

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	CC	Entrant	Type	Notes
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1967 10 events

00.04.1967	Porsche private test	Hockenheim	-	Unknown	-	-	001	2.0	-	LH	Lang Heck Long Tail
00.04.1967	Porsche private test	Unknown	-	Unknown	-	-	001	2.0	-	LH	At the Volkswagen test track
			-	Unknown	-	-	002	2.0	-	LH	Possibly in Wolfsburg ?
09.04.1967	Essais des 24 Heures du Mans	Le Mans	40	Gerhard Mitter	21	-	001	2.0	Porsche System Engineering	LH	S-ZL 126 later scrapped
			41	Gerhard Mitter Herbert Linge Fritz Huschke von Hanstein	28	-	002	2.0	Porsche System Engineering	LH	S-ZD 946 scrapped in Dec 1967
11.06.1967	24 Heures du Mans	Le Mans	40	Gerhard Mitter Jochen Rindt	DNF	DNF	003	2.0	Porsche System Engineering	LH	S-ZL 691 red nose QF 22
			41	Jo Siffert Hans Herrmann	5	1	004	2.0	Porsche System Engineering	LH	S-ZL 692 green nose QF 21
30.07.1967	BOAC International 500	Brands Hatch	12	Hans Herrmann Jochen Neerpasch (replaced Kurt Ahrens)	4	4	007	2.2	Porsche System Engineering	KH	S-ZL 855 modified tail QF 12

00.00.1967	Porsche private test	Salzburg	40	Unknown	-	-	001	2.0	-	LH	On a motorway near Salzburg-Anif
00.10.1967	Porsche private test	Nürburgring	-	Hans Herrmann	-	-	007	2.2	-	KH	Südschleife completed 600 km
Late 1967	Porsche private test	Monza	-	Hans Herrmann	-	-	007	2.2	-	KH	Full circuit with chicanes
08.12.1967	Porsche press day	Hockenheim	-	Ludovico Scarfiotti Jo Siffert	-	-	007	2.2	-	KH	Kurz Heck Short Tail
			-	Unknown	-	-	---	2.2	-	LH	
14.12.1967	Porsche private test	Daytona	-	Hans Herrmann Rolf Stommelen Jochen Neerpasch	-	-	011	2.2	-	LH	Accident Neerpasch car damaged

Please note...

- This file is a **work-in-progress**, meaning some of the contents may be subject to change as my research progresses
- Listed are all known race appearances of the Porsche 907 in contemporary events from 1967 through 1976
- The dates of the 24-hour races (or other multi-day events) refer to the day of the finish, of course these races started the day before
- Top-three placings overall or in class are listed in **bold**
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Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	CC	Entrant	Type	Notes
1968 23 events											
04.02.1968	24 Hours of Daytona	Daytona	51 52 53 54 55	Joe Buzzetta Jo Schlesser Hans Herrmann Jo Siffert Gerhard Mitter Rolf Stommelen Neerpasch Elford Stommelen Siffert Herrmann Rico Steinemann Dieter Spoerry	3 2 DNF 1 DNF	3 2 DNF 1 DNF	011 008 006 005 004	2.2 2.2 2.2 2.2 2.0	Porsche Works Team Porsche Works Team Porsche Works Team Porsche Works Team Squadra Tartaruga	LH LH LH LH LH	Late entry car had aluminium frame Both drivers also did laps in #54 car Crashed out due to oil spill and puncture Yellow front bonnet Involved in #53 crash aftermath
05.03.1968	Porsche private test	Brands Hatch	1 2 3	Unknown Hans Herrmann Jochen Neerpasch	- - -	- - -	021 022 007	2.2 2.2 2.2	- - -	KH KH KH	Held 4-5 March Testing mostly done on short Indy circuit The #3 car had large scoop on roof
23.03.1968	12 Hours of Endurance	Sebring	48 49 50 51 58	Gerhard Mitter Rolf Stommelen Jo Siffert Hans Herrmann Ludovico Scarfiotti Joe Buzzetta Vic Elford Jochen Neerpasch Rico Steinemann Dieter Spoerry	DNF 1 DNF 2 DNA	DNF 1 DNF 2 DNA	023 024 025 026 004	2.2 2.2 2.2 2.2 2.0	Porsche Automobile Company Porsche Automobile Company Porsche Automobile Company Porsche Automobile Company Squadra Tartaruga	KH KH KH KH LH	Red markings QF 5 Green markings pole position Yellow markings QF 8 Blue markings QF 6 Team brought Porsche 910 instead
31.03.1968	Porsche private test	Sicily	-	Jochen Neerpasch	-	-	007	2.2	-	KH	S-ZL 855 held 30-31 March accident
07.04.1968	BOAC International 500	Brands Hatch	T 36 37 38	Jochen Neerpasch Vic Elford Jochen Neerpasch Hans Herrmann Jo Siffert (replaced Jochen Rindt) Gerhard Mitter Ludovico Scarfiotti	DNS 3 DNF 2	DNS 2 DNF 1	021 028 022 027	2.2 2.2 2.2 2.2	Porsche System Engineering Porsche System Engineering Porsche System Engineering Porsche System Engineering	KH KH KH KH	Practice crash blue front bonnet S-E 8059 yellow front bonnet QF 4 S-A 9991 green front bonnet QF 1 S-E 8058 red front bonnet QF 3
07.04.1968	Essais des 24 Heures du Mans	Le Mans	33	Rolf Stommelen	3	-	005	2.2	Porsche System Engineering	LH	S-E 8089 reached 306 km/h top speed
11.04.1968	Porsche private test	Nürburgring	-	Herrmann Neerpasch Mitter Stommelen	-	-	024	2.2	-	KH	Held 9-11 April completed 1800 km
25.04.1968	1000 km di Monza	Monza	3 20	Rolf Stommelen Jochen Neerpasch Rico Steinemann Dieter Spoerry	2 DNS	1 DNS	005 004	2.2 2.0	Porsche System Engineering Hart Ski Racing Team	LH LH	Yellow front bonnet Practice crash Spoerry at Lesmo curves
05.05.1968	Targa Florio	Sicily	222 224 226 230 230	Hans Herrmann Jochen Neerpasch Vic Elford Umberto Maglioli Jo Siffert Rolf Stommelen Ludovico Scarfiotti Gerhard Mitter Ludovico Scarfiotti Gerhard Mitter	4 1 18 DNS DNF	2 1 3 DNS DNF	030 025 029 023 022	2.2 2.2 2.2 2.2 2.2	Porsche System Engineering Porsche System Engineering Porsche System Engineering Porsche System Engineering Porsche System Engineering	KH KH KH KH KH	S-E 8335 S-E 8333 new lap record by Vic Elford S-E 8334 S-E 8332 practice crash Scarfiotti S-A 9991 replacement car
19.05.1968	1000-km-Rennen	Nürburgring	3 4	Hans Herrmann Rolf Stommelen Jochen Neerpasch Joe Buzzetta	2 4	2 3	032 031	2.2 2.2	Porsche Porsche	KH KH	Blue nose pole position Stommelen Yellow nose
26.05.1968	1000 km de Francorchamps	Spa	4	Gerhard Mitter Jo Schlesser (replaced Vic Elford)	2	1	027	2.2	Porsche System Engineering	KH	Red front bonnet fastest lap Schlesser
25.08.1968	Trofeo Vallecamonica hillclimb	Malegno	242	Giacomo Moioli (as 'Noris')	DNS	DNS	027	2.2	Brescia Corse	KH	Not admitted by organisers after protest
01.09.1968	Caprino-Spiazzi hillclimb	Caprino Veronese	662	Giacomo Moioli (as 'Noris')	DNF	DNF	027	2.2	Brescia Corse	KH	Had Scuderia Brescia Corse logo on nose
08.09.1968	Flugplatzrennen Ulm	Laupheim	189	Hans-Dieter Dechent	DNS	DNS	028	2.2		KH	Engine damaged during practice
15.09.1968	Preis der Nationen	Hockenheim	5	Hans-Dieter Dechent	6	4	028	2.2	Scuderia Lufthansa	KH	QF 3
15.09.1968	Castione-Presolana hillclimb	Bergamo	302	Giacomo Moioli (as 'Noris')	DNS	DNS	027	2.0	Brescia Corse	KH	Decided not to start due to heavy rain
22.09.1968	Coupes de Paris	Monthéry	56	Hans-Dieter Dechent	2	1	028	2.2	Hans-Dieter Dechent	KH	Second overall behind Giorgi (Lola T70)
29.09.1968	24 Heures du Mans	Le Mans	35 66 67	Alex Soler-Roig Rudi Lins Rico Steinemann Dieter Spoerry Herbert Linge Robert Buchet	DNF 2 DQ	DNF 1 DQ	005 008 006	2.2 2.2 2.2	Alex Soler-Roig Squadra Tartaruga Phillippe Farjon	LH LH LH	QF 13 S-E 8089 plain white QF 22 S-J 8626 red accents QF 19 S-E 8331 blue accents
06.10.1968	Trofeo Luigi Fagioli hillclimb	Gubbio	155	Giacomo Moioli (as 'Noris')	DNP	DNP	027	2.0	Scuderia Brescia Corse	KH	Did not participate due to gearbox issues
06.10.1968	Donau-Pokal	Wien-Aspern	9	Hans-Dieter Dechent	DNF	DNF	028	2.2	Scuderia Lufthansa	KH	
13.10.1968	1000 km de Paris	Monthéry	15	Hans-Dieter Dechent Udo Schütz	9	7	028	2.2	Hans-Dieter Dechent	KH	QF 7
09.11.1968	9 Hour Endurance Race	Kyalami	10	Hans-Dieter Dechent Hans Herrmann	6	1	028	2.2	Scuderia Lufthansa	KH	QF 8
01.12.1968	Saison-Finale '68	Hockenheim	20	Thomas Teves	1	1	029	2.2	IRCF	KH	Weak entry car was green (!)

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1969 78 events									

08.01.1969	Porsche press day	Hockenheim	-	Rolf Stommelen José Rosinski	-	-	025	-	Introduction new 908/2 907-025 also present
02.02.1969	24 Hours of Daytona	Daytona	58	Alex Soler-Roig Rudi Lins	DNF	DNF	031	Escuderia Nacional CS	Nightly collision car damaged
02.03.1969	Prueba 2 de Marzo	Jarama	63 64	Alex Soler-Roig José de la Peña	2 DNA	2 DNA	026 027	Escuderia Nacional CS Escuderia Repsol	QF 1 replacement for damaged 907-031 Did not appear
16.03.1969	Trofeo dalla Vecchia	Vallelunga	326	Antonio Nicodemi	DNA	DNA	030	Antonio Nicodemi	
22.03.1969	Eaumorte sprint	Genève		Dominique Martin	1	1	024		Sprint over one kilometre with standing start
22.03.1969	12 Hours of Endurance	Sebring	44	Alex Soler-Roig Rudi Lins	4	3	031	Escuderia Nacional CS	Car had been repaired at factory
28.03.1969	Galapagar hillclimb	Puerto de Galapagar	1 2	Alex Soler-Roig José de la Peña	1 4	1 2	026 027	Escuderia Nacional CS Escuderia Repsol	New record subsequently sold to Baturone Course length: 4 km
13.04.1969	BOAC International 500	Brands Hatch	62 63 74 80	Hans-Dieter Dechent Gerhard Koch Willi Kauhsen Rudi Lins Alex Soler-Roig Rudi Lins Bill Bradley	10 DNF DNA DNA	6 DNF DNA DNA	028 032 031 ---	German BG Racing Team German BG Racing Team Escuderia Nacional CS William Bradley	2.2 BG Racing cars had yellow-blue nose 2.2 heavy accident Lins car badly damaged 2.0 Lins started for BG Racing see above 2.0 did not appear
13.04.1969	Lodrino slalom	Lodrino	211	Sigi Lang	7	1	025	Sigi Lang	
13.04.1969	Flor de Mayo hillclimb	Barcelona	42	Eugenio Baturone	1	1	026	Escuderia R.A.C.C.	New course record ex-Soler-Roig
13.04.1969	Krähberg hillclimb	Erbach	382	Thomas Teves	DNS	DNS	029	IRCF Autohaus Taunus	Practice accident subsequently sold to Krause
20.04.1969	Swiss races	Hockenheim	22	Sigi Lang		1	025	Sigi Lang	Organised by ACS Solothurn & ACS Bern
25.04.1969	1000 km di Monza	Monza	8 9 10 11 20 21	Sigi Lang Rolf Stommelen (replaced Walter Flückiger) Alex Soler-Roig Eugenio Baturone Gerhard Koch Hans-Dieter Dechent Karl von Wendt Willi Kauhsen Corrado Manfredini Vittorio Brambilla Antonio Nicodemi Carlo Facetti	DNF DNS 3 DNA DNF DNF	DNF DNS 3 DNA DNF DNF	025 026 028 032 022 030	Sigi Lang Real Automovil Club de Cataluña German BG Racing Team German BG Racing Team Corrado Manfredini Piccionaia Racing Team	2.2 QF 19 white with Lang's name on nose 2.2 QF 14 injector-pump troubles 2.2 QF 20 2.2 car not ready after Brands Hatch accident 2.0 QF 23 blew up engine 2.0 QF 21
27.04.1969	Prueba 27 de Abril	Jarama	63	José de la Peña	DNF	DNF	027	Escuderia Repsol	Pole position white with yellow-red nose

01.05.1969	Sotillo hillclimb	Guadalajara		Eugenio Baturone	1	1	026	Escuderia R.A.C.C.	New course record course length: 5.5 km
03.05.1969	Swiss races	Hockenheim	176	Sigi Lang	1	1	025	Sigi Lang	Organised by ACS Thurgau
04.05.1969	Targa Florio	Sicily	242 244 250 276 278	Dominique Martin Jean-Claude Killy Corrado Manfredini Giancarlo Baghetti Antonio Nicodemi Jonathan Williams (replaced Facetti) Hans-Dieter Dechent Gerhard Koch Corrado Manfredini Luciano Selva (replaced Baghetti)	DNS DNA DNF 6 7	DNS DNA DNF 5 6	024 022 030 028 022	Dominique Martin Corrado Manfredini Antonio Nicodemi German BG Racing Team Corrado Manfredini	2.0 did not start car arrived too late 2.0 moved to 3.0 class renumbered #278 2.0 white with blue stripes on nose & fenders 2.2 blue and yellow nose 2.2 originally entered as #244 in 2.0 class
11.05.1969	1000 km de Francorchamps	Spa	12 14	Karl von Wendt Willi Kauhsen Hans-Dieter Dechent Gerhard Koch	DNF DNF	DNF DNF	032 028	German BG Racing Team German BG Racing Team	2.2 collision at Eau Rouge on lap eight 2.2 broken fuel pump
15.05.1969	Goesdorf hillclimb	Goesdorf	91	Sigi Lang	2	2	025	Sigi Lang	Luxembourg held on Ascension Day
18.05.1969	Preis von Hockenheim	Hockenheim	62	Sigi Lang	1	1	025	Valvoline Racing Team	2.0
18.05.1969	Coupes de l'ACIF	Montlhéry	6	Dominique Martin	4		024	E.S.C.A.	2.0 Ecurie Savoie de Compétition Automobile
18.05.1969	Premio Ciudad de Granollers	Granollers	108	Eugenio Baturone	1	1	026	Escuderia R.A.C.C.	
25.05.1969	Montseny hillclimb	Montseny	91 98 99 100	Sigi Lang Alex Soler-Roig José de la Peña Eugenio Baturone	DNA 3 DNA 7	DNA 1 DNA 5	025 031 027 026	Sigi Lang Escuderia Nacional CS Escuderia Repsol Escuderia R.A.C.C.	Did not appear 2.2 course length: 16.3 km Did not appear Crashed in practice run car damaged
25.05.1969	Trieste-Opicina hillclimb	Trieste	430	Antonio Nicodemi	4	1	030	Piccionaia Racing Team	2.0
25.05.1969	Spessart hillclimb	Schlüchtern	201	Helmut Krause	DNA	DNA	029	Helmut Krause	Did not appear
31.05.1969	Wangen slalom	Wangen	73	Sigi Lang	DQ	DQ	025	Sigi Lang	Disqualified for missing one of the gates

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1969 <i>continued...</i>									
01.06.1969	Eggberg hillclimb	Bad Säckingen	135	Sigi Lang	1	1	025	Valvoline Racing Team	
01.06.1969	1000-km-Rennen	Nürburgring	18 19 36 38	Hans-Dieter Dechent Gerhard Koch Helmut Krause Ernst Furtmayr Corrado Manfredini Gianpiero Biscaldi Antonio Nicodemi Silvio Moser	10 DNS 28 14	6 DNS 5 1	028 029 022 030	German BG Racing Team Helmut Krause Squadra Corse Picchio Rosso Antonio Nicodemi	2.2 QF 14 2.2 practice accident ex-Teves plain white 2.0 QF 29 engine down to 2-litres again 2.0 QF 18
01.06.1969	La Bastida hillclimb	Toledo	2 3	Eugenio Baturone Alex Soler-Roig	2 1	2 1	026 031	Escuderia R.A.C.C. Escuderia Nacional CS	
08.06.1969	Roßfeld hillclimb	Berchtesgaden	3	Sigi Lang	7	3	025	Sigi Lang	
08.06.1969	San Cugat-Tibidabo hillclimb	Sant Cugat del Vallès	68	Eugenio Baturone Alex Soler-Roig	1 DNS	1 DNS	026 031	Escuderia R.A.C.C. Escuderia Nacional CS	New course record plain white livery Engine damaged during practice
15.06.1969	Prueba 15 de Junio	Jarama	61 62 62	Alex Soler-Roig Eugenio Baturone Eugenio Baturone	1 DNS 3	1 DNS 2	031 026 027	Escuderia Nacional CS Escuderia R.A.C.C. Escuderia R.A.C.C.	QF 2 fastest lap Practice crash car heavily damaged DNS Drove De la Peña's 907 but with own engine
22.06.1969	DMV-Rennttraining	Hockenheim	-	Helmut Krause	-	-	029		Training & test drives no races 21-22 June
29.06.1969	200 Meilen von Nürnberg	Norisring	30 31 32	Helmut Krause Karl von Wendt (replaced Willi Kauhsen) Hans-Dieter Dechent	DNF DNF 7	DNF DNF 4	029 032 028	Scuderia Auto Neuser German BG Racing Team German BG Racing Team	2.2 DNF 10 laps 2.2 DNF 41 laps 2.2 completed 71 of 82 laps
29.06.1969	Rocheft-La Tourne hillclimb	Rochefort	75	Sigi Lang	2	1	025	Valvoline Racing Team	2.0
06.07.1969	6 Horas de Vila Real	Vila Real	11 12	Corrado Manfredini Gianpiero Moretti (as 'Nomex') José de la Peña Ben Heiderich	4 14	1	022 027	Scuderia Picchio Rosso Escuderia Repsol	
06.07.1969	Flugplatzrennen Ulm	Laupheim	219 265	Helmut Krause Sigi Lang	DNF 2	DNF 2	029 025	Helmut Krause Valvoline Racing Team	2.2 2.0
11.07.1969	Canencia hillclimb	Puerto de Canencia	2	José de la Peña	2	1	027	Escuderia Repsol	Held in the morning course length: 4.3 km
11.07.1969	Morcuera hillclimb	Puerto de la Morcuera	2	José de la Peña	1	1	027	Escuderia Repsol	Held in the afternoon course length: 8.7 km

13.07.1969	Trento-Bondone hillclimb	Trento	98	Antonio Nicodemi	10	5	030	Piccioneaia Racing Team	
13.07.1969	Solituderennen	Hockenheim	15 16 17 18	Hans-Dieter Dechent Karl von Wendt Sigi Lang Helmut Krause	DNS 10	9 DNS 7 8	028 032 025 029	German BG Racing Team German BG Racing Team Sigi Lang Chevron Racing Team	2.2 QF 18 subsequently offered for sale 2.2 QF 17 2.2 QF 14 2.2 QF 19
14.07.1969	Critérium du Nivernais	Magny-Cours	195	Dominique Martin	4		024		GE 77777
20.07.1969	Gran Premio del Mugello	Firenze	6 12 25	Karl von Wendt Willi Kauhsen Antonio Nicodemi Silvio Moser Corrado Manfredini Luciano Selva	DNA DNF DNF	DNA DNF DNF	032 030 022	German BG Racing Team Piccioneaia Racing Team Scuderia Picchio Rosso	2.2 did not appear 2.0 accident Moser 2.0 accident Manfredini classified 57th
20.07.1969	Flugplatzrennen Diepholz	Diepholz	305	Helmut Krause	DNA	DNA	029	Helmut Krause	2.2
27.07.1969	Freiburg-Schauinsland hillclimb	Freiburg	196	Sigi Lang	6	2	025	Sigi Lang	2.0
27.07.1969	Eröffnungsrennen	Österreichring	1	Helmut Krause	7	1	029	Helmut Krause	2.0 sole entry in class
03.08.1969	Gran Premio de La Coruña	La Coruña	12	José de la Peña	1	1	027	Escuderia Repsol	No serious opposition Circuito de Riazor
10.08.1969	Großer Preis von Österreich	Österreichring	1 12	Corrado Manfredini Gianpiero Moretti Helmut Krause Hans-Dieter Weigel	DNF 10	DNF 5	022 029	Scuderia Picchio Rosso Helmut Krause	2.0 QF 30 2.2 QF 23 white with yellow-blue nose
17.08.1969	Luzzzone hillclimb	Ghirone	302	Sigi Lang	2	1	025	Valvoline Racing Team	
17.08.1969	Flugplatzrennen Wunstorf	Wunstorf	9 20	Dieter Weizinger (replaced Hans-Dieter Dechent) Helmut Krause	DNF 8	DNF 5	028 029	German BG Racing Team Helmut Krause	2.0 engine downsized by Porsche in July 2.0
24.08.1969	St-Ursanne-Les Rangiers hillclimb	St-Ursanne	103	Sigi Lang	7	3	025	Valvoline Racing Team	2.0
31.08.1969	Ollon-Villars hillclimb	Ollon	192 193	Sigi Lang Gianpiero Moretti (as 'Nomex')	DNF DNA	DNF DNA	025 022	Valvoline Racing Team Nomex	2.0 accident second run car badly damaged 2.0 did not appear

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1969 <i>continued...</i>									

07.09.1969	La Faucille hillclimb	Gex		Dominique Martin	7	5	024	Dominique Martin	
07.09.1969	Sankt Peterzell-Hemberg hillclimb	Sankt Peterzell	40	Sigi Lang	DNA	DNA	025	Sigi Lang	Did not appear due to Ollon-Villars accident
07.09.1969	Gran Premio de Alcañiz	Alcañiz	11	José de la Peña	DNF	DNF	027	Escuderia Repsol	White with yellow-red nose
07.09.1969	500-km-Rennen	Nürburgring	8	Karl von Wendt	DNF	DNF	032	German BG Racing Team	2.0 driver ill
14.09.1969	Klingenring hillclimb	Solingen	140	Wilhelm Bisterfeld		1	028	Wilhelm Bisterfeld	2.0 the ex-Dechent BG Racing Team car
14.09.1969	Prueba 14 de Septiembre	Jarama	53	José de la Peña	3	3	027	Escuderia Repsol	2.2 QF 3
14.09.1969	Urcy hillclimb	Urcy	115	Dominique Martin	6	3	024	Dominique Martin	GE 77777
14.09.1969	500 km di Imola	Imola	12 14 20	Antonio Nicodemi Silvio Moser Corrado Manfredini Gianpiero Moretti (as 'Nomex') Helmut Krause Hans-Dieter Weigel	DNF 5 DNF	DNF 2 DNF	030 022 029		2.0 QF 14 2.0 QF 16 2.0 QF 22 white livery with red nose
14.09.1969	Mitholz-Kandersteg hillclimb	Kandersteg	80	Sigi Lang	DNA	DNA	025	Valvoline Racing Team	2.0 did not appear
20.09.1969	Oberhallau hillclimb	Oberhallau	37	Sigi Lang	DNA	DNA	025	Valvoline Racing Team	2.0 listed as Porsche 910 in programme
21.09.1969	Puigmajor hillclimb	Mallorca	29	Eugenio Baturone	8	5	026	Escuderia R.A.C.C.	Course length: 8 km
21.09.1969	Preis von Salzburg	Salzburgring	25	Helmut Krause	9	1	029	Helmut Krause	2.0 white livery with red nose
28.09.1969	Kerenzerberg hillclimb	Mollis	248	Sigi Lang	DNA	DNA	025	Valvoline Racing Team	2.0 did not appear
05.10.1969	Preis von Tirol	Innsbruck	23 24	Horst Eiteneuer Helmut Krause	DNA 10	DNA 1	028 029	Horst Eiteneuer Helmut Krause	2.0 car was at Hohn-Rendsburg instead 2.0 only two starters in class sole finisher
05.10.1969	Flugplatzrennen Hohn-Rendsburg	Rendsburg	811	Hans Hessel		3	028	Hans Hessel	2.0 the ex-Dechent BG Racing Team car
05.10.1969	12 Horas de Barcelona	Montjuich	6 15	José de la Peña Ben Heiderich Eugenio Baturone José María Palomo	DNF 3	DNF 3	027 026	Escuderia Repsol Escuderia R.A.C.C.	2.2 white with yellow-red nose 2.2 white with black-and-white nose

12.10.1969	Donau-Pokal	Salzburgring	23	Corrado Manfredini	DNF	DNF	022	Scuderia Picchio Rosso	
12.10.1969	La Rabassada hillclimb	Barcelona		Eugenio Baturone	3	3	026	Escuderia R.A.C.C.	Course length: 4.5 km
12.10.1969	Sauerland hillclimb	Nuttlar	1	Hans Hessel		3	028	Hans Hessel	2.0 the ex-Dechent BG Racing Team car
19.10.1969	300 Meilen / Hessenpreis	Hockenheim	31 32 33	Corrado Manfredini Helmut Krause Wilhelm Bisterfeld	DNA	DNA 1 2	022 029 028	Corrado Manfredini Helmut Krause Wilhelm Bisterfeld	2.0 2.0 2.0 the ex-Dechent BG Racing Team car
26.10.1969	6 Horas del Jarama	Jarama	5 6 7 8	Eugenio Baturone José María Palomo Corrado Manfredini Gianpiero Moretti (as 'Nomex') Jorge de Bagration Bernard Tramont Eladio Doncel José Manuel Lencina	4 DNA DNF 8	3 DNA DNF 6	026 022 031 027	Escuderia R.A.C.C. Scuderia Picchio Rosso Escuderia Nacional CS Eladio Doncel	White with black-and-white nose Later sold to Hans-Dieter Blatzheim Soler-Roig's old car white De la Peña's car white with yellow-red nose
26.10.1969	Rundstreckenrennen Aachen	Zolder	269 270 271 272	Helmut Krause Wilhelm Bisterfeld Karl von Wendt Horst Eiteneuer	DNA DNA DNA DNF	DNA DNA DNA DNF	029 028 032 028	Helmut Krause Auto Hessel German BG Racing Team Auto Hessel	2.0 did not appear 2.0 Eiteneuer drove instead see below 2.0 did not appear 2.0 the ex-Dechent BG Racing Team car
16.11.1969	Flugplatzrennen Sembach	Sembach	256	Helmut Krause		1	029	Helmut Krause	Very weak entry three cars entered in class
23.11.1969	Trofeo de España por Regiones	Jarama	80 83	Eugenio Baturone José de la Peña	1 2	1 2	026 027	Escuderia R.A.C.C. Escuderia Repsol	
30.11.1969	Saison-Finale '69	Hockenheim	28	Horst Eiteneuer	DNF	DNF	028	Horst Eiteneuer	2.0 not a Porsche 906
12.12.1969	Cruz Verde hillclimb	El Escorial	24	José de la Peña	DNS	DNS	027	Escuderia Repsol	Practice accident course length: 5.1 km

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1970	59 events								
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01.03.1970	Copa Alfil	Jarama	74 75	André Wicky Ben Heiderich	5 4	4 3	031 027	Wicky Racing Team Ben Heiderich	2.0 ex-Soler-Roig plain white VD 200 185 2.2 formerly driven by José de la Peña
14.03.1970	Eaumorte sprint	Genève	45	Florian Vetsch	1	1	024		Dominique Martin's car GE 77777
22.03.1970	Prueba Homenaje a la Infancia	Jarama	65 66	Ben Heiderich André Wicky	DNF DNA	DNF DNA	027 031	Ben Heiderich Wicky Racing Team	2.2 QF 7 2.0 did not appear
29.03.1970	Rheydt-Rundstreckenrennen	Zolder	96	Hans-Dieter Blatzheim		3	022	Hans-Dieter Blatzheim	Ex-Manfredini only three starters in class
30.03.1970	Coupes de Pâques	Nogaro	193	Daniel Rouveyran	2	-	031	Wicky Racing Team	Won but received 30-sec penalty for jump start
12.04.1970	Essais des 24 Heures du Mans	Le Mans	62	Daniel Rouveyran André Wicky	6	-	031	Wicky Racing Team	VD 200 057
12.04.1970	BOAC 1000 Kilometres	Brands Hatch	71	Hans-Dieter Blatzheim Ernst Kraus	DNF	DNF	022	Hans-Dieter Blatzheim	2.0 crashed car damaged rebuilt as spyder
18.04.1970	Payerne slalom	Payerne	197	Sigi Lang	5	2	025	Sigi Lang	Spyder car had been rebuilt after '69 accident
19.04.1970	Oberhallau hillclimb	Oberhallau	51	Sigi Lang	1	1	025	Sigi Lang	Spyder
19.04.1970	Trophée Paul Ricard International	Paul Ricard	6 7 8 9	Gérard Larrousse Hans-Dieter Blatzheim Willi Kauhsen Karl von Wendt (replaced Herbert Schultze)	DNF DNA DNF DNF	DNF DNA DNF DNF	031 022 028 032	Wicky Racing Team Hans-Dieter Blatzheim German BG Racing Team German BG Racing Team	2.0 2.0 did not appear entry to be confirmed 2.0 spyder white with dark green nose 2.0 spyder white with red nose
25.04.1970	1000 km di Monza	Monza	49 51 52 52 53	Antonio Nicodemi Jonathan Williams Helmut Krause Hans-Dieter Blatzheim Ernst Kraus Helmut Krause Hans-Dieter Blatzheim André Wicky Mário Cabral (replaced G. Larrousse)	DNF - DNA 17 15	DNF - DNA 2 1	030 029 022 029 031	Antonio Nicodemi Helmut Krause Hans-Dieter Blatzheim Hans-Dieter Blatzheim Wicky Racing Team	2.0 2.0 raced under Blatzheim's #52 entry instead 2.0 car not ready teamed up with Krause 2.0 Krause's car 2.0 VD 200 185
26.04.1970	Riedenburg hillclimb	Riedenburg	123	Sigi Lang	1	1	025	Sigi Lang	Spyder

03.05.1970	Swiss races	Hockenheim	14	Sigi Lang	1	1	025	Sigi Lang	Spyder organised by ACS Thurgau
03.05.1970	Hämeenlinna 300	Hämeenlinna	11 12	Willi Kauhsen Karl von Wendt (replaced Herbert Schultze)	2 6	2 4	028 032	German BG Racing Team German BG Racing Team	2.0 spyder later sold to Roland Faude 2.0 spyder later sold to Hans-Dieter Weigel
03.05.1970	Targa Florio	Sicily	60	Antonio Nicodemi Gianpiero Moretti	12	3	030	Antonio Nicodemi	2.0
03.05.1970	Trofeo Primavera	Jarama	78	José de la Peña	DNF	DNF	027	José de la Peña	
10.05.1970	Eggberg hillclimb	Bad Säckingen	129	Sigi Lang	DNF	DNF	025	Sigi Lang	Spyder fatal accident
10.05.1970	Flugplatzrennen Faßberg	Faßberg	31	Hans-Dieter Blatzheim	DNA	DNA	022	Hans-Dieter Blatzheim	Car likely not yet ready due to rebuild
17.05.1970	1000 km de Francorchamps	Spa	15	Hans-Dieter Blatzheim Ernst Kraus	13	1	022	Hans-Dieter Blatzheim	2.0 late entry first race of 907-022 as spyder
17.05.1970	Nibelungen hillclimb	Obernzell	137	Sigi Lang	DNA	DNA	025	Sigi Lang	
24.05.1970	Grand Prix de Paris	Montlhéry	16	André Wicky	6		031	Wicky Racing Team	2.0 VD 200 185
24.05.1970	Tauernpokal	Salzburgring	8 9	Hans-Dieter Blatzheim Helmut Krause	DNF 6	DNF 4	022 029	Hans-Dieter Blatzheim Helmut Krause	2.0 QF 7 blew engine at half-distance 2.0 QF 17
31.05.1970	1000-km-Rennen	Nürburgring	23 29 34	Hans-Dieter Blatzheim Ernst Kraus André Wicky Mário Cabral Hans-Dieter Weigel Reinhardt Stenzel	DNF 9 DNS	DNF 1 DNS	022 031 032	Hans-Dieter Blatzheim Wicky Racing Team Toshiba Racing Team Europe	2.0 stopped at Bergwerk engine 2.0 VD 200 057 2.0 practice crash Stenzel car badly damaged
07.06.1970	Circuit de Vitesse de Dijon	Dijon-Longvic	39 40	Dominique Martin Helmut Krause	6 5	3 2	024 029		2.0 white livery GE 77777 QF 8 2.0 white livery with red nose QF 7
14.06.1970	24 Heures du Mans	Le Mans	61	André Wicky J-P Hanrioud (replaced Mário Cabral)	DNF	DNF	031	Wicky Racing Team	2.2 accident at Tertre Rouge in 16th hour
21.06.1970	HMSC-Flugplatz-Rennen	Mainz-Finthen	36	Helmut Krause	1	1	029	Helmut Krause	2.0
21.06.1970	Coupes de Vitesse de l'ACIF	Montlhéry	21	Dominique Martin	5	1	024	A.C.I.F.	

