Patrick Scalli. I am now retired, but prior to retirement, I operated a Porsche restoration and race preparation business for Porsche Prototype Racing cars in Gloucester, MA. Among the cars that I prepared, maintained and/or restored for numerous customers were 906, 907, 908, 910 and 917 as well as a number of 911 based Porsche racing cars.

Sometime during the summer of 2000, a Porsche 907 was delivered to my facility. The car was in spyder configuration with a spyder body. The body was in very poor condition. The chassis was 907 025, and appeared to be in reasonably good condition. The chassis was placed on a chassis plate to insure straightness and proper location of pick-up points for the suspension. As I remember, there were a couple tubes in the right front that I replaced that were bent. As well, there were no front jacking points on the chassis. I remember fabricating and installing the jacking points. There was a proper coupe wind screen that came with the car. Utilizing this wind screen, a proper wind screen hoop template was fabricated and a wind screen tube was bent and installed on the chassis, as was a proper cockpit roll bar in the proper location in the rear of the cockpit. Two longitudinal tubes were fabricated and installed connecting these front and rear tubes which allowed the coupe roof section to be installed. A new fiberglass tail section was also fabricated and installed.

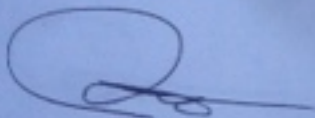
The original numbered engine was sent to Carl Thompson in Long Beach CA where Gustav Nitsche rebuilt the engine to original specifications. All other mechanical components were rebuilt at our facility. Additionally, required fiberglass small pieces such as brake and transmission cooling ducts were fabricated at our facility.

As I remember, the car was completed in mid 2002 and test driven at a local closed course to insure proper operation. The car was not taken to a road racing course for driving the car in typical 'race environment' mode. Once completed and tested it was shipped to the owner, Dr. Julio Palmaz, of Napa, CA.

I was very pleased with the finished car, and believe it to be a correct and proper restoration. It is my understanding that the car has won concour awards at the very well known Amelia Island Concour d'elegance held annually in NE Florida.

The above information is true and correct to the best of my memory.

Respectfully submitted,



Patrick J. Scalli  
P.O. Box 1670  
Gloucester, MA 01931

Notary: Annette Campbell/  
Annette Campbell

Commonwealth of MA  
County of Essex  
10/17/15



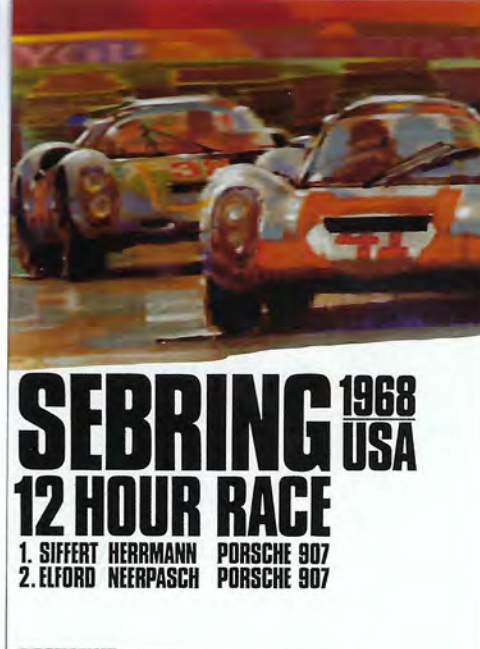
Jürgen Lewandowski

# **PORSCHE DIE RENNPLAKATE**

**VON 1951 BIS HEUTE**

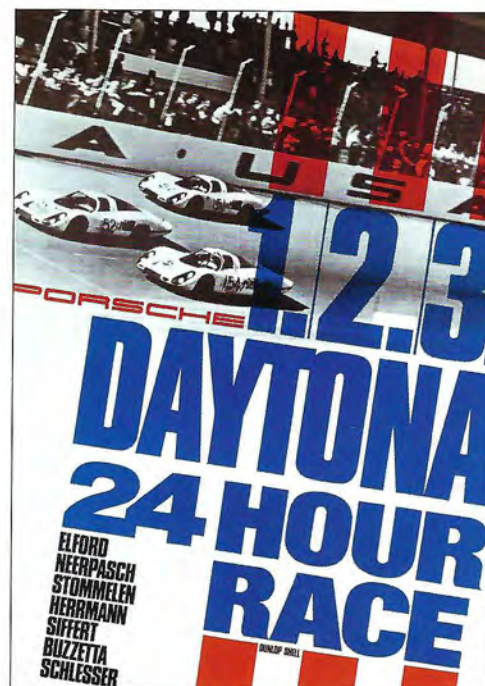
Mitarbeit / Cooperation: Carl Bauer





Mit dem Porsche 907 begann die Zeit der Gesamtsiege – der 911 erwies sich bei der Rallye Monte Carlo erneut als unbezwingbar.

With the 907, Porsche began the period of overall victories – and the 911 once again proved itself to be indomitable at the Monte Carlo Rally.





# christophorus

No. 76 / August 1968

# BOEING









# WE HAVE WON THE TARGA FLORIO 8 TIMES

s from around the world enjoyed a Porsche Targa victory—but a victory which had-fought right down to the top. Let Huschke von Han- first of his trip to this year's with flashbacks to his own start shortly after the war. will turn our space over to from the Frankfurter Rund- finally let Helmut Zwickl of plain the details of his im- ce experiences.

Ten minutes late the Alitalia Caravelle lifted off the ground of Stuttgart's Echterdinger airfield. In Milano we were 20 minutes late, in Rome 40. Our connection to Palermo really should have left but—pazienza (patience). South of Rome things are seldom that rushed. Information told us, they will probably wait, though no definite yes or no was forthcoming. Fortunately they waited—especially since we made a group of 20 Targa visitors.

In place of the DC 3 customary a few years ago a somewhat antiquated but comfortable machine of Mediterranean Airways fitted out with four propellers took us to Palermo. You stumbled all over acquaintances in the narrow isle. Like Franco Lini, ex-Ferrari race boss again working for Equipe, or the charming Madame Cibié-Merenda whose products have lit so many nights for rally drivers. And Belgian and French journalists—all headed for the Targa.

At the airport you still found dozens of family members from grandmother to bambino waiting for every Sicilian passenger. They are no longer strung along the runway but now guarded behind the fences in neat lines by carabinieri. Even a control tower has been under construction for years while inside the terminal you find Avis, Hertz and Sicilian car rentals waiting for customers as they do all over the world. Right after arrival you notice that progress marches on, even in Sicily.

The onetime provincial track connecting the town with airfield, where

not even the Sicilian kamikaze style was enough to pass a bus has made way for a wide autostrada. Palermo itself receives you through modern, generous suburbs until waves of traffic in the centro citta break over new arrivals and prove in the confusion and noise of narrow lanes that Palermo is still closer to Africa than central Europe.

Towards Cefalù, headquarters of the Targa Florio, they even have 12 miles of autostrada, in the direction of Catania but with our skill we managed to miss that. Following well-known small roads along the blue Mediterranean thoughts turned back to that Targa Florio when we were the first Germans to dare start a foreign car after the war. The proper title then was Targa Florio Giro Sicilia because for a few years they didn't use the proper course but raced right around the island on a coastal road. Petermax Müller, Helmut Polensky, Walter Schlüter—all illustrious names from prewar racing—and I dared the great adventure.

Today it is hard to imagine what it meant right after the war to obtain exit permission from the military government, the passports and visas and then, above all to leave without a penny of foreign currency in our pockets. What a technical and physical adventure it was to pull our home-made sport cars behind an aging Mercedes Diesel over the country roads to Palermo. Few can imagine the friendship with which people like Villoresi, Farina, Bracco, Biondetti and their like received us for the

first time after the war and distributed us in their private cars to at least see the course once before the race. It only sounds like a bad joke that we were placed by the organizers in the highly elegant Hotel Villa Ignea but had to fix salami sandwiches in the bathroom because we didn't have the lira for a hot meal.

The race itself was a nightmare—18 hours if I remember correctly over slimy, slippery coast roads with rain from the partenza to the finish. Then the jubilation and satisfaction when we arrived back in Palermo—how modest—and the departure point within the scoring.

But my thoughts must also go back a mere dozen years to the first Porsche start and Umberto Maglioli in the Targa. Even in those days it was a very small battle force. In addition to the driver and two indestructible race mechanics, Willy and Werner Enz, still in the Porsche race team, we added Gerti Maglioli as interpreter, chauffeur and marshal of provisions.

In 1956 they still had no hotel in Cefalù. We had to live in Palermo and make the long trip day after day in a training Fiat. Our mechanics were quartered in Termini Immerese, in a ratty workshop, and yet despite or perhaps because of such improvisation this first victory of a Porsche in the Targa Florio became one of our proudest successes in the firm's history.

Today there are five big hotels in Cefalù and modern housing blocks like in any European city. Today there is training, drivers enjoy fast vehicles and we have suitable garages as workshops. Planes and ferries make arrival more comfortable, the accessory industry has specialists on hand and technical preparations and equipment for a team rival those for a Grand Prix.

Yet the fishermen still go out at night in their colorful boats while the shore

Florio-Sieger Vic Elford und Maglioli unterwegs in den sizilianischen. Die Zuschauer brauchen die Targa-Florio-Strecke keinen Eintritt

winners Vic Elford and Umberto Maglioli, parcourant les spectateurs ne sont pas tenus de payer la Targa

eurs de la Targa Florio, Vic Maglioli, parcourent les siciliennes. A la Targa Florio, ne sont pas tenus au paiement d'entrée



promenade has a splendor no different from any riviera. A great concrete mixer pours into a wooden form in the harbor. Block on block a mole is building far into the ocean and a new dock awaits the tourist motor boats.

Progress has taken giant steps in Sicily. Huschke von Hanstein

Tens of thousands of race-mad Sicilians make a yearly pilgrimage on the first Sunday of May, from Palermo, Messina, Catania, Trapani and the smallest villages to the 45 mile Targa Florio course. No entrance fee is collected along the Circuito di Madonie where the drivers turn ten laps. Every man standing along the narrow roads in villages like Cerda, Collesano or Campofelice can admire the pilots of sport cars, prototypes or GT cars as heroes from another world. They paint the names of their favorites on house walls, chisel them into rocks and scrawl them on the pavement.

Of course drivers from Sicily or southern Italy are particularly popular. Nino Vaccarella, the 31 year old school teacher from Palermo, has a vast fan club. After retiring last year

in a 400 hp Ferrari he returned at the wheel of an Alfa Romeo. Once again his dream of victory was not to be but another Sicilian saved the honor of his land. Umberto Maglioli, 39, who achieved the first Porsche victory back in 1956 shared the wheel of a prototype 907 with Englishman Vic Elford (32).

Porsche triumphed once more in this murderous race where a pair of drivers alternate two or three times—thanks again to superior handling, brake durability and engine dependability. It was the eighth Porsche victory in the Targa since they first appeared in 1956 when Maglioli won with an RSK 1500.

Many famous men have tried their luck on the Madonie course whose many mountain curves are blocked by thousands of carabinieri. Among them have been German Opel driver Karl Jörns whose car was run down by a billy goat on the second lap. Even that Italian poet and passionate patriot Gabriele d'Annunzio dared to try the Circuito but not without making his will beforehand. He remained alive and reached the finish on the list of those "also arrived."

Victorious cars in a race inaugurated by Count Florio provide a cross sec-

tion in the history of motor sport. Bugatti dominated the twenties, then Alfa Romeo and until 1940 it was Maserati. In the early fifties you saw Lancias in front before the racers from Ferrari and Porsche began to score.

German cars and drivers often signed the winner's book of Florio's grandson who continues the traditions of his grandfather, with the auto club of Palermo. You find the names of Count Giulio Masetti and Christian Werner who were fastest in 1922 and 1924 respectively with blown Mercedes. Stirling Moss and Peter Collins won in 1955 with a Mercedes 300 SLR. The Porsche era began in 1956 thanks to Maglioli and was continued by Barth/Seidel (1958), Joakim Bonnier/Hans Herrmann (1960), Bonnier/Abate (1963), Davis/Pucci (1964), Müller/Mairesse (1966) and Hawkins/Stommelen (1967). With Elford/Maglioli again giving the German factory victory they have a hat trick.

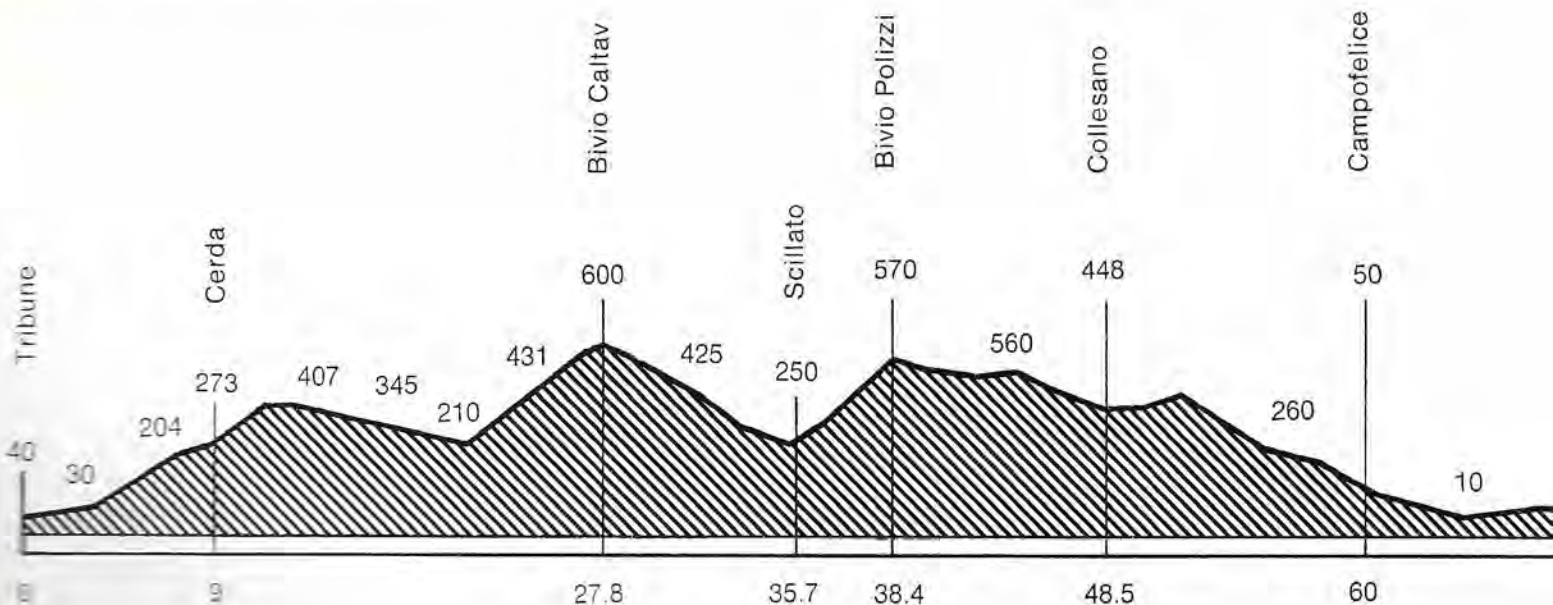
Thanks to the great driving skill of the 32 year old Englishman Vic Elford, Porsche was able to overcome a run of bad luck and win the 52nd Targa Florio, fifth run for the world cham-

Rechts: Rico Steinemann, d (der „nebenbei“ Chefredakteur slide ist) und Rudi Lins, der (Porsche-Vertretung in Bluden einem privaten 910 ein hervorr nen. Darunter: Elford, der in Runden so meisterhaft die Ze defektes gegen die Alfa Rome der aufholte, sieht noch e Umberto Maglioli kann dem 3 ner ins Auge sehen

Right: Rico Steinemann of (where he is editor in chief of "on the side") and Rudi Lins, Porsche dealer in Bludenz, standing race in a private Elford who did such a master later rounds making up for failure and catching the Alfa looks exhausted. Umberto view their victory more coolly

Die 72 km einer Targa Florio nicht nur sehr kurvenreich (v 5 km langen Geraden am Mee sondern führen auch mitten mit Höhenunterschieden von tern! Erst die graphische Darst das klar

The 45 miles of a Targa Florio only very winding (apart from straight along the coast) but through the mountains as well differences of nearly 2000 graphic presentation can ma









pionship and thus extend its lead in the title race. Though Elford had five tire failures in the first of ten laps and finished that round 18 minutes behind the leaders he and the 39 year old Italian Umberto Maglioli still managed to bring their 2.2 liter Porsche 907 home first—with a new race record.

The winning car covered the 447 miles and 8000 curves in 6:28:47.9 with a record average of 69.03 mph. The old record from last year, set by the winning Porsche of Rolf Stommelen (Cologne) and Paul Hawkins (Australia) was 67.6 mph. With Ford declining a Sicilian start a thrilling duel developed between Porsche and Alfa Romeo for the whole ten laps. In second, 2:42 behind, came Italians Galli/Giunti in an Alfa, ahead of stablemates Bianchi/Casoni (Belg/Ital) and the second works Porsche driven by Hans Herrmann and Jochen Neerpasch, Germany.

A storm, hot as the glowing breath of a volcano, blew across the barren mountain landscape at eight Sunday morning when the first of 67 cars started its 445 mile trip. And important decisions came immediately, in lap one. Scarfiotti (Porsche) outdid

himself and returned from the lap in 37:07.6, taking 22 s from his feared rival, Nino Vacarella (Alfa). Hans Herrmann posted a lap of 38:19.

Jo Siffert was already hampered by a wheel bearing defect like the one which stole his chance of a victory at Brands Hatch.

They worked for an hour on his car before Siffert could reenter the race. Elford pitted after a 50 minute first lap. He had made three stops on the course. First a nut on a rear wheel came loose, this was then changed at the emergency depot at milestone 24 but a little later came again, leading to a flat tire on the right front as well.

Rico Steinemann's copilot, Rudi Lins, held an excellent fourth and thus the lead from Alfas in the two-liter prototype class. In the second lap Scarfiotti built up his lead over Vaccarella to 28s. Young Italian daredevil Giunti (Alfa) moved past Hans Herrmann, whose brakes were acting up, and took third.

By the end of lap three the sun had softened freshly tarred spots and first pit stops took the stage. Scarfiotti turned his car over to Mitter in

the lead. It was refueled in 48 seconds and back in the race. Vaccarella turned over to Schütz in a fuel stop costing 66 s. Herrmann gave the wheel to Neerpasch and Lins to Steinemann.

Schütz only covered 7 miles before leaving the road in his Alfa. After the fourth lap Mitter led Nanni/Giunti by 5 s and Elford turned over to Maglioli. Porsche engineer Helmuth Bott told a sweat-soaked Elford, you did the third lap in 36:01 to which Vic replied, "sorry about that one second."

The two Alfas of Nanni/Giunti and Casoni/Bianchi took the lead after lap five when Mitter pitted with a broken half shaft. "The gearbox is a mixed salad he called to Herrmann. All I have left is first and fifth."

Giunti replaced Nanni after seven laps and Bianchi took the wheel of the Casoni Alfa after a 70s stop. And Elford relieved Maglioli in the Porsche. Turning an unbelievable lap of 36:20 he did in the Giunti Alfa who could manage no better than 38:38. On lap nine Elford turned 36:18 to take the lead and the victory. Lins dropped out in the final lap with a broken half shaft, a shame because he and Stei-

nemann had held third c beautiful style and even porary hold on second.

An exhausted, burned out won the 52nd Targa Flor for Porsche. The lean E everything he had in those laps.