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	Entrant	Notes
1970 <i>continued...</i>									
28.06.1970	200 Meilen von Nürnberg	Norising	40 51 52 53	Helmut Krause Hans-Dieter Blatzheim Reinhardt Stenzel Dominique Martin	13 DNF DNA 10	6 DNF DNA 1	029 022 032 024	Helmut Krause Hans-Dieter Blatzheim Toshiba Electronic Racing Team Dominique Martin	2.2 QF 19 white livery with red nose 2.0 QF 17 collision left-front damaged 2.0 car not ready after Nürburgring accident 2.0 QF 18 GE 77777
28.06.1970	Ronde Cévenole	L'Espérou	4	Unknown	DNA	DNA	031	Wicky Racing Team	Did not appear likely due to Le Mans accident
05.07.1970	Südwest-Pokal	Hockenheim	26 27 28	Hans-Dieter Blatzheim André Wicky Helmut Krause	3 6 7	3 5 6	022 031 029	Hans-Dieter Blatzheim Wicky Racing Team Helmut Krause	2.0 4th heat 1 5th heat 2 2.0 7th heat 1 8th heat 2 2.0 8th heat 1 7th heat 2
05.07.1970	Trento-Bondone hillclimb	Trento	80	Antonio Nicodemi		5	030	Piccinaia Racing Team	2.0
19.07.1970	Gran Premio del Mugello	Firenze	7 8 23 33	Antonio Nicodemi Romano Martini (as 'Shangri-La') André Wicky Mario Ilotte Dominique Martin Hans-Dieter Blatzheim	DNF DNS 11 12	DNF DNS 7 8	030 031 024 022	Antonio Nicodemi Wicky Racing Team Dominique Martin Hans-Dieter Blatzheim	2.0 accident reportedly with Martini driving 2.0 practice crash VD 201 031 2.0 2.0
19.07.1970	Flugplatzrennen Diepholz	Diepholz	185	Helmut Krause	DNA	DNA	029	Helmut Krause	2.0
26.07.1970	Flugplatzrennen Sembach	Sembach	237	Hans-Dieter Blatzheim		1	022	Hans-Dieter Blatzheim	2.0 sole entry and starter in class fastest lap
16.08.1970	Flugplatzrennen Wunstorf	Wunstorf	25 54	Helmut Krause Hans-Dieter Blatzheim	DNA	DNA 2	029 022	Helmut Krause Hans-Dieter Blatzheim	2.0 2.0 the race was red-flagged due to heavy rain
16.08.1970	Fontaines-Villars-Burquin hillclimb	Villars-Burquin	196	André Wicky	25	5	031	Wicky Racing Team	2.0 plain white livery held in rainy conditions
23.08.1970	Suomen Grand Prix	Keimola	7 17	Helmut Krause Hans-Dieter Blatzheim	10 9	- -	029 022	Helmut Krause Hans-Dieter Blatzheim	
30.08.1970	Westfalen-Pokal	Zolder	237	Hans-Dieter Blatzheim		1	022	Hans-Dieter Blatzheim	Three starters in class
30.08.1970	Urcy hillclimb	Urcy	47	André Wicky	21	11	031	Wicky Racing Team	2.0 VD 200 057 plain white

06.09.1970	500-km-Eifelpokal-Rennen	Nürburgring	4 12	André Wicky Hans-Dieter Blatzheim	DNF DQ	DNF DQ	031 022	Wicky Racing Team Hans-Dieter Blatzheim	2.0 VD 200 057 collision with Ernst Kraus 2.0 disqualified for outside assistance
13.09.1970	500 km di Imola	Imola	44 48	Hans-Dieter Blatzheim Werner Zanders Helmut Krause	7 12	1 4	022 029	Hans-Dieter Blatzheim Helmut Krause	2.0 2.0
20.09.1970	Trophy of the Dunes	Zandvoort	22	Hans-Dieter Blatzheim	DNF	DNF	022	Hans-Dieter Blatzheim	2.0 oil pressure classified 9th
20.09.1970	Trophée des Ardennes	Spa	17 18	Unknown Hans-Dieter Blatzheim	DNA DNA	DNA DNA	031 022	Wicky Racing Team Hans-Dieter Blatzheim	2.0 did not appear 2.0 started in Zandvoort instead see above
27.09.1970	Tour de France Automobile	France	118	André Wicky Unknown	DNA	DNA	031	Wicky Racing Team	2.0 held from 19-27 September
04.10.1970	Sauerland hillclimb	Nuttlar	11 15 18	Hans-Dieter Weigel Hans-Dieter Blatzheim Gerhard Niggemann	DNA DNA -	DNA DNA -	032 022 028	Hans-Dieter Weigel Hans-Dieter Blatzheim German BG Racing Team	DNA or DNS
04.10.1970	Flugplatzrennen Mendig	Mendig	3 4	Hans-Dieter Blatzheim Helmut Krause	- 4	- 4	022 029	Hans-Dieter Blatzheim Helmut Krause	DNA or DNS
11.10.1970	ADAC-Preis von Baden-Württemberg	Hockenheim	80 81 89	Hans-Dieter Blatzheim Helmut Krause Hans-Dieter Weigel	7 DNF 9	2 DNF 3	022 029 032	Hans-Dieter Blatzheim Helmut Krause Hans-Dieter Weigel	2.0 2.0 still classified 11th overall and 4th in class 2.0 light blue livery spyder
11.10.1970	1000-km-Rennen	Österreichring	8	André Wicky	DNA	DNA	031	Wicky Racing Team	2.2
18.10.1970	Rundstreckenrennen Aachen	Nürburgring	49	Hans-Dieter Blatzheim	8	3	022	Hans-Dieter Blatzheim	9th overall heat 1 8th overall heat 2
18.10.1970	1000 km de Paris	Montlhéry	19 20	André Wicky Daniel Rouveyran Helmut Krause Ernst Kraus	DNF 16	DNF 6	031 029	Wicky Racing Team Helmut Krause	2.2 QF 19 completed just 3 of 128 laps 2.2 QF 15 red nose completed 85 laps
25.10.1970	Flughafenrennen Neubiberg	München	321	Hans-Dieter Weigel Helmut Krause	4 DNF	3 DNF	032 029	Hans-Dieter Weigel Helmut Krause	Spyder fifteen starters in class Not listed in programme either #332 or #333

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	Entrant	Notes
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1970 *continued...*

01.11.1970	6 Horas del Jarama	Jarama	6 7	Hans-Dieter Blatzheim Hans Schulze-Schwering Ben Heiderich Julio Gargallo	DNF DNF	DNF DNF	022 027	Hans-Dieter Blatzheim	Gearbox Sold to Rui Guedes in Portugal for 1971
08.11.1970	Circuit de la Corniche	Casablanca	2	André Wicky	2		031	Wicky Racing Team	
29.11.1970	Saison-Finale '70	Hockenheim	20 22	Hans-Dieter Blatzheim Hans-Dieter Weigel	1 2	1 2	022 032	Hans-Dieter Blatzheim Hans-Dieter Weigel	Spyder later sold to Sweden Spyder
06.12.1970	Copa Brasil Prova 1	Interlagos	6	Alex Soler-Roig	2	-	026	Escuderia Nacional CS	2.0 car was white with black-and-white nose
13.12.1970	Copa Brasil Prova 2	Interlagos	6	Alex Soler-Roig	4	-	026	Escuderia Nacional CS	This was Eugenio Baturone's old car
20.12.1970	Copa Brasil Prova 3	Interlagos	6	Alex Soler-Roig	-	-	026	Escuderia Nacional CS	Race stopped due to weather conditions
22.12.1970	Copa Brasil Prova 3	Interlagos	6	Alex Soler-Roig	5	-	026	Escuderia Nacional CS	Soler-Roig placed third in the final standings
27.12.1970	Copa Brasil Prova 4	Interlagos	6	Alex Soler-Roig	4	-	026	Escuderia Nacional CS	Car was sold to Angi Munhoz after final race

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	Entrant	Notes
1971 17 events									
03.01.1971	100 Milhas de Tarumã	Tarumã	48	Angi Munhoz	3	-	026	Equipe del piloto Angi Munhoz	Purchased from Alex Soler-Roig in December 1970
20.03.1971	12 Hours of Sebring	Sebring	56	Sepp Greger Hans-Dieter Weigel	DNF	DNF	032	Josef Greger	Light blue livery Weigel's 907 spyder
18.04.1971	Essais des 24 Heures du Mans	Le Mans	51	Peter Mattli Walter Brun Willy Meier	11	-	031	Wicky Racing Team	White livery with red stripes in the middle
18.04.1971	3 Heures du Mans	Le Mans	51	Peter Mattli Walter Brun	DNS	DNS	031	Wicky Racing Team	2.0
23.05.1971	Grand Prix de Paris	Montlhéry	16	André Wicky			031	Wicky Racing Team	Seemingly DNA or DNS but TBC
30.05.1971	1000-km-Rennen	Nürburgring	29	Peter Mattli Walter Brun	DNA	DNA	031	Wicky Racing Team	2.0 perhaps the 910 spyder Meier crashed at Monza ?
13.06.1971	24 Heures du Mans	Le Mans	49	Peter Mattli Walter Brun	7	1	031	Wicky Racing Team	2.0
20.06.1971	Monsanto hillclimb	Lisboa	24	Rui Guedes		3	027	Rui Guedes	Car had psychedelic livery in red and green
04.07.1971	Circuito Internacional de Vila Real	Vila Real	27 29	Rui Guedes André Wicky	DNS DNA	DNS DNA	027 031	Rui Guedes Wicky Racing Team	Practice accident car reportedly badly damaged
08.08.1971	Oberhallau hillclimb	Oberhallau	35	Peter Mattli		3	031	Wicky Racing Team	André Wicky's car
15.08.1971	Hohenloher Flugplatzrennen	Niederstetten	181	Peter Mattli		1	031	Wicky Racing Team	André Wicky's car
25.09.1971	Mosen-Schwarzenbach hillclimb	Mosen	9	Walter Brun	1	1	031	Wicky Racing Team	André Wicky's car
10.10.1971	Coupes du Salon	Montlhéry	20	Unknown (as 'Garal')	5	5	031	Wicky Racing Team	2.0 Wicky himself was 4th with his Porsche 908/2
24.10.1971	FRC-3-Stunden-Rennen	Hockenheim	49	Peter Mattli Walter Brun	DNA	DNA	031	Wicky Racing Team	Car was in Casablanca instead see below
24.10.1971	Circuit de la Corniche	Casablanca	2	Max Cohen-Olivar	NC	NC	031	Wicky Racing Team	4th in QF 3rd in heat one heat two DNS
11.12.1971	Prova Brasil	Interlagos	48	Alfredo (Freddy) Giorgi	4	-	026	Equipe del piloto Angi Munhoz	4th in heat one 4th in heat two white livery
19.12.1971	Prova Argentina	Interlagos	48	Angi Munhoz	3	-	026	Equipe del piloto Angi Munhoz	5th in heat one 3rd in heat two white livery

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	Entrant	Notes
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1972 30 events

11.03.1972	Collonges sprint	Collonges	37	André Wicky	1	1	031	Wicky Racing Team	1 km sprint
19.03.1972	Essais des 24 Heures du Mans	Le Mans	24	Max Cohen-Olivar	12	-	031	Wicky Racing Team	
25.04.1972	1000 km di Monza	Monza	35	Peter Mattli Hervé Bayard	4	1	031	Wicky Racing Team	2.0 QF 21 race was held in pouring rain
30.04.1972	Monts du Jura hillclimb	Salins-les-Bains	193	Aimé Bernard Bugnon	9	2	031	AC Suisse	André Wicky's car
30.04.1972	Festival do Ronco	Interlagos	48	Alfredo (Freddy) Giorgi	5	-	026	Equipe del piloto Angi Munhoz	
07.05.1972	Payerne slalom	Payerne	54	André Wicky	14	1	031	Wicky Racing Team	
14.05.1972	Coupes de Vitesse de l'USA	Montlhéry	22	Jean-Pierre Aeschlimann (replaced Bayard)	7	6	031	Hervé Bayard	
28.05.1972	1000-km-Rennen	Nürburgring	44	Peter Mattli Hervé Bayard	DNQ	DNQ	031	Wicky Racing Team	Did not qualify
11.06.1972	24 Heures du Mans	Le Mans	24	Peter Mattli Hervé Bayard Walter Brun	18	2	031	Wicky Racing Team	2.0 last of the cars classified QF 24
18.06.1972	Inauguração do Autódromo	Estoril	71	Carlos Santos	DNS	DNS	027	Carlos Santos	Ex-Guedes DNS with 907 raced 906 instead
18.06.1972	Sion slalom	Sion		André Wicky		2	031	Wicky Racing Team	Car type TBC possibly 910 spyder instead
02.07.1972	Monsanto hillclimb	Lisboa		Carlos Santos	2	2	027	Carlos Santos	Car had orange-red & black livery
09.07.1972	Circuito Internacional de Vila Real	Vila Real	9	Carlos Santos	11	-	027	Carlos Santos	Suffered light damage after collision at start
23.07.1972	Penha hillclimb	Guimarães	109	Carlos Santos	2	2	027	Carlos Santos	Car was prepared at Garagem Aurora workshop
06.08.1972	6 Horas de Nova Lisboa	Huambo	25	Norman Casari Jan Balder	DNF	DNF	031		Car rented from Wicky by organising Huambo AC
13.08.1972	Flugplatzrennen Wunstorf	Wunstorf	21	Roland Faude	6	-	028	Roland Faude	Ex-BG Racing spyder modified bodywork

20.08.1972	200 km Brasileiros	Belo Horizonte	48	Angi Munhoz	4	-	026	Equipe Bino Motorádio	Now had yellow livery with dark green stripes
20.08.1972	Senhora da Graça hillclimb	Mondim de Basto	72	Carlos Santos	2	2	027	Carlos Santos	
27.08.1972	Circuito de Vila do Conde	Vila do Conde	125	Carlos Santos	2	-	027	Carlos Santos	Car carried engine of a 906 at this and next race
03.09.1972	500 km de Interlagos	Interlagos	10 48	Carlos Santos Angi Munhoz	10 13	- -	027 026	Carlos Santos Equipe Bino Motorádio	QF 21 last race with multiple 907s on grid QF 11 race was held on the outer circuit
10.09.1972	Rheinhesisches-Flugplatzrennen	Mainz-Finthen	13	Roland Faude		5	028	Roland Faude	2.0 note unusual start number
17.09.1972	500 km di Imola	Imola	21	Vittorio Venturi	DNS	DNS	031	Vittorio Venturi	Originally entered with an Abarth Osella
24.09.1972	Circuito Nacional do ACP	Estoril	40	Carlos Santos	DNF	DNF	027	Carlos Santos	Not DNS but DNF
01.10.1972	ADAC-Preis von Baden-W und Hessen	Hockenheim	68	Roland Faude	17	6	028	Roland Faude	
22.10.1972	Swiss races	Dijon-Prenois	9	Philippe Carron		1	031		Organised by ACS Vaudoise car type TBC
11.11.1972	Grande Prémio do ACP	Estoril	28	Carlos Santos	DNF	DNF	027	Carlos Santos	Car later sold to Canada and USA
12.11.1972	Campeonato Brasileiro	Interlagos	48	Angi Munhoz	3	-	026	Equipe Bino Motorádio	
09.12.1972	Copa Brasil Prova 1	Interlagos	48	Francisco (Chico) Lameirão	DNF	-	026	Equipe Bino Motorádio	Completed 7 of 15 laps still classified 9th
10.12.1972	Copa Brasil Prova 2	Interlagos	48	Francisco (Chico) Lameirão	DNA	-	026	Equipe Bino Motorádio	Only participated in the first race
17.12.1972	Copa Brasil Prova 3	Interlagos	48	Francisco (Chico) Lameirão	DNA	-	026	Equipe Bino Motorádio	

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	Entrant	Notes
1973 18 events									

01.04.1973	Ampus hillclimb	Draguignan	112	Roland de Libran	18	8	031	Wicky Racing Team	Not a Porsche 908 but André Wicky's 907
22.04.1973	FRC-Ostermeeting	Dijon-Prenois	30	Michel Degoumois		3	031		TBC! Swiss races QF 2 joined race late
25.04.1973	1000 km di Monza	Monza	48	Philippe Carron Jean-Pierre Aeschlimann	DNQ	DNQ	031	Wicky Racing Team	Engine troubles
06.05.1973	Flugplatzrennen Sembach	Sembach	519	Michel Degoumois	DNA	DNA	031	Ecurie La Meute	Likely ran Wicky's 910 spyder [008] instead
13.05.1973	Swiss races	Casale	199	Michel Degoumois	DNA	DNA	031		Ran Wicky's 910 spyder [008] instead
27.05.1973	Nibelungen hillclimb	Obernzell	98	Alois Weinzierl	DNA	DNA	032	Alois Weinzierl	Or possibly DNS ?
01.07.1973	HMSC-Flugplatz-Rennen	Mainz-Finthen	25	Roland Faude		6	028	Roland Faude	
08.07.1973	Hohenloher Flugplatzrennen	Niederstetten	156	Roland Faude	DNA	DNA	028	Roland Faude	Or possibly DNS ?
15.07.1973	Südwest-Pokal	Hockenheim	81	Roland Faude	DNA	DNA	028	Roland Faude	Car sold to Sten Hillgard in summer 1973
15.07.1973	Oberpfalz hillclimb	Weiden		Alois Weinzierl		2	032		2.0 ex-Weigel Porsche 907 spyder 3 starters in class
29.07.1973	Bayerwald hillclimb	Rötz	125 145	Alois Weinzierl Walter Proebst	NC DNA	NC DNA	032 032	Alois Weinzierl Scuderia München	2.0 not classified probably DNF 3 starters in class Did not appear
29.07.1973	Swiss races	Casale	25	Philippe Carron	DNA	DNA	031		Ran Wicky's 910 spyder [008] instead
26.08.1973	SSK-Serien Anderstorp	Anderstorp	5	Sten Hillgard		4	028	Hillgard Porsche Racing	Ex-Faude Porsche 907 spyder
02.09.1973	Kvällsposten Newsrace	Knutstorp	1	Sten Hillgard		2	028	Hillgard Porsche Racing	
16.09.1973	Griesbacher hillclimb	Bad Griesbach	100	Walter Proebst	DNA	DNA	032	Scuderia München	3.0 entered in 3-litres class
23.09.1973	SSK-Serien Kinnekulle	Kinnekulle	2	Sten Hillgard		5	028	Hillgard Porsche Racing	SSK = Stockholms Sportvagnsklubb
30.09.1973	Ansbach hillclimb	Spalt	202	Walter Proebst		4	032	Scuderia München	2.0 five starters in class Proebst's debut with the 907
07.10.1973	SSK-Serien Final	Knutstorp	24	Sten Hillgard		4	028		Largely destroyed in Göteborg fire on 09.10.1973

1974 16 events									
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17.03.1974	Zotzenbach hillclimb	Zotzenbach	201	Walter Proebst		2	032	Scuderia München	2.0 three starters in class listed as Porsche 908
31.03.1974	Wiltz hillclimb	Wiltz		Walter Proebst		3	032		This was in Luxembourg
28.04.1974	Frankenwald hillclimb	Stadtsteinach	139 145	Walter Proebst Dieter Schmied	DNA	2 DNA	032 032	Scuderia München Scuderia München	2.0 four starters in class car had light blue livery Did not appear
05.05.1974	Flugplatzrennen Neubiberg	München	217	Walter Proebst	DNS	DNS	032	Scuderia München	2.0 broken oil seal listed as Porsche 907
19.05.1974	1000-km-Rennen	Nürburgring	36	Walter Proebst Hans Deffland	DNQ	DNQ	032	Walter Proebst	2.0 broken clutch in practice listed as Porsche 907
09.06.1974	Rotenburg/Fulda hillclimb	Rotenburg	233	Walter Proebst		7	032	Scuderia München	2.0 seven starters in class
16.06.1974	Jura hillclimb	Neumarkt	176	Walter Proebst		5	032	Scuderia München	2.0 seven starters in class listed as Porsche 908
23.06.1974	Rusel hillclimb	Deggendorf	111	Walter Proebst	DNA	DNA	032	Scuderia München	2.0 ran his self-built spyder instead
30.06.1974	Trento-Bondone hillclimb	Trento	122	Walter Proebst	NC	NC	032	Walter Proebst	2.0 not classified listed as Porsche 908
14.07.1974	Oberpfalz hillclimb	Weiden	96 99	Walter Proebst Walter Proebst	DNA	1 DNA	032 032	Scuderia München Scuderia München	2.0 listed as Porsche 908 sole starter car type TBC 3.0 listed as Porsche 907 [sic!]
21.07.1974	Ellerberg hillclimb	Bamberg	136	Walter Proebst		7	032	Scuderia München	Nine starters in class listed as Porsche 907
28.07.1974	Freiburg-Schauinsland hillclimb	Freiburg	172	Walter Proebst	-	-	032	Scuderia München	DNA or DNS listed as Porsche 907
18.08.1974	Unterfranken hillclimb	Eichenbühl	143	Walter Proebst	NC	NC	032	Scuderia München	3.0 not classified listed as Porsche 907
25.08.1974	Hauenstein hillclimb	Hausen/Rhön		Walter Proebst		2	032	Scuderia München	3.0 three starters in class now had 3-litres engine

Date	Event	Location	#	Driver(s)	Overall	Class	Chassis	Entrant	Notes
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1974 *continued...*

06.10.1974	Sauerland hillclimb	Nuttlar	3	Walter Proebst	DNA	DNA	032	Scuderia München	3.0 did not appear
13.10.1974	Oberallgäu hillclimb	Missen		Walter Proebst		4	032	Scuderia München	Five starters in class
20.10.1974	Sudelfeld hillclimb	Bayrischzell	106	Walter Proebst		4	032	Scuderia München	Four starters in class

1975 14 events

20.04.1975	Krähberg hillclimb	Erbach	188	Walter Proebst	DNA	DNA	032	Walter Proebst	3.0 listed as 'Porsche 908/907'
20.04.1975	SSK-Serien Kinnekulle	Kinnekulle	7	Christer Bengtsson		1	022		Ex-Blatzheim 907 spyder
27.04.1975	Frankenwald hillclimb	Stadtsteinach	155	Walter Proebst	-	-	032	Walter Proebst	DNA or DNS listed as Porsche 908
11.05.1975	Schottenring hillclimb	Schotten	55	Walter Proebst		4	032	Walter Proebst	3.0 five starters in class
01.06.1975	1000-km-Rennen	Nürburgring	18	Walter Proebst Holger Schechinger	DNQ	DNQ	032	Boeri Racing	3.0 listed as Porsche 908
29.06.1975	Rotenburg/Fulda hillclimb	Rotenburg		Walter Proebst		8	032	Scuderia München	3.0 ten starters in class
06.07.1975	Trento-Bondone hillclimb	Trento	134	Walter Proebst	NC	NC	032	Walter Proebst	3.0 not classified perhaps DNS ?
17.08.1975	SSK-Serien Kinnekulle	Kinnekulle	7	Christer Bengtsson		2	022		Ex-Blatzheim 907 spyder
31.08.1975	Happurg hillclimb	Happurg	90	Walter Proebst		8	032	Walter Proebst	3.0 eight starters in class listed as Porsche 908
07.09.1975	Ratisbona hillclimb	Kelheim	160	Walter Proebst		5	032	Walter Proebst	3.0 five starters in class
21.09.1975	Schwäbische Alb hillclimb	Neuffen	176	Walter Proebst	-	-	032		3.0 DNA or DNS
28.09.1975	SSK-Serien Final	Knutstorp	7	Christer Bengtsson		3	022	Racing Team Sten Hillgard	Later sold to Lasse Jönsson nowadays a coupé again
12.10.1975	Oberallgäu hillclimb	Missen		Walter Proebst		10	032	Walter Proebst	3.0 thirteen starters in class
19.10.1975	Samerberg hillclimb	Rosenheim	152	Walter Proebst	NC	NC	032	Walter Proebst	Nine starters in class

1976 2 events

25.04.1976	Bruckberg hillclimb	Markt/Inn	90	Walter Proebst		5	032	Walter Proebst	Five starters in class start number to be confirmed
02.05.1976	Frankenwald hillclimb	Stadtsteinach	162	Walter Proebst		4	032	Valvoline Deutschland	Nine starters in class listed as Porsche 908

Totals: 384 individual entries at 268 events

On the next pages...

- Selected events from the race log above are highlighted in special features, with race reports, starting grids, results and more

1000 km de Paris

Date:	13.10.1968
Event:	1000 km de Paris
Location:	Autodrome de Linas-Montlhéry near Paris, France
Distance:	7.855 km x 128 laps = 1005.44 km
Series:	none

907-028	Short tail	Colours: white with yellow-and-blue nose
#15	Engine: 2.2	Decals: Martini
Drivers:	Hans-Dieter Dechent / Udo Schütz	
Qualifying:	7th overall (2:51.3 = 165.1 km/h by Udo Schütz)	
Result:	9th overall / 7th in group 6 (119 laps)	

Having done a handful of relatively minor races with his new 907, Hans-Dieter Dechent contested two long-distance events near the end of the season, beginning with the 1000 km of Paris at the venerable Montlhéry autodrome. For this race, he teamed up with the very experienced Udo Schütz, a former Porsche factory driver who had joined Alfa Romeo this year instead.

Schütz recorded a 2:57 during Friday practice, good enough for a joint second on the timing sheets with Piper's Ferrari, just before rain started to fall which meant no improvements were possible. On Saturday, the German driver recorded an excellent 2:51.3, which put the 2.2-litres 907 seventh overall, not far behind the works 3-litres Alpines, although there was no division into classes, only by group.

Remarkably, no less than 20 of the 32 cars to take the start carried a Porsche badge. Schütz took the wheel for the first stint, but after the opening lap pulled into the pit lane with ignition problems. More time was lost when the same problem necessitated a second stop after ten laps. Schütz and Dechent spent the rest of the race trying to recover some of the lost ground. When the leader completed 90 laps, they had succeeded in breaking into the top-10, but ninth overall was as far as they could get. A shame, as a podium-finish may have been possible with a trouble-free race.

As for the rest of the field, the first 38 laps were dominated by the Piper / Attwood Ferrari, but after that retired from overheating the Elford / Lins Porsche 908 longtail took the lead. However, Lins proved slower than Stommelen in the sister car, which got by on lap 45 and was never under threat anymore from then on. Behind the leading works Porsches, there was a fierce battle between the private 910s of Kauhsen and Gregory in the closing stages. The former did everything he could to stay ahead, but after touching multiple times, Gregory decided that enough was enough, and so on the last lap he pushed Kauhsen into a spin at the chicane towards the banking. That put Gregory fifth, with the Alpine of Larrousse, delayed by brake issues, also slipping past the Kauhsen 910. The sister Alpine of Grandsire / Guichet finished third on the road, but was hit with a 1-minute penalty for missing one of the chicanes three times, which elevated the regularly-driven Ford GT40 of Peter Sadler and Willi Green onto the podium.

2. Herrmann / <i>Stommelen</i> #12 Porsche 908 L 2:47.0 (+3.2)	1. Piper / <i>Attwood</i> #6 Ferrari 412 P 2:43.8 (172.6 km/h)
4. Servoz-Gavin / Beltoise #11 Matra MS 630 2:48.0 (+4.2)	3. Elford / Lins #14 Porsche 908 L 2:48.0 (+4.2)
6. Grandsire / Guichet #9 Alpine A220 2:50.7 (+6.9)	5. Depailler / Larrousse #10 Alpine A220 2:49.4 (+5.6)
8. Widdows / Norinder #1 Lola T70 Mk3 2:51.9 (+8.1)	7. Dechent / <i>Schütz</i> #15 Porsche 907 2:51.3 (+7.5)
10. Sadler / <i>Green</i> #5 Ford GT40 2:56.2 (+12.4)	9. Koch / Glemser #17 Porsche 910 2:55.6 (+11.8)
12. Giorgi / <i>Nelson</i> #2 Lola T70 Mk3 2:57.5 (+13.7)	11. Pilette / Slotemaker #22 Alfa Romeo 33 2:56.8 (+13.0)
14. Von Wendt / Kauhsen #16 Porsche 910 2:59.0 (+15.2)	13. 'Beurlys' / De Fierlandt #4 Ford GT40 2:58.1 (+14.3)
16. Bonnier / <i>Gregory</i> #18 Porsche 910 3:00.8 (+17.0)	15. Bridges / <i>Lepp</i> #25 Chevron B8 3:00.1 (+16.3)
18. Garant / <i>Müller</i> #8 Ferrari 275 LM 3:05.4 (+21.6)	17. Redman / C. Williams #30 Chevron B8 3:02.6 (+18.8)
20. Wicky / De Mortemart #19 Porsche 910 3:07.3 (+23.5)	19. Godía / <i>Juncadella</i> #3 Ford GT40 3:06.4 (+22.6)

Etc.

Qualifying driver in italics

Overall top-10 after 25 laps (starting driver in italics):

1.	<i>David Piper</i> / Richard Attwood	6	Ferrari 412 P	1:10:45.7 = 165.8 km/h	6
2.	<i>Vic Elford</i> / Rudi Lins	14	Porsche 908 L	1:10:56.6 (+10.9)	6
3.	<i>Hans Herrmann</i> / Rolf Stommelen	12	Porsche 908 L	1:11:42.6 (+56.9)	6
4.	<i>Patrick Depailler</i> / Gérard Larrousse	10	Alpine A220	24 laps (-1)	6
5.	Henri Grandsire / <i>Jean Guichet</i>	9	Alpine A220	24 laps (-1)	6
6.	Peter Sadler / <i>Willie Green</i>	5	Ford GT40	24 laps (-1)	4
7.	John Bridges / <i>John Lepp</i>	25	Chevron B8	24 laps (-1)	6
8.	'Beurlys' / <i>Hughes de Fierlandt</i>	4	Ford GT40	23 laps (-2)	4
9.	<i>André Wicky</i> / Jean de Mortemart	19	Porsche 910	23 laps (-2)	6
10.	<i>Jo Bonnier</i> / Masten Gregory	18	Porsche 910	23 laps (-2)	6
Etc.					

Overall top-10 after 40 laps:

1.	Vic Elford / Rudi Lins	14	Porsche 908 L	1:55:52.6 = 162.0 km/h	6
2.	Hans Herrmann / Rolf Stommelen	12	Porsche 908 L	1:55:59.5 (+6.9)	6
3.	Patrick Depailler / Gérard Larrousse	10	Alpine A220	39 laps (-1)	6
4.	Peter Sadler / Willie Green	5	Ford GT40	39 laps (-1)	4
5.	David Piper / Richard Attwood	6	Ferrari 412 P	38 laps (-2) (retired)	6
6.	Henri Grandsire / Jean Guichet	9	Alpine A220	38 laps (-2)	6
7.	'Beurlys' / Hughes de Fierlandt	4	Ford GT40	38 laps (-2)	4
8.	John Bridges / John Lepp	25	Chevron B8	37 laps (-3)	6
9.	Karl von Wendt / Willi Kauhsen	16	Porsche 910	37 laps (-3)	6
10.	Jo Bonnier / Masten Gregory	18	Porsche 910	37 laps (-3)	6
Etc.					

Overall top-10 after 90 laps:

1.	Hans Herrmann / Rolf Stommelen	12	Porsche 908 L	4:20:17.4 = 162.3 km/h	6
2.	Vic Elford / Rudi Lins	14	Porsche 908 L	4:21:41.8 (+1:24.4)	6
3.	Patrick Depailler / Gérard Larrousse	10	Alpine A220	87 laps (-3)	6
4.	Henri Grandsire / Jean Guichet	9	Alpine A220	86 laps (-4)	6
5.	Peter Sadler / Willie Green	5	Ford GT40	85 laps (-5)	4
6.	Karl von Wendt / Willi Kauhsen	16	Porsche 910	84 laps (-6)	6
7.	'Beurlys' / Hughes de Fierlandt	4	Ford GT40	84 laps (-6)	4
8.	Jo Bonnier / Masten Gregory	18	Porsche 910	84 laps (-6)	6
9.	Hans-Dieter Dechent / Udo Schütz	15	Porsche 907	82 laps (-8)	6
10.	André Wicky / Jean de Mortemart	19	Porsche 910	82 laps (-8)	6
Etc.					

Overall top-10 result after 128 laps (full distance):

1.	Hans Herrmann / Rolf Stommelen	12	Porsche 908 L	6:12:20.1 = 161.3 km/h	6
2.	Vic Elford / Rudi Lins	14	Porsche 908 L	6:12:50.0 (+29.9)	6
3.	Peter Sadler / Willie Green	5	Ford GT40	122 laps (-6)	4
4.	Henri Grandsire / Jean Guichet	9	Alpine A220	122 laps (-6) (*)	6
5.	Jo Bonnier / Masten Gregory	18	Porsche 910	121 laps (-7)	6
6.	Patrick Depailler / Gérard Larrousse	10	Alpine A220	121 laps (-7)	6
7.	Karl von Wendt / Willi Kauhsen	16	Porsche 910	121 laps (-7)	6
8.	'Beurlys' / Hughes de Fierlandt	4	Ford GT40	120 laps (-8)	4
9.	Hans-Dieter Dechent / Udo Schütz	15	Porsche 907	119 laps (-9)	6
10.	André Wicky / Jean de Mortemart	19	Porsche 910	117 laps (-11)	6
Etc.					

(*) The Grandsire / Guichet Alpine finished third but was handed a penalty of 3 x 20 seconds for missing one of the chicanes three times, which dropped it back to fourth.

Subida al Sotillo

Date:	01.05.1969
Event:	Sotillo hillclimb
Location:	near Guadalajara, Spain
Distance:	5.5 km x 1 run
Series:	Campeonato de España de Velocidad, round 4 of 16
Coefficient:	2.0

907-026	Short tail	Colours: white with stripes on front bonnet, black tape on nose
#?	Engine: 2.2	Decals: Firestone
Driver:	Eugenio Baturone	
Entrant:	Escuderia R.A.C.C.	
Practice:	2:30.0 = 132.0 km/h	
Result:	1st overall (2:25.9 = 135.7 km/h / new course record)	

The Sotillo hillclimb counted towards the Spanish championship, but along with the climb of Montserrat it paid the least amount of points, with a coefficient of only 2.0. That perhaps explains why Eugenio Baturone was the only top driver to turn up, meaning he scored an easy win here. The event was open to cars of all groups including Formula Libre single-seaters as well as motorcycles.

During the practice run, Baturone was already 8.3 seconds up on second-fastest man Juan Kutz, who then eliminated himself on his actual run by going off the road with his Porsche 906. Jaime Lazcano, driving the Escuderia Repsol Porsche 911 R, was next on the road, and having to slow down significantly for the yellow flags most likely cost him second place overall. Now it was Luis Bay with a group 3 Porsche 911 S who took second, almost 19 seconds behind the superior Baturone, who obliterated the old course record set by Ben Heiderich (Porsche 906) the previous year.

Overall top-5 result:

1.	Eugenio Baturone	Porsche 907	2:25.9 = 135.7 km/h	6
2.	Luis Bay	Porsche 911 S	2:44.6 (+18.7)	3
3.	Julio Gargallo	Porsche 911 L	2:44.9 (+19.0)	5
4.	Jaime Lazcano	Porsche 911 R	2:46.0 (+20.1)	6
5.	José Villalba	BMC Mini Cooper S	3:02.4 (+36.5)	5
	Etc.			

Preis von Hockenheim

Date:	18.05.1969
Event:	Preis von Hockenheim
Location:	Hockenheimring, Germany
Distance:	2.634 km x 30 laps = 79.02 km
Series:	Schweizer Automobilmeisterschaft, round 2 of 10

907-025	Short tail	Colours: white with dark turquoise stripes
#62	Engine: 2.0	Decals: Head Ski
Driver:	Sigi Lang	
Entrant:	Valvoline Racing Team	
Result:	1st overall	

At the Swiss championship races at Hockenheim, Sigi Lang took an easy win in front of some 2000-3000 spectators. Lang lapped the 906 of Hans Kühnis, and the additional 50 hp available to him were enough to distance Arthur Blank's Porsche 910 by over 50 seconds at the finish line — an average advantage of just under 1.8 seconds per lap. Because the racing car class raced in the rain, Lang's time was also the fastest overall of the event.

Class result (sports cars 1600-2000 cc):

1.	Sigi Lang <i>Valvoline Racing Team</i>	62	Porsche 907	37:19.5 = 127.0 km/h
2.	Arthur Blank <i>Hart Ski Racing Team</i>	60	Porsche 910	38:12.9 (+53.4)
3.	Hans Kühnis <i>Ecurie Basilisk</i>	61	Porsche 906	29 laps (-1)

Premio Ciudad de Granollers

Date: 18.05.1969
Event: Premio Ciudad de Granollers
Location: Granollers, Spain
Distance: 2 km x 25 laps = 50 km
Series: Campeonato de Cataluña de Velocidad

907-026	Short tail	Colours: white with stripes on front bonnet, black tape on nose
#108	Engine: 2.2	Decals: Firestone, Escuderia R.A.C.C.
Driver:	Eugenio Baturone	
Entrant:	Escuderia R.A.C.C.	
Qualifying:	1st overall	
Result:	1st overall / set fastest lap (1:11.64 = 100.5 km/h)	

Text to be added.

1. Baturone #108 Porsche 907	2. 'Pele' #109 Porsche 911 R	3. Brunells #64 BMC Mini Cooper
4. Palomo #65 Alfa Romeo GTA	5. Pla #66 Authi Cooper	
6. 'Pedro' ? Alpine	7. Cañellas #87 Goggomobil 'Ovni'	8. ? Authi / Mini
9. ? Authi / Mini	10. Torcheto Lancia Fulvia HF	
11. ? Seat 850	12. ? Seat 600	13. ? Unknown
14. Roura Porsche 911		

Overall top-3 result:

1.	Eugenio Baturone	108	Porsche 907	30:22.08 = 98.8 km/h
2.	Jorge Pla	66	Authi Cooper 1275 C	30:39.89 (+17.81)
3.	José María Palomo	65	Alfa Romeo GTA	30:44.35 (+22.27)
	Etc.			



Premio Ciudad de Granollers overall winners:					
1	26.05.1968	Nick Bosch	Renault 8 Gordini	unknown	New circuit
2	18.05.1969	Eugenio Baturone	Porsche 907	98.8 km/h	
3	10.05.1970	Juan Fernández	Porsche 908/2	137.3 km/h	
4	16.05.1971	Alex Soler-Roig	Ford Capri	ca. 124.5 km/h	

Corsa in Salita Trieste-Opicina

Date:	25.05.1969
Event:	Trieste-Opicina hillclimb
Location:	on the SS14 and E61 to Opicina from Trieste, Italy
Distance:	10.15 km x 1 run
Series:	Trofeo Nazionale della Montagna

907-030	Short tail	Colours: white with blue stripes
#430	Engine: 2.0	Decals: Piccionaia Racing Team, Squadra Corse
Driver:	Antonio Nicodemi	
Entrant:	Piccionaia Racing Team	
Result:	4th overall / 1st in class (4:49.7 = 126.1 km/h)	

The traditional Trieste-Opicina hillclimb returned to the Italian calendar after a one-year hiatus in late May. Despite the fast and difficult nature of the course, there was only one official practice run, the only option to get in more practice was therefore to run amongst everyday traffic.

Nicodemi took a cautious approach on his ascent, so much so he risked being beaten by the old Alfa TZ of Bardelli, which he narrowly avoided. While he did still take a class win, Nicodemi was a long way behind the top-three of Franco Pilone, former 907-driver 'Noris' and the surprisingly quick Austrian Berndt Brodner.

Overall top-5 result:

1.	Franco Pilone	418	Abarth 2000	4:27.3 = 136.7 km/h	4
2.	'Noris'	414	Porsche 910	4:31.5 (+4.2)	4
3.	Berndt Brodner	412	Porsche 906	4:36.7 (+9.4)	4
4.	Antonio Nicodemi	430	Porsche 907	4:49.7 (+22.4)	6
5.	Aldo Bardelli	428	Alfa Romeo TZ	4:50.9 (+23.6)	6
Etc.					

Nationaler Automobilslalom Wangen

Date:	31.05.1969
Event:	Wangen slalom
Location:	at Dübendorf military airfield near Zürich, Switzerland
Distance:	5.1 km x 2 runs = 10.2 km
Series:	Schweizer Automobilmeisterschaft, round 3 of 10

907-025	Short tail	Colours: white with dark turquoise stripes
#73	Engine: 2.0	Decals: Head Ski, Blick, Valvoline Racing Team, Dunlop
Driver:	Sigi Lang	
Result:	DQ (missed one of the gates)	

Round three of that year's Swiss championship was the Wangen slalom, a 5.1 km course with 44 gates set up on the Dübendorf military airfield near Zürich. Contrary to the earlier slaloms of Payerne and Lodrino, the classification at Wangen was decided by the aggregate times over two runs. The event was held in cool but dry conditions on Saturday afternoon.

The fastest individual run was clocked by Xavier Perrot (Brabham BT23) on his second attempt in 3:32.62 (86.4 km/h). But because he had knocked over one of the gates on his earlier run, he was handed a 10-second penalty, which dropped him down to third in the aggregate results, behind Roland Salomon and the very fast Arthur Blank.

Sigi Lang, meanwhile, missed one of the gates altogether and was consequently disqualified.

Overall top-3 over two runs:

1.	Roland Salomon	6	Tecno-Nova F3	7:18.57 = 83.7 km/h
2.	Arthur Blank	76	Porsche 910	7:20.38 (+1.81)
3.	Xavier Perrot	34	Brabham BT23	7:21.79 (+3.22) (*)
Etc.				

(*) Perrot's aggregate time includes a 10-second penalty for touching one of the gates

Course de Côte Rochefort-La Tourne

Date:	29.06.1969
Event:	Rochefort-La Tourne hillclimb
Location:	between Rochefort and La Tourne, Switzerland
Distance:	5.0 km x 2 runs = 10.0 km
Series:	Championnat Suisse Automobile, round 4 of 10

907-025	Short tail	Colours: white with dark turquoise stripes
#75	Engine: 2.0	Decals: Head Ski, Valvoline Racing Team, Dunlop
Driver:	Sigi Lang	
Entrant:	Valvoline Racing Team	
Run 1:	2:28.91 = 120.9 km/h	
Run 2:	2:29.59 = 120.3 km/h	
Aggregate:	2nd overall / 1st in class (4:58.50 = 120.6 km/h)	

Round four of the 1969 Swiss championship was the hillclimb of Rochefort-La Tourne, held in ideal weather conditions on a 5 km course with 384 metres of elevation change, for an average incline of 7.7% and with a maximum rise of 8.9%. Average speeds were relatively high here, for about half the course consisted of fast straights, while the rest was hairpins and S-curves.

As to be expected, Xavier Perrot dominated the climb, setting a new record with his Formula 2 Brabham. Sigi Lang had two excellent runs, just 0.68 second apart, and confidently and expertly steered his 907 to second overall, ahead of his nearest opponent in the sports car class (which also included prototypes), Arthur Blank with his Porsche 910-027.