"I've never seen Vic like wife said, shocked, when t him out of the car in wh temperatures up to 140 measured. When Elford the Porsche 907 from Mag end of lap 7 the car lay fo asked for his distance to Alfa prototype of Italia Giunti from the timek Porsche. Three and a ha they told him. "I'll make the Englishmann said and good as his word. He

Results: 1. Vic Elford/Umberto Maglioli (GB/I), Porsche 907, 447 miles (69.03 mph, a new record). 2. Ignazio Giunti (I), Alfa Romeo 33, 3:37:55. 3. Mario Casoni/Lucien Bianchi (Belg/Ital), Alfa Romeo 33, 3:37:55. 4. Hans Herrmann/Jochen Neerpasch (G), Porsche 907, 6:55:28. 5. Pilette/Slotemaker (B/H), Alfa Romeo 33, 6:59:08. 6. Baghetti/Biscaldi (I), Alfa Romeo 33, 7:11:39. 7. Wendt/Kausche (G), Porsche 911 S. 8. Halmer/Neerpasch (G), Porsche 911 S. 9. Lins/Steinemann (G), Porsche 910. 10. Nicodemi/Facchinetti (I), Alfa Romeo 33, 7:11:39.



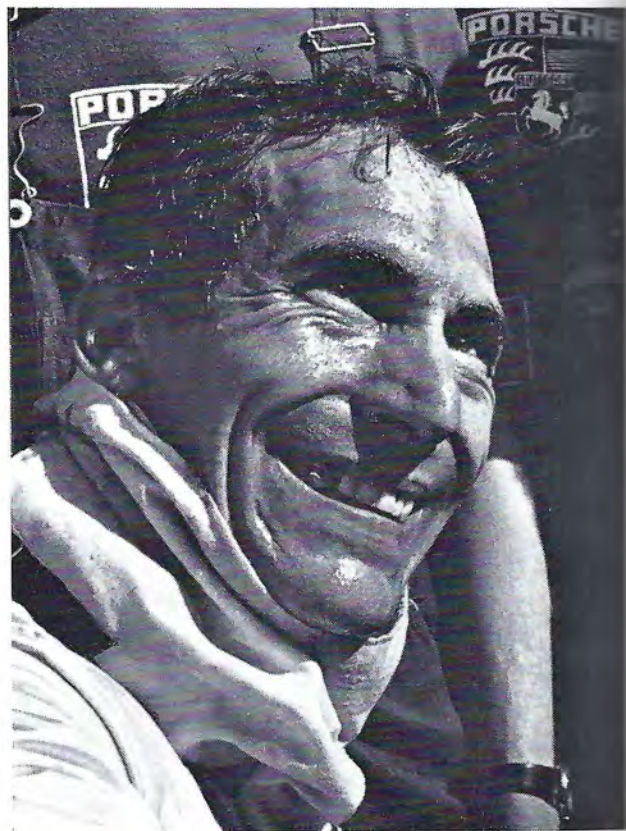
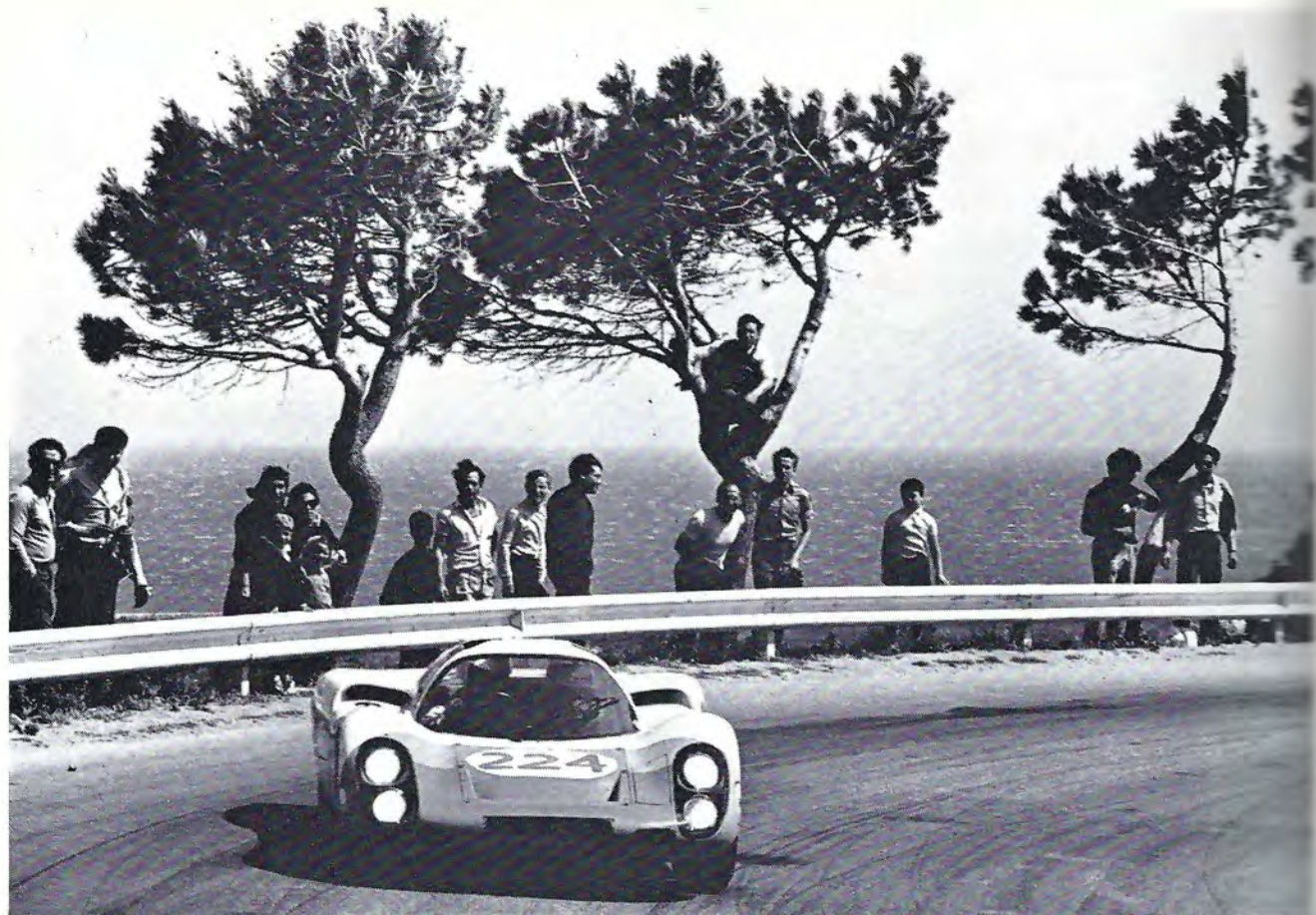


# PORSCHE STORY

JULIUS WEITMANN











COMPARISONS are odious, but we shall nevertheless attempt this one, after what took place at the 1968 Targa Florio in Sicily. This, the 52nd of the series, was one man's race—Vic Elford's (left). His physical achievement alone—the scirocco wind had been unduly high for days—his driving ability, his courage and his unshakeable determination to win, despite losing 18 minutes through no fault of his own, permit comparisons with the great ones like



Nuvolari and Fangio. When he handed the car to Umberto Maglioli after four laps and was barely able to stand, his wife said: "I've never seen Vic like this in my life!" When they showed him the chequered flag, he drove the car into the remotest corner of the *parc ferme* and we were among the handful of people to see him get out of the car after that incredible drive. Then and there originated a series of Elford portraits (bottom) which are some of the most impressive in my life as a photographer. Within a few seconds the contents of three big Pellegrino bottles disappeared over his head and down his sweat-stained overalls. Two cigarettes dropped from his hands before he managed to light a third. Exhaustion, happiness and pleasure marked his perspiring face, and when he saw his wife among the people there was no holding him back. The Italians, still hoping for an Alfa win up to the last moment, forgot their nationalistic feelings and frantically yelled their approval: Elford! Elford!

What had happened in that last hour of this race-in-the-heat can best be summarized in the words of Porsche driver, Karl Freiherr von Wendt, who had taken part in this event for the first time and won his class: "I felt as if I was burning up inside when I found a last slice of lemon in my pocket. When I got it between my teeth, I thought I was under a cold shower. Never have I taken anything more refreshing in my life". Von Wendt is pictured in his Carrera 6 (above).





# TARGA

## FLORIO

1955-1973

Ed Heuvink

Bernard Cahier





Porsche team, Targa Florio 1968

## Targa Florio







## Bivio Polizzi

72 Kilometer ohne Service – das empfanden viele Teams als großes Risiko. Daher richteten sie an der Kreuzung Richtung Polizzi einen Notservice mit Boxentafeln ein. Die Mechaniker waren hier damit beschäftigt, die Rennwagen mit Benzin und Reifen zu versorgen und Informationen mit ihren Kollegen in den Hauptboxen in Cerda auszutauschen. Bis 1930 führte die damals 108 Kilometer lange Strecke sogar durch Polizzi.

72 kilometres without service was considered a risk and many teams established an emergency service and signalling post at the road junction for Polizzi. The mechanics here were kept busy supplying petrol and tyres as well as swapping information with their friends in the main pits at Cerda. Until 1930, Polizzi had formed part of the 108 km route used in those days.

Coprire settantadue chilometri senza la minima assistenza era rischioso e così molte squadre allestivano una postazione di assistenza e di segnalazione al bivio di Polizzi. Lì i meccanici rifornivano le vetture, sostituivano i pneumatici e scambiavano informazioni con i box principali di Cerda. Fino al 1930 Polizzi fece parte del tracciato da 108 km utilizzato in quegli anni.

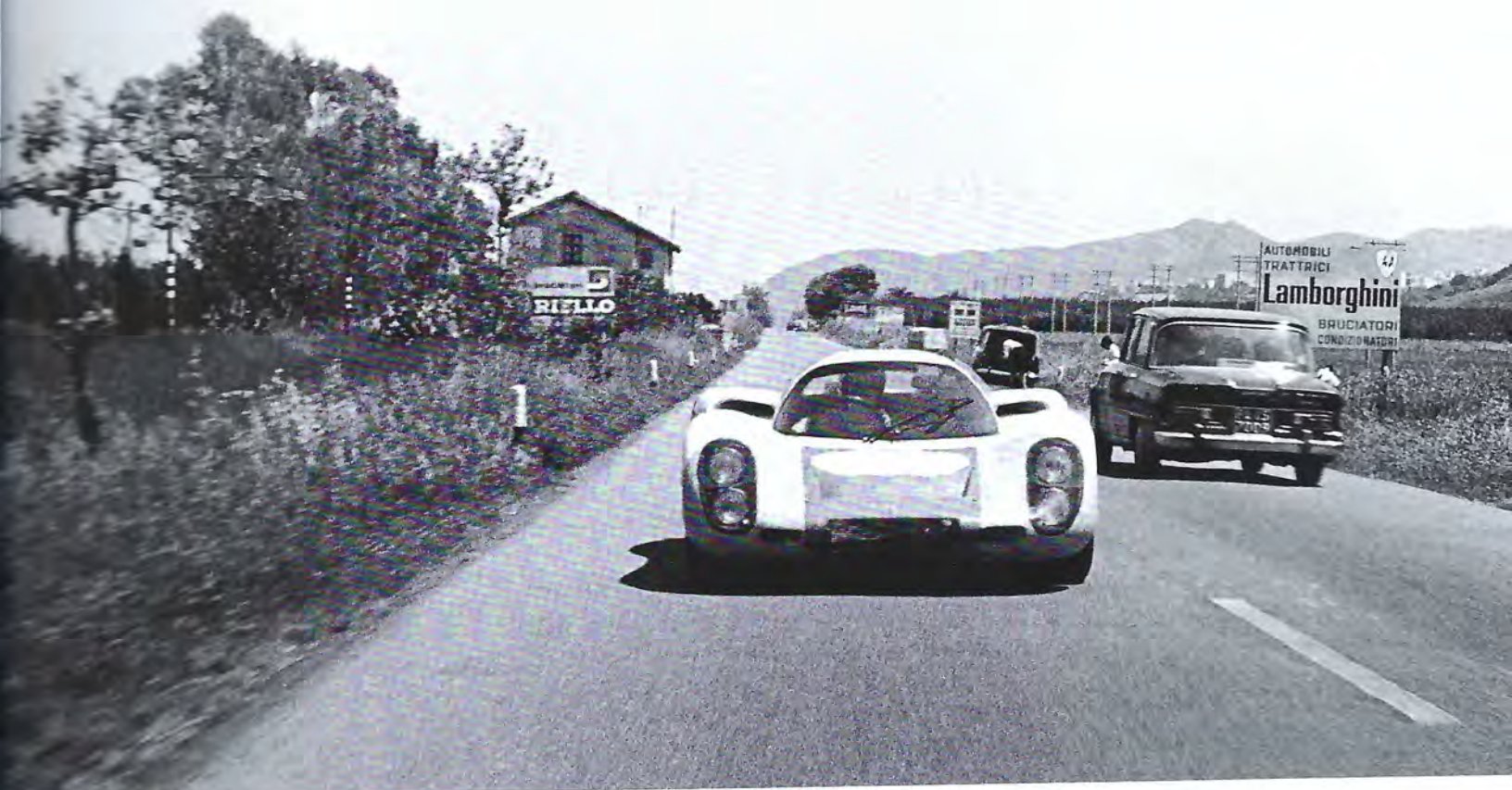












## B Buonfornello straight

Die Buonfornello-Gerade ist ein 6,9 Kilometer langer Abschnitt auf der Strada Statale zwischen Campofelice und den Kurven, die zu den Boxen in Tribune di Cerda führen. Die Gerade ist 900 Meter länger als die ursprüngliche Mulsanne-Gerade in Le Mans und stellt einen starken Kontrast zu den hügeligen Bergstraßen der Madonie dar, die die anderen 65 Kilometer des Straßenkurses ausmachten. Bei der Targa stand am Ende der Geraden üblicherweise ein Streckenposten, der jedes Mal, wenn sich ein Auto den Boxen näherte, eine Rakete abfeuerte – sozusagen als akustisches Warnsignal.

Auf der Buonfornello-Geraden hatten die Fahrer Zeit zu denken. Sandro Munari sagte einmal, dass es für ihn das Schlimmste war, bei 300 km/h darüber nachzudenken, ob in der letzten Runde etwas beschädigt worden ist, was jetzt brechen könnte.

Buonfornello is a straight of 6.9 kms from where the cars join the Strada Statale coming out of Campofelice to where they have to slow for the bends leading to the pits at Tribune di Cerda. This is longer than the 6.0 km of the original Mulsanne straight at Le Mans and represented a stark contrast with the twisty roads in the Madonie mountains that made up the other 65 km of the circuit. It was the habit of the Targa to have a marshal post near the end of the straight from which an exploding rocket would be fired to give an audible warning that a car would soon arrive at the pits.

This straight gave the drivers time to think and for Sandro Munari, he says that it was the most frightening thing to travel at 300 kph wondering whether something damaged during the last lap would break.

Il rettilineo di Buonfornello m...  
cui le vetture, uscendo da C...  
nella Statale fino al punto in...  
affrontare le curve che porta...  
Cerda. Questo tratto, addiri...  
del primo rettilineo di Muls...  
netto contrasto con le tortu...  
che costituivano i restanti 6...  
del rettilineo era di solito ub...  
commissari che lanciavano...  
annunciare l'imminente arriv...

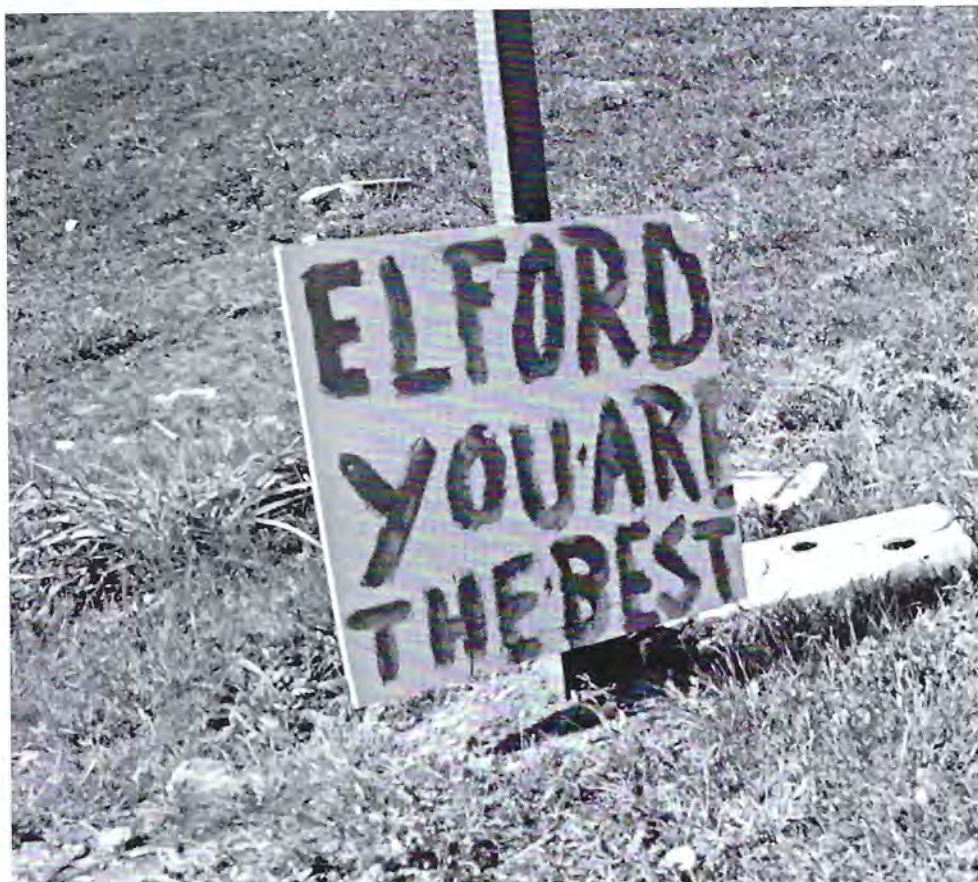
Ai piloti il rettilineo lasciav...  
tant'è che per Sandro Muna...  
più adrenalinici: sfrecciare a...  
ormai quasi in vista, temen...  
momento all'altro.



Test. Im Rennen teilte ich mir einen kleinen 908/03 mit Hans Herrmann. Leider hatte ich in der ersten Runde im Ort Cerda einen Unfall, bei dem das Auto stark beschädigt wurde. Ich ließ den Wagen dort zurück und als mich Ferdinand Piëch am Abend fragte, was von dem Auto übrig geblieben sei, konnte ich ihm nur das Lenkrad in die Hand drücken. Seitdem durften wir bei der Targa kein Auto mehr unbeaufsichtigt zurücklassen. In den letzten beiden Jahren hatte ich kein Glück: 1971 verunfallte mein Partner Larrousse in Führung liegend und 1972, diesmal im Alfa Romeo, explodierte der Motor in der ersten Runde in der Nähe von Collesano. Vor dem Rennen hatte mir Carlo Chiti gesagt, dass wir einen ganz speziellen Motor hatten. Das hatten wir in der Tat. Ich habe die Targa Florio geliebt und versuche heute noch, die Insel so oft wie möglich zu besuchen. So wie letzten Herbst, als mich Porsche einlud, um an der historischen Targa Florio teilzunehmen. Ich mag die Kombination aus der Insel, den Leuten und dem Essen.“

when Ferdinand Piëch asked me what was left of the car, I could only hand him a steering wheel. After that, we were told never to leave a car abandoned on the Targa circuit. In my final two years, I had no luck either since my partner Larrousse crashed while leading in 1971 and then in 1972, this time in an Alfa Romeo, the engine exploded just outside Collesano on its first lap. Before the race Carlo Chiti had told me that I had a very special engine. Well, we certainly had. I loved the Targa Florio and I still try to visit the island as often as I can. Like last autumn, when Porsche invited me to come to drive in the historic Targa Florio. I still very much enjoy the combination of the island, the people and the food.”