Overall top-5 run 1:

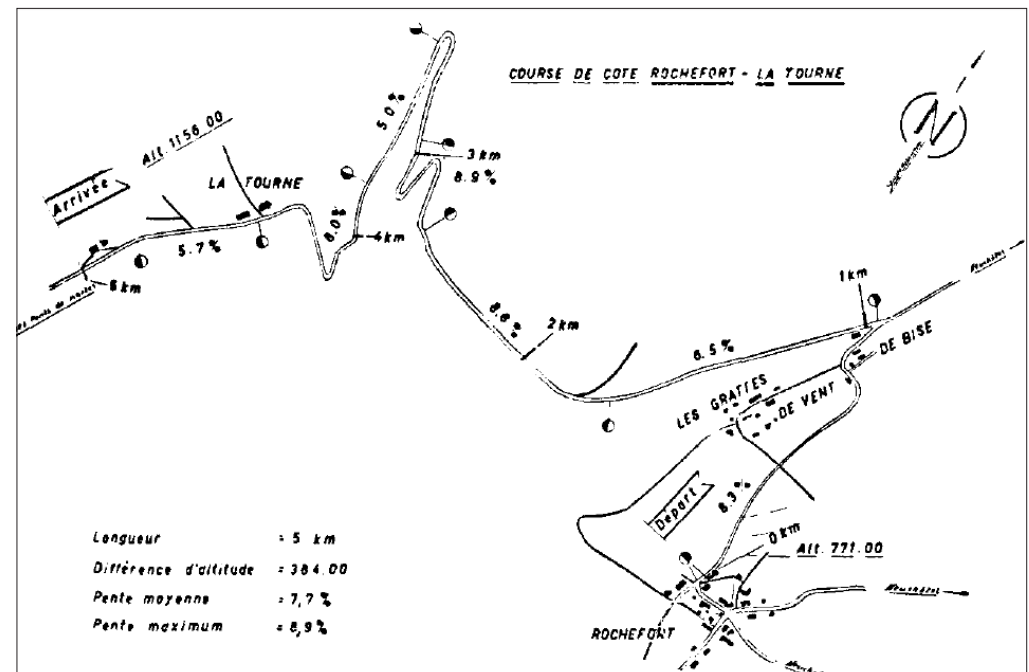
1.	Xavier Perrot	2:19.83 = 128.7 km/h
2.	Sigi Lang	2:28.91 (+9.08)
3.	Arthur Blank	2:34.03 (+14.20)
4.	Roland Salomon	2:34.51 (+14.68)
5.	André Hängärtner	2:39.90 (+20.07)
	Etc.	

Overall top-5 run 2:

1.	Xavier Perrot	2:19.51 = 129.0 km/h
2.	Sigi Lang	2:29.59 (+10.08)
3.	Roland Salomon	2:33.68 (+14.17)
4.	Arthur Blank	2:33.82 (+14.31)
5.	André Hängärtner	2:38.50 (+18.99)
	Etc.	

Overall top-3 over two runs:

1.	Xavier Perrot <i>Squadra Tartaruga</i>	41	Brabham BT23	4:39.34 = 128.9 km/h
2.	Sigi Lang <i>Valvoline Racing Team</i>	75	Porsche 907	4:58.50 (+19.16)
3.	Arthur Blank <i>Hart Ski Racing Team</i>	76	Porsche 910	5:07.85 (+28.51)
	Etc.			



6 Horas de Vila Real

Date:	06.07.1969
Event:	6 Horas de Vila Real
Location:	Vila Real, Portugal
Duration:	6 hours on 6.925 km circuit
Series:	none

907-022	Short tail	Colours: white with yellow, blue front bonnet
#11	Engine: 2.0	Decals: Scuderia Picchio Rosso
Drivers:	Corrado Manfredini / Gianpiero Moretti (as 'Nomex')	
Entrant:	Scuderia Picchio Rosso	
Qualifying:	5th overall (time unknown)	
Result:	4th overall / 1st in class (127 laps)	

907-027	Short tail	Colours: white with yellow-and-red nose
#12	Engine: 2.2 ?	Decals: Repsol, Escuderia Repsol
Drivers:	José de la Peña / Ben Heiderich	
Entrant:	Escuderia Repsol	
Qualifying:	unknown (seemingly lined up 20th on the grid)	
Result:	14th overall (DNF / 101 laps)	

The 6 Hours of Vila Real, a city in northern Portugal, was held on a daunting street circuit through town and the adjacent hillside, and attracted a good international entry. Two 907s took the start: Corrado Manfredini brought 022 to share with Gianpiero Moretti (who used the pseudonym 'Nomex'), while José de la Peña did the only race of 027 outside Spain that year together with car owner Ben Heiderich. The main protagonists for the outright win, meanwhile, were to be Chris Craft and David Piper, driving the 908/2 owned by Alain de Cadenet (chassis 008), and Mike de'Udy with his Lola T70 (SL149), which he shared with Frank Gardner.

While the Italian duo qualified in a decent fifth position as the fastest 2-litres car, the Spanish 907 was well down in qualifying and seemingly started the race from only 20th on the grid. Given the race duration, Manfredini took a cautious approach and dropped back to ninth on the opening lap. But with early retirements for the Fernandes / Santos Ford GT40 (blown head gasket) and the 2.5-litres Pilette / Slotemaker Alfa Romeo (accident), the Italian 907 was back up to third after ten laps.

After one-and-a-half hours of racing, Piper led by yards from De'Udy, the leaders having completed 36 laps. While Manfredini had dropped back to seventh, the Spanish 907 had made good progress and was running in ninth overall. At the half-way mark the Craft / Piper Porsche had increased its lead over the second-placed Lola to 1 ½ minutes, with the Bradley / Dean 910 five laps down in third. De la Peña and Heiderich had managed to get ahead of the Manfredini car, the two 907s now running seventh and eighth overall. A little while later, the Spanish car was even neck-and-neck with the Brown / Baker Chevron B8, battling for fifth place. Alas, a problem with the alternator halted its impressive advancement and the car ultimately retired with 40 minutes remaining. José de la Peña and Ben Heiderich had driven an excellent race, as did the Italian pair of Manfredini and 'Nomex', who after four hours had moved into fourth overall and into the lead of the 2-litres group 6 class, behind the expertly-driven 910 of Bill Bradley and Tony Dean.

In his 2016 autobiography *Il Foglio Bianco della Vita*, Corrado Manfredini remembers this race in some detail. According to his account there, the car had a smooth race, stopping for refueling and driver changes as per the table prepared by the team manager, and everything took place as planned. Manfredini took the wheel for the last stint, and as the end of the 6-hour race approached felt a vibration in the steering wheel, that kept on increasing. This forced the Italian driver to give up the fight with the Porsche 910 ahead and slow down his pace considerably. Just as the car crossed the finish line, Manfredini saw a wheel coming out from underneath his car: the right-front had come off just as the flag fell...! With luck on their side, the duo thus took a well-deserved class win in this daunting race, missing a podium finish by just under 40 seconds.

The battle for overall honours, incidentally, was decided when the De'Udy Lola had a slow last pit stop plus and extra unscheduled one to change an out-of-balance wheel, which put it firmly back in second place, two laps down on the leading Porsche after some five hours of close racing.

3. Fernandes / Santos #8 Ford GT40 2:41.93 (+8.48)	2. Craft / Piper #10 Porsche 908/2 2:35.23 (+1.78)	1. De'Udy / Gardner #1 Lola T70 Mk3b 2:33.45 (162.5 km/h)
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5. Manfredini / 'Nomex' #11 Porsche 907 time unknown	4. Pilette / Slotemaker #18 Alfa Romeo 33 2:43.35 (+9.90)
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8. Wicky / Cabral #14 Porsche 910 2:47.76 (+14.31)	7. Brown / Baker #31 Chevron B8 time unknown	6. Gold / Nogueira #6 Porsche 906 2:46.55 (+13.10)
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10. De Cadenet / Walton #25 Ferrari Dino 206 S time unknown	9. Neves / Rau #35 Lotus 47 2:48.44 (+14.99)
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Etc.

Overall result (race time: 6:01:06.27 / fastest lap: Frank Gardner in 2:28.90 = 167.4 km/h):

1.	Chris Craft / David Piper	10	Porsche 908/2	138 laps = 158.8 km/h
2.	Mike de'Udy / Frank Gardner	1	Lola T70 Mk3b	136 laps (-2)
3.	Bill Bradley / Tony Dean	15	Porsche 910	127 laps (-11)
4.	Corrado Manfredini / 'Nomex'	11	Porsche 907	127 laps (-11)
5.	Peter Brown / Clive Baker	31	Chevron B8	125 laps (-13)
6.	Alain de Cadenet / Mike Walton	25	Ferrari Dino 206 S	124 laps (-14)
7.	Nogueira Pinto / 'Andrade Villar'	16	Porsche 906	123 laps (-15)
8.	Mark Konig / Tony Lanfranchi	39	Nomad Mk2	117 laps (-21)
9.	James Tangye / Chris Smith	28	Chevron B8	115 laps (-23)
10.	Paul Vestey / Peter Sadler	37	Porsche 911 S	109 laps (-29)
11.	Américo Nunes / Evaristo Saraiva	38	Porsche 911 S	109 laps (-29)
12.	Manuel Costa / Vasco Pinto Bastos	36	Lotus Elan	108 laps (-30)
13.	Ernesto Neves / Miguel Rau	35	Lotus 47	107 laps (-31) (*)
14.	José de la Peña / Ben Heiderich	12	Porsche 907	101 laps (-37) (*)

(*) not running at finish

Date added: 29.12.2023

Gran Premio de La Coruña

Date:	03.08.1969
Event:	Gran Premio de La Coruña
Location:	Circuito de Riazor in La Coruña, Spain
Distance:	1.8 km x 30 laps = 54 km
Series:	none

907-027	Short tail	Colours: white with yellow-and-red nose
#12	Engine: 2.2	Decals: Repsol, Escuderia Repsol
Driver:	José de la Peña	
Entrant:	Escuderia Repsol	
Qualifying:	1st overall (0:57.6 = 112.5 km/h)	
Result:	1st overall / set fastest lap in 0:55.9 = 115.9 km/h	

On Friday 1 August 1969, Gerhard Mitter was sadly killed during practice for the German Grand Prix at the Nürburgring, driving a Formula 2 BMW. The Porsche factory driver would have turned 34 later that month.

Two days later, José de la Peña took 907-027, the car which Mitter had driven to two class wins the year before, to victory on the streets of La Coruña, a city in the north-western tip of Spain. This was the fourth edition of the Riazor street races, the previous two won by Portuguese José Lampreia with a Lotus 47.

Given De la Peña had by far the quickest car at his disposal, this should have been an easy win, but in reality it was a lot closer. The Spaniard was handicapped by three issues: first, there were problems with the alternator; second, the rev counter did not work. This proved especially troublesome in combination with the third and most significant issue: the incredibly bumpy nature of the Riazor circuit, which started at Orzán Bay and looped around the local football stadium. The stiff suspension of the car and the poor condition of the track caused the rear wheels to bounce off the ground in several places, so De la Peña had to be careful not to over-rev the engine. The year before, the severe bumps had caused him to retire his Porsche 906 with a cracked frame. Under such circumstances, the Abarth 2000 OT of Juncosa (actually a 1300 OT but with a 2-litres engine) and the Alpine of Tramont posed a real threat. This was confirmed by qualifying, which saw the 907 take pole, but less than a second clear of both rival cars.

De la Peña took out an advantage of about ten metres on the opening lap, but Juncosa and Tramont stayed close especially in the bumpy sections. On lap four and five, the 907-driver started to take a little more risk, carving out a gap of fifteen seconds to Juncosa and 23 to Tramont by lap ten. But in the second half of the race, things got tight again, with Juncosa able to close up to just 1.7 seconds at the finish line. In vain, as it turned out: he and Tramont were deemed to have jumped the start, and both were handed a 1-minute time penalty. Hence, the final results of the 30-lap race looked a lot more comfortable than they were for De la Peña. Tramont, meanwhile, was lucky to finish at all, his chassis cracked and the engine hanging on two flimsy brackets...

1. De la Peña #12 Porsche 907 0:57.6 (112.5 km/h)	2. Juncosa #16 Abarth 2000 OT 0:58.2 (+0.6)	3. Tramont Alpine 1440 0:58.5 (+0.9)
4. 'Gregorio' Renault 8 TS 1:01.2 (+3.6)	5. Castillo Olivares Abarth 1000 1:02.5 (+4.9)	
6. Lencina BMC Mini Cooper S 1:03.0 (+5.4)	7. Albacete Authi 1275 C 1:04.5 (+6.9)	8. 'Rudy Carasch' BMC Mini Cooper S 1:05.1 (+7.5)
9. De Castro Alpine A110 1:08.8 (+11.2)	10. Murias Seat 850 C 1:12.6 (+15.0)	

Overall result (fastest lap: De la Peña in 0:55.9 = 115.9 km/h):

1.	José de la Peña	12	Porsche 907	29:05.7 = 111.4 km/h
2.	Manuel Juncosa	16	Abarth 2000 OT	30:07.4 (+1:01.7) (*)
3.	Bernard Tramont		Alpine 1440	30:52.5 (+1:46.8) (*)
4.	Antonio Albacete		Authi 1275 C	27 laps (-3)
5.	'Rudy Carasch'		BMC Mini Cooper S	26 laps (-4)
6.	M. de Castro		Alpine A110	25 laps (-5)
7.	M. Murias		Seat 850 Coupé	25 laps (-5)
8.	Antonio Castillo Olivares		Abarth 1000 Coupé	22 laps (-8)
-	José Manuel Lencina		BMC Mini Cooper S	DNF
-	'Gregorio'		Renault 8 TS 1500	DNF

(*) The race times for Juncosa and Tramont each include a 1-minute penalty for jumping the start

Gran Premio de La Coruña (Circuito de Riazor) overall winners:					
1	28.08.1966	Álvaro Urgoiti	Austin Cooper	unknown	Circuit length 1.7 km
2	06.08.1967	José Lampreia	Lotus 47	ca. 107.3 km/h	
3	11.08.1968	José Lampreia	Lotus 47	109.3 km/h	
4	03.08.1969	José de la Peña	Porsche 907	111.4 km/h	Rallye de las Rias Altas
-	08.08.1970	Manuel Juncosa	Abarth 2000 OT	unknown	
5	09.08.1970	"Correcaminos"	Copa TS	95.9 km/h	
6	22.08.1971	Bernard Tramont	Alpine A110	ca. 110.9 km/h	

Rheydter-DMV-Rundstreckenrennen

Date:	29.03.1970
Event:	Rheydter-DMV-Rundstreckenrennen
Location:	Omloop van Terlaemen near Zolder, Belgium
Distance:	4.184 km x 24 laps = 100.416 km
Series:	none

907-022	Short tail	Colours:
#96	Engine: 2.0	Decals:
Driver:	Hans-Dieter Blatzheim	
Entrant:	Hans-Dieter Blatzheim	
Result:	5th overall / 3rd in class	

Hans-Dieter Blatzheim's first outing with the ex-Manfredini 022 was at the Belgian circuit of Zolder, where the Rheydter Motorsport Club organised a race open to groups 5 and 6.

The main attraction was the battle between the two Gesipa Racing Team cars, with Helmut Kelleners driving the 908/2 known from last year, and Jürgen Neuhaus in their new 917, chassis 007. Oddly, these two drivers would be team mates at many endurance races this year, but also race against each other in the Interserie. After multiple lead changes, they reportedly crossed the line exactly simultaneously, leaving the organisers no choice but to declare them joint winners.

While no details of his race are known, Blatzheim's first experience as a 907-driver seemingly did not go according to plan, as he was only fifth overall, a lap behind the 906 of Siegfried Rieger.

Overall top-5 result (fastest lap: Kelleners in 1:29.6 = 168.1 km/h):

1.	Jürgen Neuhaus <i>Gesipa Racing Team</i>	65	Porsche 917 K	157.3 km/h	5
1.	Helmut Kelleners <i>Jürgen Neuhaus</i>	94	Porsche 908/2	157.3 km/h	6
3.	Helmut Leuze <i>Asahi Pentax Racing Team</i>	95	Porsche 908/2	23 laps (-1)	6
4.	Siegfried Rieger <i>Siegfried Rieger</i>	68	Porsche 906	21 laps (-3)	5
5.	Hans-Dieter Blatzheim <i>Hans-Dieter Blatzheim</i>	96	Porsche 907	20 laps (-4)	6
Etc.					

Class result (sports cars of all capacities):

1.	Jürgen Neuhaus <i>Gesipa Racing Team</i>	65	Porsche 917 K	157.3 km/h	5
2.	Siegfried Rieger <i>Siegfried Rieger</i>	68	Porsche 906	21 laps (-3)	5
3.	Hans Bohlmeier <i>Hans Bohlmeier</i>	67	Porsche 910		5
-	Bernd Seidler <i>Bernd Seidler</i>	97	Lola T70 Mk3	DNF	5
	Manfred Schulz <i>Manfred Schulz</i>	66	Porsche 910	DNA / DNS	5

Class result (prototypes over 1300 cc):

1.	Helmut Kelleners <i>Jürgen Neuhaus</i>	94	Porsche 908/2	157.3 km/h	6
2.	Helmut Leuze <i>Asahi Pentax Racing Team</i>	95	Porsche 908/2	23 laps (-1)	6
3.	Hans-Dieter Blatzheim <i>Hans-Dieter Blatzheim</i>	96	Porsche 907	20 laps (-4)	6

200 Meilen von Nürnberg

Date:	28.06.1970
Event:	200 Meilen von Nürnberg
Location:	Norising street circuit in Nürnberg, Germany
Distance:	3.94 km x 82 laps (2 x 41 laps) = 323.08 km
Series:	Interserie, round 1 of 6

907-029	Short tail	Colours: white, with red nose
#40	Engine: 2.2	Decals: Aral
Driver:	Helmut Krause	
Entrant:	Helmut Krause	
Qualifying:	19th overall (1:28.4 = 160.5 km/h)	
Heat 1:	14th overall (37 laps)	
Heat 2:	14th overall (34 laps)	
Aggregate:	13th overall / 6th in class (71 laps)	

907-022	Spyder	Colours: white
#51	Engine: 2.0	Decals: Granini Trinkfrucht, Shell
Driver:	Hans-Dieter Blatzheim	
Entrant:	Hans-Dieter Blatzheim	
Qualifying:	17th overall (1:24.4 = 168.1 km/h)	
Heat 1:	18th overall	
Heat 2:	19th overall (DNF)	
Aggregate:	20th overall (33 laps / DNF)	

907-032	Spyder	Colours: -
#52	Engine: 2.0	Decals: -
Driver:	Reinhardt Stenzel	
Entrant:	Toshiba Electronic Racing Team	
Result:	DNA	

As the inaugural round of the new Interserie championship, the 200-miles race in Nürnberg attracted a big and strong entry, although only three group 7 cars, for which the Interserie was primarily meant, turned up: Helmut Kelleners brought the brand-new *Deutsche Auto Zeitung* March 707, while Vic Elford and David Prophet were both in McLarens. The rest of the field consisted of group 5 and 6 cars, including two 917s (of six entered), five 908/2s, seven Lola T70s, a lone Ferrari 512 S, an Alfa Romeo 33/3, and a contingent of older Porsches, of which three 907s. A fourth 907 appeared on the entry list, but unsurprisingly, 032 did not show up after its practice shunt at the Nürburgring 1000 km a month earlier.

Helmut Krause raced 029 in the 3-litres class thanks to his 2.2-litres engine, but despite this he was out-paced by the smaller displacement cars of Hans-Dieter Blatzheim (022) and Dominique Martin (024), with the former easily proving the quickest driver in the 2-litres class. Bringing up the rear of the field were the Porsche 910 of Lambert Hofer (chassis 001), the Chevron B8 of non-starter Helmut Hölch, which carried a 2.8-litres BMW engine; another 910 in the hands of Hans Schulze-Schwering; and the very slow T70 of Bernd Seidler. Up front, Pilette took a slightly surprising pole ahead of Van Lennep, with Elford and Kelleners next in their group 7 machines.

Heat 1

Using the superior horsepower of his big March, Kelleners shot into the lead at the start, only to lose it again in a local rain shower at the hairpin on lap 2. After brief stints at the head of the field for Pilette and Rodríguez, it was Neuhaus who assumed the lead. Blatzheim was meanwhile leading the 2-litres class, until on lap 19 he hit the rear wheels of Marko's Porsche 908/2, which smashed the front left fender of the 907. He was back out with yards of duck tape holding it together, but had to pit again to have the whole thing ripped off. That left the class lead to Martin, who finished as best of the smaller cars in thirteenth place overall. Seven laps from the end, Van Lennep overtook Neuhaus for the lead, and he finished 4.5 seconds ahead, with Moretti a comfortable third and Kelleners fourth, the March-driver being completely exhausted and almost in a state of collapse due to a lack of cockpit ventilation.

Heat 2

Threatening skies and heavy winds delayed the start of the second heat by twenty minutes, with Kelleners once again going from fourth to first at the start. Another shower on lap 13 let Neuhaus in the lead though, with the March staying in second until a drive shaft failure at half-distance. There were also retirements for Moretti (puncture), Elford (clutch) and Prophet (broken rocker). Contrary to heat one, Van Lennep was not able to mount a challenge to Neuhaus, who won with a sufficient advantage to also claim first place in the aggregate results, a day before his 29th birthday. Blatzheim was an early retirement this time, which again left the class win to Martin, who finished as best-of-the-rest in the final classification in a decent tenth spot. Krause was a disappointing thirteenth overall, behind the 910s of Hofer and Schulze-Schwering.

907-024	Short tail	Colours: white, light blue stripes	Registration: GE 77777
#53	Engine: 2.0	Decals: Zitro Racing Cars, Goodyear	
Driver:	Dominique Martin		
Entrant:	Dominique Martin		
Qualifying:	18th overall (1:27.9 = 161.4 km/h)		
Heat 1:	13th overall (37 laps)		
Heat 2:	11th overall (36 laps)		
Aggregate:	10th overall / 1st in class (73 laps)		

2. Van Lennep
#8 Porsche 917 K
1:17.3 (+0.3)

4. Kelleners
#1 March 707
1:17.5 (+0.5)

6. Neuhaus
#12 Porsche 917 K
1:18.5 (+1.5)

8. Attwood
#11 Lola T70 Mk3b
1:20.9 (+3.9)

10. Schultze
#35 Alfa Romeo 33/3
1:21.3 (+4.3)

12. Prophet
#15 McLaren M12
1:22.6 (+5.6)

14. Smith
#18 Lola T70 Mk3b
1:23.2 (+6.2)

16. Leuze
#38 Porsche 908/2
1:23.3 (+6.3)

18. Martin
#53 Porsche 907
1:27.9 (+10.9)

20. Sklenar
#19 Lola T70 Mk3b
1:29.8 (+12.8)

22. Hölch (DNS)
#41 Chevron B8
1:30.1 (+13.1)

24. Seidler
#21 Lola T70 Mk3
1:32.8 (+15.8)

1. Pilette
#16 Lola T70 Mk3b
1:17.0 (184.2 km/h)

3. Elford
#14 McLaren M6B
1:17.4 (+0.4)

5. Moretti
#6 Ferrari 512 S
1:18.1 (+1.1)

7. Bonnier
#5 Lola T70 Mk3b
1:19.9 (+2.9)

9. Rodríguez
#44 Porsche 908/2
1:20.9 (+3.9)

11. Lauda
#39 Porsche 908/2
1:21.5 (+4.5)

13. Von Wendt
#36 Porsche 908/2
1:22.8 (+5.8)

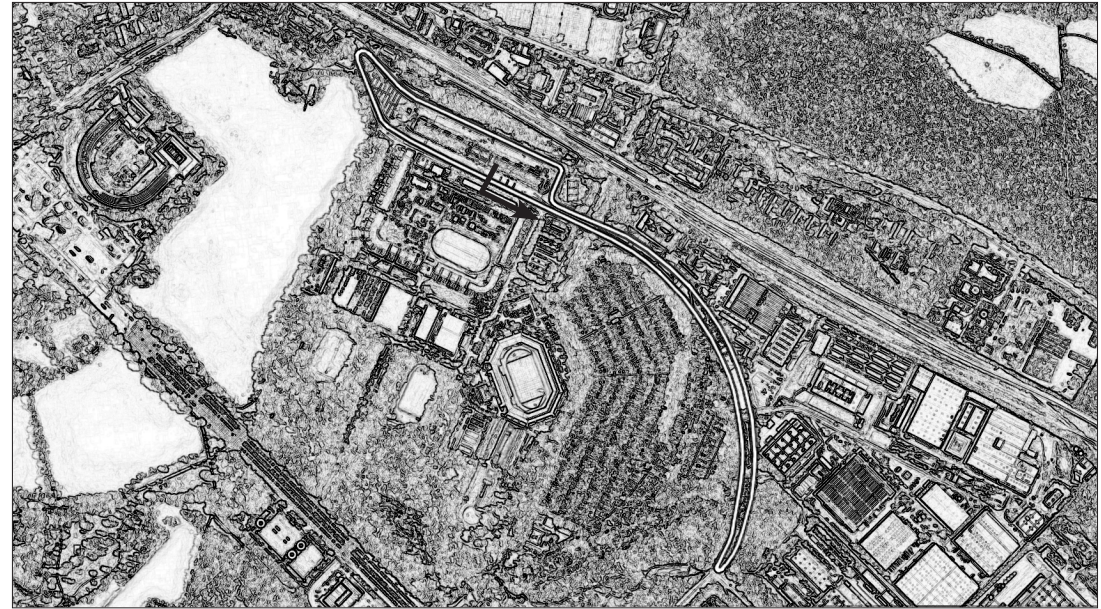
15. Marko (*)
#32 Porsche 908/2
1:23.3 (+6.3)

17. Blatzheim
#51 Porsche 907 Spyder
1:24.4 (+7.4)

19. Krause
#40 Porsche 907
1:28.4 (+11.4)

21. Hofer
#55 Porsche 910
1:29.8 (+12.8)

23. Schulze-Schwering
#54 Porsche 910
1:31.4 (+14.4)



(*) car qualified by Hans-Dieter Dechent

Heat 1:

Winner's average: 177.4 km/h

1.	Gijs van Lennep	54:38.3
2.	Jürgen Neuhaus	54:42.8 (+4.5)
3.	Gianpiero Moretti	55:05.8 (+27.5)
4.	Helmut Kelleners	55:32.9 (+54.6)
5.	Pedro Rodríguez	40 laps (-1)
6.	Niki Lauda	40 laps (-1)
7.	Herbert Schultze	40 laps (-1)
8.	Karl von Wendt	40 laps (-1)
9.	Jo Bonnier	39 laps (-2)
10.	Helmut Leuze	39 laps (-2)
11.	Barrie Smith	37 laps (-4)
12.	David Prophet	37 laps (-4)
13.	Dominique Martin	37 laps (-4)
14.	Helmut Krause	37 laps (-4)
15.	Hans Schulze-Schwering	36 laps (-5)
16.	Lambert Hofer	
17.	Bernd Seidler	
18.	Hans-Dieter Blatzheim	
19.	Stefan Sklenar	
20.	Richard Attwood	
21.	Helmut Marko	
22.	Vic Elford	
23.	Teddy Pilette	
	Helmut Hölch	DNS

Heat 2:

Winner's average: 180.9 km/h

1.	Jürgen Neuhaus	53:35.3
2.	Gijs van Lennep	53:53.0 (+17.7)
3.	Pedro Rodríguez	41 laps
4.	Jo Bonnier	40 laps (-1)
5.	Herbert Schultze	40 laps (-1)
6.	Niki Lauda	39 laps (-2)
7.	Karl von Wendt	39 laps (-2)
8.	Helmut Leuze	39 laps (-2)
9.	Helmut Marko	39 laps (-2)
10.	Barrie Smith	37 laps (-4)
11.	Dominique Martin	36 laps (-5)
12.	Lambert Hofer	35 laps (-6)
13.	Hans Schulze-Schwering	35 laps (-6)
14.	Helmut Krause	34 laps (-7)
15.	Bernd Seidler	
16.	David Prophet	
17.	Helmut Kelleners	
18.	Gianpiero Moretti	
19.	Hans-Dieter Blatzheim	
20.	Stefan Sklenar	
21.	Vic Elford	
	Richard Attwood	DNS
	Teddy Pilette	DNS
	Helmut Hölch	DNS

Aggregate overall result:

Winner's average: 179.0 km/h (fastest lap: Neuhaus in 1:16.1 = 186.4 km/h on lap 22 of heat 2)

1.	Jürgen Neuhaus	<i>Gesipa Racing Team</i>	12	Porsche 917 K	1:48:18.1	5
2.	Gijs van Lennep	<i>Racing Team AAW</i>	8	Porsche 917 K	1:48:31.3 (+13.2)	5
3.	Pedro Rodríguez	<i>Sports Cars Switzerland</i>	44	Porsche 908/2	81 laps (-1)	6
4.	Herbert Schultze	<i>Alfa Romeo Deutschland</i>	35	Alfa Romeo 33/3	80 laps (-2)	6
5.	Niki Lauda	<i>Bosch Racing Team Austria</i>	39	Porsche 908/2	79 laps (-3)	6
6.	Jo Bonnier	<i>Ecurie Bonnier</i>	5	Lola T70 Mk3b	79 laps (-3)	5
7.	Karl von Wendt	<i>German BG Racing Team</i>	36	Porsche 908/2	79 laps (-3)	6
8.	Helmut Leuze	<i>Asahi Pentax Racing Team</i>	38	Porsche 908/2	78 laps (-4)	6
9.	Barrie Smith	<i>Avalon Racing</i>	18	Lola T70 Mk3b	74 laps (-8)	5
10.	Dominique Martin	<i>Dominique Martin</i>	52	Porsche 907	73 laps (-9)	6
11.	Hans Schulze-Schwering	<i>Hans Schulze-Schwering</i>	54	Porsche 910	71 laps (-11)	5
12.	Lambert Hofer	<i>Bosch Racing Team Austria</i>	55	Porsche 910	71 laps (-11)	5
13.	Helmut Krause	<i>Helmut Krause</i>	40	Porsche 907	71 laps (-11)	6
14.	David Prophet	<i>Bill Bradley Racing</i>	15	McLaren M12	67 laps (-15)	7
15.	Bernd Seidler	<i>Bernd Seidler</i>	21	Lola T70 Mk3	66 laps (-16)	5
16.	Helmut Kelleners	<i>Deutsche Auto Zeitung</i>	1	March 707	61 laps (-21)	7
17.	Helmut Marko	<i>Martini Racing Team</i>	32	Porsche 908/2	59 laps (-23)	6
18.	Gianpiero Moretti	<i>Scuderia Picchio Rosso</i>	6	Ferrari 512 S	56 laps (-26)	5
19.	Stefan Sklenar	<i>Stefan Sklenar</i>	19	Lola T70 Mk3b	40 laps (-42)	5
20.	Hans-Dieter Blatzheim	<i>Hans-Dieter Blatzheim</i>	51	Porsche 907	33 laps (-49)	6
21.	Richard Attwood	<i>David Piper Racing</i>	11	Lola T70 Mk3b	24 laps (-58)	5
22.	Vic Elford	<i>Paul Watson Race Organisation</i>	14	McLaren M6B	14 laps (-68)	7
23.	Teddy Pilette	<i>Racing Team VDS</i>	16	Lola T70 Mk3b	6 laps (-76)	5
	Helmut Hölch	<i>Helmut Hölch</i>	41	Chevron B8	DNS	6
	Terry Croker	<i>A&J Motors Ltd</i>	17	Lola T70 Mk3b	DNQ / DNS	5
	Dieter Münch	<i>Dieter Münch</i>	57	Porsche 910	DNQ / DNS	5

Course de Côte Fontaines-Villars-Burquin

Date:	16.08.1970
Event:	Fontaines-Villars-Burquin hillclimb
Location:	between Fontaines-sur-Grandson and Villars-Burquin, north of Yverdon, Switzerland
Distance:	1.8 km x 1 run (2 attempts)
Series:	none

907-031	Short tail	Colours: white
#196	Engine: 2.0	Decals: Préparation Wicky
Driver:	André Wicky	
Runs:	1:29.34 = 72.5 km/h (1st run) and 1:28.21 = 73.5 km/h (2nd run)	
Result:	25th overall / 5th in class (1:28.21 = 73.5 km/h)	

Repaired from its Mugello practice shunt a month earlier, 031 returned to action at the low-key hillclimb of Fontaines-Villars-Burquin, the only event Wicky contested in his home country with the 907 that year. The car now sported pristine white bodywork, with no adornments whatsoever.

The climb took place in rainy conditions, and as a result Wicky only managed a disappointing 25th place overall, and just fifth in class. He lost nearly six seconds to the Formula 3 Tecno of winner Gérald Storrer, which is rather a lot considering the course only measured 1.8 km.

Class result (sports cars of all capacities):

1.	Jean-Jacques Cochet	191	Lotus 47	1:22.96 = 78.1 km/h
2.	Friedrich Walter	192	Abarth 2000	1:24.07 (+1.11)
3.	Peter Maier	194	Maier NSU	1:25.34 (+2.38)
4.	Henri Bürgisser	190	Lotus 23 C	1:26.48 (+3.52)
5.	André Wicky	196	Porsche 907	1:28.21 (+5.25)
6.	Rolf Hadron	195	Alfa Romeo GTA	1:30.80 (+7.84)
-	Georges Gachnang	193	Cegga-Maserati	DNS

Overall top-5 result:

1.	Gérald Storrer	23	Tecno F3	1:22.35 = 78.7 km/h
2.	Jean-Jacques Cochet	191	Lotus 47	1:22.96 (+0.61)
3.	Roger Houbin	91	Chevrolet Camaro	1:23.69 (+1.34)
4.	Eric Chapuis	182	Porsche 911 S	1:23.75 (+1.40)
5.	Alain Cattin	106	Hillman Imp	1:23.96 (+1.61)
	Etc.			

Suomen Grand Prix

Date:	23.08.1970
Event:	Suomen Grand Prix
Location:	Keimolan Moottoristadionilla, north of Helsinki, Finland
Distance:	3.3 km x 50 laps = 165 km
Series:	Interserie, round 4 of 6

907-029	Short tail	Colours: white, with red nose
#7	Engine: 2.2 ?	Decals:
Driver:	Helmut Krause	
Entrant:	Helmut Krause	
Qualifying:	10th overall (1:26.14 = 137.9 km/h)	
Result:	10th overall (45 laps)	

907-022	Spyder	Colours: white
#17	Engine: 2.0 ?	Decals:
Driver:	Hans-Dieter Blatzheim	
Entrant:	Hans-Dieter Blatzheim	
Qualifying:	9th overall (1:24.16 = 141.2 km/h)	
Result:	9th overall (46 laps)	

The underpowered 907 of course did not stand a chance in a field of big capacity group 5, 6 and 7 cars, but despite this both Helmut Krause and Hans-Dieter Blatzheim found it worthwhile to make the long trek to Finland, for the fourth round of the inaugural Interserie championship. This was held at the AAW-owned Keimola circuit, opened near Helsinki in 1966.

Although the 907s were by far the least powerful cars on the grid, they did not line up last, courtesy of the Martini 908s of Larrousse and Marko arriving late and missing official practice, which relegated them to the final two grid slots of the small 12-car field. Blatzheim easily proved himself the quicker 907-driver by out-pacing Krause by just under two seconds. Incidentally, a grid photo shows Krause lined up in the left-hand lane in tenth overall, even though logic dictates he should have been on the right — for some reason, the seventh row was inverted.

Neuhaus initially led from pole, until he made a mistake under braking for turn one and Van Lennep slipped past. Kelleners's challenge lasted until lap six, when his clutch went and he retired. The Dutch driver thus scored a home win for his Finnish sponsor AAW, ahead of Neuhaus who was close but never close enough to mount a serious attack. Peterson in Jo Bonnier's Lola T70 Mk3b was a secure third, with Larrousse just holding off Pilette after losing power due to a loose exhaust manifold. With just two retirements, Blatzheim and Krause finished in ninth and tenth overall, the former lapped four times, the latter five times.

2. Van Lennep
#3 Porsche 917 K
1:16.07 (+0.16)

1. Neuhaus
#2 Porsche 917 K
1:15.91 (156.5 km/h)

3. Kelleners
#1 March 707
1:16.10 (+0.19)

5. Pilette
#6 Lola T70 Mk3b
1:17.58 (+1.67)

4. Peterson
#14 Lola T70 Mk3b
1:17.43 (+1.52)

6. Lauda
#10 Porsche 908/2
1:19.10 (+3.19)

8. Kinnunen
#15 McLaren M12
1:21.07 (+5.16)

7. Piper
#4 Porsche 917 K
1:19.16 (+3.25)

9. Blatzheim
#17 Porsche 907 Spyder
1:24.16 (+8.25)

10. Krause
#7 Porsche 907
1:26.14 (+10.23)

11. Larrousse
#8 Porsche 908/2
no time

12. Marko
#9 Porsche 908/2
no time

Overall result:

1.	Gijs van Lennep <i>Racing Team AAW</i>	3	Porsche 917 K	1:04:27.75 = 153.6 km/h
2.	Jürgen Neuhaus <i>Gesipa Racing Team</i>	2	Porsche 917 K	1:04:29.46 (+1.71)
3.	Ronnie Peterson <i>Ecurie Bonnier</i>	14	Lola T70 Mk3b	1:05:13.70 (+45.95)
4.	Gérard Larrousse <i>Martini Racing Team</i>	8	Porsche 908/2	1:05:26.70 (+58.95)
5.	Teddy Pilette <i>Racing Team VDS</i>	6	Lola T70 Mk3b	1:05:26.98 (+59.23)
6.	Helmut Marko <i>Martini Racing Team</i>	9	Porsche 908/2	49 laps (-1)
7.	David Piper <i>David Piper Auto Racing</i>	4	Porsche 917 K	48 laps (-2)
8.	Leo Kinnunen <i>International Race Management</i>	15	McLaren M12	48 laps (-2)
9.	Hans-Dieter Blatzheim <i>Hans-D. Blatzheim</i>	17	Porsche 907	46 laps (-4)
10.	Helmut Krause <i>Helmut Krause</i>	7	Porsche 907	45 laps (-5)
-	Helmut Kelleners <i>Deutsche Auto Zeitung</i>	1	March 707	DNF
-	Niki Lauda <i>Vienna Race Management</i>	10	Porsche 908/2	DNF
	Helmut Leuze <i>Asahi Pentax Racing Team</i>	5	Porsche 908/2	DNA
	Charles Graemiger <i>Charles Graemiger</i>	11	Chevron B8	DNA
	Jo Bonnier <i>Ecurie Bonnier</i>	12	Lola T70 Mk3b	DNA
	Stefan Sklenar <i>Stefan Sklenar</i>	16	Lola T70 Mk3b	DNA

ADAC-500-km-Eifelpokal-Rennen

Date:	06.09.1970
Event:	ADAC-500-km-Eifelpokal-Rennen
Location:	Nürburgring Nordschleife, near Adenau, Germany
Distance:	22.835 km x 22 laps = 502.37 km
Series:	European Trophy for Makes, round 8 of 9

907-031	Short tail	Colours: white, red stripes on nose	Registration: VD 200 057
#4	Engine: 2.0	Decals: Esso, Préparation Wicky	
Driver:	André Wicky		
Entrant:	Wicky Racing Team		
Qualifying:	20th overall (9:35.6 = 142.8 km/h)		
Result:	not classified / DNF (collision / 2 laps)		

907-022	Spyder	Colours: white	
#12	Engine: 2.0	Decals: Granini Trinkfrucht, Shell	
Driver:	Hans-Dieter Blatzheim		
Entrant:	Hans-Dieter Blatzheim		
Qualifying:	12th overall (8:59.0 = 152.5 km/h)		
Result:	not classified / DQ (outside assistance / 1 lap)		

Round eight of the European Trophy for Makes took place at the 500 km of the Nürburgring, for which André Wicky signed up with 031, while Hans-Dieter Blatzheim brought his 022 spyder. With the championship still in the balance, the event attracted a strong entry, with works cars from Chevron and Abarth and a four-car attack from private Lola T210s, with Craft, Kauhsen and Von Wendt in 2-litres cars and Max Wilson in a 1.6-litres example.