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solo di un test, per  
avremmo usato la  
al primo giro, a Cer  
macchina uscì trop  
riparata velocemen  
sul posto, ma quell  
mi chiese che cos'  
grado di dargli sol  
categoricamente d  
tracciato della gara  
non fui molto fortun  
volante Larrousse  
al comando e nel 1  
motore esplose già  
Collesano. Prima c  
di aver montato un  
macchina e infatti  
Ho sempre amato  
in Sicilia appena p  
quando la Porsche  
Classic. La combir  
è davvero irresistib



Vic Elford, Targa Florio 1969

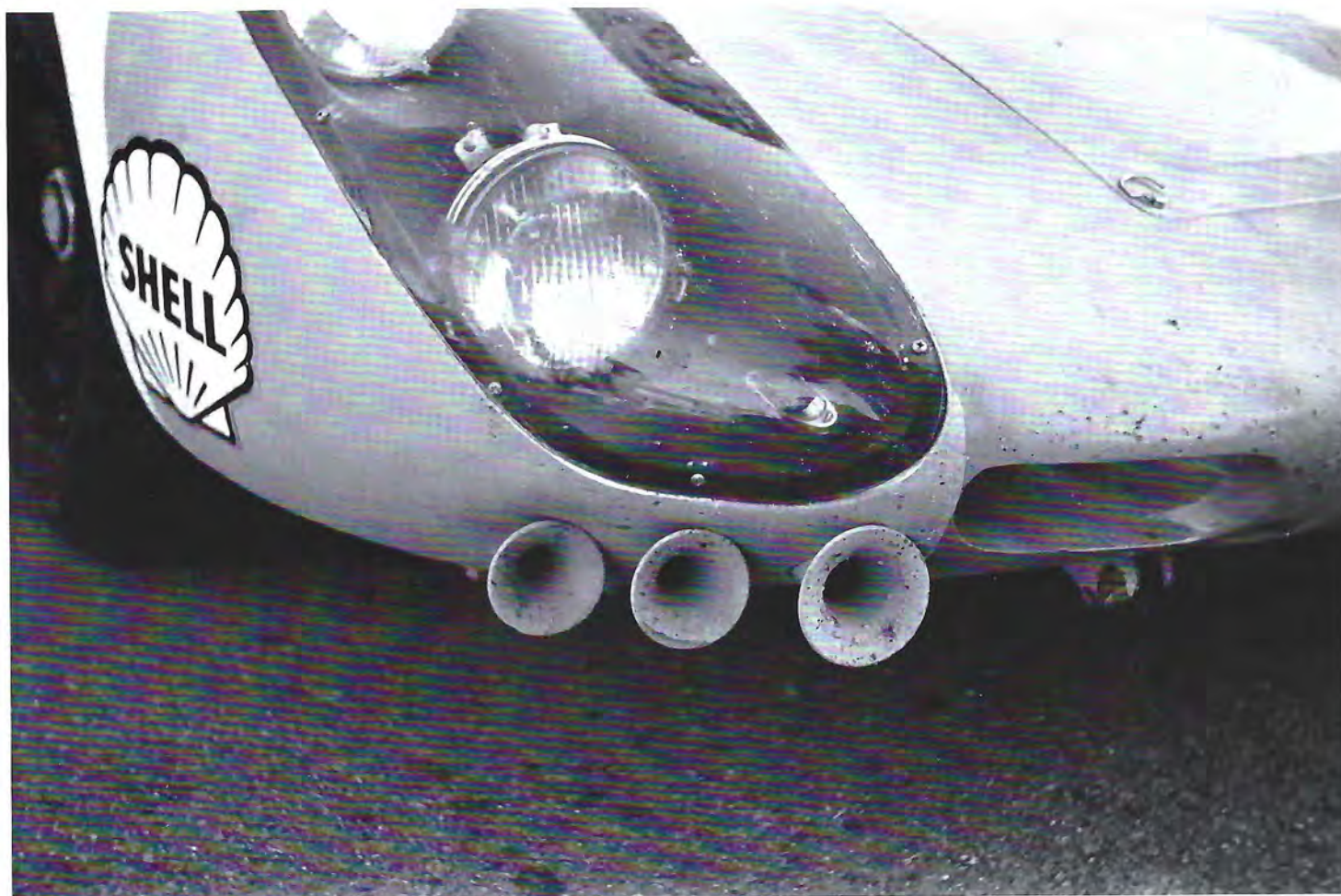


# H Horns

Wo benötigt ein Rennauto eine Hupe? Auf Sizilien! Ein Großteil des Trainings wurde in den Rennautos absolviert und weil die Straßen nur für das Rennen selbst abgesperrt wurden, fand das Training im normalen Verkehr statt. Da die restlichen Autos eher langsam unterwegs waren, brauchten die Rennfahrer etwas, um auf sich aufmerksam zu machen. Während des Rennens gewann man außerdem den Eindruck, dass sizilianische Ziegen, Schafe, Hunde oder Hühner nicht ausreichend über das stattfindende Rennen informiert waren. Ein lautes Tröten mit der Hupe schützte Fahrer und Tier.

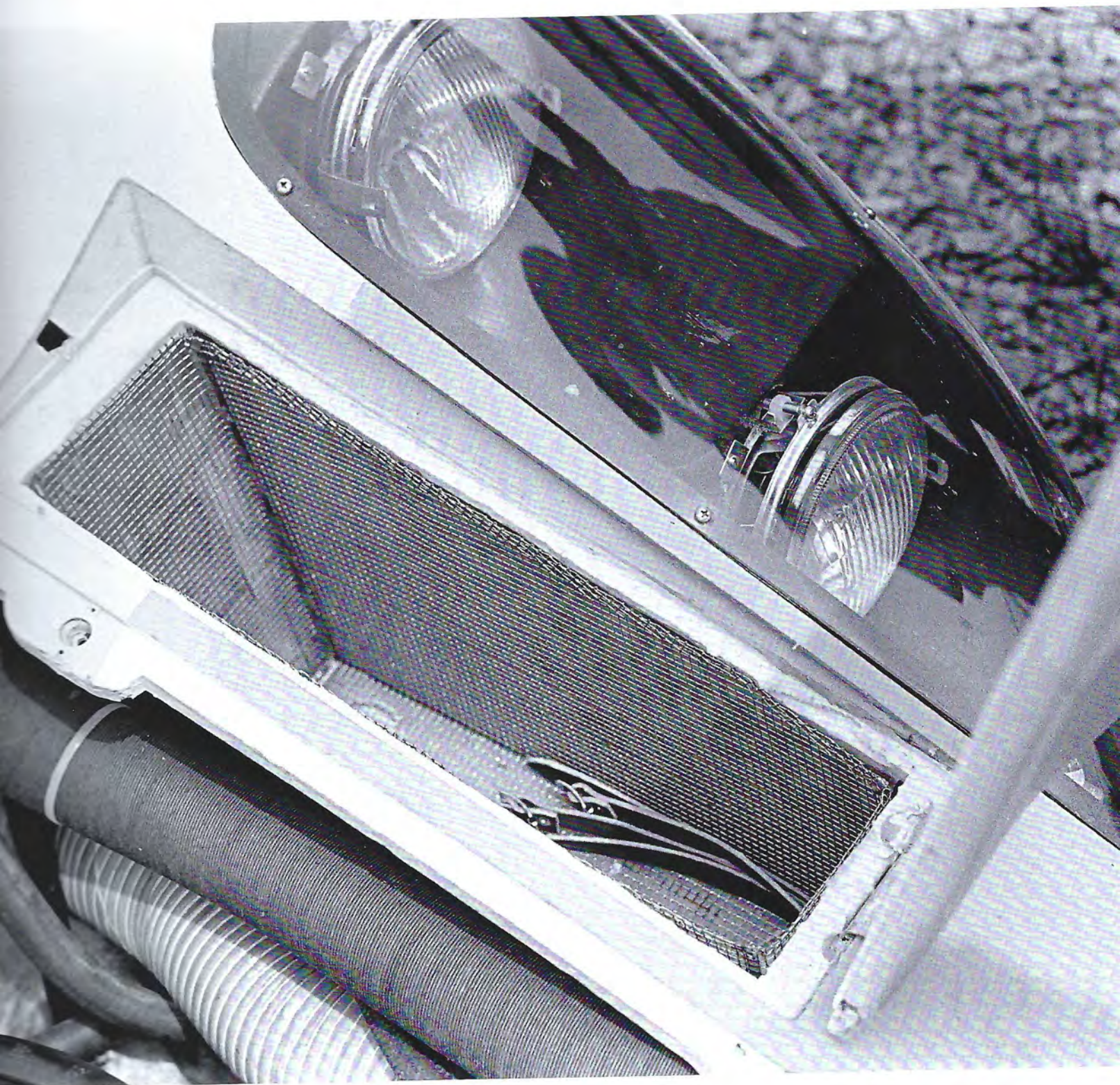
Where would a racing car need air horns? The answer is in Sicily. Much of the practice for the works teams was carried out in the race car. Since the track was only closed to normal traffic for the race itself, this meant that during practice the road was open to ordinary traffic. These were frequently moving rather slower than the racing car and it needed something to make them aware of its presence. Even during the race, Sicilian goats, sheep, dogs and chickens might not know that there was a race going on and a blast on a horn could save a driver from hitting one.

Perché mai un'auto da corsa dovrebbe avere bisogno del clacson? Ma è ovvio, per fare una gara in Sicilia! Durante le prove le squadre ufficiali usavano quasi esclusivamente vetture da corsa e poiché il tracciato veniva chiuso al traffico solo il giorno della gara, chiunque poteva transitare sulle strade del percorso. Ma le auto normali erano molto più lente di quelle da corsa e quindi serviva qualcosa per segnalarne la presenza. Persino durante la gara vera e propria poteva succedere che le capre, le pecore, i cani o i polli siciliani non fossero al corrente della competizione in corso e un colpo di clacson evitava al pilota di fare vittime.