With the regular B16 coupé now homologated as a group 5 sports car, Chevron also brought a brand new prototype, a B16 spyder (which would later evolve into the B19) for Brian Redman to drive. This proved by far the fastest car, claiming pole by almost eleven seconds over Merzario in the quickest works Abarth.

Blatzheim complained of an underpowered engine and bad handling, but still recorded a sub-9 minutes lap with a credible 8:59.0, almost as quick as the car had done at the 1000 km race back in May. By contrast, Wicky only managed a 9:35.6, which made him the slowest driver in the 2-litres prototype class, aside from the Swede Hans Wängstre (Ferrari Dino 206 S). The two 907s thus lined up 12th and 20th overall.

Redman led from pole after the first lap, 10.6 seconds ahead of Craft, followed by Merzario, Ahrens and Elford. Behind these three, Kauhsen, Kinnunen and Von Wendt were well spaced-out. Then came 'Pogo', Swart and Blatzheim, up one spot from his qualifying position thanks to Dieter Quester not starting after a practice shunt. Unfortunately, one of the rear tyres of the 907 spyder deflated on the straight behind the pits, and the car ground to a halt on its rim in a shower of sparks. Mechanics quickly brought over a new tyre, but to no avail: the German driver was black-flagged for outside assistance next time round.

Wicky's race did not last much longer: on lap three, Wicky was ahead of the 910s of Kraus and Vestey, when an ill-judged overtaking attempt by Kraus into the South Turn shoved him off, the 907 spinning into a ditch just in front of the spectator stands. Kraus, who was judged by most onlookers to be at fault, later tried to defend himself with a letter-to-the-editor of *Sport Auto* magazine, where he claimed Wicky had braked early and simply did not see that he had already pulled alongside. Moments after the incident, Kraus stood on the brakes and wobbled his steering on the backstraight, to see if he had suffered any damage. This caused the following Vestey to hit him and spin into a catch fence, severely damaging his 910.

Up front, Redman led by over two minutes from Craft, until on lap fourteen a fuel line ruptured at the Ka-russell and the car caught fire. Although marshalls were able to quickly extinguish the flames, that meant Redman was out, with Craft now assuming the lead. However, on lap nineteen he was out too with a broken engine, and that left Elfort in the fastest B16 coupé to win by over a minute from Merzario's Abarth.

Overall top-20 result (winner's average: 159.4 km/h)

1.	Vic Elford <i>Escuderia Montjuich Team Chevron</i>	31	Chevron B16	3:09:02.7	5
2.	Arturo Merzario <i>Abarth & Co</i>	14	Abarth 2000	3:10:05.9 (+1:03.2)	6
3.	Leo Kinnunen <i>Abarth & Co</i>	16	Abarth 2000	3:13:04.7 (+4:02.0)	6
4.	Karl von Wendt <i>German BG Racing Team</i>	10	Lola T210	21 laps (-1)	6
5.	John Bridges <i>Red Rose Motors</i>	40	Chevron B16	21 laps (-1)	5
6.	Max Wilson <i>Max Wilson</i>	18	Lola T210	20 laps (-2)	6
7.	Ed Swart <i>Team Radio Veronica</i>	46	Abarth 2000	20 laps (-2)	5
8.	Franz Pesch <i>Gelo Racing Team</i>	59	Porsche 911	20 laps (-2)	4
9.	Martin Blackie <i>Martin Blackie</i>	35	Chevron B8	20 laps (-2)	5
10.	Willy Meier <i>Wicky Racing Team</i>	33	Porsche 910	19 laps (-3)	5
11.	Hans-Joachim Stuck <i>Koepchen BMW Tuning</i>	83	BMW 2002 TI	19 laps (-3)	3
12.	Günther Huber <i>BMW Alpina</i>	89	BMW 2002 TI	19 laps (-3)	3
13.	Bengt Ekberg <i>Valvoline Circle of Racing</i>	54	Porsche 911	19 laps (-3)	4
14.	James Tangye <i>Worcestershire Racing Assoc.</i>	37	Chevron B8	19 laps (-3)	5
15.	Kurt Simonsen <i>Kurt Simonsen</i>	53	Porsche 911 S	19 laps (-3)	4
16.	Roger Heavens <i>Roger Heavens</i>	32	Chevron B8	19 laps (-3)	5
17.	Hans Schulze-Schwering <i>Deutsche Renault</i>	56	Alpine A110 1.6	19 laps (-3)	4
18.	Dieter Kern <i>Eifeland Wohnwagenbau</i>	70	Alpine A110 1.3	19 laps (-3)	4
19.	Dieter Gleich <i>Alfa Romeo Deutschland</i>	100	Alfa Romeo Giulia	19 laps (-3)	3
20.	Hans-Werner Brohl <i>Eifeland Wohnwagenbau</i>	74	BMW 2002	19 laps (-3)	3
Etc.					

2. Merzario
#14 Abarth 2000
8:23.0 (+10.6)

4. Ahrens
#15 Abarth 2000
8:27.2 (+14.8)

6. Elford
#31 Chevron B16
8:39.6 (+27.2)

8. Quester (DNS)
#3 Chevron B16
8:48.9 (+36.5)

10. Bridges
#40 Chevron B16
8:50.8 (+38.4)

12. Blatzheim
#12 Porsche 907 Spyder
8:59.0 (+46.6)

14. König
#7 Nomad Mk3
9:14.3 (+1:01.9)

16. Wilson
#18 Lola T210
9:24.0 (+1:11.6)

18. Hanson
#43 Chevron B8
9:34.1 (+1:21.7)

20. Wicky
#4 Porsche 907
9:35.6 (+1:23.2)

22. Meier
#33 Porsche 910
9:36.1 (+1:23.7)

24. Furtmayr
#87 BMW 2002 TI
9:40.9 (+1:28.5)

1. Redman
#1 Chevron B16 Spyder
8:12.4 (167.0 km/h)

3. Craft
#2 Lola T210
8:23.6 (+11.2)

5. Kauhsen
#11 Lola T210
8:37.6 (+25.2)

7. Kinnunen
#16 Abarth 2000
8:46.7 (+34.3)

9. Von Wendt
#10 Lola T210
8:50.4 (+38.0)

11. 'Pogo'
#48 Abarth 2000
8:53.6 (+41.2)

13. Swart
#46 Abarth 2000
9:05.6 (+53.2)

15. Skailles
#42 Chevron B16
9:21.5 (+1:09.1)

17. Kraus
#47 Porsche 910
9:24.7 (+1:12.3)

19. Vestey
#44 Porsche 910
9:35.2 (+1:22.8)

21. Haldi (DNS)
#52 Porsche 911 S
9:36.0 (+1:23.6)

23. Graemiger
#45 Chevron B8
9:37.9 (+1:25.5)

Etc.

ADAC-Sauerland-Bergpreis

Date:	04.10.1970
Event:	Sauerland hillclimb
Location:	up the L776 from Nuttlar, Germany
Distance:	3.5 km x 2 runs = 7.0 km
Series:	none / German hillclimb championship season finale for touring cars & GTs

907-032	Spyder	Colours: -
#11	Engine: 2.0	Decals: -
Driver:	Hans-Dieter Weigel	
Entrant:	Hans-Dieter Weigel	
Result:	DNA	

907-022	Spyder	Colours: -
#15	Engine: 2.0	Decals: -
Driver:	Hans-Dieter Blatzheim	
Entrant:	Hans-Dieter Blatzheim	
Result:	DNA	

907-028	Spyder	Colours: -
#18	Engine: 2.0	Decals: -
Driver:	Gerhard Niggemann	
Entrant:	German BG Racing Team	
Result:	DNS or DNS	

Surprisingly, no fewer than three 907s, all spyders, appeared on the entry list for the Sauerland hillclimb. At least two of these were no-shows: 022 of Hans-Dieter Blatzheim, who had also entered the Mendig airfield races the same day, and Hans-Dieter Weigel with 032, which was presumably still being readied after the practice accident at the Nürburgring 1000 km in May; Weigel finally reappeared at Hockenheim the following weekend.

The third 907 was the old BG Racing car of Karl von Wendt, chassis 028, entered on this occasion for Gerhard Niggemann, a local driver from Ostwig, a town next to Nuttlar where the Sauerland climb took place. He had earlier appeared at a handful of minor German meetings driving a Mini Cooper S; his ties to Von Wendt or BG Racing are unclear. As there is nothing to suggest Niggemann actually drove the 907 on this occasion, he was presumably also a no-show, or at least a "DNS".

The overall win went to Karl von Wendt himself, driving one of his Lola T210s (SL05 or SL07), but thanks to rainy conditions his time over two runs was over half a minute slower than the track record set by Jürgen Neuhaus (Porsche 908/2) the previous year.

Date added: 31.12.2023

Sauerland: class result (sports cars, prototypes and two-seater racing cars over 1300 up to 2000 cc):

1.	Karl von Wendt <i>German BG Racing Team</i>	12	Lola T210	4:03.0 = 103.7 km/h
2.	Hans Hessel <i>Hans Hessel</i>	17	Porsche 906	
3.	Werner Filthaut <i>Werner Filthaut</i>	10	Porsche	
	Hans-Dieter Weigel <i>Hans-Dieter Weigel</i>	11	Porsche 907 Sp.	DNA
	Manfred Schulz <i>Manfred Schulz</i>	14	Porsche 910	DNA
	Hans-Dieter Blatzheim <i>Hans-D. Blatzheim</i>	15	Porsche 907 Sp.	DNA
	Georg Frese <i>Georg Frese</i>	16	Porsche	DNA
	Gerhard Niggemann <i>German BG Racing Team</i>	18	Porsche 907 Sp.	DNA / DNS

Mengen: class result (sports cars, prototypes & two-seater racing cars over 1300 cc):

1.	Hans Schulze-Schwering <i>Hans Schulze-Schwering</i>	8	Porsche 910	<i>Times unknown</i>
2.	Ernst Kraus <i>Ver. Süddeutscher Automobilsportler</i>	7	Porsche 910	
3.	Kurt Hild <i>Kurt Hild</i>	6	Porsche 910	
4.	Helmut Krause <i>Helmut Krause</i>	4	Porsche 907	
5.	Helmut Bross <i>Helmut Bross</i>	11	Porsche 906	
6.	Roland Faude <i>Roland Faude</i>	10	Porsche 906	
7.	Bernd Seidler <i>Bernd Seidler</i>	2	Lola T70 Mk3	
-	Walter Lehmann <i>Walter Lehmann</i>	1	Lola T210	DNF
-	Barney Barnes <i>Hediri-Racing-Team</i>	9	Porsche 906	DNF
-	Wolfgang Bülow <i>Eifelland-Wohnwagenbau</i>	17	Bülow-Special MM2	DNF
-	Hermann Unold <i>Dieter Buchholz</i>	18	Lotus 47	DNF
	Hans-Dieter Blatzheim <i>Hans-Dieter Blatzheim</i>	3	Porsche 907 Sp.	DNA / DNS
	Manfred Schulz <i>Manfred Schulz</i>	5	Porsche 910	DNA / DNS
	Albert Pfuhl <i>Albert Pfuhl</i>	12	Porsche 906	DNA / DNS
	Helmut Hölch <i>Helmut Hölch</i>	14	Chevron B8	DNA / DNS
	Heinz-Günter Wechsler <i>Gentlemen-Racing-Team</i>	15	BMW Turbo	DNA / DNS
	Hans-Werner Brohl <i>Eifelland-Wohnwagenbau</i>	16	BMW Turbo	DNA / DNS

Flugplatzrennen Mendig

Date:	04.10.1970
Event:	Flugplatzrennen Mendig um den Königsbacher Goldpokal
Location:	at Mendig military airfield, between Mayen and Neuwied, Germany
Distance:	3.59 km x 14 laps = 50.26 km
Series:	none

907-022	Spyder	Colours: -
#3	Engine: 2.0 ?	Decals: -
Driver:	Hans-Dieter Blatzheim	
Entrant:	Hans-Dieter Blatzheim	
Result:	DNA or DNS	

907-029	Short tail	Colours: white, with red nose
#4	Engine: 2.0 ?	Decals:
Driver:	Helmut Krause	
Entrant:	Helmut Krause	
Result:	4th overall / 4th in class	

At the Mendig airfield races, all of the group 5, 6 and 7 cars over 1300cc were lumped together into one single class, for a race over fourteen laps of the 3.59 km circuit — a simple rectangle with four left-hand curves and three artificial chicanes.

Two 907s were listed on the entry, but it seems Hans-Dieter Blatzheim's spyder again failed to show up, much like at the Sauerland hillclimb held the same day. Most likely this was related to his previous outing, at Zandvoort two weeks earlier, where his engine had lost oil pressure. But while there is no evidence that Blatzheim actually appeared at Mendig, a "DNS" cannot be ruled out entirely.

The other 907, chassis 029, could only manage a disappointing fourth-place finish in the hands of Helmut Krause, behind a trio of 910s.

Circuit de la Corniche

Date:	08.11.1970
Event:	Circuit de la Corniche
Location:	Circuit de la Corniche in Casablanca, Morocco
Distance:	4.32 km x 30 laps = 129.6 km
Series:	none

907-031	Short tail	Colours: white
#2	Engine: 2.0 ?	Decals: Préparation Wicky, Esso
Driver:	André Wicky	
Result:	2nd overall	

Wicky's final outing of the year with 031 brought him to the streets of Casablanca in northern Africa, where he had already raced with his 910 the previous two years. While the race on the 4.32 km seaside street course was normally a popular end-of-season event especially for French drivers, this year the entry was rather weak, with just eleven cars showing up.

While unfortunately nothing is known about the grid line-up, after ten laps Swietlik led with his Lola, ahead of Skailes, Pillon, Cohen-Olivar, Wicky in fifth, Coombe, Blackie, Tuckett and the very slow Alpine-BMW of Barone, already lapped, with Fletcher's Chevron B8 out. On the eleventh lap, Skailes also retired, while Wicky got past his own 910, driven by Cohen-Olivar — who would tell reporters after the race he let the Swiss by so as not to obstruct him.

With Swietlik still in front, Pillon's Sbarro Special crashed out in spectacular fashion a little while later, the car bursting into pieces and the driver suffering a concussion and a knee injury. That left Wicky in second place after seventeen laps, some 47 seconds behind the race leader. But rather cheeky, Cohen-Olivar then took second from Wicky on lap twenty, but not for long: the 910 was suffering from a loose engine mount and ended up stuck in fourth gear. The boss thus overtook the French-Moroccan driver again and held on to second place until the finish, closing the gap to Swietlik to 18.4 seconds at the chequered flag. Only the top three finished on the same lap. The winner also set fastest lap, in 1:41.6 (153.1 km/h).

Wicky's second place added a positive note to what had been a long, difficult and slightly frustrating season, which included three crashes — at Le Mans, Mugello and the Nürburgring 500 km — but also class wins at the 1000 km races of Monza and the Nürburgring. In total, Wicky's 907 completed over 4800 km of racing that year...!

Overall result:

1.	Claude Swietlik	4	Lola T210	53:41.2 = 144.8 km/h
2.	André Wicky	2	Porsche 907	53:59.6 (+0:18.4)
3.	Max Cohen-Olivar	3	Porsche 910	55:22.0 (+1:40.8)
4.	Martin Blackie	9	Chevron B8	29 laps (-1)
5.	Mike Coombe	14	Porsche 906	28 laps (-2)
6.	Mario Barone	?	Alpine A110	24 laps (-6)
-	Bill Tuckett	5	Gropa CMC	DNF
-	Ian Skailes	11	Chevron B16	DNF
-	Gérard Pillon	12	Sbarro Special	DNF
-	Andrew Fletcher	10	Chevron B8	DNF
	Pierre de Siebenthal	?	Sbarro Special	DNS



Saison-Finale '70

Date:	29.11.1970
Event:	Saison-Finale '70
Location:	Hockenheimring, Germany
Distance:	2.63 km x 20 laps = 52.6 km
Series:	none

907-022	Spyder	Colours: white
#20	Engine: 2.0 ?	Decals: Granini Trinkfrucht, Shell, Bilstein
Driver:	Hans-Dieter Blatzheim	
Entrant:	Hans-Dieter Blatzheim	
Result:	1st overall / set fastest lap (1:12.4 = 130.7 km/h)	

907-032	Spyder	Colours: light blue
#22	Engine: 2.0 ?	Decals:
Driver:	Hans-Dieter Weigel	
Entrant:	Hans-Dieter Weigel	
Result:	2nd overall	

At the Hockenheim Season-Finale in late November, Hans-Dieter Blatzheim wheeled out 022 one last time, as did Hans-Dieter Weigel with 032, the two spyders battling it out for the fastest time of the day. Blatzheim won the 20-lap event by 17.1 seconds over Weigel, which equates to an average advantage of just over eight tenths per lap. Third place went to Kurt Hild's Porsche 910 (chassis 026), ahead of Helmut Bross, who drove a 906 rented from the Finish AAW team, and the disappointing Hans Schulze-Schwering, Blatzheim's co-driver at Jarama, who only just avoided being lapped in his first race with the ex-Lehmann Lola T210.

Remarkably, Blatzheim's extremely busy season had included 25 race entries, and nineteen actual starts, including class wins at Spa, Sembach, Zolder, Imola and Hockenheim. Since its rebuild as a spyder, 022 had logged over 4200 km at racing speeds, second only to André Wicky's 031. A plan to extend the season even further by competing in the South African Springbok Series fell through for unknown reasons, and while Blatzheim announced he would drive a 917 in 1971, he actually quit racing instead, to focus on his family's construction company in Bonn.

Chassis 022 was therefore offered for sale in February and June 1971 in *Auto, Motor und Sport* magazine, but in the event the car would not resurface again until 1975.

Class result (LG 2):

1.	Hans-Dieter Blatzheim <i>H-D Blatzheim</i>	20	Porsche 907 Spyder	24:55.9 = 126.6 km/h
2.	Hans-Dieter Weigel <i>Hans-Dieter Weigel</i>	22	Porsche 907 Spyder	25:13.0 (+0:17.1)
3.	Kurt Hild	?	Porsche 910	26:03.5 (+1:07.6)
4.	Helmut Bross <i>Wihuri Helsinki</i>	25	Porsche 906	20 laps
5.	Hans Schulze-Schwering <i>Walter Lehmann</i>	23	Lola T210	20 laps
6.	Ivo Grauls <i>Ivo Grauls</i>	26	Chevrolet Camaro	19 laps (-1)
7.	Klotzbach	?	Chevron B8	18 laps (-2)
8.	Bernd Seidler <i>Bernd Seidler</i>	24	Lola T70 Mk3	16 laps (-4)
	Walter Kraiss <i>Motorsportclub Heilbronn</i>	21	Lotus 23 BMW	DNA / DNS

100 Milhas de Tarumã

Date:	03.01.1971
Event:	100 Milhas de Tarumã / Prova Extra Copa Brasil
Location:	Autódromo de Tarumã, east of Porto Alegre, Brazil
Distance:	3.015 km x 55 laps = 165.825 km
Series:	none

907-026	Short tail	Colours: white with black-and-white nose, red tape around front air intake
#48	Engine: 2.0	Decals: Comind
Driver:	Angi Munhoz	
Result:	3rd overall (52 laps)	

Two days after New Year's, the Rio Grande Automobile Club staged a 100-mile race at the Tarumã circuit near Porto Alegre, some 800 km south of São Paulo. The event was billed as a complementary race to the *Copa Brasil*, but it actually only attracted two of the top drivers who had competed at Interlagos: Emerson Fittipaldi with his very rapid Lola T210, and Jorge de Bagration with the 3-litres Porsche 908/2, although Angi Munhoz was also there with the 907 he had purchased from Alex Soler-Roig; his debut with the car.

Unfortunately, there is a discrepancy between the available race reports: although both agree De Bagration took the lead at the start, one claims Emerson got by at the first turn and never looked back, whereas the other says the Lola-driver only took the lead on lap twenty. In any case, Emerson made full use of his short gear ratios, particularly suited to the circuit, and won by 45 seconds over his Spanish opponent. Munhoz was a distant third but still made a good impression on his first race driving the 907.

Overall result:

1.	Emerson Fittipaldi	1	Lola T210	1:04:17.2 = 154.8 km/h
2.	Jorge de Bagration	10	Porsche 908/2	1:05:02.2 (+45.0)
3.	Angi Munhoz	48	Porsche 907	52 laps (-3)
4.	Luiz Pereira Bueno	22	Royale F-100	52 laps (-3)
5.	José Carlos Pace	21	Royale F-100	52 laps (-3)
6.	José Moraes	65	Porsche 910	50 laps (-5)
7.	José Pedro Chateaubriand	73	Puma	44 laps (-11)
8.	Raul Natividade	4	MC-Porsche	44 laps (-11)
9.	José Sinibaldi	59	Protótipo Dino	17 laps (-38)

12 Hours of Sebring

Date:	20.03.1971
Event:	The Florida International 12 Hours of Endurance Sebring
Location:	Hendricks Field, near Sebring, Florida, USA
Duration:	12 hours on 5.2 mi circuit
Series:	World Championship for Makes, round 3 of 11

907-032	Spyder	Colours: light blue with red front bonnet
#56	Engine: 2.0	Decals: Shell, Cibié
Drivers:	Sepp Greger / Hans-Dieter Weigel	
Entrant:	Josef Greger	
Qualifying:	26th overall (3:07.97 = 160.2 km/h)	
Result:	DNF (53 laps)	

In March 1971, Hans-Dieter Weigel surprisingly shipped his 907 spyder to Florida to compete in the 12 Hours of Sebring together with veteran driver Sepp Greger. The duo qualified 26th, right in the middle of the 57-car grid, in between a pair of Trans-Am Chevrolet Camaros. Unfortunately, nothing is known about their progress during the race, but the car retired with gearbox trouble after 53 laps.

Weigel did not race his 907 anymore after this one-off American adventure, instead switching to a Porsche 908/2 Flunder, the ex-Steve McQueen 908-022, for the rest of the season.

Overall top-10 result:

1.	Vic Elford / Gérard Larrousse	3	Porsche 917 K	260 laps = 181.1 km/h
2.	Nanni Galli / Rolf Stommelen	33	Alfa Romeo 33/3	257 laps (-3)
3.	Andrea de Adamich / Henri Pescarolo	32	Alfa Romeo 33/3	248 laps (-12)
4.	Pedro Rodríguez / Jackie Oliver	2	Porsche 917 K	248 laps (-12)
5.	Jo Siffert / Derek Bell	1	Porsche 917 K	244 laps (-16)
6.	Mark Donohue / David Hobbs	6	Ferrari 512 M	243 laps (-17)
7.	John Greenwood / Dick Smothers	48	Chevrolet Corvette	218 laps (-42)
8.	Luigi Chinetti Jr / George Eaton	21	Ferrari 312 P	213 laps (-47)
9.	Jim Locke / Bert Everett	31	Porsche 911 T	203 laps (-57)
10.	Dave Heinz / Or Costanzo	57	Chevrolet Corvette	199 laps (-61)
	Etc.			

Essais des 24 Heures du Mans

Date:	17-18.04.1971
Event:	Essais des 24 Heures du Mans
Location:	Circuit de la Sarthe in Le Mans, France
	1 lap = 13.469 km

907-031	Short tail	Colours: white with red centre stripes
#51	Engine: 2.0	Decals: Esso, Turco, Préparation Wicky
Drivers:	Peter Mattli / Walter Brun / Willy Meier	
Entrant:	Wicky Racing Team	
Result:	11th overall (4:05.3 = 197.7 km/h by Walter Brun on Saturday)	

André Wicky purchased a new car for 1971, the ex-Richard Broström 908/2 Flunder, chassis 010. As a result, he did not drive his 907 anymore that year, the car instead being rented or loaned to other drivers, most notably the Swiss pair of Peter Mattli and Walter Brun. They were joined by fellow Swiss Willy Meier, another driver with close ties to Wicky, for the car's first outing of the season, April's Le Mans test days in preparation for the big 24-hour race due in June.

Walter Brun set the car's best time during the Saturday test session, held from 9.00 to 16.00 hours, with a 4:05.3 (197.7 km/h). Meier, who also shared a drive with Wicky himself in the new 908/2, managed a 4:13.6 while Mattli only drove a slow lap, over a minute off the pace (5:18.3).

During the ensuing qualifying session for Sunday's 3-hour race, held from 16.30 to 18.00 hours, 031 ended up eleventh-fastest with a slightly slow 4:11.2, but the next day the car was not seen on track at all — the 907 did not participate in the remainder of the test nor the Le Mans 3 hours.

Overall top-15 best times per entry:

1.	Jackie Oliver <i>Martini Racing Team</i>	21	Porsche 917 L	3:13.6 = 250.5 km/h
2.	Jo Siffert <i>J.W. Automotive Engineering</i>	17	Porsche 917 K	3:18.4 (+0:04.8)
3.	Derek Bell <i>J.W. Automotive Engineering</i>	18	Porsche 917 K	3:19.4 (+0:05.8)
4.	David Hobbs <i>Escuderia Montjuich</i>	15	Ferrari 512 M	3:19.5 (+0:05.9)
5.	Willi Kauhsen <i>Martini Racing Team</i>	20	Porsche 917/20	3:24.1 (+0:10.5)
6.	Georg Loos <i>Gelo Racing Team</i>	10	Ferrari 512 M	3:33.5 (+0:19.9)
7.	Guy Ligier <i>Automobiles Ligier</i>	32	Ligier JS3	3:36.4 (+0:22.8)
8.	Guy Chasseuil <i>Auguste Veuillet</i>	27	Porsche 908/2	3:50.4 (+0:36.8)
9.	Dominique Martin <i>Zitro Racing Team</i>	57	Porsche 917 K	3:51.7 (+0:38.1)
10.	André Wicky <i>Wicky Racing Team</i>	28	Porsche 908/2	3:54.6 (+0:41.0)
11.	Walter Brun <i>Wicky Racing Team</i>	51	Porsche 907	4:05.3 (+0:51.7)
12.	Henri Greder	2	Chevrolet Corvette	4:10.2 (+0:56.6)
13.	Jean-Claude Aubriet <i>Ecurie Léopard</i>	1	Chevrolet Corvette	4:11.9 (+0:58.3)
14.	Louis Cosson <i>Louis Cosson</i>	49	Porsche 910	4:16.6 (+1:03.0)
15.	Elliott Forbes-Robinson	42	Porsche 911 S	4:17.8 (+1:04.2)
	Etc.			

3 Heures du Mans

Date:	18.04.1971
Event:	3 Heures du Mans
Location:	Circuit de la Sarthe in Le Mans, France
Duration:	3 hours on 13.469 km circuit
Series:	none

907-031	Short tail	Colours: white with red centre stripes
#51	Engine: 2.0	Decals: Esso, Turco, Préparation Wicky
Drivers:	Peter Mattli / Walter Brun	
Entrant:	Wicky Racing Team	
Qualifying:	11th overall (4:11.2 = 193.0 km/h)	
Result:	DNS	

As mentioned earlier, the Mattli / Brun 907 was not seen on track on Sunday, and the car was a non-starter for the new 3-hour race, a sort of appetizer for the real thing in June. It was to be a race of attrition.

At the very last minute, the pole sitting #21 long-tail 917 of Derek Bell was withdrawn, in case it suffered any damage. Another contender for the overall win, the Hobbs / Juncadella Ferrari, which had started late, was out with a broken gearbox after just three laps. That left the race in the control of the Kauhsen / Van Lennep #20 Porsche 917/20, until that, too, retired with electrical problems just after half-distance. This paved the way for the Ferrari 512 M of Georg Loos and Franz Pesch to take the win, but there was more drama in store as the car ran out of fuel on the very last lap... The Porsche 908/2 of Claude Ballot-Léna and Guy Chasseuil therefore took a surprise victory, one lap ahead of Guy Ligier's own JS3 prototype, with the old 906 driven by Barney Barnes and Peter Wiechert claiming an even more surprising third place.

Overall top-5 result (winner's average: 207.1 km/h):

1.	Claude Ballot-Léna / Guy Chasseuil	27	Porsche 908/2	46 laps	621.179 km
2.	Guy Ligier	32	Ligier JS3	45 laps (-1)	613.039 km
3.	Barney Barnes / Peter Wiechert	86	Porsche 906	41 laps (-5)	553.063 km
4.	Pierre Mauroy / Jean-Claude Lagniez	38	Porsche 911 S	40 laps (-6)	549.291 km
5.	Jean-Claude Aubriet / 'Sylvain'	1	Chevrolet Corvette	40 laps (-6)	545.291 km
Etc.					

Rampa de Monsanto

Date:	02.07.1972
Event:	Monsanto hillclimb
Location:	Parque de Monsanto in Lisbon, Portugal
Distance:	2.0 km x 1 run
Series:	Troféu de Montanha, round 3 of 6

907-027	Short tail	Colours:
#?	Engine: 2.2	Decals:
Driver:	Carlos Santos	
Result:	2nd overall / 2nd in class (1:05.91 = 109.2 km/h)	

After the problems at Estoril had prevented Santos from starting the race with the 907 there, the Monsanto hillclimb in Lisbon marked his proper debut with his new acquisition. This was the third round of that year's Mountain Trophy, with Santos having missed the season-opener at Pena, and finished second at Covilhã with the 906 Aurora. At the short climb through the Monsanto parc in the Portuguese capital, he again ended up second on the timing sheets, just behind Ernesto Neves, who won all three classes he started in: group 1, the combined class for groups 3, 4 and 5, and the Formula Ford class. Driving his rapid Lotus 62, Neves recorded a new outright course record in 1:04.45 (111.7 km/h), outpacing Santos by just under 1.5 seconds.

Top-4 class result (groups 3, 4 and 5):

1.	Ernesto Neves	Lotus 62	1:04.45 = 111.7 km/h
2.	Carlos Santos	Porsche 907	1:05.91 (+1.46)
3.	Américo Nunes	Porsche 906	1:07.78 (+3.33)
4.	Mário Gonçalves	Austin Mini Protótipo	1:13.95 (+9.50)
	Etc.		

Overall top-4 result:

1.	Ernesto Neves	Lotus 62	1:04.45 = 111.7 km/h
2.	Carlos Santos	Porsche 907	1:05.91 (+1.46)
3.	Américo Nunes	Porsche 906	1:07.78 (+3.33)
4.	Ernesto Neves	Lotus 69	1:08.46 (+4.01)
	Etc.		

Rampa da Penha

Date:	23.07.1972
Event:	Penha hillclimb
Location:	on the Estrada Nacional 101-2 up to Penha from Guimarães, Portugal
Distance:	approximately 2.6 to 2.8 km x 1 run
Series:	Troféu de Montanha, round 4 of 6

907-027	Short tail	Colours: orange and black
#109	Engine: 2.2	Decals: Corantil
Driver:	Carlos Santos	
Result:	2nd overall / 2nd in class (2:12.34)	

At the next round of the Portuguese Mountain Trophy, the Penha hillclimb in Guimarães in late July, some 90 competitors were present, but like the previous round, the event was completely dominated by Ernesto Neves. He again won three classes: group 1 touring cars, the combined class for groups 3, 4 and 5, and the Formula Ford class, setting the overall fastest time with his Lotus 62 on the bumpy cobblestoned road.

Carlos Santos was once again best of the rest in second place.

Class result (groups 3, 4 & 5):

1.	Ernesto Neves	110	Lotus 62	2:07.82
2.	Carlos Santos	109	Porsche 907	2:12.34 (+0:04.52)
3.	Carlos Gaspar		Chevron B21	2:14.85 (+0:07.03)
4.	Américo Nunes		Porsche 906	2:21.92 (+0:14.10)
5.	Baptista de Andrade		Porsche 911 T	2:40.01 (+0:32.19)
6.	Santos Pereira		BMW 1600	2:56.20 (+0:48.38)
7.	Hugh Williamson		Ford Anglia	3:11.84 (+1:04.02)

Overall top-4 result:

1.	Ernesto Neves	110	Lotus 62	2:07.82
2.	Carlos Santos	109	Porsche 907	2:12.34 (+0:04.52)
3.	Carlos Gaspar		Chevron B21	2:14.85 (+0:07.03)
4.	Ernesto Neves		Lotus 61 M	2:15.06 (+0:07.24)
	Etc.			

Date added: 10.12.2023

Rampa Senhora da Graça

Date:	20.08.1972
Event:	Senhora da Graça hillclimb (aka Rampo do Targa after the organising Targa Clube)
Location:	on the road up Monte Farinha, just east of Mondim de Basto, Portugal
Distance:	5.0 km x 1 run
Series:	Troféu de Montanha, round 5 of 6

907-027	Short tail	Colours:
#72	Engine: 2.2	Decals:
Driver:	Carlos Santos	
Result:	2nd overall / 2nd in class (2:58.18 = 101.0 km/h)	

The Senhora da Graça hillclimb, also known as the Rampo do Targa after the organising automobile club, was held on the winding road up the 947-metres high hill of Monte Farinha, with an incline of up to 12%, in late august, and counted towards the Mountain Trophy. As expected after the previous rounds, the climb was completely dominated by Ernesto Neves. The Portuguese once again won all three classes he entered: the class for group 1 touring cars (with a Chevrolet Camaro), the class for groups 3, 4 and 5 (with his Lotus 62), and the Formula Ford class (with a Lotus 61 M).

Carlos Santos could not keep up and was a distant second overall with his 907, almost twelve seconds behind the untouchable Neves.

The sixth and final round of the Portuguese Mountain Trophy was held at Monte Faro near Valença in late October. Santos did not compete there as his entry with a group 1 BMW was not accepted by the organisers. Based on his results with the 906 (at Covilhã) and the 907 (at Monsanto, Penha and Senhora da Graça), he placed third in the final standings with 340 points, the winner being of course Ernesto Neves.

The following events counted towards the 1972 Portuguese Mountain Trophy:

29.04.1972: Pena (Sintra)
 04.06.1972: Covilhã (Covilhã)
 02.07.1972: Monsanto (Lisboa)
 23.07.1972: Penha (Guimarães)
 20.08.1972: Senhora da Graça (Mondim de Basto)
 28.10.1972: Monte Faro (Valença)

Class result (groups 3, 4 & 5):

1.	Ernesto Neves	Lotus 62	2:46.48 = 108.1 km/h
2.	Carlos Santos	Porsche 907	2:58.18 (+11.70)
3.	Américo Nunes	Porsche 911 S	3:14.53 (+28.05)

Overall top-4 result:

1.	Ernesto Neves	Lotus 62	2:46.48 = 108.1 km/h
2.	Carlos Santos	Porsche 907	2:58.18 (+11.70)
3.	Ernesto Neves	Lotus 61 M	2:58.96 (+12.48)
4.	António Barros	Lotus 61 M	3:07.61 (+21.13)
	Etc.		

Deletions...

The following entries were at some point listed in the race log, but have since been deleted as further research showed the car in question was not a 907:

- 20.07.1969: Gran Premio del Mugello - André Wicky / Willy Meier - DNF - #24 - Porsche 910 [007]
- 14.09.1969: 500 km di Imola - Gerhard Koch / Hans-Dieter Dechent - DNF - #11 - Porsche 908/2
- 14.07.1970: Grand Prix de Magny Cours - Sylvain Garant - 6th - Porsche 910
- 27.09.1970: Tour de France Automobile - Christian Poirot / Pierre Soukry - 12th - #119 - Porsche 910 [006] - modified tail section
- 12.04.1971: Coupes des Pâques - Nogaro - Jean-Michel Charbonnier - unknown - #53 - Porsche 906 - modified tail section - 910 engine
- 12.04.1971: Coupes des Pâques - Nogaro - Jean-Daniel Jabukowski - 1st - #61 - Porsche 906 Spyder [143]
- 18.04.1971: Essais des 24 Heures du Mans - Le Mans - Louis Cosson - #49 - Porsche 910 [007]
- 25.04.1971: 1000 km di Monza - Willy Meier / Peter Mattli - DNF - #26 - Porsche 910 Spyder ? - Sbarro bodywork - 907 engine
- 16.05.1971: Targa Florio - Antonio Finiguerra / Luigi Colzani - DNA - #22 - as Porsche 907 on entry list but this seems unlikely
- 10.10.1971: Fuji Master 250 km - Yoshimasa Kawaguchi - 17th - #12 - Porsche 910
- 10.10.1971: Coupes du Salon - Monthéry - Max Cohen-Olivar - DNA - #56 - listed under group 4 - most likely a Wicky Porsche 911
- 10.10.1971: Coupes du Salon - Monthéry - Walter Brun - DNA - #58 - listed under group 4 - most likely a Wicky Porsche 911
- 12.10.1971: 1000 km de Barcelona - Montjuich - Claude Larrieu / Jacques Dupont - DNA - #20 - Porsche 906 Spyder
- 12.10.1971: 1000 km de Barcelona - Montjuich - Franco Berruto / Angelo Mola - DNF - #26 - Porsche 906
- 01.05.1973: Coppa d'Oro di Shell - Imola - Hans Deffland - DNF heat 1 - DNS heat 2 - #37 - Porsche 910 [001]
- 15.07.1973: Bière slalom - Philippe Carron - 2nd in class - #200 - Porsche 910 Spyder [008]
- 22.09.1974: Schwäbische Alb hillclimb - Walter Proebst - 2nd in class - #427 - Proebst's self-built spyder
- 13.04.1975: Dünsberg hillclimb - Walter Proebst - DNA / DNS - #38 - likely not 907-032 but Proebst's self-built spyder
- 13.06.1976: Rotenburg/Fulda hillclimb - Walter Proebst - 6th in class - #238 - likely not 907-032 but Proebst's self-built spyder

The following entries are not listed in the race log because the car did not arrive at the meeting (DNA) and was not listed on the **final** entry list either:

- 15.06.1969: 24 Heures du Mans - Juan Fernández / unknown - DNA - #49 - entrant: José María Juncadella - on provisional entry list only
- 15.06.1969: 24 Heures du Mans - unknown / unknown - DNA - #50 - entrant: German BG Racing Team - on provisional entry list only
- 15.06.1969: 24 Heures du Mans - unknown / unknown - DNA - #51 - entrant: German BG Racing Team - on provisional entry list only
- 15.06.1969: 24 Heures du Mans - Allan Rollinson / Tony Dean - DNA - #71 - entrant: William Bradley - on provisional entry list only
- 14.06.1970: 24 Heures du Mans - Guy Verrier / Frederic Mural - DNA - #54 - on provisional entry list only - listed with #60 Porsche 910 on final list
- 21.11.1970: Cape Three Hour Race - Killarney - Hans-Dieter Blatzheim / Guy Edwards - DNA - not listed in programme entry list
- 11.06.1972: 24 Heures du Mans - Max Cohen-Olivar / André Wicky - DNA - #87 - on provisional entry list only
- 10.06.1973: 24 Heures du Mans - André Wicky / unknown - DNA - #27 - on provisional entry list only
- 26.10.1973: Circuit de la Corniche - Casablanca - André Wicky - 1st - erroneous info - car and driver not present

Highlights...