Porsche 907, Targa Florio 1968





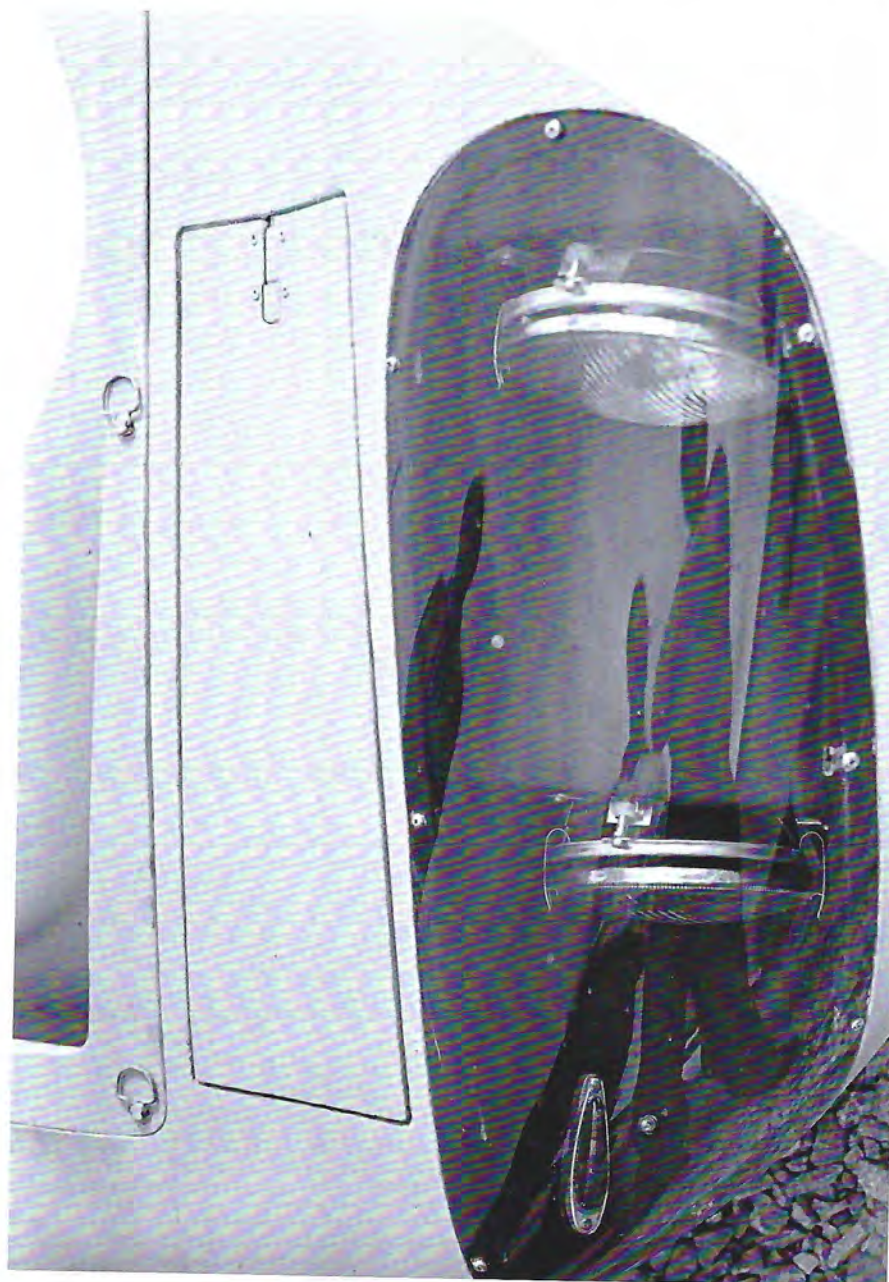
Porsche 907, Targa Florio 1968



internationalen Markenmeister-  
wettbewerben zwischen 1966 und 1968 vor, dass  
Gruppe 6 einen Kofferraum haben  
musste ausreichend Platz für zwei  
Koffer. Die Größe dieser war jedoch nicht  
vorgeschrieben. Der vorhandene Stauraum in den Wagen  
reichte höchstens Platz für die Koffer  
aus. Es wurde eher symbolisch  
eingeführt. Zur Saison 1969 wurde diese  
Vorschrift abgeschafft.

It was part of the regulations for the World  
Championship for Makes between 1966 and 1968  
that prototypes running under Group 6 regulations  
had to provide a 'luggage space'. Technically this  
was to be large enough for 'two suitcases' though the  
size of these was not specified. The luggage spaces  
provided by the works teams would certainly have  
held the suitcases of a Lilliputian but otherwise they  
were just a nominal observance of the rules. This  
requirement was dropped for the 1969 season.

Il regolamento del Campionato Mondiale Marche tra  
il 1966 e il 1968 stabiliva, per i prototipi inquadrati nel  
gruppo 6, l'obbligo di un bagagliaio. Sotto il profilo  
tecnico questo bagagliaio doveva essere abbastanza  
ampio per due valigie, le cui misure non erano però  
specificate. Così, nei bagagliai previsti dalle squadre  
ufficiali, di certo avrebbero trovato posto solo le  
valigie di un lillipuziano, ma erano perfettamente  
conformi al regolamento. A partire dalla stagione  
1969 questo requisito venne abolito.



Porsche 907, Targa Florio 1968







ationelle Vorstellung von Vic Elford

## Porsche gelingt der Hat Trick

Beginn der Saison 1968 reagierte die FIA auf hohen Geschwindigkeiten, die im Vorjahr erzielt wurden, und änderte das Reglement der Internationalen Markenmeisterschaft. Bei Prototypen war der Hubraum jetzt auf drei Liter begrenzt. Sportwagen mussten in einer Mindeststückzahl von 50 Exemplaren produziert werden und durften fünf Liter Hubraum haben. Porsche setzte auf einen neuen Prototyp, den 907, der von einem zuverlässigen 2,2-Liter-Vierzylinder-Einspritzmotor angetrieben wurde. Bei 1000 km von Monza debütierte zudem eine neue Dreiliter-Version namens 908, die aber noch nicht homologiert war. Ford hatte seinen GT40 als Sportwagen homologiert und konnte daher weiterhin mit dem Fünfzylinder-V8-Block fahren. John Wyer, der anfänglichen Werkseinsätze von Ford erfolgreich geleitet hatte, erhielt jetzt Unterstützung vom Konzern Gulf und setzte eine Reihe von wunderbar getrimmten Autos in der Markenmeisterschaft ein. Zwischen diesen beiden Herstellern tobte ein furioser Kampf – Ford und Porsche hatten je zwei Saison-Titel gewonnen. Alfa Romeo spielte dagegen nur eine Nebenrolle. Die Marke aus Mailand hatte eine verbesserte Version des 1967 vorgestellten Prototypen herausgebracht, den Tipo 33/2, dessen Mankos eine Zweilitermotor war. Alfa Romeo verzichtete auf den Start in Monza, um sich voll und ganz auf die Targa Florio zu konzentrieren.

Der Ford GT40 war nicht das perfekte Auto für die steilen Bergstraßen Siziliens, ließ John Wyer eines seiner Autos bei der Targa starten. Der 907 im Feld war der des Briten Terry Drury, der keine Chancen zugerechnet wurden. Drury war in Monza verunglückt und wurde erst auf dem Weg repariert und neu lackiert. Nach den Erfolgen der vergangenen Jahre reiste Porsche selbstbewusst auf die Mittelmeerinsel. Die Schwaben waren mit einem starken Team vor Ort: Neben vier Rennwagen des 907 hatte Porsche auch einen 907-Traillwagen im Gepäck, den alle Werksfahrer mal ausprobieren durften. Rallyemann Vic Elford, der 1967 ein Rennen gefahren war, wurde mit dem früheren Sieger Umberto Maglioli zusammengespant. Duo galt als einer der Favoriten auf den Gewinn. Der Brite hatte im Winter die Rallye Monte Carlo und die 24 Stunden von Daytona gewonnen. Um seine gute Form zu untermauern, fuhr er unter 37 Minuten. Zum Porsche-Aufgebot gehörten außerdem Siffert, Herrmann, Neerpasch, Jochen Neerpasch, Gerhard Mitter, Rolf Stommelen und Scarfiotti. Im Training

Heroic drive by Vic Elford

## Porsche for a hat trick

After four rounds of the 1968 International Manufacturers Championship, it had become a two-way battle between Ford and Porsche. Alarmed by the tremendous speeds achieved during the previous season, the FIA had altered the regulations for their championship. The prototypes could now only be powered by three-litre engines while the sports cars, of which at least 50 cars had to be manufactured, could have a five-litre engine. For this season, Porsche had introduced their new 907 prototypes, powered by their reliable 2.2-litre eight-cylinder, fuel injected engines. A more powerful, three-litre version of the car, called the 908, was introduced at the 1000 kilometres of Monza but was not yet fully developed. Ford had their GT40 homologated as a sports car and could thus run a five-litre V8 stock block. John Wyer, who had successfully run the early works entries for Ford, was now supported by the Gulf oil company and he entered a couple of beautifully prepared cars for the championship. Alfa Romeo, who had entered the championship in 1967 with their Tipo 33 prototypes, had new updated versions of the car, but they were still powered by a two-litre engine. The Milanese team did not go to Monza in late April in order to fully concentrate on the Targa Florio. The situation after four races of the championship was that Porsche and Ford had won two each.