1st overall:

■ 24 Hours of Daytona	04.02.1968	Neerpasch / Elford / Stommelen / Siffert / Herrmann	907-005
■ 12 Hours of Sebring	23.03.1968	Jo Siffert / Hans Herrmann	907-024
■ Targa Florio	05.05.1968	Vic Elford / Umberto Maglioli	907-025

2nd overall:

■ BOAC 500	07.04.1968	Gerhard Mitter / Ludovico Scarfiotti	907-027
■ Monza 1000 km	25.04.1968	Rolf Stommelen / Jochen Neerpasch	907-005
■ Nürburgring 1000 km	19.05.1968	Hans Herrmann / Rolf Stommelen	907-032
■ Spa 1000 km	26.05.1968	Gerhard Mitter / Jo Schlesser	907-027
■ 24 Hours of Le Mans	29.09.1968	Rico Steinemann / Dieter Spoerry	907-008
■ World Championship for Makes	1968	Various	Porsche 907 & 908

3rd overall:

■ Monza 1000 km	25.04.1969	Hans-Dieter Dechent / Gerhard Koch	907-028
■ Montseny hillclimb	25.05.1969	Alex Soler-Roig	907-031
■ 12 Hours of Barcelona	05.10.1969	Eugenio Baturone / José María Palomo	907-026
■ Copa Brasil	27.12.1970	Alex Soler-Roig	907-026

Class wins:

■ 24 Hours of Le Mans (5th)	11.06.1967	Hans Herrmann / Jo Siffert	907-004
■ BOAC 500 (2nd)	07.04.1968	Gerhard Mitter / Ludovico Scarfiotti	907-027
■ Monza 1000 km (2nd)	25.04.1968	Rolf Stommelen / Jochen Neerpasch	907-005
■ Spa 1000 km (2nd)	26.05.1968	Gerhard Mitter / Jo Schlesser	907-027
■ 24 Hours of Le Mans (2nd)	29.09.1968	Rico Steinemann / Dieter Spoerry	907-008
■ 6 Hours of Vila Real (4th)	06.07.1969	Corrado Manfredini / Gianpiero Moretti (as 'Nomex')	907-022
■ 24 Hours of Le Mans (7th)	13.06.1971	Peter Mattli / Walter Brun	907-031
■ Monza 1000 km (4th)	25.04.1972	Peter Mattli / Hervé Bayard	907-031

Minor overall wins:

■ Saison-Finale '68 (Hockenheim)	01.12.1968	Thomas Teves	907-029
■ Eaumorte sprint	22.03.1969	Dominique Martin	907-024
■ Galapagar hillclimb	28.03.1969	Alex Soler-Roig	907-026
■ Flor de Mayo hillclimb	13.04.1969	Eugenio Baturone	907-026
■ Sotillo hillclimb	01.05.1969	Eugenio Baturone	907-026
■ Swiss races (Hockenheim)	03.05.1969	Sigi Lang	907-025
■ Preis von Hockenheim	18.05.1969	Sigi Lang	907-025
■ Premio Ciudad de Granollers	18.05.1969	Eugenio Baturone	907-026
■ Eggberg hillclimb	01.06.1969	Sigi Lang	907-025
■ La Bastida hillclimb	01.06.1969	Alex Soler-Roig	907-031
■ San Cugat - Tibidabo hillclimb	08.06.1969	Eugenio Baturone	907-026
■ Prueba 15 de Junio (Jarama)	15.06.1969	Alex Soler-Roig	907-031
■ Morcuera hillclimb	11.07.1969	José de la Peña	907-027
■ Gran Premio de La Coruña	03.08.1969	José de la Peña	907-027
■ Trofeo de España por Regiones (Jarama)	23.11.1969	Eugenio Baturone	907-026
■ Eaumorte sprint	14.03.1970	Florian Vetsch	907-024
■ Oberhallau hillclimb	19.04.1970	Sigi Lang	907-025
■ Riedenburg hillclimb	26.04.1970	Sigi Lang	907-025
■ Swiss races (Hockenheim)	03.05.1970	Sigi Lang	907-025
■ Saison-Finale '70 (Hockenheim)	29.11.1970	Hans-Dieter Blatzheim	907-022
■ Mosen-Schwarzenbach hillclimb	25.09.1971	Walter Brun	907-031
■ Collonges sprint	11.03.1972	André Wicky	907-031

National championships...

Spain

Campeonato de España de Velocidad (1969):

- Alex Soler-Roig: 1st (521 points) - Porsche 907 [026] [031] & Porsche 908/2 [013]
- Eugenio Baturone: 3rd (362.8 points) - Ferrari 250 GTO [4153GT], Porsche 907 [026] [027] & Porsche 911 R [11899009R]
- José de la Peña: unknown - Porsche 906 [130], Porsche 907 [027] & Porsche 908/2 [020]

The following events comprised the 1969 Spanish championship for GT cars, sports cars & prototypes:

23.02.1969: Circuito Ciudad Turística Puerto de la Cruz

23.03.1969: Montserrat hillclimb

28.03.1969: Galapagar hillclimb

01.05.1969: Sotillo hillclimb

25.05.1969: Montseny hillclimb

15.06.1969: Prueba 15 de Junio (Jarama)

11.07.1969: Canencia hillclimb

11.07.1969: Morcuera hillclimb

31.08.1969: San Felú de Codinas hillclimb

07.09.1969: Gran Premio de Alcañiz

14.09.1969: El Farell hillclimb

21.09.1969: Puigmajor hillclimb

05.10.1969: 12 Horas de Barcelona

12.10.1969: La Rabassada hillclimb

26.10.1969: 6 Horas del Jarama

12.12.1969: Cruz Verde hillclimb (no points awarded / too few participants)

Note only a driver's eight best points finishes counted towards the final standings

Campeonato de Cataluña de Velocidad (1969):

- Eugenio Baturone: 2nd (946 points)
- Alex Soler-Roig: 10th (497 points)

Campeonato de Castilla de Velocidad (1969):

- José de la Peña: 1st (92 points)

Switzerland

Schweizer Automobilmeisterschaft / Championnat Suisse Automobile (1969):

- Sigi Lang: not classified - Porsche 907 [025]

The following events counted towards the 1969 Swiss championship for sports cars & prototypes:

11.05.1969: Payerne slalom
18.05.1969: Preis von Hockenheim
31.05.1969: Wangen slalom
29.06.1969: Rochefort-La Tourne hillclimb
06.07.1969: Flugplatzrennen Ulm-Laupheim
24.08.1969: St-Ursanne-Les Rangiers hillclimb
31.08.1969: Ollon-Villars hillclimb
14.09.1969: Mitholz-Kandersteg hillclimb
28.09.1969: Kerenzerberg hillclimb
05.10.1969: Marchairuz hillclimb

Dunlop Rundstrecken-Meisterschaft (1969):

- Sigi Lang: 1st (22 points) - Porsche 907 [025]

The following events counted towards the Dunlop mini-championship:

18.05.1969: Preis von Hockenheim
06.07.1969: Flugplatzrennen Ulm-Laupheim

Coupe der Schweizer Berge / Coupe Suisse de la Montagne (1969):

- Sigi Lang: 6th (37 points) - Porsche 907 [025]

Portugal

Campeonato Nacional de Velocidade (1972):

- Carlos Santos: 2nd (328 points) - Porsche 906 [130] & Porsche 907 [027]

The following events counted towards the 1972 Portuguese circuit racing championship:

18.06.1972: Estoril

09.07.1972: Vila Real

27.08.1972: Vila do Conde

24.09.1972: Estoril

11.11.1972: Estoril

Troféu de Montanha (1972):

- Carlos Santos: 3rd (340 points) - Porsche 906 & Porsche 907 [027]

The following events counted towards the 1972 Portuguese hillclimb trophy:

29.04.1972: Pena (Sintra)

04.06.1972: Covilhã (Covilhã)

02.07.1972: Monsanto (Lisboa)

23.07.1972: Penha (Guimarães)

20.08.1972: Senhora da Graça (Mondim de Basto)

28.10.1972: Monte Faro (Valença)

Brazil

Campeonato Brasileiro de Viaturas Esporte (1972):

- Angi Munhoz: 5th (4 points) - Porsche 907 [026] (*)

The following events counted towards the 1972 Brazilian championship for sports cars:

07.05.1972: Tarumã

03.09.1972: Interlagos

12.11.1972: Interlagos

(*) Tied for fifth place with two other drivers

Sweden

Stockholms Sportvagnsklubb Serien (1973):

- Sten Hillgard: 6th (11 points) - Porsche 904 [060] & Porsche 907 Spyder [028]

The following events counted towards the 1973 series:

06.05.1973: Kinnekulle Ring
27.05.1973: Anderstorp Raceway
24.06.1973: Kinnekulle Ring
22.07.1973: Karlskoga
26.08.1973: Anderstorp Raceway
23.09.1973: Kinnekulle Ring
07.10.1973: Ring Knutstorp

Stockholms Sportvagnsklubb Serien (1975):

- Christer Bengtsson: 2nd (8 points) - Porsche 907 Spyder [022]

The following events counted towards the 1975 series:

20.04.1975: Kinnekulle Ring
04.05.1975: Anderstorp Raceway
25.05.1975: Karlskoga
15.06.1975: Kinnekulle Ring
06.07.1975: Mantorp Park
17.08.1975: Kinnekulle Ring
28.09.1975: Ring Knutstorp

Note for both years that not all classes raced at each event

Car-by-car race logs...

The information in the race logs below is the same as in the main race log above, but now listed per car rather than chronologically. Only the most basic information is listed here: the date, location and meeting, driver(s), and the start number insofar known. For results and further details, see the main race log above. The figures in brackets next to each chassis number indicate the total number of entries documented for that car, including non-arrivals and non-starts. Private test sessions are not included here.

907-001 (1)

09.04.1967 Le Mans Essais [Gerhard Mitter](#) #40

907-002 (1)

09.04.1967 Le Mans Essais [Gerhard Mitter](#) | [Herbert Linge](#) | [Fritz Huschke von Hanstein](#) #41

907-003 (1)

11.06.1967 Le Mans 24 Heures [Gerhard Mitter](#) | [Jochen Rindt](#) #40

907-004 (4)

11.06.1967 Le Mans 24 Heures [Jo Siffert](#) | [Hans Herrmann](#) #41

04.02.1968 Daytona 24 Hours [Rico Steinemann](#) | [Dieter Spoerry](#) #55
23.03.1968 Sebring 12 Hours [Rico Steinemann](#) | [Dieter Spoerry](#) #58 DNA
25.04.1968 Monza 1000 km [Rico Steinemann](#) | [Dieter Spoerry](#) #20 DNS

907-005 (4)

04.02.1968 Daytona 24 Hours [Neerpasch](#) | [Elford](#) | [Stommelen](#) | [Siffert](#) | [Herrmann](#) #54
07.04.1968 Le Mans Essais [Rolf Stommelen](#) #33
25.04.1968 Monza 1000 km [Rolf Stommelen](#) | [Jochen Neerpasch](#) #3
29.09.1968 Le Mans 24 Heures [Alex Soler-Roig](#) | [Rudi Lins](#) #35

907-006 (2)

04.02.1968 Daytona 24 Hours [Gerhard Mitter](#) | [Rolf Stommelen](#) #53
29.09.1968 Le Mans 24 Heures [Herbert Linge](#) | [Robert Buchet](#) #67

907-007 (1)

30.07.1967 Brands Hatch BOAC 500 [Hans Herrmann](#) | [Jochen Neerpasch](#) #12

907-008 (2)

04.02.1968 Daytona 24 Hours [Hans Herrmann](#) | [Jo Siffert](#) #52
29.09.1968 Le Mans 24 Heures [Rico Steinemann](#) | [Dieter Spoerry](#) #66

907-011 (1)

04.02.1968 Daytona 24 Hours [Joe Buzzetta](#) | [Jo Schlesser](#) #51

907-021 (1)

07.04.1968 Brands Hatch BOAC 500 [Jochen Neerpasch](#) #T *practice only / not entered for race*

907-022 (41)

07.04.1968 Brands Hatch BOAC 500 [Jo Siffert](#) | [Hans Herrmann](#) #37
05.05.1968 Targa Florio [Ludovico Scarfiotti](#) | [Gerhard Mitter](#) #230

25.04.1969 Monza 1000 km [Corrado Manfredini](#) | [Vittorio Brambilla](#) #20
04.05.1969 Targa Florio [Corrado Manfredini](#) | [Luciano Selva](#) #278 *originally entered under #244*
01.06.1969 Nürburgring 1000 km [Corrado Manfredini](#) | [Gianpiero Biscaldi](#) #36
06.07.1969 Villa Real 6 Horas [Corrado Manfredini](#) | 'Nomex' #11
20.07.1969 Mugello Gran Premio [Corrado Manfredini](#) | [Luciano Selva](#) #25
10.08.1969 Österreichring Großer Preis von Österreich [Corrado Manfredini](#) | [Gianpiero Moretti](#) #1
31.08.1969 Ollon-Villars hillclimb 'Nomex' #193 DNA
14.09.1969 Imola 500 km [Corrado Manfredini](#) | [Gianpiero Moretti](#) #14
12.10.1969 Salzburgring Donau-Pokal [Corrado Manfredini](#) #23
19.10.1969 Hockenheim 300 Meilen [Corrado Manfredini](#) #31 DNA
26.10.1969 Jarama 6 Horas [Corrado Manfredini](#) | 'Nomex' #6 DNA

29.03.1970 Zolder Rheydter-Rundstreckenrennen [Hans-Dieter Blatzheim](#) #96
12.04.1970 Brands Hatch BOAC 1000 [Hans-Dieter Blatzheim](#) | [Ernst Kraus](#) #71
19.04.1970 Paul Ricard Trophée International [Hans-Dieter Blatzheim](#) #7 DNA but entry TBC
25.04.1970 Monza 1000 km [Hans-Dieter Blatzheim](#) | [Ernst Kraus](#) #52 DNA
10.05.1970 Faßberg Flugplatzrennen [Hans-Dieter Blatzheim](#) #31 DNA
17.05.1970 Spa-Francorchamps 1000 km [Hans-Dieter Blatzheim](#) | [Ernst Kraus](#) #15
24.05.1970 Salzburgring Tauernpokal [Hans-Dieter Blatzheim](#) #8
31.05.1970 Nürburgring 1000 km [Hans-Dieter Blatzheim](#) | [Ernst Kraus](#) #23
28.06.1970 Norisring 200 Meilen von Nürnberg [Hans-Dieter Blatzheim](#) #51
05.07.1970 Hockenheim Südwest-Pokal [Hans-Dieter Blatzheim](#) #26
19.07.1970 Mugello Gran Premio [Hans-Dieter Blatzheim](#) #33
26.07.1970 Sembach Flugplatzrennen [Hans-Dieter Blatzheim](#) #237
16.08.1970 Wunstorf Flugplatzrennen [Hans-Dieter Blatzheim](#) #54
23.08.1970 Keimola Suomen Grand Prix [Hans-Dieter Blatzheim](#) #17
30.08.1970 Zolder Westfalen-Pokal [Hans-Dieter Blatzheim](#) #237
06.09.1970 Nürburgring 500 km [Hans-Dieter Blatzheim](#) #12
13.09.1970 Imola 500 km [Hans-Dieter Blatzheim](#) | [Werner Zanders](#) #44
20.09.1970 Zandvoort Trophy of the Dunes [Hans-Dieter Blatzheim](#) #22
20.09.1970 Spa-Francorchamps Trophée des Ardenes [Hans-Dieter Blatzheim](#) #18 DNA
04.10.1970 Sauerland hillclimb [Hans-Dieter Blatzheim](#) #15 DNA
04.10.1970 Mendig Flugplatzrennen [Hans-Dieter Blatzheim](#) #3 DNA or DNS
11.10.1970 Hockenheim ADAC-Preis von Baden-Württemberg [Hans-Dieter Blatzheim](#) #80
18.10.1970 Nürburgring Rundstreckenrennen Aachen [Hans-Dieter Blatzheim](#) #49
01.11.1970 Jarama 6 Horas [Hans-Dieter Blatzheim](#) | [Hans Schulze-Schwering](#) #6
29.11.1970 Hockenheim Saison-Finale [Hans-Dieter Blatzheim](#) #20

20.04.1975 Kinnekulle SSK-Serien [Christer Bengtsson](#) #7
17.08.1975 Kinnekulle SSK-Serien [Christer Bengtsson](#) #7
28.09.1975 Knutstorp SSK-Serien Final [Christer Bengtsson](#) #7

907-023 (2)

23.03.1968 Sebring 12 Hours [Gerhard Mitter](#) | [Rolf Stommelen](#) #48
05.05.1968 Targa Florio [Ludovico Scarfiotti](#) | [Gerhard Mitter](#) #230 DNS

907-024 (12)

23.03.1968 Sebring 12 Hours Jo Siffert | Hans Herrmann #49

22.03.1969 Eaumorte sprint Dominique Martin
04.05.1969 Targa Florio Dominique Martin | Jean-Claude Killy #242 DNS
18.05.1969 Monthéry Coupes de l'ACIF Dominique Martin #6
14.07.1969 Magny-Cours Critérium du Nivernais Dominique Martin #195
07.09.1969 La Faucille hillclimb Dominique Martin
14.09.1969 Urcy hillclimb Dominique Martin #115

14.03.1970 Eaumorte sprint Florian Vetsch #45
07.06.1970 Dijon-Longvic Circuit de Vitesse Dominique Martin #39
21.06.1970 Monthéry Coupes de Vitesse de l'ACIF Dominique Martin #21
28.06.1970 Norisring 200 Meilen von Nürnberg Dominique Martin #53
19.07.1970 Mugello Gran Premio Dominique Martin #23

907-025 (29)

23.03.1968 Sebring 12 Hours Ludovico Scarfiotti | Joe Buzzetta #50
05.05.1968 Targa Florio Vic Elford | Umberto Maglioli #224

13.04.1969 Lodrino slalom Sigi Lang #211
20.04.1969 Hockenheim Swiss races Sigi Lang #22
25.04.1969 Monza 1000 km Sigi Lang | Rolf Stommelen #8
03.05.1969 Hockenheim Swiss races Sigi Lang #176
15.05.1969 Goesdorf hillclimb Sigi Lang #91
18.05.1969 Hockenheim Preis von Hockenheim Sigi Lang #62
25.05.1969 Montseny hillclimb Sigi Lang #91 DNA
31.05.1969 Wangen slalom Sigi Lang #73
01.06.1969 Eggberg hillclimb Sigi Lang #135
08.06.1969 Roßfeld hillclimb Sigi Lang #3
29.06.1969 Rochefort-La Tourne hillclimb Sigi Lang #75
06.07.1969 Ulm Flugplatzrennen Sigi Lang #265
13.07.1969 Hockenheim Solituderennen Sigi Lang #17
27.07.1969 Freiburg-Schauinsland hillclimb Sigi Lang #196
17.08.1969 Luzzzone hillclimb Sigi Lang #302
24.08.1969 St-Ursanne-Les Rangiers hillclimb Sigi Lang #103
31.08.1969 Ollon-Villars hillclimb Sigi Lang #192
07.09.1969 Sankt Peterzell-Hemberg hillclimb Sigi Lang #40 DNA
14.09.1969 Mitholz-Kandersteg hillclimb Sigi Lang #80 DNA
20.09.1969 Oberhallau hillclimb Sigi Lang #37 DNA
28.09.1969 Kerenzerberg hillclimb Sigi Lang #248 DNA

18.04.1970 Payerne slalom Sigi Lang #197
19.04.1970 Oberhallau hillclimb Sigi Lang #51
26.04.1970 Riedenburg hillclimb Sigi Lang #123
03.05.1970 Hockenheim Swiss races Sigi Lang #14
10.05.1970 Eggberg hillclimb Sigi Lang #129
17.05.1970 Nibelungen hillclimb Sigi Lang #137 DNA

907-026 (31)

23.03.1968 Sebring 12 Hours Vic Elford | Jochen Neerpasch #51

02.03.1969 Jarama Prueba 2 de Marzo Alex Soler-Roig #63
28.03.1969 Galapagar hillclimb Alex Soler-Roig #1

13.04.1969 Flor de Mayo hillclimb Eugenio Baturone #42
25.04.1969 Monza 1000 km Alex Soler-Roig | Eugenio Baturone #9 DN DNS
01.05.1969 Sotillo hillclimb Eugenio Baturone
18.05.1969 Granollers Premio Ciudad Eugenio Baturone #108
25.05.1969 Montseny hillclimb Eugenio Baturone #100
01.06.1969 La Bastida hillclimb Eugenio Baturone #2
08.06.1969 San Cugat-Tibidabo hillclimb Eugenio Baturone #68
15.06.1969 Jarama Prueba 15 de Junio Eugenio Baturone #62 DNS

21.09.1969 Puigmajor hillclimb Eugenio Baturone #29
05.10.1969 Montjuich 12 Horas de Barcelona Eugenio Baturone | José María Palomo #15
12.10.1969 La Rabassada hillclimb Eugenio Baturone
26.10.1969 Jarama 6 Horas Eugenio Baturone | José María Palomo #5
23.11.1969 Jarama Trofeo de España por Regiones Eugenio Baturone #80

06.12.1970 Interlagos Copa Brasil Prova 1 Alex Soler-Roig #6
13.12.1970 Interlagos Copa Brasil Prova 2 Alex Soler-Roig #6
20.12.1970 Interlagos Copa Brasil Prova 3 Alex Soler-Roig #6
22.12.1970 Interlagos Copa Brasil Prova 3 Alex Soler-Roig #6
27.12.1970 Interlagos Copa Brasil Prova 4 Alex Soler-Roig #6

03.01.1971 Tarumã 100 Milhas Angi Munhoz #48
11.12.1971 Interlagos Prova Brasil Alfredo Giorgi #48
19.12.1971 Interlagos Prova Argentina Angi Munhoz #48

30.04.1972 Interlagos Festival do Ronco Alfredo Giorgi #48
20.08.1972 Belo Horizonte 200 km Brasileiros Angi Munhoz #48
03.09.1972 Interlagos 500 km Angi Munhoz #48
12.11.1972 Interlagos Campeonato Brasileiro Angi Munhoz #48
09.12.1972 Interlagos Copa Brasil Prova 1 Francisco Lameirão #48
10.12.1972 Interlagos Copa Brasil Prova 2 Francisco Lameirão #48 DNA
17.12.1972 Interlagos Copa Brasil Prova 3 Francisco Lameirão #48 DNA

907-027 (36)

07.04.1968 Brands Hatch BOAC 500 Gerhard Mitter | Ludovico Scarfiotti #38
26.05.1968 Spa-Francorchamps 1000 km Gerhard Mitter | Jo Schlesser #4

25.08.1968 Trofeo Vallecamonica hillclimb 'Noris' #242 DNS
01.09.1968 Caprino-Spiazzi hillclimb 'Noris' #662
15.09.1968 Castione-Presolana hillclimb 'Noris' #302 DNS
06.10.1968 Trofeo Luigi Fagioli hillclimb 'Noris' #155 DNP

02.03.1969 Jarama Prueba 2 de Marzo José de la Peña #64 DNA
28.03.1969 Galapagar hillclimb José de la Peña #2
27.04.1969 Jarama Prueba 27 de Abril José de la Peña #63
25.05.1969 Montseny hillclimb José de la Peña #99 DNA
15.06.1969 Jarama Prueba 15 de Junio Eugenio Baturone #62
06.07.1969 Vila Real 6 Horas José de la Peña | Ben Heiderich #12
11.07.1969 Canencia hillclimb José de la Peña #2
11.07.1969 Morcuera hillclimb José de la Peña #2
03.08.1969 La Coruña Gran Premio José de la Peña #12
07.09.1969 Alcañiz Gran Premio José de la Peña #11
14.09.1969 Jarama Prueba 14 de Septiembre José de la Peña #53
05.10.1969 Montjuich 12 Horas de Barcelona José de la Peña | Ben Heiderich #6
26.10.1969 Jarama 6 Horas Eladio Doncel | José Manuel Lencina #8
23.11.1969 Jarama Trofeo de España por Regiones José de la Peña #83
12.12.1969 Cruz Verde hillclimb José de la Peña #24 DNS

01.03.1970 Jarama Copa Alfíl Ben Heiderich #75
22.03.1970 Jarama Prueba Homenaje a la Infancia Ben Heiderich #65
03.05.1970 Jarama Trofeo Primavera José de la Peña #78
01.11.1970 Jarama 6 Horas Ben Heiderich | Julio Gargallo #7

20.06.1971 Monsanto hillclimb Rui Guedes #24
04.07.1971 Vila Real Circuito Internacional Rui Guedes #27 DNS

18.06.1972 Estoril Inauguração do Autódromo Carlos Santos #71 DNS
02.07.1972 Monsanto hillclimb Carlos Santos
09.07.1972 Vila Real Circuito Internacional Carlos Santos #9
23.07.1972 Penha hillclimb Carlos Santos #109
20.08.1972 Senhora da Graça hillclimb Carlos Santos #72
27.08.1972 Vila do Conde Carlos Santos #125
03.09.1972 Interlagos 500 km Carlos Santos #10
24.09.1972 Estoril Circuito Nacional do ACP Carlos Santos #40
11.11.1972 Estoril Grande Prémio do ACP Carlos Santos #28

907-028 (36)

07.04.1968 Brands Hatch BOAC 500 Vic Elford | Jochen Neerpasch #36

08.09.1968 Ulm Flugplatzrennen Hans-Dieter Dechent #189 DNS
15.09.1968 Hockenheim Preis der Nationen Hans-Dieter Dechent #5
22.09.1968 Monthéry Coupes de Paris Hans-Dieter Dechent #56
06.10.1968 Wien-Aspern Donau-Pokal Hans-Dieter Dechent #9
13.10.1968 Monthéry 1000 km Hans-Dieter Dechent | Udo Schütz #15
09.11.1968 Kyalami 9 Hours Hans-Dieter Dechent | Hans Herrmann #10

13.04.1969 Brands Hatch BOAC 500 Hans-Dieter Dechent | Gerhard Koch #62
25.04.1969 Monza 1000 km Hans-Dieter Dechent | Gerhard Koch #10
04.05.1969 Targa Florio Hans-Dieter Dechent | Gerhard Koch #276
11.05.1969 Spa-Francorchamps 1000 km Hans-Dieter Dechent | Gerhard Koch #14
01.06.1969 Nürburgring 1000 km Hans-Dieter Dechent | Gerhard Koch #18
29.06.1969 Norisring 200 Meilen von Nürnberg Hans-Dieter Dechent #32
13.07.1969 Hockenheim Solituderennen Hans-Dieter Dechent #15

17.08.1969 Wunstorf Flugplatzrennen Dieter Weizinger #9
14.09.1969 Klingenring hillclimb Wilhelm Bisterfeld #140
05.10.1969 Innsbruck Flugplatzrennen Preis von Tirol Horst Eiteneuer #23 DNA
05.10.1969 Hohn-Rendsburg Flugplatzrennen Hans Hessel #811
12.10.1969 Sauerland hillclimb Hans Hessel #1
19.10.1969 Hockenheim 300 Meilen Wilhelm Bisterfeld #33
26.10.1969 Zolder Rundstreckenrennen Aachen Wilhelm Bisterfeld #270 DNA
26.10.1969 Zolder Rundstreckenrennen Aachen Horst Eiteneuer #272
30.11.1969 Hockenheim Saison-Finale Horst Eiteneuer #28

19.04.1970 Paul Ricard Trophée International Willi Kauhsen #8
03.05.1970 Hämeenlinna 300 Willi Kauhsen #11
04.10.1970 Sauerland hillclimb Gerhard Niggemann #18 DNA or DNS

13.08.1972 Wunstorf Flugplatzrennen Roland Faude #21
10.09.1972 Mainz-Finthen Flugplatzrennen Roland Faude #13
01.10.1972 Hockenheim ADAC-Preis von Baden-Württemberg und Hessen Roland Faude #68

01.07.1973 Mainz-Finthen Flugplatzrennen Roland Faude #25
08.07.1973 Hohenloher Flugplatzrennen Roland Faude #156 DNA
15.07.1973 Hockenheim Südwest-Pokal Roland Faude #81 DNA

26.08.1973 Anderstorp SSK-Serien Sten Hillgard #5
02.09.1973 Knutstorp Kvällsposten Newsrace Sten Hillgard #1
23.09.1973 Kinnekulle SSK-Serien Sten Hillgard #2
07.10.1973 Knutstorp SSK-Serien Final Sten Hillgard #24

907-029 (33)

05.05.1968 Targa Florio Jo Siffert | Rolf Stommelen #226

01.12.1968 Hockenheim Saison-Finale Thomas Teves #20
13.04.1969 Krähberg hillclimb Thomas Teves #382 DNS

25.05.1969 Spessart hillclimb Helmut Krause #201 DNA
01.06.1969 Nürburgring 1000 km Helmut Krause | Ernst Furtmayr #19 DNS
22.06.1969 Hockenheim DMV-Rennttraining Helmut Krause no start number
29.06.1969 Norisring 200 Meilen von Nürnberg Helmut Krause #30
06.07.1969 Ulm Flugplatzrennen Helmut Krause #219
13.07.1969 Hockenheim Solituderennen Helmut Krause #18
20.07.1969 Diepholz Flugplatzrennen Helmut Krause #305 DNA
27.07.1969 Österreichring Eröffnungsrennen Helmut Krause #1
10.08.1969 Österreichring Großer Preis von Österreich Helmut Krause | Hans-Dieter Weigel #12
17.08.1969 Wunstorf Flugplatzrennen Helmut Krause #20
14.09.1969 Imola 500 km Helmut Krause | Hans-Dieter Weigel #20
21.09.1969 Salzburgring Preis von Salzburg Helmut Krause #25
05.10.1969 Innsbruck Preis von Tirol Helmut Krause #24
19.10.1969 Hockenheim 300 Meilen Helmut Krause #32
26.10.1969 Zolder Rundstreckenrennen Aachen Helmut Krause #269 DNA
16.11.1969 Sembach Flugplatzrennen Helmut Krause #256

25.04.1970 Monza 1000 km Helmut Krause | Hans-Dieter Blatzheim #52 originally entered under #51
24.05.1970 Salzburgring Tauernpokal Helmut Krause #9
07.06.1970 Dijon-Longvic Circuit de Vitesse Helmut Krause #40
21.06.1970 Mainz-Finthen Flugplatzrennen Helmut Krause #36
28.06.1970 Norisring 200 Meilen von Nürnberg Helmut Krause #40
05.07.1970 Hockenheim Südwest-Pokal Helmut Krause #28
19.07.1970 Diepholz Flugplatzrennen Helmut Krause #185 DNA
16.08.1970 Wunstorf Flugplatzrennen Helmut Krause #25 DNA
23.08.1970 Keimola Suomen Grand Prix Helmut Krause #7
13.09.1970 Imola 500 km Helmut Krause #48
04.10.1970 Mendig Flugplatzrennen Helmut Krause #4
11.10.1970 Hockenheim ADAC-Preis von Baden-Württemberg Helmut Krause #81
18.10.1970 Monthéry 1000 km Helmut Krause | Ernst Kraus #20
25.10.1970 München-Neubiberg Flughafenrennen Helmut Krause #332 or #333

907-030 (13)

05.05.1968 Targa Florio Hans Herrmann | Jochen Neerpasch #222

16.03.1969 Vallelunga Trofeo dalla Vecchia Antonio Nicodemi #326 DNA
25.04.1969 Monza 1000 km Antonio Nicodemi | Carlo Facetti #21
04.05.1969 Targa Florio Antonio Nicodemi | Jonathan Williams #250
25.05.1969 Trieste-Opicina hillclimb Antonio Nicodemi #430
01.06.1969 Nürburgring 1000 km Antonio Nicodemi | Silvio Moser #38
13.07.1969 Trento-Bondone hillclimb Antonio Nicodemi #98
20.07.1969 Mugello Gran Premio Antonio Nicodemi | Silvio Moser #12
14.09.1969 Imola 500 km Antonio Nicodemi | Silvio Moser #12

25.04.1970 Monza 1000 km Antonio Nicodemi | Jonathan Williams #49
03.05.1970 Targa Florio Antonio Nicodemi | Gianpiero Moretti #60
05.07.1970 Trento-Bondone hillclimb Antonio Nicodemi #80
19.07.1970 Mugello Gran Premio Antonio Nicodemi | 'Shangri-La' #7

907-031 (59)

19.05.1968 Nürburgring 1000 km [Jochen Neerpasch](#) | [Joe Buzzetta](#) #4

02.02.1969 Daytona 24 Hours [Alex Soler-Roig](#) | [Rudi Lins](#) #58
22.03.1969 Sebring 12 Hours [Alex Soler-Roig](#) | [Rudi Lins](#) #44
13.04.1969 Brands Hatch BOAC 500 [Alex Soler-Roig](#) | [Rudi Lins](#) #74 DNA
25.05.1969 Montseny hillclimb [Alex Soler-Roig](#) #98
01.06.1969 La Bastida hillclimb [Alex Soler-Roig](#) #3
08.06.1969 San Cugat-Tibidabo hillclimb [Alex Soler-Roig](#) DNS
15.06.1969 Jarama Prueba 15 de Junio [Alex Soler-Roig](#) #61
26.10.1969 Jarama 6 Horas [Jorge de Bagration](#) | [Bernard Tramont](#) #7

01.03.1970 Jarama Copa Alfíl [André Wicky](#) #74
22.03.1970 Jarama Prueba Homenaje a la Infancia [André Wicky](#) #66 DNA
30.03.1970 Nogaro Coupes des Pâques [Daniel Rouveyran](#) #193
12.04.1970 Le Mans Essais [Daniel Rouveyran](#) | [André Wicky](#) #62
19.04.1970 Paul Ricard Trophée International [Gérard Larrousse](#) #6
25.04.1970 Monza 1000 km [André Wicky](#) | [Mário Cabral](#) #53
24.05.1970 Monthéry Grand Prix de Paris [André Wicky](#) #16
31.05.1970 Nürburgring 1000 km [André Wicky](#) | [Mário Cabral](#) #29
14.06.1970 Le Mans 24 Heures [André Wicky](#) | [Jean-Pierre Hanrioud](#) #61
28.06.1970 Ronde Cévenole [Unknown](#) #4 DNA
05.07.1970 Hockenheim Südwest-Pokal [André Wicky](#) #27
19.07.1970 Mugello Gran Premio [André Wicky](#) | [Mario Ilotte](#) #8 DNS
16.08.1970 Fontaines-Villars-Burquin hillclimb [André Wicky](#) #196
30.08.1970 Urcy hillclimb [André Wicky](#) #47
06.09.1970 Nürburgring 500 km [André Wicky](#) #4
20.09.1970 Spa-Francorchamps Trophée des Ardennes [Unknown](#) #17 DNA
27.09.1970 Tour de France [André Wicky](#) | [Unknown](#) #118 DNA
11.10.1970 Österreichring 1000 km [André Wicky](#) #8 DNA
18.10.1970 Monthéry 1000 km [André Wicky](#) | [Daniel Rouveyran](#) #19
08.11.1970 Casablanca Circuit de la Corniche [André Wicky](#) #2

18.04.1971 Le Mans Essais [Peter Mattli](#) | [Walter Brun](#) | [Willy Meier](#) #51
18.04.1971 Le Mans 3 Heures [Peter Mattli](#) | [Walter Brun](#) #51 DNS
23.05.1971 Monthéry Grand Prix de Paris [André Wicky](#) #16 DNA/DNS?
30.05.1971 Nürburgring 1000 km [Peter Mattli](#) | [Walter Brun](#) #29 DNA
13.06.1971 Le Mans 24 Heures [Peter Mattli](#) | [Walter Brun](#) #49
04.07.1971 Vila Real Circuito Internacional [André Wicky](#) #29 DNA
08.08.1971 Oberhallau hillclimb [Peter Mattli](#) #35
15.08.1971 Niederstetten Flugplatzrennen [Peter Mattli](#) #181
25.09.1971 Mosen-Schwarzenbach hillclimb [Walter Brun](#) #9
10.10.1971 Monthéry Coupes du Salon 'Gara!' #20
24.10.1971 Hockenheim FRC-3-Stunden-Rennen [Peter Mattli](#) | [Walter Brun](#) #49 DNA
24.10.1971 Casablanca Circuit de la Corniche [Max Cohen-Olivar](#) #2

11.03.1972 Collonges sprint [André Wicky](#) #37
19.03.1972 Le Mans Essais [Max Cohen-Olivar](#) #24
25.04.1972 Monza 1000 km [Peter Mattli](#) | [Hervé Bayard](#) #35
30.04.1972 Monts du Jura hillclimb [Aimé Bernard Bugnon](#) #193
07.05.1972 Payerne slalom [André Wicky](#) #54
14.05.1972 Monthéry Coupes de Vitesse de l'USA [Jean-Pierre Aeschlimann](#) #22
28.05.1972 Nürburgring 1000 km [Peter Mattli](#) | [Hervé Bayard](#) #44 DNQ
11.06.1972 Le Mans 24 Heures [Peter Mattli](#) | [Hervé Bayard](#) | [Walter Brun](#) #24
18.06.1972 Sion slalom [André Wicky](#) car type TBC
06.08.1972 Huambo 6 Horas de Nova Lisboa [Norman Casari](#) | [Jan Balder](#) #25
17.09.1972 Imola 500 km [Vittorio Venturi](#) #21 DNS
22.10.1972 Dijon-Prenois Swiss races [Philippe Carron](#) #9 car type TBC

01.04.1973 Ampul hillclimb [Roland de Libran](#) #112
22.04.1973 Dijon-Prenois FRC-Ostermeeting [Michel Degoumois](#) #30 TBC
25.04.1973 Monza 1000 km [Philippe Carron](#) | [Jean-Pierre Aeschlimann](#) #48 DNQ
06.05.1973 Sembach Flugplatzrennen [Michel Degoumois](#) #519 DNA likely ran Wicky's 910 spyder instead
13.05.1973 Casale Swiss races [Michel Degoumois](#) #199 DNA ran Wicky's 910 spyder instead
29.07.1973 Casale Swiss races [Philippe Carron](#) #25 DNA ran Wicky's 910 spyder instead

907-032 (56)

19.05.1968 Nürburgring 1000 km [Hans Herrmann](#) | [Rolf Stommelen](#) #3

13.04.1969 Brands Hatch BOAC 500 [Willi Kauhsen](#) | [Rudi Lins](#) #63
25.04.1969 Monza 1000 km [Karl von Wendt](#) | [Willi Kauhsen](#) #11 DNA
11.05.1969 Spa-Francorchamps 1000 km [Karl von Wendt](#) | [Willi Kauhsen](#) #12
29.06.1969 Norisring 200 Meilen von Nürnberg [Karl von Wendt](#) #31
13.07.1969 Hockenheim Solituderennen [Karl von Wendt](#) #16 DNS
20.07.1969 Mugello Gran Premio [Karl von Wendt](#) | [Willi Kauhsen](#) #6 DNA
07.09.1969 Nürburgring 500 km [Karl von Wendt](#) #8
26.10.1969 Zolder Rundstreckenrennen Aachen [Karl von Wendt](#) #271 DNA

19.04.1970 Paul Ricard Trophée International [Karl von Wendt](#) #9
03.05.1970 Hämeenlinna 300 [Karl von Wendt](#) #12

31.05.1970 Nürburgring 1000 km [Hans-Dieter Weigel](#) | [Reinhardt Stenzel](#) #34 DNS
28.06.1970 Norisring 200 Meilen von Nürnberg [Reinhardt Stenzel](#) #52 DNA
04.10.1970 Sauerland hillclimb [Hans-Dieter Weigel](#) #11 DNA
11.10.1970 Hockenheim ADAC-Preis von Baden-Württemberg [Hans-Dieter Weigel](#) #89
25.10.1970 München-Neubiberg Flughafenrennen [Hans-Dieter Weigel](#) #321
29.11.1970 Hockenheim Saison-Finale [Hans-Dieter Weigel](#) #22

20.03.1971 Sebring 12 Hours [Josef Greger](#) | [Hans-Dieter Weigel](#) #56

27.05.1973 Nibelungen hillclimb [Alois Weinzierl](#) #98 DNA or DNS
15.07.1973 Oberpfalz hillclimb [Alois Weinzierl](#)
29.07.1973 Bayerwald hillclimb [Alois Weinzierl](#) #125

29.07.1973 Bayerwald hillclimb [Walter Proebst](#) #145 DNA
16.09.1973 Griesbacher hillclimb [Walter Proebst](#) #100 DNA
30.09.1973 Ansbach hillclimb [Walter Proebst](#) #202

17.03.1974 Zotzenbach hillclimb [Walter Proebst](#) #201
31.03.1974 Wiltz hillclimb [Walter Proebst](#)
28.04.1974 Frankenwald hillclimb [Walter Proebst](#) #139
28.04.1974 Frankenwald hillclimb [Dieter Schmied](#) #145 DNA
05.05.1974 München-Neubiberg Flugplatzrennen [Walter Proebst](#) #217 DNS
19.05.1974 Nürburgring 1000 km [Walter Proebst](#) | [Hans Deffland](#) #36
09.06.1974 Rotenburg/Fulda hillclimb [Walter Proebst](#) #233
16.06.1974 Jura hillclimb [Walter Proebst](#) #176
23.06.1974 Rusel hillclimb [Walter Proebst](#) #111 DNA ran self-built spyder instead
30.06.1974 Trento-Bondone hillclimb [Walter Proebst](#) #122
14.07.1974 Oberpfalz hillclimb [Walter Proebst](#) #96 car type TBC
14.07.1974 Oberpfalz hillclimb [Walter Proebst](#) #99 DNA
21.07.1974 Ellenberg hillclimb [Walter Proebst](#) #136
28.07.1974 Freiburg-Schauinsland hillclimb [Walter Proebst](#) #172 DNA or DNS
18.08.1974 Unterfranken hillclimb [Walter Proebst](#)
25.08.1974 Hauenstein hillclimb [Walter Proebst](#)
06.10.1974 Sauerland hillclimb [Walter Proebst](#) #3 DNA
13.10.1974 Oberallgäu hillclimb [Walter Proebst](#)
20.10.1974 Sudelfeld hillclimb [Walter Proebst](#) #106

20.04.1975 Krähberg hillclimb [Walter Proebst](#) #188 DNA
27.04.1975 Frankenwald hillclimb [Walter Proebst](#) #155 DNA or DNS
11.05.1975 Schottenring hillclimb [Walter Proebst](#) #55
01.06.1975 Nürburgring 1000 km [Walter Proebst](#) | [Holger Schechinger](#) #18
29.06.1975 Rotenburg/Fulda hillclimb [Walter Proebst](#)
06.07.1975 Trento-Bondone hillclimb [Walter Proebst](#) #134 DNS ?
31.08.1975 Happurg hillclimb [Walter Proebst](#) #90
07.09.1975 Ratisbona hillclimb [Walter Proebst](#) #160
21.09.1975 Schwäbische Alb hillclimb [Walter Proebst](#) #176 DNA or DNS
12.10.1975 Oberallgäu hillclimb [Walter Proebst](#)
19.10.1975 Samerberg hillclimb [Walter Proebst](#) #152

25.04.1976 Bruckberg hillclimb [Walter Proebst](#) #90 start number TBC
02.05.1976 Frankenwald hillclimb [Walter Proebst](#) #162

Unknown (1) chassis unknown

13.04.1969 Brands Hatch BOAC 500 [Bill Bradley](#) #80 DNA

Porsche 907 chassis registry...

907-001

Ownership summary:

- Porsche AG - Stuttgart, Germany

The very first Porsche 907, chassis 001, rolled off the assembly line at Stuttgart-Zuffenhausen in late March of 1967. The German manufacturer's racing department would subsequently build a further 20 cars of this type in little over a year, the last chassis being completed in May 1968. An evolution of the closely-related 910, the 907 featured better aerodynamics thanks to extensive wind tunnel testing, and right-hand drive to optimise weight-distribution and the driver's line-of-sight on predominantly clockwise-lapped circuits.

In April, initial test runs were carried out at Hockenheim, which revealed problems with the oil overheating in engine and gearbox. Further trials took place at the Volkswagen test track, where 907-001 was joined by the second completed chassis for an endurance run on the facility's bumpy-surface course. The car notched up 725 km before running had to be aborted, as the tortuous bumps cracked its steel tube frame in several places. Reinforcements of the chassis and other improvements were swiftly implemented, before both cars were sent off to Le Mans for the official test days ahead of June's 24-hour race.

As the early 907s were primarily designed and developed with the French endurance classic in mind, these cars all carried long-tail bodywork, for maximum aerodynamic efficiency and top speed. The distinctive teardrop shape of the first four chassis was later refined and improved for the subsequently-built cars.

At the test days, chassis 001 - road-registered as S-ZL 126 for easier border crossing - was piloted by Gerhard Mitter. The car was propelled by the 2-litres six-cylinder type 901/21 engine from the 910, a less powerful but at that stage more reliable unit than the 2.2-litres type 771/1 flat-8, which the 907 was ultimately meant to carry. Several nose sections were tried out, with and without extra air scoops, but the test was hampered by all sorts of teething troubles, the most serious of which causing exhaust fumes to enter the cockpit. The car's stability also proved less than ideal. As a result, the times set by the pair of 907s were rather underwhelming: Mitter recorded a best lap of 4:23.8 in chassis 001, the quicker of the two, to end up well down on the timing sheets at the end of the weekend. By comparison, Lorenzo Bandini was nearly a full minute faster in a twelve-cylinder Ferrari 330 P4 - clearly, the first public appearance of the new type 907 did not provide any clues as to how much potential lurked within.

Having fulfilled its purpose as the original 907 prototype, chassis 001 was later scrapped.

907-002

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Willi Kauhsen - Aachen, Germany
- Hans-Peter Richrath - Bergheim (Quadrath-Ichendorf), Germany

Like 907-001, chassis 002 was essentially a prototype only, meant to carry out the initial test runs in order to detect and sort out any problems that would inevitably occur. In April 1967, said two cars were brought to the Volkswagen test facility for an endurance run on the bumpy-surface track. Cracks in the steel tube frame of 001 halted the drive after 725 km, but on-the-spot reinforcements made to the chassis of 907-002 allowed that car to carry on driving until the 1500 km mark was reached. Several parts proved inadequate, however, including the door fasteners and the experimental magnesium fuel tank.

The Volkswagen trials provided Porsche with valuable insights as to the weaknesses of the new model, and so improvements were implemented where necessary before chassis 001 and 002 were transported to Le Mans for the official test days of the upcoming 24-hour race, which was earmarked as the race debut for the 907.

As described in the history of chassis 907-001, the Le Mans test days did not go very well. A variety of troubles prevented Porsche from doing much serious running and unlocking the potential of the cars - which the writing press at that time still referred to as 910 long-tails. The most worrying problem involved exhaust fumes not being able to exit the long fiber-glass body, instead blowing forward into the cockpit. Hastily-fitted extended tail pipes reportedly did not fully solve the issue.

While the test weekend largely revolved around the battle between the mighty machines of Ferrari and Ford, which ended with Lorenzo Bandini recording a new unofficial lap record in the 12-cylinder 330 P4, neither of the 2-litres 907s set any competitive or representative times. Herbert Linge's best lap in chassis 002 of 4:32.1 was actually slower than a time he set in a 911. Gerhard Mitter and team manager Fritz Huschke von Hanstein also took turns at the wheel of the car, which carried the German licence plate S-ZD 946.

Although it is likely chassis 001 and 002 ran in additional private test sessions, said two cars were never used for any actual racing, and a factory document reveals 907-002 was scrapped in December 1967. By that time, the first batch of 907s, all but one long-tails, had been completed.

Nota bene: nowadays there does exist a car with the chassis number 907-002, which carries a 6-cylinder power unit and, strangely, 908-style bodywork. It was driven in vintage races by German owner Hans-Peter Richrath and offered for sale by him in 2015. Suffice to say this car is a 2008-built recreation which has very little to do with (if anything) the original chassis 002.

907-003

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Karl von Wendt - Gevelinghausen, Germany
- *Willi Kauhsen - Aachen, Germany*

Porsche earmarked the 24 Hours of Le Mans in June 1967 as the race where the new type 907 would make its race debut. The German manufacturer had won the preceding two rounds of that year's World Championship for Makes, the Targa Florio and Nürburgring 1000 km, with the 910, but the Circuit de la Sarthe with its long straights was a very different kettle of fish, and so Porsche knew it did not stand much chance for the overall win with their 2-litres cars.

Two brand new chassis were prepared for the race, 003 and 004, which were both completed on the same day one week before the race, which was just in time considering practice began on Wednesday. The exhaust fume problems of the test days in April had been cured by putting the exhaust pipes underneath instead of inside the long tail section, and high-speed stability had improved significantly thanks to an adjustable rear spoiler. As ever, the works cars were painted in impeccable white, but with recognition colours on the nose cowlings, red for 907-003 and green for 004.

During qualifying, Gerhard Mitter clocked a best time of 3:43.1 in 907-003, which he shared with Grand Prix driver Jochen Rindt. Although considerably better than he had managed back at April's test days, Mitter's time was only good enough for 22nd on the grid, one place behind the slightly quicker sister car of Hans Herrmann and Jo Siffert. Thanks to their extremely aerodynamic, low-drag bodywork, the 907s did manage impressive top speeds around the 300 km/h mark, despite the relatively modest 220 hp power output.

While both cars steadily worked their way up the field in tandem, the race of chassis 003 ended prematurely: at 22.40 hours, having completed 103 laps, Rindt accidentally missed a gear and over-revved the engine. The cam shafts were damaged as a result and forced the red-nosed prototype to retire.

Unfortunately, the subsequent life of chassis 003 is poorly documented. A factory sheet shows the car was sold to Karl von Wendt, a driver well-connected to Zuffenhausen and a protagonist in the histories of several 907s, in January 1968. By that time, the car had reportedly been damaged in a test session, although one source claims the damage was incurred in a testing crash at Siegerland airport after the sale. In any case, Karl von Wendt apparently intended to repair the car but never got round to it. He instead ran a 906 (chassis 119) and 910 (017) during the 1968 season, and later owned two other 907s, 028 and 032.

It is claimed the broken and battered chassis 003 languished at Von Wendt's chateau in Gevelinghausen, and later ended up at his estate in the Gatineau Hills of southern Quebec, after the German baron had relocated to Canada. There it allegedly stayed in unrepaid condition, until Von Wendt's former team mate and occasional business associate Willi Kauhsen bought it from him and took 907-003 back to Germany.

Skip forward a number of years: in April 2014, a long-tail 907 appeared for the first time, at a track day at the Belgian Spa-Francorchamps circuit. The impeccably-looking car sported the same livery and appearance as 907-003 had done at the 1967 Le Mans 24 Hours. Allegedly, Kauhsen had restored the damaged ex-Von Wendt car to its former glory, but given his involvement in the resurrection of two others 907s, some questions may be raised as to how much of the newly-revived 003 is in fact original.

The Spa outing was actually in preparation for the Le Mans Classic in July 2014, where the 907 was piloted by former factory driver and Porsche historian Jürgen Barth. Later that year, he was also behind the wheel when the car participated in the Classic 24 Hour at Daytona. In June 2015, the 907 long-tail once again appeared at a Spa track day. More recently, the car was on display at the 2019 Techno Classica in Essen, where it was offered for sale. A surprisingly candid information tablet there revealed only a few original pieces were used in restoring the 907 - indeed engine, chassis and bodywork are all-new.

907-004

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Rico Steinemann - Zürich, Switzerland

Like 907-003, the brand new chassis 004 made its debut at the 24 Hours of Le Mans in June 1967, just days after it had been completed at the factory. The car performed remarkably well on its maiden outing, taking a fifth place overall and victory in the 2-litres prototype class in the hands of Jo Siffert, perhaps the fastest driver on Porsche's roster at that time, and the experienced Hans Herrmann. In addition, the 907 won the Index of Performance classification, for the car completing the largest distance relative to its engine capacity.

Chassis 004 was not raced again by the factory, but in December 1967 it became the very first 907 to be sold to a customer, in this case Rico Steinemann from Zürich, who had previously raced a Porsche 906. The Swiss driver entered his new car in the 24 Hours of Daytona under the Squadra Tartaruga banner early the following year, together with regular co-driver and compatriot Dieter Spoerry. The long-tail 907, still sporting its Le Mans livery of white with a green nose, received some factory support as it backed up the four works 907s, which by now carried the 2.2-litres flat-8 engine, as opposed to the smaller 6-cylinder unit that still powered 004.

Spoerry qualified the car in 12th place overall with a lap of 2:02.59, just over five seconds slower than the best works entry of Mitter/Stommelen, which lined up third on the grid. At 3.00 pm, the 63-car field set itself in motion for the twice-round-the-clock marathon on the combined oval and road course circuit. Unfortunately, the privately-entered 907 did not get very far: at 6.40 pm, an accident of Gerhard Mitter in 907-006, caused by an oil spill and tyre puncture, triggered a chain reaction that took out the Ferrari 250 LM of Masten Gregory and the Tartaruga Porsche, with Spoerry being behind the wheel at that time. Luckily, all drivers involved escaped without injury.

The Swiss team had also entered 907-004 in the following month's 12 Hours of Sebring, but due to the Daytona accident it was forced to race a Porsche 910 loaned from the factory, as a replacement for the damaged 907. Photos suggest the long-tail was far from a write-off, and although this has not yet been definitively confirmed, it is highly likely chassis 004 was repaired in time for the 1000 km of Monza in late April, for which Steinemann and Spoerry again entered a 2-litres type 907, now under the Hart Ski Racing Team banner. Alas, it became a non-starter after the latter driver had a huge practice crash at one of the Lesmo curves. The car was a write-off by all accounts, and so it must be presumed the life of 004 ended there and then.

The Swiss duo continued racing the on-loan 910 throughout the rest of the season, except at the 24 Hours of Le Mans in September, where they took an excellent second place overall driving 907-008. Steinemann retired from racing at the end of that year, to succeed Fritz Huschke von Hanstein as the manager of Porsche's works team in 1969.

907-005

Ownership summary:

- Porsche AG - Stuttgart, Germany
- *Sepp Greger - München, Germany*
- *Sten Hillgard - Onsala, Sweden*
- *Henry Payne III - Charleston, West Virginia, USA*
- *Fica Frio Limited - St. Helier, Jersey, UK*
- *Jerry Seinfeld - New York City, New York, USA*

Although the long-tail chassis 005 was completed somewhere around mid-1967, the car was not raced until the February 1968 Daytona 24 Hours, opening round of that year's World Championship for Makes. Porsche entered no less than four 907s in the twice round-the-clock marathon, all long-tails equipped with the 2.2-litres type 771/1 eight-cylinder engine, producing 270 horsepower and now deemed sufficiently reliable for regular use. Compared to the Le Mans cars of the year before, the improved 1968-spec bodywork furthermore had a lower and wider driver's compartment, and a rectangular front air intake, a signature feature that distinguishes the 907 from the later 908.

Wearing yellow identification panels on the nose and left-hand side, 907-005 was trusted to Vic Elford and Jochen Neerpasch. The British-German pair set the 5th-fastest lap in timed practice, giving them a grid slot behind the Gulf-sponsored John Wyer GT40s and two of the sister 907s. Confident of its race pace, Porsche did not bother much with qualifying, the team reportedly forfeiting the second session in favour of a visit to nearby Kennedy Space Center at Cape Canaveral.

The Fords set the pace early in the race, but the leading Ickx/Redman car went out with gearbox failure just as darkness fell. That left the other GT40 as the only serious opponent for the German armada, until shortly before midnight, a lengthy pit stop to change brake pads cost the Hawkins/Hobbs Ford its sizable 3-lap lead. From that moment on the 907s were never threatened anymore, and at dawn, the American car retired altogether due to a punctured fuel cell.

At that point, Elford was going round in third position in the #54 chassis 005. Co-driver Neerpasch was feeling unwell and so he was replaced by Rolf Stommelen, whose own car had been victim of a big crash the previous evening with Gerhard Mitter driving. The Elford/Neerpasch/Stommelen car then moved into the lead when the other two 907s up front were delayed by problems, with erstwhile leaders Siffert/Herrmann losing 21 minutes because of a broken throttle link. This prompted team manager Huschke von Hanstein to let the unlucky pair also take turns at the wheel of 907-005. As a result, no less than five drivers shared the winning car.

When the chequered flag fell the works Porsches crossed the finish line in formation, clinching a 1-2-3 sweep that not only marked the first outright victory of the type 907, but also Porsche's maiden win in a 24-hour event. A month later two short-tail 907s finished first and second in the 12 Hours of Sebring, capping off the German manufacturer's very successful start to the 1968 season.

Having been shipped back across the ocean, 907-005 was road-registered in Germany in early April, just days before the car was wheeled out for the Le Mans test days. For the high-speed French circuit the car was fitted with new stabilizing fins on the rear bodywork, and over the course of the weekend Porsche also experimented with aerodynamic wheel covers, seemingly with unsatisfactory results as they were never used in competition.

Rolf Stommelen did the driving at Le Mans, the rest of the regular works roster being on-duty at the Brands Hatch 6-hour race. The German's best effort in the plain white 907 was a 3:45.8, the 3rd-quickest lap overall and only 1.7 seconds slower than his fastest time with the 908 - Porsche's brand new 3-litres prototype made its first public appearance here, but was not yet delivering its full potential.

Later that month, Jochen Neerpasch joined Stommelen at the wheel of 907-005 for the Monza 1000 km, which marked the eagerly-awaited race debut of Porsche's 908. Because the new model had proved rather unreliable in pre-race testing, it was decided to also enter the less powerful but more proven Daytona-winning 907, which paid dividends: while the two 908 long-tails both suffered from a variety of teething trouble and did not finish well, Stommelen and Neerpasch took an excellent second place overall in 005.

By the time of the 24 Hours of Le Mans, postponed from its normal June date to September due to civil unrest in France, Porsche had replaced the 907 with the 908. But while the German team went into the race as the clear favourite, insiders at Zuffenhausen knew the 3-litres prototype still lacked reliability: in testing, none of the cars had ever surpassed 5000 km without suffering serious mechanical problems. For that reason, three

of the Daytona cars - 005, 006 and 008 - were handed to factory-supported customer teams to provide backup for the fast but vulnerable works 908s. Chassis 907-005 was entrusted to Spanish ace Alex Soler-Roig and his Austrian team mate Rudi Lins. The pair did not finish the race, however, retiring from a loss of oil in the dark of the night. Prior to its second 24-hour outing, chassis 005 had already accumulated a total mileage of 6130 km. Incidentally, Porsche's misgivings about the 908 proved correct: the sole 3-litres lasting the distance finished only third, behind the factory-loaned, privately-entered Steinemann/Spoerry 907.

Having now ended its racing career, 907-005 subsequently came back to the factory in Stuttgart, where the car was placed in storage. There it remained untouched for years, until in 1972 chassis 005 was one of two old 907 long-tails Porsche decided to use to test a new automatic fire suppression system at Weissach. Photos reveal the car still looked exactly as when last raced at Le Mans, right down to the decals and start number.

After this point, the history of 907-005 unfortunately becomes rather blurry...

The story goes that Porsche once gave German veteran Sepp Greger a 907 rolling chassis - said to be 005 - as a (temporary) replacement for his damaged 910, and that he modified the frame to left-hand drive. Greger's Porsche 910 was chassis 016, which he had turned into a spyder in 1971 and furnished with a completely new Brixner-built body in 1975. He continued using it for hillclimbing through the early 1980s (!), but whether this car really once ran with a converted 907 frame is virtually impossible to verify. It is worth noting, however, that in 2008 a pair of spyder doors were found in Germany, which had triple-digit start numbers on one side and a '907005' chassis number noted on the other.

To make matters even more complicated, some claim the 907 bits and pieces that popped up at Bill Bradley's in the late 1990s did not come from 907-029, as Bradley declared, but rather from 005. Reportedly, the rusty frame had the left-hand drive modification Greger had made... As explained in the history of 029 further below, these parts have since been turned into a complete car again.

Another story is that Sepp Greger sold 907-005 (or parts of it) to Sten Hillgard in Sweden, from whom the car was purchased, reportedly in dismantled state, by American collector Henry Payne III in 1994. He then had it turned whole again at Paul Willison's Werkstatt in Florida, but allegedly with a new frame. The original engine was likewise absent, so a 2.9-litres 6-cylinder unit was fitted instead underneath the newly-created bodywork.

Over the next decade, Payne campaigned his 907 long-tail in SVRA vintage races on tracks in the Eastern US, including Mid Ohio, Roebing Road, Summit Point and Barber Motorsports Park. In 1998, he briefly considered entering the 907 in the 24 Hours of Daytona, a plan that presumably fell through because the car did not meet modern regulations or safety standards.

A true enthusiast and notable collector of valuable Porsche racing cars, Payne continued racing the long-tail in historic events until he was sidelined by health issues in 2007. He passed away in July the following year, after which his family reportedly sold the car to a buyer in the United Kingdom in 2010.

The 907 next appeared in unchanged form at Florida's Amelia Island Concours d'Elegance in March 2011, but when it returned there twelve months later it had undergone a minor cosmetic brush up, and more importantly, now carried a period-correct 8-cylinder engine from an unknown source. The car was presented as being from the collection of Fica Frio Limited, a company based - on paper at least - on the Jersey channel island. In March 2014, the undisclosed owner behind this entity, possibly the UK-based Brazilian Carlos Monteverde, offered the ex-Henry Payne 907 for sale through Gooding & Company at their annual Amelia Island auction.

Regrettably, Gooding's sales brochure contained a poorly researched, error-filled history of the high-profile lot. Most significantly, it misrepresented the car as the ex-Wicky 907, a mistake based on the erroneous assumption Alex Soler-Roig kept 005 after the 1968 Le Mans 24 Hours, and raced it with short bodywork the following year. In reality, the on-loan 907 returned to the factory, as explained above, and the Spanish driver bought a regular short-tail, chassis 031, for 1969 - which is the car he later sold to Swiss racer André Wicky, see further below.

In spite of the above, the car presented as the Daytona winner and "a four-time 24 Hours of Le Mans entrant" sold for USD 3.63 million. The winning bid was reportedly placed by Sam Cabiglio on behalf of actor and Porsche aficionado Jerry Seinfeld, who sold his short-tail 907 later that year (see 907-028). However, in this author's opinion, given the rather nebulous post-works life of 907-005, the car represented as such today does not have such a clear provenance or history as 3.63 million dollars would have one believe.

907-021

Ownership summary:

- Porsche AG - Stuttgart, Germany
- *Benoît Couturier - Paris, France*
- *Richard Mille - Moulins (Château de Monbouans), France*

Porsche produced the second batch of 907s between February and May 1968, starting with chassis 021. As it turned out, this had a very brief career as a works car, which did not include any race entries. Shortly after being completed at the factory, 907-021 was shipped to England for a private two-day test session at Brands Hatch in early March, alongside 022 and the earlier 007. The testing was mostly done on the short Indy layout rather than the full-length Grand Prix course, and chassis 021 completed 300 km in total over the two days.

The car returned to the British circuit a month later for the BOAC 500, but although Porsche brought four works 907s on that occasion, only three were actually entered for the race, with 021 serving as a spare and training car. Unfortunately, this did not turn out well, as Jochen Neerpasch crashed the blue-nosed 907 during Saturday afternoon practice. While the extent of the damage is not known, 021 did not make any further appearances for the German make, and to my knowledge there is no record of the car ever being sold.

In spite of the above, a car claimed to be chassis 907-021 turned up in France in the mid-2000s. The owner at the time was Parisian collector and broker Benoît Couturier, who displayed it at the Techno Classica motor show in Germany in 2006, 2007 and 2010. He later sold the car to Richard Mille, founder and owner of the eponymous brand of luxury watches, who in turn showed it at his 'Arts & Elegance' concours at the Château de Chantilly, some 60 km north of Paris, in September 2014. More recently, the car was on static display at the 2018 Le Mans Classic.

Alas, the origins of today's 021 are distinctly unclear. The only source that gives some background is a feature in the August 2005 issue of French magazine "Flat6", but the potted history given there is largely incorrect: it is claimed 907-021 was second at the 1968 Brands Hatch race, and that the car was sold to Hans-Dieter Dechent and later to Hans-Dieter Blatzheim. In reality, it was 027 which took second place, while said two drivers ran 028 and 022, respectively, as is explained in detail further below.

The article goes on to state that chassis 021 later went from "collector to collector" in increasingly deteriorating condition, and that Couturier launched a restoration in the United States in February 2002 after having found the car in Switzerland the year before. Unfortunately, there is nothing to corroborate these claims, and coupled with the aforementioned factual errors, I can only conclude that, until proven otherwise, this is one of several 907s out there today that not only look suspiciously new, but do not have any provenance either..

907-022

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Piccionaia Racing Team - Lugano, Switzerland / Corrado Manfredini - Milano, Italy
- Hans-Dieter Blatzheim - Bonn (Bad Godesberg), Germany
- Christer Bengtsson - Kungsbacka, Sweden
- Lasse Jönsson - Karlstad, Sweden
- Anonymous - Germany

Completed in February 1968, the maiden race meet of chassis 907-022 was at Brands Hatch the following April, where Jo Siffert put the car on pole position for the BOAC International 500, round three of the World Sports Car Championship. Porsche had won the first two races, at Daytona and Sebring, but this time Siffert and team mate Hans Herrmann retired from the lead three hours into the race, while the sister 907s finished second and third behind the Gulf-sponsored Ford GT40 of Jacky Ickx and Brian Redman.

The following month, Porsche brought 907-022 to Sicily, where it served as a spare car at the demanding Targa Florio, along the four works cars of the same type. To keep the miles off of the latter, chassis 022 was used by all drivers for practice laps around the extremely difficult 72 km circuit during the week leading up to race day. On the first day of official practice, however, Ludovico Scarfiotti damaged the #230 car he shared with Gerhard Mitter, chassis 907-023, in a crash on his first out lap. This forced Porsche to change plans and press chassis 022 into service for the remainder of practice and the actual race.

At this point, 907-022 still sported its Brands Hatch livery of white with a dark green front bonnet, and it also carried the same S-A 9991 license plate. Although the 907 was not actually road legal, it was easier to transfer a road-registered car across international borders, so most of the works cars carried license plates. This makes it much easier to identify a particular chassis today. After Scarfiotti's crash, the fenders of chassis 022 were hastily painted red, so the car now sported a rather inconsonant white with red-and-green guise. For the race itself, the entire nose was painted red, so that 907-022 now looked virtually identical to the car Scarfiotti had shunted earlier. The start number also remained the same. The race did not go well, however, as chassis 022 retired on the seventh of ten laps after suffering a variety of problems.

After the Targa Florio the car came back to the factory in Stuttgart, where it was checked and serviced before being transferred to the sales department. Almost a year later, in April 1969, the car was sold to the Piccionaia Racing Team from Lugano in southern Switzerland, although it was actually to be driven by Italian gentleman racer Corrado Manfredini of the Milan-based Scuderia Picchio Rosso. Upon his request, Porsche brought the capacity of the flat-8 engine down from the original 2.2 to 2 litres.

Manfredini's first outing with his new car was the 1000 km of Monza, where it retired after just six laps of the combined road course and oval. Nine further entries at races in central and southern Europe are documented for the 1969 season. The highlights were a fourth overall and class win at the 6 Hours of Vila Real in Portugal and second place in class at the 500 km of Imola. As most of the races Manfredini entered with chassis 022 were endurance events, he usually had a co-driver. His partners that season were Vittorio Brambilla, Luciano Selva, Gianpiero Biscaldi, and Gianpiero Moretti, who used the pseudonym 'Nomex'.

Like most 907s, Manfredini's car had a simple but pretty livery, with a yellow nose, light blue front bonnet and a yellow centre stripe over the roof and rear, although the blue seems to have been added only after the 1969 Targa Florio. Later that year, the car was fitted with a distinctive 'scoop' on top of the roof for venting the cockpit.

For 1970, Manfredini had ordered a new Ferrari 512 S and so the 907 was put up for sale. It was advertised in Swiss magazine "Powerslide" twice - in February at an asking price of 20,500 Swiss Francs, and again in March when the price had dropped to 19,000 - before it was sold. The new owner was Hans-Dieter Blatzheim from Bad Godesberg, a part of Bonn in West-Germany. Like Manfredini, Blatzheim was an experienced gentleman racer. His racing career dated back to 1962 and he had raced a Porsche 910 in 1969.

Blatzheim contested a busy schedule with his new car in 1970, entering no less than 25 meetings and actually starting at twenty, beginning with a test race at the Rheydter-Rundstreckenrennen in Zolder in late March. Two weeks later Blatzheim and co-driver Ernst Kraus entered the BOAC 1000 at Brands Hatch, the very circuit where 907-022 had made its racing debut two years earlier. The Shell-sponsored car was now white with red accents on the nose and rear, and still featured the distinctive scoop atop the roof, making it easy to recognize as the ex-Manfredini car even if the livery had changed.

The BOAC 1000 was held in very wet and tricky conditions. Having started from 32nd on the grid, Blatzheim had a spectacular accident at South Bank on lap 57 of the race. While a photograph clearly shows the car was not a write-off as some reports suggest, the damage to the front was quite extensive.

Some time after the Brands Hatch shunt, Blatzheim delivered the car to Bill Bradley's crew in Germany, and it was decided to rebuild the Porsche as a spyder. To this end, the frame was modified and the car received a specially-built 917-style tail section, which gave it a very aggressive and unique look.

While his car was in the work shop, Blatzheim entered the 1000 km of Monza, but as his own car was out of action he teamed up with Helmut Krause from Frankfurt - who must not be confused with Blatzheim's usual partner Ernst Kraus - in Krause's 907 coupé, chassis 029. The pair finished 17th overall and second in class. The German airfield races at Faßberg in early May also came too early for Blatzheim's rebuilt 907 to appear, but it finally returned to action the following weekend, making its debut as a spyder at the 1000 km of Spa, like Monza a round of the World Sports Car Championship. The car was now plain white, with sponsoring of Shell and Granini fruit drinks. The Spa meeting turned into a success, as Blatzheim and Kraus took victory in the 2-litres prototype class, although they did not manage to beat the very fast L'Amie/Nelson Porsche 910, which won the equivalent sports car category after a close race-long fight.

The next three races were rather less successful. At the Tauerpokal in Austria, Blatzheim blew his engine at half-distance, and a week later the car retired with mechanical trouble while leading its class at the 1000 km race of the Nürburgring. The Norisring-Rennen in late June turned into another non-finish after a collision that damaged the left-front.

During the rest of the season, Blatzheim entered selected rounds of the European Sports Car Championship and Interserie, as well as various non-championship events all over Europe, occasionally taking class wins and other good placings as he improved greatly as a driver. Werner Zanders and Hans Schulze-Schwering each made one appearance as co-driver.

After the 6 Hours of Jarama in early November, the intention was apparently to have the car serviced at the factory in Stuttgart before shipping it to South-Africa to compete in the Springbok Series with new co-driver Guy Edwards. For reasons unknown the plan did not materialize. Blatzheim instead made one last appearance in Europe, winning the season-finale at Hockenheim in late November ahead of another 907 spyder, chassis 032 of Hans-Dieter Weigel.

Although the German driver had earlier announced he would drive a Porsche 917 in 1971, Blatzheim actually retired from racing after the Hockenheim race in order to focus on his family's construction company in Bonn, which he later headed from 1976 until his death in 1985. The company still exists today.

Blatzheim advertised his 907 in German magazine "Rally Racing" as early as September 1970, but it remained in his possession until at least 1971, when it was offered for sale twice in "Auto Motor und Sport". Interestingly, the first ad claims the car had a maximum power output of 260 horsepower, while the second reveals the basic asking price of 45,000 DM. Nothing is known about the whereabouts of 907-022 over the next few years, but it resurfaced in virtually unchanged form in 1975, after Swedish driver Sten Hillgard, who had raced chassis 028 briefly two years earlier, helped Christer Bengtsson with buying the car and bringing it to Sweden.

Bengtsson entered the spyder in the popular Stockholms Sportvagnsklubb Serien, or SSK-Series, although only three races are documented: two at Kinnekulle, and the Grand Finale at Ring Knutstorp in late September. The racing team of Sten Hillgard was the entrant for Bengtsson on that occasion. The car then disappeared from view again for several years, but in July 1980 it appeared at the Västkostloppet races in Falkenberg.

Some time after that, the car was purchased by Lasse Jönsson, owner of a Porsche dealership in Karlstad and collector of classic cars, mainly those of the Stuttgart-based manufacturer. Jönsson is known to have raced the 907 spyder in a vintage meeting at Karlskoga in 1983, at which point it still looked exactly as Blatzheim had raced it thirteen years earlier, complete with Granini fruit drinks stickers. This changed in the late 1990s, however, when Jönsson had the car restored as a coupé by a specialized company in Denmark. Since then, 907-022 has appeared at the Nürburgring Oldtimer Grand Prix in 2000, 2001, 2004, 2006, 2011 and 2013, each time in a white livery with blue nose and yellow front bonnet. The car was also displayed at the 2011 Aarhus Classic Grand Prix in Denmark.

In 2014, Jönsson finally sold chassis 022, to an individual in Germany. The new owner first appeared with the car at a low-key club meeting at the Austrian Red Bull Ring in October of that year, and later entered it in the April 2015 Hockenheim Historics, where it seems to have been a no-show. The 907, which ranks among the best-documented out there today, did appear at the Solitude Revival in July, now sporting the livery it had carried at the 1968 BOAC 500 at Brands Hatch.

907-023

Ownership summary:

- Porsche AG - Stuttgart, Germany
- *Joe Buzzetta - Smithtown (St. James), New York, USA*

The brief life of 907-023 as a Porsche works car lasted just two events, and both ended prematurely. Assembly of 023 was completed in early March 1968, after which the brand new 907 was flown to Florida for the Sebring 12-hour endurance race. Wearing red identification markings on nose and tail, chassis 023 started from fifth on the grid in the hands of Gerhard Mitter, paired on the occasion with Rolf Stommelen. The German driver ran in the lead group early on, but engine troubles struck within the opening hour, apparently as the flat-8 block was over-revved. American magazine "Sports Car Graphic", however, writes the car spun off the track shortly after the start and hit a course marshal's Volkswagen bus (!), damaging the bodywork and some suspension. Whatever the reason, 907-023 retired from the race after just 46 laps.

Once back in Germany, chassis 023 was serviced and road registered as S-E 8332, before the car was sent off to Sicily for the Targa Florio. Porsche descended upon the Italian island well in advance, and all eight of its drivers initially turned practice laps in the spare chassis 022, before then switching to the actual race cars on Friday, when the roads were finally closed for official timed practice.

Chassis 023 was once again assigned to Gerhard Mitter, who this time shared it with Porsche's new-for-1968 recruit Ludovico Scarfiotti. Unfortunately, the Italian went off the road two kilometres past Collesano on his out lap, after apparently misjudging a slight left-hand curve. The car struck a concrete road marker and came to an abrupt stop in the grass, with substantial front-end damage and dislocated rear bodywork. The crash forced Porsche to wheel away 023 after just 60 km - less than a full lap. Mitter/Scarfiotti subsequently experienced a trouble-filled race with the replacement 907-022, the practice car, and did not complete the distance.

It is not clear whether chassis 023 was ever repaired, but the car was not used by Porsche again and there is no record of it being sold that I am aware of. Despite this, a 907 with said chassis number is nowadays owned by former factory driver Joe Buzzetta, who resides in Smithtown on New York's Long Island. It first appeared at Daytona's 2004 Rennsport Reunion and later at the 2011 edition at Laguna Seca. The car was also on static display at the Amelia Island Concours d'Elegance in 2009 and 2012.

Regrettably, absolutely nothing is known about the background of Buzzetta's car: there are no clues anywhere as to its history or chain of ownership. Even more troublesome is the fact it was always proudly presented as the Sebring-winning 907 (with matching livery), which is entirely incorrect as factory records and other documents clearly identify chassis 024 as the victor of that race. This car stayed with the original owner in Switzerland for over 40 years but became part of the Collier Collection at the Revs Institute in Florida in 2014 (see below). It will therefore be interesting to see how the Buzzetta 907 will be presented in the future...

907-024

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Jaime Ortiz-Patiño - Genève, Switzerland
- Miles Collier / the Revs Institute - Naples, Florida, USA

Shortly after being completed at the Porsche factory in Stuttgart, 907-024 was brought to Sebring, where Jo Siffert and Hans Herrmann took an untroubled win on the car's debut. Their dominance is aptly illustrated by the margin of victory over the sister 907 of Vic Elford and Jochen Neerpasch: a full eleven laps of the 5.2-mile airfield course! It was Porsche's second consecutive triumph on American soil in the 1968 World Championship for Makes; the wins at Daytona and Sebring cementing the 907's status as one of the iconic Porsche racing cars of the decade.