As the Ford GT40 was not the most suitable car for the twisty Sicilian roads, John Wyer did not enter any of his cars for the Targa Florio. British privateer Terry Drury brought his own GT40 to Sicily, but he was not expected to challenge the faster cars. In fact it was the same car that the team had crashed at Monza and it was repaired and repainted in Sicily just before the race. After their successes of the last few years, Porsche was confident that they would shine again and brought a strong team to the Targa Florio. There were five 907s of which one was a spare car to be used by all their drivers in the free practice. Rally specialist, Vic Elford, who had driven a fine race in 1967, was partnered by former winner Umberto Maglioli and they were considered to be one of the favourites for outright victory. The British driver had already won the Monte Carlo Rally that year as well as the 24 Hours of Daytona a fortnight later. In practice, he showed his good form by covering the 72 kilometres in less than 37 minutes. The other Porsche drivers included Jo Siffert, Hans Herrmann, Jochen Neerpasch, Gerhard Mitter, Rolf Stommelen and Ludovico Scarfiotti. In practice, Scarfiotti had

Gara eroica per Vic Elford

## La Porsche punta alla tripla

Dopo le prime quattro corse il Campionato Marche del 1968 era diventato uno scontro tra Ford e Porsche. Allarmata dalle elevatissime velocità raggiunte nella stagione precedente, la FIA aveva modificato il regolamento del campionato limitando la cilindrata dei prototipi a 3 litri e delle vetture sport, le quali – per essere ammesse – dovevano essere prodotte in serie di almeno 50 esemplari. Per la stagione in corso la Porsche aveva introdotto una nuova prototipo, la 907, dotata di un motore a 8 cilindri con 2200 cc e alimentazione a iniezione. Una più potente versione tre litri, la 908, era stata presentata all'esordio alla 1000 km di Monza ma era ancora in fase di sviluppo. La GT 40 della Ford era invece omologata come vettura sport e poteva perciò montare un motore di 5000 cc di serie. John Wyer, che aveva guidato il successo le prime partecipazioni ufficiali, era ora supportato dalla Gulf Oil Company che portava al campionato un paio di vetture belle e veloci. L'Alfa Romeo, dopo essersi lanciata nel campionato nel 1967 con le 33 classificate tra le prime, disponeva di versioni della macchina aggiornate, ma sempre spinte da motori da due litri. Porsche si concentrava sulla Targa Florio, la squadra tedesca aveva anche saltato, in aprile, la gara di Monza. Dopo quattro gare di campionato, Porsche e Ford avevano vinto due volte a testa.

Non essendo la Ford GT 40 adatta alle strade siciliane, John Wyer decise di non portare nessuna macchina alla Targa Florio. Il britannico Terry Drury portò la sua GT40, ma non era prevista la sua partecipazione a questa gara. In realtà era la stessa vettura che si era rotta a Monza e che era stata riparata e ridipinta in Sicilia poco prima della gara. Dopo i successi degli ultimi anni, Porsche era confidente che avrebbe brillato ancora e schierò una vera e propria squadra. C'erano cinque 907, una delle quali fungeva da muletto per le prove libere di tutti i piloti. Porsche. Il rallyista Vic Elford, protagonista della vittoria alla Targa nel 1967, era affiancato da Umberto Maglioli, il vincitore della Targa, e la coppia era tra le favorite britanniche veniva dalla vittoria nel Rally di Monte Carlo seguita quindici giorni dopo dal successo alla 24 ore di Daytona. In prova aveva evidenziato uno stato di forma coprendo i 72 chilometri in meno di 37 minuti. Gli altri equipaggi targati Porsche erano da Jo Siffert, Herrmann, Neerpasch, Mitter, Stommelen e Scarfiotti. In pratica, Scarfiotti aveva



doch einen schweren Unfall. Beim Versuch zu überholen, verlor er die Kontrolle über die 907 und beschädigte sein Auto so sehr, dass es dem Rennen nicht mehr repariert werden konnte. Er musste das Rennen daher im Training beenden, das schon viele Kilometer auf dem Berg war. Da sich Ferrari vorübergehend aus der Szene verabschiedet hatte, nahm Alfa Romeo die Herausforderer ein und verabschiedete sich von Nino Vaccarella. Der Lokalmatador nahm in der 907 den Typo 33/2 mit 2,5-Liter-Motor Platz und gewann am Steuer mit Udo Schütz ab. Bei dem Saisonauftakt in Daytona einen Monat später, erzielte Alfa Romeo einen ersten Platz für Alfa Romeo erzielt. Darüber hinaus gewann Autodelta und das belgische Team VDS mit 2-Liter-Motoren ein. Zudem gewann die privat eingesetzte Porsche 906 den Start, die aber keine Rolle im Kampf um den Sieg spielen sollten.

Am 5. Mai, nahmen 66 Autos die 20-Sekunden-Takt in Angriff. Den ersten Platz in der GT-Klasse gewann die Lancia Fulvia aus der GT-Klasse. Die Prototypen starteten traditionell zum Rennen erst nach einer fünfminütigen Pause. Ein alter Dino, ein Nomad, der die Porsche gingen zuletzt auf die italienische Straßenrennen fand schnell. An Vic Elford's Porsche löste sich am rechten Hinterrad die Zentralnabe, fixierte die Radmutter und fuhr zum Service in den Bergen. Dort montierte er eine neue Mutter und Elford fuhr kurz hinter Collesano löste sich die Mutter, Elford drehte sich in einer engen Kurve mit einem Betonmast und beschädigte das Hinterrad. Der Engländer zog die Mutter fest und zog ein BFGoodrich-Motormutter, das man eigentlich nicht mehr als 60 km/h bei der Rückkehr zur Hauptboxen hatte Elford 18 Minuten verloren – er später beteuerte, mit dem Notrad zu sein.

Nicht nur Elford, der Probleme hatte: auch ein defektes Radlager einer Porsche von Hans Herrmann führte der Porsche von Hans Herrmann Leistung, wodurch der Ex-Targa-Florio. Scarfiotti kam ungeschoren durch und führte vor Vaccarella und Alfa von Ignazio Giunti. Nach drei Runden führten die Autos zum Nachtanken an die Boxen. Mitter übernahm Scarfiotti und Schütz den Alfa Romeo, dessen Porsche schon beim Start betankt worden war, blieb Elford einen neuen Rundenrekord. Er fuhr 2 Kilometer des Piccolo Circuito di Imola über 36 Minuten und war damit schneller als der bestehende Rekord. Elford rutschte Udo Schütz nach nur einem im Cockpit von der Strecke. Der schnellste Alfa Romeo draußen. Kurz vor dem Ende den einzigen nennenswerten 250 LM, er blieb aber zum Glück beim Ausfall des 2,5-Liter-Alfa war

a major accident. He was trying to pass Vaccarella when he lost control of his car and crashed the 907 so that it was beyond immediate repair. He therefore started the race in the practice car that had already racked up some hard miles on the road. With Ferrari having retired from sports car racing, Alfa Romeo had snapped up the Sicilian driver, Nino Vaccarella. For his home race he had a brand new 2.5-litre Type 33 in which he was teamed with German Udo Schütz. They had already partnered one another at the season opener in Daytona, where they had finished fifth overall in their Alfa Romeo. Additionally, there were five two-litre Alfa Romeos 33s entered by Autodelta and the Belgian team of VDS. A number of older Porsches 906s and 910s were entered by private teams but were not expected to be able to be ultra-competitive.

On race day Sunday, May 5, the 66 cars started with the traditional 20-second gaps between them and with a Lancia Fulvia going first on the road. The fast prototypes were the last to start, after a five-minute pause to give some room for the slower GTs. A lone old Dino, a Nomad, the 2.5-litre Alfa Romeo and the Porsches got underway for the overall win. The first victim of the Sicilian conditions was Vic Elford. Just after Cerda, a hub nut came loose on the Englishman's car and he lost traction with his right rear wheel. Elford stopped, put the nut back on and continued to the Porsche service depot in the mountains. A new nut was mounted and Elford continued his lap. However, just after Collesano in a tight corner, again the nut came loose. He spun, hit a concrete pole and broke the right front wheel. After first tightening the rear hub nut, he put on a small BFGoodrich 'Space Saver' spare tyre that was not intended to be driven at more than 60 kph. Elford got back to the main pits in Cerda where, despite his later confession that he had driven flat out on that spare tyre, he had lost a total of eighteen minutes.

But it was not only Elford who had encountered problems for Siffert had a broken wheel bearing and lost an hour for repairs. Former winner Hans Herrmann also had his share of misfortune. The engine of his Porsche would not give full power and as a result he lost quite a bit of time. Fortunately Scarfiotti was running without problems and led after the first lap ahead of Vaccarella and the two-litre Alfa Romeo of Ignazio Giunti. After three laps, the leading cars came into the pits to take fuel and change drivers. Mitter took over from Scarfiotti and Schütz from Vaccarella. Elford, who had already had his car refuelled during his earlier pit stop, continued and set a new lap record. He had reduced the old record by more than a minute by covering the little Madonie circuit in just over 36 minutes. That same lap, after only a few kilometres behind the wheel, Udo Schütz slid off the road into a wall, retiring the fastest Alfa Romeo. Still on that same lap, David Piper crashed his Ferrari 250 LM heavily – the only serious Ferrari in the race – but fortunately the driver was unharmed. With the leading Alfa Romeo out, the main opposition for Porsche now was from the smaller two-litre version driven by Ignazio Giunti and Giovanni 'Nanni' Galli. Near the end, the leading Porsche of Scarfiotti

len e Scarfiotti. Quest'ultimo in qualifica ebbe un brutto incidente: mentre stava per sorpassare Vaccarella perse il controllo della sua 907 che andò praticamente distrutta – ragione per cui il pilota torinese dovette affrontare la corsa con il muletto già logorato dai tanti chilometri percorsi sulle aspre strade madonite. Ritiratosi la Ferrari dalle competizioni per vetture sport, l'Alfa Romeo non si era lasciata sfuggire l'occasione di ingaggiare il pilota siciliano Nino Vaccarella dandogli per la gara di casa una 33 da 2500 cc nuova di zecca che avrebbe condiviso con il tedesco Udo Schütz. La coppia aveva già corso a Daytona ottenendo un ottimo quinto posto assoluto. Altre due Alfa Romeo 33 con motore da 2 litri erano state iscritte dall'Autodelta e dalla squadra belga VDS. Il parco partenti comprendeva inoltre varie Porsche 906 e 910 iscritte da team privati, che però difficilmente avrebbero potuto inserirsi nella lotta al vertice.

Domenica 5 maggio 66 vetture presero il via con il tradizionale intervallo di 20 secondi, a cominciare da una Lancia Fulvia nella categoria GT più piccola. Come di consueto le prototipo partivano per ultime dopo una pausa di 5 minuti, per lasciare un po' di spazio alle più lente GT. Una sola vecchia Dino, una Nomad, l'Alfa Romeo 2500 cc e le Porsche iniziavano a battersi per la vittoria assoluta. La prima vittima delle condizioni del tracciato siciliano fu Vic Elford: subito dopo l'abitato di Cerda gli si allentò il dado di un mozzo, facendogli perdere trazione sulla posteriore destra. Elford accostò, risistemò il dado e proseguì fino all'area service in montagna, dove i meccanici Porsche sostituirono il dado. Elford poté così continuare il suo giro, ma appena fuori Collesano, all'inizio di una curva stretta, il dado si allentò nuovamente mandando la vettura in testacoda fino a farla sbattere contro un palo di cemento, che danneggiò la ruota anteriore destra. Dopo aver stretto nuovamente il dado ribelle della ruota posteriore, Elford si occupò dell'avantreno montando una ruota 'salvaspazio' BFGoodrich omologata per una velocità massima di 60 km/h. Quando il pilota giunse ai box di Cerda aveva perso ben 18 minuti, pur essendo andato, come in seguito ammise, a manetta anche col ruotino.

Ma Elford non era l'unico ad avere problemi. Siffert perse un'ora per la sostituzione di un cuscinetto ruota e anche l'ex-vincitore Herrmann aveva la sua parte di guai: il motore della Porsche non erogava tutta la potenza, facendogli perdere parecchio tempo. Fortunatamente Scarfiotti stava procedendo senza problemi e alla fine del primo giro era al comando davanti a Vaccarella e all'Alfa Romeo da 2000 cc di Ignazio Giunti. Dopo tre giri il gruppo di testa rientrava ai box per il rifornimento e il cambio pilota. Mitter rilevava Scarfiotti, mentre Schütz sostituiva Vaccarella. Elford, che aveva già fatto benzina durante il precedente pit-stop, proseguiva la corsa stabilendo un nuovo record sul giro. Riuscì ad abbassare il vecchio primato di oltre un minuto percorrendo il Piccolo Circuito delle Madonie in poco più di 36 minuti. Durante lo stesso giro Udo Schütz, al volante da pochi chilometri, uscì di strada urtando un muro e causando il ritiro della più veloce delle Alfa. Sempre in quel giro l'unica Ferrari competitiva, una 250 LM condotta da David Piper, ebbe un grave incidente nel quale per fortuna il pilota



Jetzt die Zweiliter-Version von Ignazio Giunti und Giovanni „Nanni“ Galli der größte Gegner der Porsche. Kurz vor Schluss verlor der führende Porsche von Scarfiotti/Mitter durch viele kleinere Probleme wertvolle Zeit an der Box. Letztlich fiel das „Trainingsauto“ durch Motorschaden aus. Jetzt lag also der Alfa vorn, aber Vic Elford, der wieder das Steuer von Maglioli übernommen hatte, holte schnell auf und zog in der vorletzten Runde sogar an dem roten Renner vorbei. Ab diesem Moment war Elford der Sieg nicht mehr zu nehmen. Er gewann mit drei Minuten Vorsprung auf Giunti. Was für eine Leistung nach den anfänglichen Problemen! Platz drei ging an den Zweiliter-Alfa-Romeo von Casoni/Bianchi vor dem Porsche von Herrmann/Neerpasch mit dem schwachen, aber immer noch laufenden Motor. Während es vier Alfa unter die ersten Sechs schafften, feierte Porsche Klassensiege bei den Sportwagen (906) und GT (911).

Porsche gelang der fünfte Targa-Sieg in sechs Jahren. Diesmal hatten die Schwaben etwas Glück, aber sie haben auch von der atemberaubenden Fahrt Vic Elford profitiert. Den Rest der Saison ging das Duell Porsche gegen Ford mit Siegen von beiden Teams weiter.

and Mitter encountered several small problems and lost precious time in the pits. Eventually, the engine failed and the team had to retire what was, after all, the tired 'spare' car. Now the Alfa Romeo was leading, but Vic Elford – who had again taken over from Maglioli – gained quickly on the two-litre Tipo 33/2 and passed the red car during the penultimate lap. From there onwards, Elford's lead was never challenged and he finished some three minutes ahead of Giunti. This was an amazing performance from the British driver after such lengthy problems early in the race. Third came another two-litre Alfa Romeo driven by Casoni and Bianchi while Hans Herrmann and Jochen Neerpasch finished fourth with their feeble engine still managing to propel the Porsche. Two other Alfas made up the top six. The other classes were also won by Porsche since a 906 was successful in the sports category and a 911 in the GT class.

It was Porsche's fifth win in six consecutive editions of the Targa Florio. This time they had some luck on their side, but they also benefited from an amazing drive by Vic Elford. For the remainder of the championship season, it was Porsche versus Ford with both teams winning events.

rimase illeso. Con l'uscita di s di punta, la principale avversa la più piccola versione da 200 Giovanni „Nanni“ Galli. Sul fini di Scarfiotti e Mitter, che era l una serie di piccoli problemi, fermarsi ai box perdendo tem si ruppe il motore e l'affaticat ritirare. A quel punto in testa Vic Elford – ripreso il volante – si riavvicinava rapidamente riuscendo a sorpassarla al pe comando, Elford non ebbe pi tre minuti di vantaggio su Giu aveva compiuto un'impresa s incontrati a inizio gara. Il terzo occupato da un'altra Alfa Ro da Casoni e Bianchi, mentre finivano quarti col motore fiao nante. Altre due Alfa complet alla vittoria assoluta, la Porsc quelle di classe con una 906 sport e una 911 prima tra le C Per la Porsche era la quinta negli ultimi sei anni. Stavolta beneficiato di qualche colpo to della strabiliante performa del campionato fu una lotta t vittorie per entrambe le squa



Umberto Maglioli, Vic Elford, Targa F



5.	Porsche System Engineering	94	A. Pucci / Klass	Porsche 904 GTS	7:10:08	10
6.	Abarth & Cie	152	Herrmann / Cella	Abarth 1600 OT Spyder	7:17:23	10
7.	Autodelta SpA	70	Bianchi / Rolland	Alfa Romeo Giulia TZ	7:26:33	10
8.	Scuderia Sant'Ambroeus	132	Taramazzo / Sigala	Ferrari 250 LM	7:37:15	10
9.	Scuderia Etna	58	Sirugo / Arena	Alfa Romeo Giulia TZ	7:45:43	10
10.	Abarth & Cie	26	Calascibetta / Virgilio	Abarth-Simca 1300 Bialbero	7:47:12	10

## ■ 1966

1.	Scuderia Filipinetti/Porsche System	148	Mairesse / Müller	Porsche 906	7:16:32	10
2.	SpA Ferrari SEFAC	196	Guichet / Baghetti	Ferrari Dino 206 S	7:25:02	10
3.	Porsche System Engineering	144	Arena / A. Pucci	Porsche 906	7:34:08	10
4.	Autodelta SpA	126	Pinto / Todaro	Alfa Romeo Giulia TZ2	7:45:24	10
5.	Scuderia Filipinetti	150	Bourillot / Maglioli	Porsche 906	7:51:55	10
6.	Société Automobiles Alpine	72	Delageneste / Rosinski	Alpine A110 Renault	7:52:33	10
7.	Regie Renault	78	Vinatier / Orsini	Alpine A110 Renault	7:55:23	10
8.	Scuderia Pegaso	156	Capuano / Latteri	Porsche 906	8:00:34	10
9.	British Motor Co.	64	Mäkinen / Rhodes	MGB	8:02:37	10
10.	Autodelta SpA	130	Bianchi / Bussinello	Alfa Romeo Giulia TZ2	8:04:44	10

## ■ 1967

1.	Porsche System Engineering	228	Hawkins / Stommelen	Porsche 910/8	6:37:01	10
2.	Porsche System Engineering	174	Cella / Biscaldi	Porsche 910	6:37:48	10
3.	Porsche System Engineering	166	Elford / Neerpasch	Porsche 910	6:41:03	10
4.	Scuderia Nettuno	198	Williams / Venturi	Ferrari Dino 206 P	6:52:10	10
5.	Ford France SA	130	Greder / Giorgi	Ford GT40	7:20:36	10
6.	Porsche System Engineering	218	Siffert / Herrmann	Porsche 910/8	648km	9
7.	Porsche System Engineering	46	Cahier / Killy	Porsche 911 S	624km	9
8.	Alberto Girardini	14	Girardini / Filippi	Lancia Fulvia HF	594km	9
9.	Ted Worswick	128	Worswick / Bond	Austin Healey 3000	592km	9
10.	Sergio Bettoja	24	Restivo / 'The Tortoise'	Fiat 124 Sport	583km	9

## ■ 1968

1.	Porsche System Engineering	224	Elford / Maglioli	Porsche 907 2.2	6:28:47	10
2.	Autodelta SpA	186	Giunti / Galli	Alfa Romeo 33/2	6:31:30	10
3.	Autodelta SpA	192	Bianchi / Casoni	Alfa Romeo 33/2	6:37:55	10
4.	Porsche System Engineering	222	Herrmann / Neerpasch	Porsche 907 2.2	6:38:48	10
5.	Racing Team V.D.S.	178	Pilette / Slotemaker	Alfa Romeo 33/2	6:55:28	10
6.	Autodelta SpA	182	Baghetti / Biscaldi	Alfa Romeo 33/2	7:00:08	10
7.	Karl von Wendt	128	von Wendt / Kauhsen	Porsche 906	7:11:39	10
8.	Ecurie Les Corsaires	82	Haldi / Greub / Berney	Porsche 911 T	7:26:49	10
9.	Valvoline Racing Team	190	Lins / Steinemann	Porsche 910		9
10.	Piccioneaia Racing Team	172	Facetti / Nicodemi	Porsche 910		9

## ■ 1969

1.	Porsche AG	266	Mitter / Schütz	Porsche 908/02	6:07:45	10
2.	Porsche AG	270	Elford / Maglioli	Porsche 908/02	6:10:34	10
3.	Porsche AG	274	Stommelen / Herrmann	Porsche 908/02	6:21:26	10