After its return to Europe, 907-024 was used only once more, for a three-day private test at the Nürburgring in preparation for the upcoming 1000 km race there. The presence of chassis 908-001 furthermore allowed for a direct comparison between Porsche's current model and its in-development successor. In the hands of Hans Herrmann, Jochen Neerpasch, Gerhard Mitter and Rolf Stommelen, and with only a brake discs change since Sebring, 907-024 completed 79 laps or 1800 km on the demanding German circuit, which Jackie Stewart would famously nickname the 'Green Hell' later that year. The sole problem of note was a wheel bearing failure after 58 laps, an outstanding performance considering the 2350 km the car had already racked up in America. The quickest lap of the test was an 8:43 by Herrmann, but maintenance works at one section of the track affected lap times negatively to some extend.

After the Nürburgring test, chassis 024 was retired from duty and put into storage at the Porsche factory. Not much later, in July 1968, Geneva-based Jaime Ortiz-Patiño, the wealthy grandson of a Bolivian tin magnate, purchased the car for his godson Dominique Martin, a Swiss driver who had been racing a Ford GT40 also bought by Ortiz-Patiño. The engine capacity of the Porsche was reduced from the original 2.2 to 2-litres, but upon the request of its owner, the car was also lightly modified for road use by Franco Sbarro, an Italian-born mechanic and engineer who had moved to Switzerland in 1957. It is claimed the 907 was in fact admitted by the Geneva road traffic department, and it indeed sported a license plate, although this was not uncommon for a racing car at that time. It is unknown whether chassis 024 was ever driven on the road.

In March 1969, Martin won the traditional one kilometre sprint of Eaumorte, near Geneva - a minor event but one with a long history and an interesting list of winners (see opposite page). A brief report in a Swiss motoring magazine has him driving a Porsche 910 on that occasion, but as Martin never used that type of car at any other event, it is all but certain this was actually his first outing with 907-024. In May, Martin entered the Targa Florio with French ski racer Jean-Claude Killy as his co-driver, but the duo did not start as apparently the car did not arrive in Sicily until after qualifying. His next event with the 907 was the Coupes de l'ACIF at Monthléry, where he finished fourth overall. Photos show the Porsche was plain white with the 'Zitro' name (simply 'Ortiz' spelled backwards) on both sides. The Swiss driver contested just three more meetings with chassis 024 that year, at Magny-Cours and the hillclimbs of La Faucille and Urcy, as he also kept racing his aforementioned GT40. As a result, the 907 was used only sporadically.

In 1970, the car once again made its first appearance of the season at the mid-March Eaumorte sprint meet. As mentioned above, Dominique Martin had won the event the previous year, in a new course record. This time, however, the 907 was handled by Florian Vetsch, a native of Geneva. Although a fraction slower than Martin's record time, Vetsch also won the Eaumorte sprint, and he went on to become the 1971 Swiss production class champion with a Porsche 911 S.

Chassis 024 did not reappear until June, now in the hands of Dominique Martin again and adorned with pretty light blue stripes. That month, he contested the airfield race of Dijon-Longvic, a race at Monthléry, and the 200 Miles of Nuremberg, but the Mugello Grand Prix in July proved Martin's final outing with 907-024. The Swiss had started racing a Porsche 917 earlier that month - another vehicle financed by his usual benefactor, Jaime Ortiz-Patiño - and so the older and less powerful 2-litres 907 had become obsolete. Dominique Martin continued racing until 1972, but in a bizarre twist to this story, he was later sentenced to fifteen years imprisonment for masterminding the 1977 kidnapping of 5-year old Graziella Ortiz-Patiño - the niece of Jaime and daughter of his brother Jorge ('George')...

After the racing career of 907-024 ended in mid-1970, the car was kept in Switzerland by owner Ortiz-Patiño. Although it is possible the 907 was used on the road, there is nothing to suggest this ever happened and so it must be presumed the car was simply consigned to long-term storage. At some point, chassis 024 is known to have been stored at Franco Sbarro's workshop in Grandson, a small town on the banks of Lake Neuchâtel, where the 907 was maintained on behalf of its owner. A large number of vehicles kept the Porsche company during this time, most of them replicas, prototypes, concept cars and other oddities built by the incomparable - and at times controversial - Sbarro. In more recent years, the now pristine white 907 was stored elsewhere, for insurance-related reasons.

After the passing of Jaime Ortiz-Patiño in January 2013, 024 was finally sold to a new owner: the Revs Institute in Naples, Florida. It arrived there in May 2014 as the newest addition to the famed Collier Collection, over 46 years since the car's previous visit to the Sunshine State. Afterwards, chassis 024 underwent a meticulous in-house restoration at the Institute's workshop, in part to undo some of the (road use) modifications. The car was finally finished in early 2017 and now looks just as good as the very day it took that famous win at Sebring back in 1968.

This 907 is almost unique in that it was kept by the original private owner for over 40 years. Only 907-030 can boost a similarly short chain of ownership. In addition, 024 is one of only very few 907s out there today with a fully documented, uninterrupted history, and furthermore ranks among the most original and best preserved cars of this type.

Kilomètre d'Eaumorte

The traditional sprint meet of Eaumorte - sometimes spelled 'Eaux-Mortes' - was held on the road between Geneva and Chancy, in the westernmost tip of Switzerland. The event dates back to 1903 and was repeated in 1904, 1911, 1914 and again from 1923-1930, usually as a Kilomètre lancée (flying kilometre), but sometimes as a Kilomètre départ arrêté (standing start) instead. While the pre-war sprints are still remembered today, the post-war editions, held from 1955-1971, are much lesser known. The event now always used a standing start, but in 1961 and 1962, it did not take place at Eaumorte, but rather at a different location near the CERN facility, north-west of Geneva. In 1967, the distance was not one kilometre, but only a quarter mile. It is possible that year's sprint was held at the Geneva airfield. These events have some interesting winners, as the below compilation will attest.

Date	Winner	Car	Time	Avg. Speed	Notes
03.09.1955	André Canonica	Ferrari 750 Monza	?	146.2 km/h	
13.10.1956	Jacques Jonneret	Ferrari 750 Monza	25.7	140.1 km/h	
27.04.1957	Jacques Jonneret	Ferrari 750 Monza	25.20	142.9 km/h	
29.03.1958	Gérard Pittet	Ferrari 750 Monza	25.51	141.1 km/h	
18.04.1959	Jean-Pierre Schild	Ferrari 250 GT [1143GT]	25.98	138.6 km/h	
02.04.1960	Gérard Spinedi	Ferrari 250 GT [1401GT]	27.3	131.9 km/h	
11.03.1961	Gérard Spinedi	Ferrari 250 GT [2159GT]	?	000.0 km/h	Kilomètre du CERN / different location
24.03.1962	Heinz Schiller	Porsche 718/2 [02]	26.4	136.4 km/h	Kilomètre du CERN / different location
30.03.1963	Heinz Schiller	Ferrari 250 GTO [3909GT]	24.4	147.5 km/h	
07.03.1964	Lucien Balsiger	Cooper-Buick [F1-6-61]	22.3	161.4 km/h	
01.05.1965	Joe Zuccati	Porsche RS 60 Spyder [718-042]	24.46	147.2 km/h	
12.03.1966	Herbert Müller	Ford GT40 [1040]	22.03	163.4 km/h	
11.03.1967	Jo Bonnier	Cooper-Maserati	12.16	119.1 km/h	Run over a ¼-mile = 402.33 metres this year
16.03.1968	André Wicky	Porsche 910 [007]	24.16	149.0 km/h	Run in the opposite direction this year
22.03.1969	Dominique Martin	Porsche 907 [024]	21.76	165.2 km/h	
14.03.1970	Florian Vetsch	Porsche 907 [024]	22.50	160.0 km/h	
27.03.1971	Dominique Martin	Porsche 917 [025]	20.26	177.7 km/h	

Compiled by Rob Semmeling, with additional research by Eric Perrin and Urs Hauenstein.

Dominique Martin (1943-1998)

Dominique Martin was a native of Lausanne, but lived in Geneva by the time his brief racing career began. There he worked for Jaime Ortiz-Patiño, the wealthy grandson of a Bolivian tin magnate; Martin is said to have been his godson. In 1968, the young Swiss started campaigning a Ford GT40, chassis 1033, which Ortiz-Patiño had previously used as a road car. Martin initially contested a number of French hillclimbs with the car, before entering a series of major races in 1969. By then, he also had 907-024 at his disposal, another car Jaime Ortiz-Patiño seemingly bought with the original intention of using it on the road.

Thanks to the lavish financial backing of his employer, Martin continued racing in 1970 and 1971 with a 4.5-litre Porsche 917 K, chassis 025, although truth be told, the amateur racer was well out of his depth with this kind of machinery. The car was sold to the Fittipaldi brothers in Brazil after the 1971 season, and Martin's career in motorsport seems to have ended with an unsuccessful attempt to qualify for the 1972 Le Mans 24 Hours with a Lola T290.

Accustomed to a luxurious lifestyle, the Swiss apparently made some poor choices in later years, which ultimately resulted in a bizarre plot twist. In October 1977, 5-year old Graziella Ortiz-Patiño, niece of Jaime and daughter of his brother Jorge, was abducted from her family home in Geneva. The little girl was released unharmed ten days later, after the payment of a two million dollar ransom. In 1980, Dominique Martin was arrested on suspicion of being the mastermind behind the kidnapping, and he was sentenced to 15 years imprisonment in 1982.

Bizarrely, he did not return to the Bochuz penitentiary from a leave of absence on New Year's Day 1986, but the fugitive was apprehended five months later, when stopped for a routine ID check in the nearby city of Fribourg. Martin died at age 55 in Lausanne in July 1998. He was buried at the cemetery of Vevey, near Montreux.

28.07.1968 Chamrousse hillclimb [Dominique Martin](#) Ford GT40 [1033] #159
03.08.1968 Treffort hillclimb [Dominique Martin](#) Ford GT40 #120
25.08.1968 Beaujolais hillclimb [Dominique Martin](#) Ford GT40 #330
08.09.1968 La Faucille hillclimb [Dominique Martin](#) Ford GT40 #134
22.09.1968 Monthéry Coupes de Paris [Dominique Martin](#) Ford GT40 #57
22.03.1969 Eaumorte sprint [Dominique Martin](#) Porsche 907 [024]
30.03.1969 Le Mains Essais [Dominique Martin](#) | [Jean-Pierre Hanrioud](#) Ford GT40 #58
25.04.1969 Monza 1000 km [Dominique Martin](#) | [Jean-Pierre Hanrioud](#) Ford GT40 #34
04.05.1969 Targa Florio [Dominique Martin](#) | [Jean-Claude Killy](#) Porsche 907 #242 DNS
04.05.1969 Targa Florio John Markey | [Dominique Martin](#) Nathan-Imp #206
18.05.1969 Monthéry Coupes de l'ACIF [Dominique Martin](#) Porsche 907 #6
15.06.1969 Le Mans 24 Heures [Dominique Martin](#) | [Jean-Pierre Hanrioud](#) Ford GT40 #58 DNS
14.07.1969 Magny-Cours Critérium du Nivernais [Dominique Martin](#) Porsche 907 #195
20.07.1969 Mugello Gran Premio Piers Forester | [Dominique Martin](#) Unipower GT #35
07.09.1969 La Faucille hillclimb [Dominique Martin](#) Porsche 907
14.09.1969 Urcy hillclimb [Dominique Martin](#) Porsche 907 #115
12.10.1969 Monthéry 1000 km [Dominique Martin](#) | [Pierre Maublanc](#) Ford GT40 #7
19.10.1969 Hockenheim 300 Meilen [Dominique Martin](#) Ford GT40 #6

11.01.1970 Buenos Aires 1000 km [Dominique Martin](#) | [Piers Forester](#) Ford GT40 #48
18.01.1970 Buenos Aires 200 Millas [Dominique Martin](#) | [Piers Forester](#) Ford GT40 #48
25.04.1970 Monza 1000 km [Dominique Martin](#) | [Pierre Maublanc](#) Porsche 917 [025] #15 DNA
26.04.1970 Monthéry Coupes de Vitesse [Dominique Martin](#) Ford GT40
17.05.1970 Spa 1000 km [Dominique Martin](#) | [Pierre Maublanc](#) Porsche 917 #26 DNA
07.06.1970 Dijon-Longvic Circuit de Vitesse [Dominique Martin](#) Porsche 907 #39
21.06.1970 Monthéry Coupes de Vitesse de l'ACIF [Dominique Martin](#) Porsche 907 #21
28.06.1970 Norisring 200 Meilen von Nürnberg [Dominique Martin](#) Porsche 907 #53
05.07.1970 Hockenheim Südwest-Pokal / Solitude-Rennen [Dominique Martin](#) Porsche 917 #30
19.07.1970 Mugello Gran Premio [Dominique Martin](#) Porsche 907 #23
16.08.1970 Wunstorf Flugplatzrennen [Dominique Martin](#) Porsche 917 #15 DNA
13.09.1970 Imola 500 km [Dominique Martin](#) | [Nino Vaccarella](#) Porsche 917 #4
03.10.1970 Monthéry Coupe du Salon [Dominique Martin](#) Porsche 917 #9
11.10.1970 Hockenheim ADAC-Preis von Baden-Württemberg [Dominique Martin](#) Porsche 917 #64 DNS
18.10.1970 Monthéry 1000 km [Dominique Martin](#) | [Nino Vaccarella](#) Porsche 917 #4 DNS

10.01.1971 Buenos Aires 1000 km [Dominique Martin](#) | [Pablo Bréa](#) Porsche 917 #34
27.03.1971 Eaumorte sprint [Dominique Martin](#) Porsche 917
18.04.1971 Le Mans Essais [Dominique Martin](#) Porsche 917 #57
25.04.1971 Monza 1000 km [Dominique Martin](#) | [Gérard Pilon](#) Porsche 917 #5
02.05.1971 Imola Coppa Shell [Dominique Martin](#) Porsche 917
09.05.1971 Spa 1000 km [Dominique Martin](#) | [Gérard Pilon](#) Porsche 917 #24
13.06.1971 Le Mans 24 Heures [Dominique Martin](#) | [Gérard Pilon](#) Porsche 917 #57
27.06.1971 Österreichring 1000 km [Dominique Martin](#) Porsche 917 #20 DNA
05.09.1971 Nürburgring 500 km [Dominique Martin](#) | [Michel Dupont](#) Chevron B19 #15
17.10.1971 Monthéry 1000 km [Dominique Martin](#) | [Charles Graemiger](#) Chevron B19 #27 DNA

11.06.1972 Le Mans 24 Heures [Dominique Martin](#) | [Jean-Jacques Cochet](#) | [Gérard Pilon](#) Lola T290 #64 DNQ

907-025

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Sigi Lang - Sankt Gallen, Switzerland
- *Christian Poirot - Épinal, France*
- *Pierre de Siebenthal - Goumoens-la-Ville, Switzerland*
- *Dale Miller - Asheville, North Carolina, USA*
- *Julio Palmaz - San Antonio, Texas, USA*
- *Fica Frio Limited - St. Helier, Jersey, UK*
- *Unknown - UK*

Completed in early March 1968, the first race of 907-025 was the 12 Hours of Endurance at Sebring later that month, where the car retired when Ludovico Scarfiotti over-revved the somewhat frail engine after just seven laps. Later that season, Porsche intended to bring four brand new cars to the Targa Florio in Italy - chassis 029 through 032 - but only two were available as the others could not be finished in time. The cars that had retired early on in Sebring, 023 and 025, were therefore selected as the next best option for the demanding Sicilian race, as they still had relatively low mileage compared to the other used chassis. This time, 907-025 was to be shared by Vic Elford and Italian veteran Umberto Maglioli, a two-time winner of the classic road race.

Fitted with a trio of air horns (!) on the front-right corner, the white car's nose was painted in a bright yellow-and-red guise for easy recognition, while a small section of the roof panel was cut out to accommodate the tall Maglioli, who otherwise would not fit into the cockpit properly. At the Targa, practice times were largely irrelevant as the starting order for the race was predetermined, the cars setting off one-by-one in ascending order of performance at 20-second intervals. Nonetheless, Elford's sole lap in official practice on Friday was the fastest overall and already quicker than the existing lap record, despite a standing start and brief stop along the way to check on team mate Scarfiotti, who had gone off the road two kilometres past Collesano.

After a day of rest, race Sunday was scorching hot. Practice pace-setter Elford did the opening stint in 907-025, but on his first lap, the British ace repeatedly suffered troubles with a wheel nut, which eventually led to a tyre puncture somewhere out in the countryside. Some 15 minutes were lost before he got back to the pits, where more time went by as the problems were fixed. When Elford finally got going again, the 907 wearing #224 was so far behind its chances seemed very slim at best.

Drawing on his experience as a rally driver - the 72 km 'Piccolo Madonie' mountain circuit was not dissimilar to a rally stage - Elford brought the car back into contention with a brilliant drive, recording several laps under the existing record along the way. While team mate Maglioli did just three of the ten tours, he continued the good work of steadily making up positions, although admittedly this was in part thanks to persistent problems of others, not least the sister 907s - none of the four German works cars ran trouble-free that day. After getting back behind the wheel for his second stint, Elford took the lead from the Galli/Giunti Alfa before the end of lap nine, to claim an unlikely and dramatic victory for Porsche when he crossed the line next time round - by then he was nearly three minutes ahead of the second-placed car. After Daytona and Sebring, this was the third and final major overall win of the type 907 that year, and certainly the most fondly remembered today.

In early January 1969, chassis 025, still wearing its colourful Targa Florio paint scheme, was pressed into service once more, the car being used to chauffeur journalists around an icy cold and snow-lined Hockenheim on the occasion of a press day where the new 908/2 was introduced. Remarkably, French journalist José Rosinski was allowed to have a go in the race-winning 907 himself, wearing a winter coat and no crash helmet! Afterwards, the car was not needed anymore, and in March it was sold to Swiss racer Siegfried 'Sigi' Lang.

Lang was actually born in Vaduz, the capital of Liechtenstein, but he later settled in neighbouring Switzerland and became a Swiss citizen. He ran a coachwork company in the city of Sankt Gallen, and reportedly began his racing career in the late 1950s. Initially using a Mercedes, he soon became a loyal Porsche driver, campaigning in succession a 356, Carrera Abarth, 904 and 910, mainly in Swiss hillclimb events. The 1968 season with the 910 was Sigi's most ambitious yet, and he finished fifth in that year's national championship. His last events with that car were two minor slaloms in March of 1969, after which he stepped up to the ex-works 907. This was always easy to recognize as Sigi Lang's, incidentally, as it had his name written prominently on the nose. The car was otherwise white with three dark turquoise stripes and, later on, a yellow front bonnet.

In mid-April Sigi contested the first event with his new 907 - which at this point still had a 2.2-litres engine - at the Lodrino slalom down in southern Switzerland. Despite a number of spins he took an easy class win there, but with a time only good enough for a slightly underwhelming seventh overall. Next came a small club event at

Hockenheim and then the Monza 1000 km, one of the few major circuit races the Swiss driver contested that season. Lang had originally signed up with Walter Flückiger as his co-driver, but in the event Rolf Stommelen was at hand as a spare driver for the Porsche works team, and after practice he was nominated to race the 907 alongside its owner instead of Flückiger, who that year went on to win the Swiss national championship in the sports car class for the second time in a row. After a promising first stint with the German factory ace behind the wheel, chassis 025 unfortunately retired due to an oil leak. Afterwards, the car's engine was rebuilt as a smaller 2-litres unit.

In May, Sigi won a club event at Hockenheim, and a trip to Luxembourg for the minor Goesdorf hillclimb resulted in second place overall. Then it was back to the aforementioned German circuit yet again, this time for the Swiss championship races, where Lang took a dominant win. The Wangen slalom a week later did not go well, as the Porsche racer was disqualified for missing one of the gates, but Sigi claimed further wins at the Eggberg and Rochefort-La Tourne hillclimbs. In between those two events he was seventh overall and third in class at the major Rossfeld climb.

In July, he finished second to Sepp Greger's Porsche 910 at the Ulm airfield races, but later that month he was comfortably the fastest and best-placed 907-driver at Hockenheim's Solituderennen, finishing in tenth overall and seventh in class, this time running the engine as a 2.2-litres once more. Lang took home more silverware from the next three hillclimbs, at Freiburg-Schauinsland, Luzzzone and St-Ursanne, where he was second, first and third in class, respectively.

On the final weekend of August, Sigi entered the climb of Olion-Villars, an event he had not contested before, which this year counted towards both the Swiss and European Championships. The 907-driver had an excellent first run, clocking the fifth-fastest time overall, mere seconds behind the 2-litres Abarths of Arturo Merzario and Luigi Taramazzo, and slightly quicker than Michel Weber's works Alfa Romeo 33. But then disaster struck on the second run, as Lang lost control over some bumps and hit a curb, rolling the 907. Luckily, the driver escaped with only minor injuries after being thrown out of the car, but the accident left 025 badly damaged, especially at the front, and ended Sigi's season there and then. As he consequently missed several rounds of the Swiss championship, he was not classified in the final standings, despite having been one of the pre-season favourites.

Although there are some vague clues that suggest Lang intended to buy a new 907 to finish the season with, it seems this did not happen, and so he was a no-show at the remaining hillclimbs for which he had signed up. Rather, chassis 025 was brought back to the factory in Stuttgart where the car was rebuilt and turned into an immaculately-prepared spyder, once more featuring the owner's name on the nose and sponsorship from Head, a ski-equipment manufacturer. The car carried a slightly revised livery, again with a white base colour but now with very pretty red and turquoise stripes. Incidentally, this was one of just four 907 spyders that ever existed, the others being chassis 022, 028 and 032.

Sigi started the 1970 season in April with a busy 'doubleheader' weekend, first contesting Saturday's Payerne slalom, opening round of that year's national championship, before moving on to Oberhallau for the hillclimb there on Sunday. At Payerne, Lang was beaten by Arthur Blank and his Porsche 910, which, like Sigi's 907, had been turned into a spyder after a 1969 crash. The next day the order was reversed, however, with Lang claiming overall honours ahead of Blank at the rain-soaked Oberhallau climb. These two well-matched drivers with their spyder cars looked set for a fascinating season-long battle.

Over the next two weeks Sigi took further outright victories at the Riedenburg hillclimb in Germany as well as a Swiss club event at the Hockenheimring. He then entered the Eggberg hillclimb in Bad Säckingen, a town on the German side of the Rhine river which forms the border between Germany and Switzerland. The event took place on a 5.1 km course that began at the edge of town, then followed the winding road towards Egg village, finishing at the water reservoir atop the hill. Lang had won here the year before, and on Saturday confirmed his status as the clear favourite for the win by setting the quickest practice time. Sadly, the event took a tragic turn for the worst the next day.

Some 2 km before reaching the finish line on a timed run, Sigi lost control over his vehicle, which came off the road and crashed into a tree. The popular and amicable Swiss driver was killed almost instantly. According to newspaper reports, the 907 spyder had begun to skid on the wet road surface, possibly as Sigi was surprised by a sudden downpour during his run, coupled with the fact the car was not running on full wet-weather tyres. Such was the violence of the high-speed impact the car broke in two pieces, the entire nose section being ripped off behind the front axle.

Sigi was cremated in his home town of Sankt Gallen three days later. He would have turned 38 that month.

Right around this time, a driver named Christian Poirot campaigned a Porsche 910 in French hillclimbs, mostly in the Vosges region where he ran a garage in his home town of Épinal. Poirot's car, chassis 006, was actually the 910 Sigi Lang had raced in 1968 and early 1969. When Lang purchased the ex-works Targa Florio-winning 907, he sold his old 910 to Poirot, who used it extensively for hillclimbing. The Frenchman also raced the car at Le Mans, taking a top-10 finish by coming in ninth overall at the 1969 edition. During Poirot's ownership, the Porsche usually sported a rather battered-and-bruised look, as it received rough treatment on the many hillclimbs the owner contested.

In July 1970, two months after the Eggberg accident that effectively destroyed 907-025, Poirot appeared at the French hillclimb of Bourbach with his Porsche 910. Remarkably, the car now carried the 8-cylinder engine and rear bodywork from Sigi's crashed spyder - somehow, these salvageable parts had made their way from the wreckage of 025 to the French racer, likely courtesy of his earlier link to Lang. Poirot ran his 910 with the flat-8 in the back for the remainder of the season, except at September's Tour de France Auto, for which he reinstalled the original 6-cylinder unit instead.

Poirot gradually modified his unique 910/907 hybrid further during 1971, eventually turning it into a spyder complete with a 907-style nose section. The end result looked convincing enough for many to start referring to the car as an actual 907, but the fact it was left-hand drive as before gave away the 910 chassis underneath. The Frenchman kept driving the old Porsche through 1972, although by then he also owned a 908/2 Flunder, which he subsequently campaigned for several more years. Sadly, Christian Poirot died at the young age of just 49 in 1979.

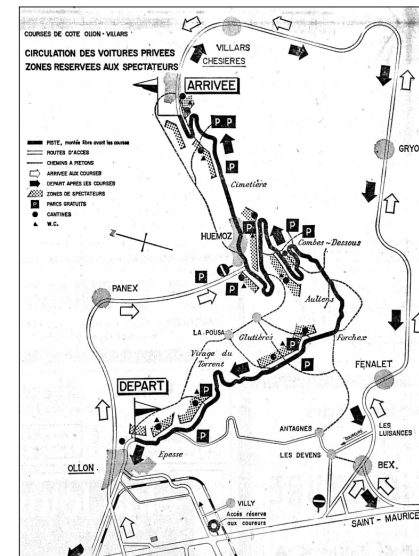
Now skip forward to the early 1990s. Former Swiss racing driver Pierre de Siebenthal, running a scrap yard in Goumoens-la-Ville, claimed he owned 907-025. Given the history of the car, however, that should be read as "whatever parts were left" of the ill-fated 907. Exactly how these came into his possession is not known, but it is possible he got the original flat-8 engine directly from Christian Poirot in the late 1970s. In any case, it is believed the Swiss attempted to turn the bits and pieces - reportedly comprising engine and transmission, suspension and brake parts - into an actual car again, but the project apparently never went anywhere and in 1999 De Siebenthal sold it to American broker Dale Miller from North Carolina. Once in America, the parts were taken to the Massachusetts work shop of Patrick Scalli, and turned into an impeccable motor, complete with the bright yellow-and-red 1968 Targa livery. The finished product was subsequently sold to Julio Palmaz, a San Antonio doctor maintaining a large collection of Porsche cars at his Napa Valley estate.

Interestingly, photos of what was purchased by Miller show the key part was actually a rusty spyder frame. However, this frame cannot be directly linked to 025, for three reasons. First, there is no photograph of the chassis ID tag - in fact, I strongly suspect it didn't have one. The ID plate that is on today's 025 was clearly created by Mr. Scalli: it doesn't match known authentic examples in terms of layout or font. Second, the frame appears to be left-hand drive in that the pedal box is positioned left of the centre line. Obviously, a 907 is actually right-hand drive. Third, the frame shows no obvious signs of any major damage or repairs - despite the last known photograph of 907-025 showing the car in pieces and bend all over the place after the Eggberg crash.

At the time, De Siebenthal claimed that 025 was simply sold from Sigi Lang to Gregory Poirot (sic) of France, then to fellow French hillclimber Gérard Cuyvet, who in turn sold the car to De Siebenthal. This seems to have been based on half-truths: in reality, Poirot never owned the intact 907; rather, he used bits and pieces from the wreckage for his Porsche 910, which he had bought from Lang as explained above. There is nothing to suggest Poirot, or anyone else for that matter, ever put the destroyed frame of 025 back together. Personally, I can't think of any good reason why anyone would even attempt to repair such extensive damage in the first place. Likewise, Gérard Cuyvet never owned the 907; instead, he raced the ex-Arthur Blank Porsche 910, chassis 027, a car which crossed paths with 025 on many occasions, and which was also turned into a spyder ahead of the 1970 season. It was later rebuilt as a coupé, with a new frame, by... Pierre de Siebenthal. One gets the impression these stories were - knowingly or unknowingly - mixed up.

In any case, Palmaz owned the car until 2012, only occasionally wheeling it out for exhibitions, where it was always proudly presented as the Targa Florio winner. It was subsequently purchased from Palmaz by Fica Frio Limited, a mysterious Jersey company believed to be owned by UK-based Brazilian Carlos Monteverde. This in turn offered it for sale a mere three years later, in early 2015. Most recently, today's 025 came up for sale once again, it being offered by a US auction house at Amelia Island in March 2023.

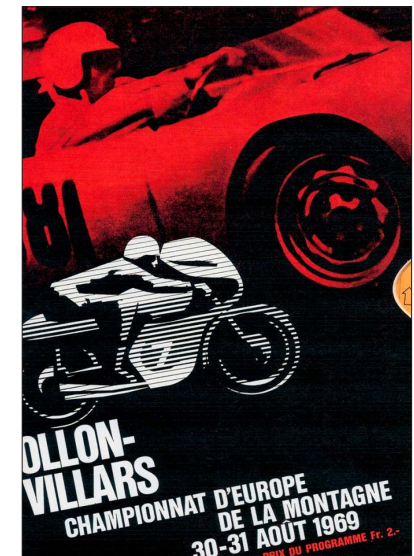
Of course, the immaculate-looking 907 was described as "a highly authentic works factory prototype" and the "outright winner of the 1968 Targa Florio" on that occasion, as if there is a direct lineage between 1968's 025 and today's - there isn't, in my view. To suggest this is the very 907 Vic Elford sat in when he took that splendid win in May 1968 is a ridiculous claim, that only someone with no appreciation of the car's troublesome true history would make. Today's 025 is, in this author's opinion, effectively a hodgepodge of some original bits - notably the engine - coupled with many new parts, and an unidentified frame of unknown origin.



The above map shows the 8 km Ollon-Villars hillclimb course in Switzerland, which was the scene of the first of two significant accidents in the history of 907-025.

The poster pictured on the right celebrates Porsche's famous win at the 1968 Targa Florio, paying tribute to race winner Vic Elford in particular.

A 1969 photo of Sigi Lang's garage in St. Gallen shows the Swiss driver had a copy of this very poster hanging on a door there: he must have been proud to be the owner of the actual winning car, chassis 907-025.



Siegfried 'Sigi' Lang-Frischknecht (1932-1970)

Below is an overview of all known race appearances of Sigi Lang. The list is by no means complete: although his career reportedly began in the late 1950s, the earliest results I was able to find are from 1962. Nothing was found for 1963, as Sigi possibly did not engage in any motorsport activities that year.

Porsche 356:

29.04.1962 Steckborn-Eichhölzli hillclimb [Sigi Lang](#) DNS
27.05.1962 Zürich slalom (Wangen) [Sigi Lang](#)
23.09.1962 Schauinsland hillclimb [Sigi Lang](#)
30.09.1962 Marchairuz hillclimb [Sigi Lang](#)

Porsche Carrera Abarth [1001]:

26.04.1964 Payerne slalom [Sigi Lang](#) #177
24.05.1964 Mitholz-Kandersteg hillclimb [Sigi Lang](#) #162
31.05.1964 Monza Preis von Monza [Sigi Lang](#) #147
06.06.1964 Stans slalom [Sigi Lang](#)
21.06.1964 St-Gallen Porsche-Turnier slalom (Altenrhein) [Sigi Lang](#)
23.08.1964 St-Ursanne-Les Rangiers hillclimb [Sigi Lang](#)
13.09.1964 Schauinsland hillclimb [Sigi Lang](#) #230
19.09.1964 Oberhallau surprise hillclimb [Sigi Lang](#)
04.10.1964 Eigental hillclimb [Sigi Lang](#)
10.10.1964 Porsche Club Bern Jubiläumswettbewerb slalom [Sigi Lang](#)
10.10.1964 Porsche Club Bern Jubiläumswettbewerb hillclimb [Sigi Lang](#)
24.10.1964 ACS St-Gallen-Appenzell surprise hillclimb [Sigi Lang](#)
14.11.1964 Planken surprise hillclimb [Sigi Lang](#)

01.05.1965 Oberuhldingen slalom [Sigi Lang](#)
02.05.1965 Vorarlberg-Rallye-Bergwertungsfahrt hillclimb [Sigi Lang](#)
23.05.1965 Schwarzenberg-Bödele hillclimb [Sigi Lang](#)

Porsche 904 [069]:

03.07.1966 Oberhallau Grosser Bergpreis der Ostschweiz hillclimb [Sigi Lang](#) #88
21.08.1966 St-Ursanne-Les Rangiers hillclimb [Sigi Lang](#)
28.08.1966 Sierre-Montana-Crans hillclimb [Sigi Lang](#) #94 DNA
11.09.1966 Mitholz-Kandersteg hillclimb [Sigi Lang](#)
25.09.1966 Eigental hillclimb [Sigi Lang](#)
30.10.1966 Schwarzenberg-Bödele club hillclimb [Sigi Lang](#) TBC

06.05.1967 Zürich slalom (Wangen) [Sigi Lang](#)
21.05.1967 Schwarzenberg-Bödele hillclimb [Sigi Lang](#) TBC
06.08.1967 Rapperswil slalom [Sigi Lang](#) TBC
20.08.1967 St-Ursanne-Les Rangiers hillclimb [Sigi Lang](#) #89
17.09.1967 Steinbock hillclimb (Gargellen) [Sigi Lang](#) #93

Porsche 910 [006]:

25.05.1968 Wangen slalom [Sigi Lang](#)
09.06.1968 Hockenheim Swiss races [Sigi Lang](#)
30.06.1968 Norisring 200 Meilen von Nürnberg [Sigi Lang](#) #32
14.07.1968 Monza SAR-Rennen / Coppa Charles Vögele [Sigi Lang](#)
21.07.1968 Hockenheim Solituderennen [Sigi Lang](#) #9
11.08.1968 Hockenheim Preis von Hockenheim [Sigi Lang](#) #21
18.08.1968 St-Ursanne-Les Rangiers hillclimb [Sigi Lang](#) #89
25.08.1968 Sierre-Montana-Crans hillclimb [Sigi Lang](#) #81
01.09.1968 Sankt Peterzell-Hemberg hillclimb [Sigi Lang](#) #28
08.09.1968 Mitholz-Kandersteg hillclimb [Sigi Lang](#) #75
15.09.1968 Hockenheim Preis der Nationen [Sigi Lang](#) #11
22.09.1968 Eigental hillclimb [Sigi Lang](#) #79
29.09.1968 Kerenzerberg hillclimb [Sigi Lang](#) #245
06.10.1968 Wien-Aspern Donau-Pokal [Sigi Lang](#) #12
13.10.1968 Innsbruck Preis von Tirol [Sigi Lang](#) #12
26.10.1968 Vaduz-Triesenberg hillclimb [Sigi Lang](#) #32

Swiss hillclimb trophy: 6th (47 points)
Swiss sports car championship: 5th (693.764 points)

01.03.1969 Frutigen slalom [Sigi Lang](#) #67
29.03.1969 MuttENZ Grand Prix der N2 slalom [Sigi Lang](#)

Porsche 907 [025]:

13.04.1969 Lodrino slalom [Sigi Lang](#) #211
20.04.1969 Hockenheim Swiss races [Sigi Lang](#) #22
25.04.1969 Monza 1000 km [Sigi Lang](#) | Rolf Stommelen #8
03.05.1969 Hockenheim Swiss races [Sigi Lang](#) #176
15.05.1969 Goesdorf hillclimb [Sigi Lang](#) #91
18.05.1969 Hockenheim Preis von Hockenheim [Sigi Lang](#) #62
25.05.1969 Montseny hillclimb [Sigi Lang](#) #91
31.05.1969 Wangen slalom [Sigi Lang](#) #73
01.06.1969 Eggberg hillclimb [Sigi Lang](#) #135
08.06.1969 Roßfeld hillclimb [Sigi Lang](#) #3
29.06.1969 Rochefort-La Tourne hillclimb [Sigi Lang](#) #75
06.07.1969 Ulm Flugplatzrennen [Sigi Lang](#) #265
13.07.1969 Hockenheim Solituderennen [Sigi Lang](#) #17
27.07.1969 Freiburg-Schauinsland hillclimb [Sigi Lang](#) #196
17.08.1969 Luzzzone hillclimb [Sigi Lang](#) #302
24.08.1969 St-Ursanne-Les Rangiers hillclimb [Sigi Lang](#) #103
31.08.1969 Ollon-Villars hillclimb [Sigi Lang](#) #192
07.09.1969 Sankt Peterzell-Hemberg hillclimb [Sigi Lang](#) #40 DNA
14.09.1969 Mitholz-Kandersteg hillclimb [Sigi Lang](#) #80 DNA
20.09.1969 Oberhallau hillclimb [Sigi Lang](#) #37 DNA
28.09.1969 Kerenzerberg hillclimb [Sigi Lang](#) #248 DNA

Swiss hillclimb trophy: 6th (37 points)
Swiss sports car championship: not classified

18.04.1970 Payerne slalom [Sigi Lang](#) #197
19.04.1970 Oberhallau hillclimb [Sigi Lang](#) #51
26.04.1970 Riedenburg hillclimb [Sigi Lang](#) #123
03.05.1970 Hockenheim Swiss races [Sigi Lang](#) #14
10.05.1970 Eggberg hillclimb [Sigi Lang](#) #129
17.05.1970 Nibelungen hillclimb [Sigi Lang](#) #137 DNA



Sigi Lang sits behind the wheel of 910-006 at the 1968 Triesenberg hillclimb in Liechtenstein, his country of birth.

910-006 (79)

14.05.1967 Targa Florio [Umberto Maglioli](#) | [Udo Schütz](#) #184

02.07.1967 Norisring 200 Meilen von Nürnberg [Heini Walter](#) #24
30.07.1967 Freiburg-Schauinsland hillclimb [Heini Walter](#) #151
13.08.1967 Wunstorf Flugplatzrennen [Heini Walter](#) #20
27.08.1967 Jyllandsringen Ford Grand Prix II [Heini Walter](#) #42
03.09.1967 La Faucille hillclimb [Heini Walter](#) #134
10.09.1967 Urcy hillclimb [Heini Walter](#) #151
24.09.1967 Sewen-Lac d'Alfeld hillclimb [Heini Walter](#) #145
01.10.1967 Hockenheim Preis der Nationen [Heini Walter](#) #252

25.05.1968 Wangen slalom [Sigi Lang](#)
09.06.1968 Hockenheim Swiss races [Sigi Lang](#)
30.06.1968 Norisring 200 Meilen von Nürnberg [Sigi Lang](#) #32
14.07.1968 Monza SAR-Rennen [Sigi Lang](#)
21.07.1968 Hockenheim Solituderenen [Sigi Lang](#) #9
11.08.1968 Hockenheim Preis von Hockenheim [Sigi Lang](#) #21
18.08.1968 St-Ursanne-Les Rangiers hillclimb [Sigi Lang](#) #89
25.08.1968 Sierre-Montana-Crans hillclimb [Sigi Lang](#) #81
01.09.1968 Sankt Peterzell-Hemberg hillclimb [Sigi Lang](#) #28
08.09.1968 Mitholz-Kandersteg hillclimb [Sigi Lang](#) #75
15.09.1968 Hockenheim Preis der Nationen [Sigi Lang](#) #11
22.09.1968 Eigentail hillclimb [Sigi Lang](#) #79
29.09.1968 Kerenzerberg hillclimb [Sigi Lang](#) #245
06.10.1968 Wien-Aspern Donau-Pokal [Sigi Lang](#) #12
13.10.1968 Innsbruck Preis von Tirol [Sigi Lang](#) #12
26.10.1968 Vaduz-Triesenberg hillclimb [Sigi Lang](#) #32

01.03.1969 Frutigen slalom [Sigi Lang](#) #67
29.03.1969 Muttentz Grand Prix der N2 slalom [Sigi Lang](#)
20.04.1969 Hockenheim Swiss races [Walter Flückiger](#) #20

27.04.1969 Holtz hillclimb [Christian Poirot](#)
04.05.1969 Rallye de Lorraine [Christian Poirot](#) | [Guy Villeminot](#) #150
15.05.1969 Goesdorf hillclimb [Christian Poirot](#)
18.05.1969 Abreschviller hillclimb [Christian Poirot](#)
15.06.1969 Le Mans 24 Heures [Christian Poirot](#) | [Pierre Maublanc](#) #39
29.06.1969 Turckheim Trois-Épis hillclimb [Christian Poirot](#) #157
06.07.1969 Vuillafans-Échevannes hillclimb [Christian Poirot](#)
13.07.1969 St-Dié-des-Vosges slalom [Christian Poirot](#)
03.08.1969 Treffort hillclimb [Christian Poirot](#)
10.08.1969 Bellegarde hillclimb [Christian Poirot](#)
15.08.1969 Hautes-Vosges hillclimb [Christian Poirot](#)
17.08.1969 Sancey-le-Grand hillclimb [Christian Poirot](#) #104
24.08.1969 Poissons hillclimb [Christian Poirot](#)
07.09.1969 La Faucille hillclimb [Christian Poirot](#)
26.09.1969 Tour de France Automobile [Christian Poirot](#) | [Jean-Pierre Jaussaud](#) #174
28.09.1969 Belleau hillclimb [Christian Poirot](#) #167
19.10.1969 Donzy-le-Pertuis hillclimb [Christian Poirot](#) #71
26.10.1969 Tanneron hillclimb [Christian Poirot](#)

26.04.1970 Rallye des Vosges [Christian Poirot](#) #134 DNS ran 906 instead
14.06.1970 Le Mans 24 Heures [Christian Poirot](#) | [Ernst Kraus](#) #46
21.06.1970 Hautes-Vosges hillclimb [Christian Poirot](#)
28.06.1970 Turckheim Trois-Épis hillclimb [Christian Poirot](#) #158
05.07.1970 Vuillafans-Échevannes hillclimb [Christian Poirot](#)
14.07.1970 Bourbach hillclimb [Christian Poirot](#) #26
02.08.1970 Treffort hillclimb [Christian Poirot](#) #114
09.08.1970 Bellegarde hillclimb [Christian Poirot](#)
16.08.1970 Sancey-le-Grand hillclimb [Christian Poirot](#)
23.08.1970 Poissons hillclimb [Christian Poirot](#) date TBC
30.08.1970 Urcy hillclimb [Christian Poirot](#) #45
06.09.1970 Donzy-le-Pertuis hillclimb [Christian Poirot](#) #31
27.09.1970 Tour de France Automobile [Christian Poirot](#) | [Pierre Soukry](#) #119
04.10.1970 Belleau hillclimb [Christian Poirot](#) #170
25.10.1970 St-Maurice-Le Ballon hillclimb [Christian Poirot](#) #11

14.02.1971 Rallye de Printemps [Christian Poirot](#) | unknown #188 start number TBC
09.05.1971 Bourbach hillclimb [Christian Poirot](#) #158
30.05.1971 Hautes-Vosges hillclimb [Christian Poirot](#)
13.06.1971 Le Mans 24 Heures [Christian Poirot](#) | [Jean-Claude Andruet](#) #27
27.06.1971 Turckheim Trois-Épis hillclimb [Christian Poirot](#)
08.08.1971 Bellegarde hillclimb [Christian Poirot](#) #183
15.08.1971 Heisdorf hillclimb [Christian Poirot](#)
22.08.1971 Poissons hillclimb [Christian Poirot](#)
03.10.1971 Montgueux hillclimb [Christian Poirot](#)

23.04.1972 Ronde des Vosges [Christian Poirot](#) #81
30.04.1972 Rallye de Lorraine [Christian Poirot](#) | unknown #153
07.05.1972 Bourbach hillclimb [Christian Poirot](#) #141
14.05.1972 Abreschviller hillclimb [Christian Poirot](#) car type TBC
21.05.1972 Hautes-Vosges hillclimb [Christian Poirot](#)
28.05.1972 St-Maurice-Le Ballon hillclimb [Christian Poirot](#) #100
17.09.1972 Sewen-Lac d'Alfeld hillclimb [Christian Poirot](#) #126
01.10.1972 Montgueux hillclimb [Christian Poirot](#)
00.00.1972 Malbouhans parallel slalom [Christian Poirot](#)

910-027 (105)

28.05.1967 Nürburgring 1000 km [Rolf Stommelen](#) | [Kurt Ahrens](#) #9
30.07.1967 Brands Hatch BOAC 500 [Graham Hill](#) | [Jochen Rindt](#) #10

07.04.1968 Brands Hatch BOAC 500 [Rico Steinemann](#) | [Dieter Spoerry](#) #45
12.04.1968 Oulton Park Guards Spring Cup Races [Rico Steinemann](#) #86
19.05.1968 Nürburgring 1000 km [Rico Steinemann](#) | [Dieter Spoerry](#) #32
26.05.1968 Spa 1000 km [Rico Steinemann](#) | [Dieter Spoerry](#) #11
02.06.1968 Vallenga Gran Premio della Repubblica [Rico Steinemann](#) #76
09.06.1968 Hockenheim Swiss races [Rico Steinemann](#) #94
30.06.1968 Norisring 200 Meilen von Nürnberg [Jo Siffert](#) #26
21.07.1968 Hockenheim Solituderenen [Siffert](#) #5 or [Steinemann](#) #6 DNA
28.07.1968 Mugello Gran Premio [Jo Siffert](#) | [Rico Steinemann](#) #21
11.08.1968 Hockenheim Preis von Hockenheim [Jo Siffert](#) #22
15.08.1968 Enna-Pergusa Coppa Città di Enna [Jo Siffert](#) #82
25.08.1968 Zeltweg GP von Österreich [Rico Steinemann](#) | [Dieter Spoerry](#) #9
15.09.1968 Hockenheim Preis der Nationen [Rico Steinemann](#) #16
06.10.1968 Wien-Aspern Donau-Pokal [Dieter Spoerry](#) #5
13.10.1968 Innsbruck Preis von Tirol [Dieter Spoerry](#) #19
20.10.1968 Hockenheim FRC-3-Stunden [Rico Steinemann](#) | [Xavier Perrot](#) #37

13.04.1969 Krähberg hillclimb [Arthur Blank](#) #260 DNS
20.04.1969 Hockenheim Swiss races [Arthur Blank](#) #21
25.04.1969 Monza 1000 km [Arthur Blank](#) | [Peter Etmüller](#) #46
27.04.1969 Eberbach hillclimb [Arthur Blank](#) DNA TBC
11.05.1969 Payerne slalom [Arthur Blank](#) #95
15.05.1969 Goesdorf hillclimb [Arthur Blank](#)
18.05.1969 Hockenheim Preis von Hockenheim [Arthur Blank](#) #60
25.05.1969 Zolder Rhein-Ruhr-Pokal-Rennen [Arthur Blank](#) #3
25.05.1969 Montseny hillclimb [Arthur Blank](#) DNA
31.05.1969 Wangen slalom [Arthur Blank](#) #76
01.06.1969 Wissembourg hillclimb [Arthur Blank](#) #115
08.06.1969 Ballon d'Alsace hillclimb [Arthur Blank](#) #19
29.06.1969 Rochefort-La Tourne hillclimb [Arthur Blank](#) #76
06.07.1969 Ulm-Laupheim Flugplatzrennen [Arthur Blank](#) #266
13.07.1969 Hockenheim Solituderenen [Arthur Blank](#) #30
10.08.1969 Österreiching GP von Österreich [Arthur Blank](#) | [Peter Ditzler](#) #22
17.08.1969 Sancey-le-Grand hillclimb [Arthur Blank](#)
24.08.1969 St-Ursanne-les-Rangiers hillclimb [Arthur Blank](#) #104
31.08.1969 Ollon-Villars hillclimb [Arthur Blank](#) #155
07.09.1969 Sankt Peterzell-Hemberg hillclimb [Arthur Blank](#) #38
14.09.1969 Mitholz-Kandersteg hillclimb [Arthur Blank](#) #81
21.09.1969 Puigmajor hillclimb [Arthur Blank](#) #14
28.09.1969 Kerenzerberg hillclimb [Arthur Blank](#) #249
05.10.1969 Barcelona 12 Horas [Arthur Blank](#) | [José María Fernández](#) #41
19.10.1969 Hockenheim 300 Meilen [Arthur Blank](#) #17 DNA
26.10.1969 Hockenheim FRC-3-Stunden [Arthur Blank](#) | [Peter Ditzler](#) #43

18.04.1970 Payerne slalom [Arthur Blank](#) #196
19.04.1970 Oberhallau hillclimb [Arthur Blank](#) #50
03.05.1970 Hockenheim Swiss races [Arthur Blank](#)
10.05.1970 Abreschviller hillclimb [Arthur Blank](#)
24.05.1970 Hockenheim Preis von Hockenheim [Arthur Blank](#) #202
31.05.1970 Bremgarten Flugplatzrennen [Arthur Blank](#) #222
07.06.1970 Wissembourg hillclimb [Arthur Blank](#) #121

14.06.1970 Arry hillclimb [Robert Barret](#) #110
21.06.1970 Hautes-Vosges hillclimb [Robert Barret](#) #106
28.06.1970 Turckheim Trois-Épis hillclimb [Robert Barret](#) #160
05.07.1970 Vuillafans-Échevannes hillclimb [Robert Barret](#)
12.07.1970 Verdun slalom? [Robert Barret](#)
14.07.1970 Tancarville hillclimb [Robert Barret](#)
19.07.1970 Andelys hillclimb [Robert Barret](#)
26.07.1970 Chamrousse hillclimb [Robert Barret](#) #187
02.08.1970 Poilly hillclimb [Robert Barret](#)
15.08.1970 Dudelange hillclimb [Pierre Marx](#)
06.09.1970 Donzy-le-Pertuis hillclimb [Robert Barret](#) #36
04.10.1970 Belleau hillclimb [Robert Barret](#) #168
25.10.1970 St-Maurice-Le Ballon hillclimb [Robert Barret](#) #111

28.03.1971 Wiltz hillclimb [Robert Barret](#) #87
12.04.1971 Lorentzweiler hillclimb [Pierre Marx](#) #98
18.04.1971 Tonnerre hillclimb [Robert Barret](#)
09.05.1971 Bourbach hillclimb [Robert Barret](#)
16.05.1971 Abreschviller hillclimb [Robert Barret](#) #96
20.05.1971 Holtz hillclimb [Robert Barret](#)
30.05.1971 Hautes-Vosges hillclimb [Robert Barret](#)
13.06.1971 Arry hillclimb [Robert Barret](#)
26.06.1971 Ballon d'Alsace hillclimb [Robert Barret](#)
27.06.1971 Turckheim Trois-Épis hillclimb [Robert Barret](#)
04.07.1971 Vuillafans-Échevannes hillclimb [Robert Barret](#)
11.07.1971 Poilly hillclimb [Robert Barret](#)
14.07.1971 Tancarville hillclimb [Robert Barret](#) #152
18.07.1971 Andelys hillclimb [Robert Barret](#)
25.07.1971 Chamrousse hillclimb [Robert Barret](#) #184
15.08.1971 Heisdorf hillclimb [Robert Barret](#) DNA

21.05.1972 Hautes-Vosges hillclimb [Jacques Henry](#)
28.05.1972 St-Maurice-Le Ballon hillclimb [Jacques Henry](#) #102
04.06.1972 Wissembourg hillclimb [Jacques Henry](#) #86
11.06.1972 Ballon d'Alsace hillclimb [Jacques Henry](#) #28
18.06.1972 Roanne hillclimb [Jacques Henry](#)
25.06.1972 Turckheim Trois-Épis hillclimb [Jacques Henry](#) #153
02.07.1972 Vuillafans-Échevannes hillclimb [Jacques Henry](#)
09.07.1972 St-Hyppolite hillclimb [Jacques Henry](#) #24 start number TBC
13.07.1972 Saulxures slalom [Jacques Henry](#) date TBC
05.08.1972 Bure slalom [Jacques Henry](#)
20.08.1972 St-Ursanne-les-Rangiers hillclimb [Jacques Henry](#) #80
03.09.1972 La Valcherie hillclimb [Jacques Henry](#)
17.09.1972 Sewen-Lac d'Alfeld hillclimb [Jacques Henry](#) #128
24.09.1972 Belleau hillclimb [Jacques Henry](#) #174
01.10.1972 Montgueux hillclimb [Jacques Henry](#)
08.10.1972 Grandvillars slalom [Jacques Henry](#) #100
00.00.1972 Malbouhans parallel slalom [Jacques Henry](#) #9 start number TBC

24.06.1973 Glouneaux hillclimb [Gérard Cuynet](#) TBC
01.07.1973 Vuillafans-Échevannes hillclimb [Gérard Cuynet](#)
15.07.1973 Flaine hillclimb [Gérard Cuynet](#)
05.08.1973 Treffort hillclimb [Gérard Cuynet](#)
02.09.1973 Urcy hillclimb [Gérard Cuynet](#)
00.00.1973 Beaune-St-Romain hillclimb [Gérard Cuynet](#) #117 TBC

11.08.1974 Treffort hillclimb [Gérard Cuynet](#) #280

24.08.1975 St-Gouéno hillclimb [Enrico Conti](#) #147

907-026

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Alex Soler-Roig - Barcelona, Spain
- Real Automóvil Club de Cataluña / Eugenio Baturone - Barcelona, Spain
- Angi Munhoz - São Paulo, Brazil
- *Wilson Fittipaldi Júnior / Gastão Gracie - Brazil*
- *Luis Gonçalves - Brazil*
- *Dale Miller - Asheville, North Carolina, USA*
- *Bruce Canepa - Scotts Valley, California, USA*

Chassis 907-026 was one of the four works cars Porsche took to the 1968 12 Hours of Sebring, round two of the World Championship for Makes. Having won at Daytona, Vic Elford and Jochen Neerpasch now qualified sixth and finished runner-up in the race, a sizable eleven laps behind the faster sister car of Siffert/Herrmann. The American endurance classic was the only works outing of 907-026, and the car subsequently sat idle at the Stuttgart factory until it was purchased by Alex Soler-Roig a year later, in February 1969.

The Spanish driver was already the owner of 907-031, but this had been damaged in a nightly collision at the season-opener in Daytona. The car was subsequently returned to the factory for repairs, which left Soler-Roig without a drive, so in order to meet obligations towards the sponsor of his team Escuderia Nacional CS, he had to buy a replacement car, which became 907-026.

The new car allowed Soler-Roig to contest the opening race of the Spanish season, at Jarama in early March. He claimed pole position and set the fastest lap, but finished second behind Teddy Pilette's Alfa Romeo P33. Chassis 907-031 then returned to its owner in time for the 12 Hours of Sebring later that month, and Soler-Roig took an excellent fourth overall in that car with his co-driver Rudi Lins (although there is some confusion surrounding that result, as certain sources claim the pair was actually fifth). Back home, the Spaniard won the Galapagar hillclimb the following weekend, this time driving 907-026, but because he did not need the car anymore it was subsequently sold to the Real Automóvil Club de Cataluña or R.A.C.C.

The new driver was Eugenio 'Geni' Baturone, a member of the R.A.C.C. and an active bobsledder, who competed for Spain at the 1968 Winter Olympics. Although Baturone was not as fast a driver as Soler-Roig, he enjoyed a series of successes with the 907, winning the hillclimbs of Flor de Mayo and Sotillo, both in new course records, as well as a street race in Granollers, although admittedly, without any serious competition. A practice run for the Montseny hillclimb did not go well, however, as Baturone came off the road and crashed into a tree. An improvised patch job still allowed the driver to start in spite of the cracked bodywork, and he finished seventh overall.

The next two events went better, as Baturone was second behind Soler-Roig at the Bastida climb, and when the latter could not start at the hillclimb of San Cugat-Tibidabo due to engine trouble, Baturone took the win there in a new course record. However, during practice for the Prueba 15 de Junio at Jarama, the Spaniard had another accident, this time with very significant damage that could not be fixed on the spot. This sidelined the car for several months, as it had to be sent back to Germany for repairs. The Barcelona-based owner raced a slightly more modest Porsche 911 R of the R.A.C.C. during that time.

Chassis 907-026 finally returned to action at the Puigmajor hillclimb in late September, where Baturone was eighth overall. The car was plain white as before, except that it now had black fenders, and two small lights on the roof of which the exact function is not clear. Together with rally driver José María Palomo, Baturone did well in two endurance races, the pair finishing third at the 12 Hours of Barcelona on the difficult Montjuich street course, and fourth at the 6 Hours of Jarama. These results helped Baturone to claim third in the final standings of the *Campeonato de España de Velocidad* - the Spanish speed championship - behind Soler-Roig and Juan Fernández. Occasional co-driver Palomo, incidentally, was that year's rally champion.

Baturone switched to a Porsche 908/2 for 1970, and the 907 was presumably put into storage, until the Real Automóvil Club de Cataluña decided to sell it. To this end, they asked former owner Alex Soler-Roig, who had raced a 917 that season, to take his old car to South-America to sell it there, after competing in the inaugural Copa Brasil. This was an international four-race mini-championship, staged at the recently renovated Interlagos circuit on four consecutive Sundays in December (although round three had to be postponed until Tuesday due

to heavy rain). While the 907 showed its age by now, Soler-Roig's fine driving and the car's reliability resulted in one second place, two fourths and a fifth, which placed the Spaniard third in the final standings with 21 points - nine less than winner Emerson Fittipaldi (Lola T210), and five behind compatriot Jorge de Bagration (Porsche 908/2).

Shortly after the final race of the Copa Brasil, just before New Year, Soler-Roig sold the 907 to Brazilian driver Angi Munhoz. The new owner raced the car for the first time merely days later, in early January 1971, finishing third in a 100-mile event at Tarumã. At this point, 907-026 still looked exactly as when Baturone had raced it, white with black fenders, but for some reason it did not reappear until December, when Alfredo 'Freddy' Giorgi and Munhoz each contested a race at Interlagos, now in a plain white livery.

The 1972 season was similarly fragmented. Giorgi managed a fifth-place finish at the Festival do Ronco in late April, but the 907 was not raced again until August. By then its owner, Angi Munhoz, had joined the new Equipe Bino Motorádio. This racing team sponsored by a car radio manufacturer was founded by Francisco Lameirão, who had successfully raced a Porsche 910 for Equipe Hollywood the year before. The car was painted in the team's characteristic canary yellow livery, with two dark green stripes, making it a real eye catcher.

Munhoz finished fourth in a 200 km street race in Belo Horizonte that month, and he was 13th at September's 500 km of Interlagos. This international meeting is the last known race where more than one 907 started, as Portuguese driver Carlos Santos was also present with his 907-027, which is documented below. Munhoz then contested a round of the Brazilian championship in November, where he was third.

The year ended with the second edition of the Copa Brasil. The organisers had originally increased the number of races to five, one more than previously, but as the entry turned out disappointing the schedule was revised and two rounds were dropped. 'Chico' Lameirão piloted the 907 this time, but he retired after just seven laps of the opening race, and did not appear anymore at the second and third events. As it turned out, that actually concluded the career of 907-026 - for 1973, the *Confederação Brasileira de Automobilismo* decided to ban the use of imported foreign racing cars, unless they were fitted with a domestically-built engine.

Little is known of the car's subsequent life. One story claims the 907 was destroyed when its São Paulo garage burned down, but it is believed this story was actually exaggerated and that there was only slight damage, if any. Reportedly, 026 was later sold to Wilson Fittipaldi Jr, brother of two-time F1 World Champion Emerson (although the name Gastão Gracie is also mentioned), and then to Luis Gonçalves, who also owned a Porsche 908/2 and 910. In the late 1990s, the car (or what was left of it) was purchased by American broker Dale Miller, with an incomplete engine and no chassis tag.

In March 2022, 907-026 finally popped up again, at the Amelia Island concours in Florida, now sporting the look it had at its race debut at Sebring back in 1968. The current owner seems to be Bruce Canepa, as the car was assembled at his California workshop. In October 2023, the resurrected 907 was on display at an event called 'Luftgekühlt' in Los Angeles. Regrettably, at least in this author's view, this is yet another 907 that has been restored — if that is indeed the right word — to the point where it is impossible to tell whether the car was built yesterday or over 50 years ago...



Alex Soler-Roig



Eugenio Baturone



Angi Munhoz

907-027

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Giacomo Moioli - Verona, Italy
- Ben Heiderich - Madrid, Spain
- Rui Guedes - Lisboa, Portugal
- Carlos Santos - Porto, Portugal
- Ted Rowbotham - Vancouver, Canada
- Kent Morgan - Arcadia, California, USA
- Anonymous - Germany

Like chassis 022 and 028, 907-027 made its debut at the 1968 BOAC International 500 at Brands Hatch, round three of the World Sports Car Championship, the car starting third in the hands of Gerhard Mitter and Ludovico Scarfiotti. Mitter took the lead into the first turn, and the German-Italian pair may well have won the race had the car not suffered from a faulty brake wear sensor. This led Mitter to make an unnecessary pit stop, which cost crucial time that even a late charge by Scarfiotti could not regain. The 907 ultimately finished second, just 22 seconds behind the winning Ford GT40 of Ickx/Redman after 218 laps and six hours of racing, although it did take a class win.

Chassis 027 returned to action at the 1000 km of Spa-Francorchamps a month later, this time with Mitter and Jo Schlesser behind the wheel. Compared to the bigger capacity cars, the 2.2-litres 907 lacked power around the high-speed Belgian circuit and so Schlesser managed only sixth in the dry qualifying session, but the race itself took place in very wet conditions which negated the power disadvantage. The Ickx/Redman Ford GT40 ultimately won again thanks to a superb Jacky Ickx, whose driving in the opening stages was far superior to anyone else's. Mitter and Schlesser in 907-027, fitted with narrow rear tyres to cope with the circumstances, also went well, once more finishing second overall and first in class, and the Frenchman, who would sadly lose his life in his home Grand Prix just weeks later, even managed to record the fastest lap of the race.

The races at Brands Hatch and Spa-Francorchamps were the only chassis 027 contested as a works car. The 907 was subsequently sold to a private customer just two months after its last factory outing, in July 1968. The new owner was Giacomo Moioli, an Italian gentleman driver from Verona and member of the famous Scuderia Brescia Corse racing team. Racing under the pseudonym 'Noris', Moioli had campaigned Porsche-built cars for years, first a 904 and then a 906 - chassis 110 - from April 1966 onwards. Unfortunately, his new purchase turned into a deception, as Moioli did not find the 907 to his liking, perhaps a result of persistent mechanical woes. He entered just a handful of Italian hillclimbs with the car - and actually started only one - before deciding to switch to a Porsche 910 for 1969, and so chassis 027 was sold off again, this time to Werner Bernhard 'Ben' Heiderich in Spain.

Heiderich was born in Germany, but came to the United States as an exchange-student in the 1950s. He later relocated to Canada, where he began racing Porsches. He furthermore joined the airforce, but his military career ended after an airplane accident in 1961. During his time in North-America, Heiderich usually went by the name Verne Ben, an americanized version of his actual name. He subsequently moved again and settled in Madrid, becoming the official Porsche importer for Spain.

Although Heiderich was the owner of 907-027, the car was actually driven by José de la Peña of the Escuderia Repsol, one of three Spanish racing teams to field a Porsche 907 in the 1969 season. Painted in a white livery with a yellow-red nose, Escuderia Repsol entered chassis 027 in various hillclimbs and races in Spain, one of the most noteworthy meetings being the Prueba 15 de Junio at Jarama. During practice, Eugenio Baturone of the Real Automóvil Club de Cataluña crashed his Porsche 907, and the car was badly damaged. José de la Peña subsequently made a gesture of great sportsmanship by forfeiting the Escuderia Repsol 907 to Baturone, who fitted his own engine in the borrowed car overnight to finish third in the race.

De la Peña was back behind the wheel of 907-027 in early July, contesting the season's sole race abroad at the 6 Hours of Vila Real with Ben Heiderich as his co-driver. The Spaniard won the Morcuera hillclimb later that month as well as the La Coruña street race in August, and he teamed up with Heiderich again for the 12 Hours of Barcelona in October. The pair did not finish there, but later that month the car was eighth at the Jarama six-hour race in the hands of Eladio Doncel and José Manuel Lencina, both drivers of Escuderia Repsol. That race, incidentally, was the only where all three Spanish 907s were on the grid.

Ben Heiderich entered the 907 in just four meetings in 1970, all at Jarama. He did most of the racing himself that season, although José de la Peña, who had switched to a Porsche 908/2 rented from Richard Broström, drove the car once more at the Trofeo Primavera in May. The driver from Madrid did not finish the race, and that seems to have concluded the Spaniard's racing career: for reasons unknown, he seemingly gave up motorsport there and then.

After the 1970 season, Heiderich sold his 907 to Rui Guedes from Portugal. The new owner painted the car in a rather incongruous 'psychedelic' livery of red and green, of which just one colour photo is available. As it turned out, Guedes drove chassis 027 just twice in 1971: he finished third at the Monsanto hillclimb in June, before entering the international meeting at Vila Real early the following month. Sadly, a severe accident on the daunting street circuit reportedly ended Guedes's racing career, and the damaged 907 was subsequently sold to Carlos Santos from Porto.

Santos was an experienced driver, and multiple Portuguese champion with a Porsche 906 which he had been racing for several years. For 1972, Santos intended to run the 907 and so the damaged car was brought to the Aurora workshop of Mestre Eduardo, where it received a new body painted in a very striking livery of orange-red and black with white rims. Despite the extensive work, however, the car could not be ready for the start of the season, which Santos therefore began with the 906.

In June, 907-027 was to debut at the inaugural meeting of the new Estoril circuit, but some sort of problem in practice forced Santos to race the old 906, which by then had been greatly modified at Aurora, once more. The 907 thus debuted at the Monsanto hillclimb in early July. Santos took second place overall there, and followed up that result with second in class at Vila Real, and second overall again at the climbs of Penha and Senhora da Graça. In late August, the car's 8-cylinder engine broke during practice for the street race in Vila do Conde, but Santos was able to start after the power plant of his 906 had been installed overnight, to once again finish second. After that, the 907 was shipped to Brazil to compete in the Interlagos 500 km, where the Portuguese claimed tenth, three places ahead of follow 907 driver Angi Munhoz, although the latter had been much quicker in qualifying. The season ended with two races at Estoril, but at the first the car's battery died on the grid and so Santos could not start, while the second race ended with a non-finish. Despite this, Santos was that year's runner-up in the Portuguese national championship, and also finished third in the hillclimb trophy.

After the troublesome 1972 season, Santos began racing a Lola T292, and the ageing 907 was returned to his workshop in Porto. There it remained until the car was finally sold, along with two Porsche 906s - chassis 126 and 130 - to Arthur Edwin 'Ted' Rowbotham from Vancouver, Canada. This was in the mid-1970s, right around the time of the Portuguese Carnation Revolution, and the new owner later claimed bringing the three Porsches overseas involved bribing government officials and unmarked trucks on darks nights....!

Once in Canada, Rowbotham hoped American driver Milt Mintner would race the 907, but instead it languished at his house in West-Vancouver for several years. In 1978, the car was acquired by Californian Kent Morgan, who had it restored at Hatchman Autocraft, a specialized company based in Oregon, with assistance of Carl Thompson and Vasek Polak. The extensive, multi-year restoration was completed in 1985. Chassis 907-027 has been in impeccable condition since, carrying the same start number (38) as when it first raced at Brands Hatch back in 1968, although it now has blue rather than red identification markings on the nose and tail.

In recent years, the car was displayed at the Los Angeles Auto Show in 2004, and it appeared at the Monterey Historics at Laguna Seca in 2009. Kent Morgan sold 907-027 through Jerry Pantis to a new owner in Germany, who wishes to remain anonymous, in 2010. Unfortunately, the car has not been seen in public since, which is a shame as 027 is one of the few 907s currently in existence with undisputable provenance.

José de la Peña

José de la Peña was the principle driver of 907-027 during the 1969 season, but very little is known about him aside from the fact he was from the Spanish capital of Madrid. It would appear he began his racing career driving a Triumph TR4A in 1966, but this is yet to be confirmed. The earliest concrete traces I have been able to find are from 1967, when the Madrilenian contested some rallies and at least one hillclimb with a Porsche 911 S.

De la Peña then ran the ex-Soler-Roig Porsche 906, chassis 130, on a number of occasions in 1968 and early 1969. It is believed this car as well as his next, the ex-works Porsche 907, were actually owned by Madrid-based Ben Heiderich, the official importer of Porsche in Spain. José de la Peña was one of the drivers of Escuderia Repsol in 1969, and he shared a Porsche 911 L with team mate Julio Gargallo at October's 3 hours of Barcelona. Later that month, he was co-driver of Gijs van Lennep in Ben Pon's Racing Team Holland Porsche 908/2, chassis 020, at the Jarama 6 hours.

The Spaniard raced another 908/2, chassis 001 rented from Richard Broström, twice in early 1970, after which one more outing with the 907 seems to have concluded his brief career in motorsport. Unfortunately, nothing is known about the Spanish driver's subsequent activities.

27.11.1966 Cruz Verde hillclimb [José de la Peña](#) Triumph TR4A TBC

20.08.1967 Rallye Rías Baixas [José de la Peña](#) Porsche 911 S #20

14.10.1967 Rallye Firestone-Burgos [José de la Peña](#) | [Juan Parejo](#) Porsche 911 S #18

01.11.1967 Cruz Verde hillclimb [José de la Peña](#) Porsche 911 S

16.02.1968 Galapagar hillclimb [José de la Peña](#) Porsche 906 [130]

24.03.1968 Montserrat hillclimb [José de la Peña](#) Porsche 906

11.08.1968 La Coruña Gran Premio [José de la Peña](#) Porsche 906 #37

20.10.1968 La Rabassada hillclimb [José de la Peña](#) Porsche 906

10.11.1968 Jarama Trofeo de España por Regiones [José de la Peña](#) Porsche 906 entry TBC

23.02.1969 Circuito Ciudad Turística Puerto de la Cruz (Tenerife) [José de la Peña](#) Porsche 906 #38 start number TBC

02.03.1969 Jarama Prueba 2 de Marzo [José de la Peña](#) Porsche 907 [027] #64 DNA

23.03.1969 Montserrat hillclimb [José de la Peña](#) Porsche 906

28.03.1969 Galapagar hillclimb [José de la Peña](#) Porsche 907 #2

27.04.1969 Jarama Prueba 27 de Abril [José de la Peña](#) Porsche 907 #63

25.05.1969 Montseny hillclimb [José de la Peña](#) Porsche 907 #99 DNA

15.06.1969 Jarama Prueba 15 de Junio [José de la Peña](#) Porsche 906 [130] #46

06.07.1969 Vila Real 6 Horas [José de la Peña](#) | [Ben Heiderich](#) Porsche 907 #12

11.07.1969 Canencia hillclimb [José de la Peña](#) Porsche 907 #2

11.07.1969 Morcuera hillclimb [José de la Peña](#) Porsche 907 #2

03.08.1969 La Coruña Gran Premio [José de la Peña](#) Porsche 907 #12

07.09.1969 Alcañiz Gran Premio [José de la Peña](#) Porsche 907 #11

14.09.1969 Jarama Prueba 14 de Septiembre [José de la Peña](#) Porsche 907 #53

04.10.1969 Montjuich 3 Horas Turismo de Barcelona [Julio Gargallo](#) | [José de la Peña](#) Porsche 911 L #3

05.10.1969 Montjuich 12 Horas de Barcelona [José de la Peña](#) | [Ben Heiderich](#) Porsche 907 #6

26.10.1969 Jarama 6 Horas [José de la Peña](#) | [Gijs van Lennep](#) Porsche 908/2 [020] #3

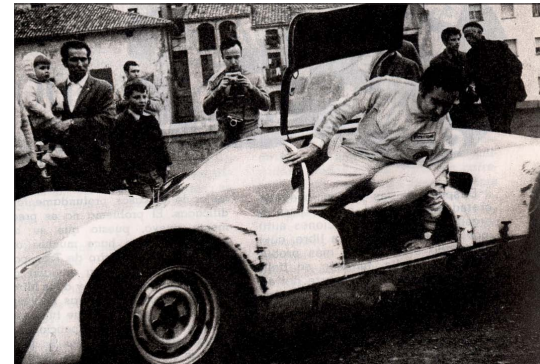
23.11.1969 Jarama Trofeo de España por Regiones [José de la Peña](#) Porsche 907 #83

12.12.1969 Cruz Verde hillclimb [José de la Peña](#) Porsche 907 #24 DNS

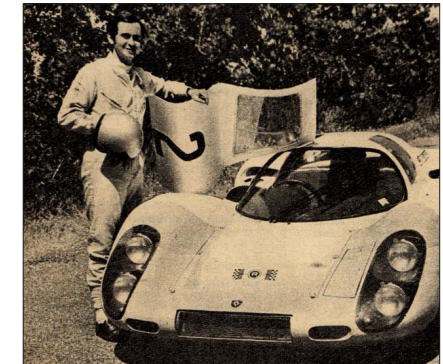
01.03.1970 Jarama Copa Alfíl [José de la Peña](#) Porsche 908/2 [001] #73

22.03.1970 Jarama Prueba Homenaje a la Infancia [José de la Peña](#) Porsche 908/2 [001] #62

03.05.1970 Jarama Trofeo Primavera [José de la Peña](#) Porsche 907 #78



José de la Peña hopping out of 906-130 at the 1969 Montserrat hillclimb...



...and posing next to 907-027 after winning the Morcuera hillclimb later that year.

907-028

Ownership summary:

- Porsche AG - Stuttgart, Germany
 - Hans-Dieter Dechent - Saarbrücken, Germany
 - Wilhelm Bisterfeld - Radevormwald, Germany
 - Karl von Wendt - Gevelinghausen, Germany
 - Roland Faude - Tuttlingen, Germany
 - Sten Hillgard - Onsala, Sweden
-
- *Dale Miller - Asheville, North Carolina, USA*
 - *Jerry Seinfeld - New York City, New York, USA*
 - *Anonymous - Pennsylvania, USA*

Chassis 907-028 debuted at the April 1968 BOAC International 500 in the company of 907-022 and 907-027. The car started the six-hour race from fourth place on the grid as the slowest qualifier of the three works 907s, and although drivers Vic Elford and Jochen Neerpasch actually led for awhile, they ultimately ended up third, behind the winning Ford of Ickx/Redman and the 907 of Mitter/Scarfiotti. The Brands Hatch race was the sole works outing of 028: it was Porsche's philosophy in those days a particular chassis should not be used more than once or twice. The car was therefore handed to the sales department and sold by September 1968.

The first customer was Hans-Dieter Dechent from Saarbrücken, the owner of a car dealership and lead driver of the Scuderia Lufthansa racing team. Dechent had started the 1968 season driving a Porsche 910, but from September onwards he used the new 907, initially entering a few relatively minor meetings before contesting two long-distance events at the end of the year: the 1000 km of Paris, with co-driver Udo Schütz, and the Nine Hours of Kyalami in South Africa, where factory stalwart Hans Herrmann helped score a class win.

Like all 907s, Dechent's car was basically white, but the nose was painted blue and yellow, the colours of the Lufthansa airline. This colour scheme was kept in 1969, when Dechent joined the German BG Racing Team, a new outfit founded by long-time Porsche driver Karl Freiherr von Wendt, based at his Gevelinghausen estate. The team comprised three cars, including Dechent's 907-028 and the sister 907 of Von Wendt. Both carried the original 2.2-litres engine and identical-looking liveries of white with a blue-yellow nose, except that Von Wendt's also had a centre stripe in those colours. The team's third car was a Porsche 908/2.

BG Racing's 1969 season began with the BOAC International 500 at Brands Hatch, to which the team brought both of their 907s. But whereas Dechent piloted 028 to a 10th-place finish with his usual partner Gerhard Koch, Von Wendt's 032 - driven on the occasion by Rudi Lins and Willi Kauhsen - was badly damaged when Lins lost control at Graham Hill Bend. The accident left chassis 028 as the sole BG Racing 907 at the next two races, where Dechent/Koch did remarkably well, scoring a third overall at Monza in April and sixth at the Targa Florio in May.

Later that month, however, the 1000 km of Spa-Francorchamps turned into a debacle for BG Racing. Dechent and Koch, who had been going so well that season, retired early in the race due to a broken fuel pump. The slower sister car of Von Wendt and Kauhsen - repaired after its Brands Hatch shunt - completed seven laps, only to crash again on lap eight after Von Wendt collided with Pedro Rodriguez's Ferrari while being lapped.

Dechent followed up the disappointing Spa result with top-ten placings at the Nürburgring 1000 km, Norisring 200 miles and the Solituderennen at Hockenheim. Despite these fine results, the German driver offered his 907 for sale in the July issue of "Auto Motor und Sport" magazine, and subsequently focussed on piloting BG Racing's 908/2 with Gerhard Koch, who was lucky to survive a massive accident at the 500 km of Imola in that car.

Shortly after being advertised, chassis 028 was sold to Wilhelm Bisterfeld, an occasional racing driver from the town of Radevormwald, and the 907 reappeared at the mid-August Wunstorf airfield races in the hands of Dieter Weizinger. This driver from Remscheid was sponsored by Bisterfeld, and the pair had campaigned Alfa Romeo touring cars together at the Nürburgring a few times. By now, the car's 8-cylinder engine had been downsized to 2-litres at the factory.

Over the following months, Bisterfeld himself drove the 907 twice, as did the affiliated Hans Hessel from Bonn, who normally raced a Carrera 6, and Horst Eitenauer from Roetgen, another Alfa Romeo racer. This group of drivers had close ties to each other, and although the exact arrangement is not known, seemingly shared 028 on a race-to-race basis, running the car in a handful of races and hillclimbs in Germany and Belgium. By 1970, however, chassis 028 was sold once more, this time to Karl von Wendt - the old team mate of former owner Hans-Dieter Dechent at BG Racing - who had ambitious plans for the upcoming season.

The German racing baron intended to field a pair of cars in the new European Championship for 2-litres sports cars, and to this end he had both 028 and 032 rebodied as spyders by having the roofs cut off. The cars were then painted in white liveries, with a dark green nose for chassis 028, piloted by Willi Kauhsen, and a red nose for 032, which was to be driven by touring car ace Herbert Schultze from Berlin. For reasons unknown, this did not happen, and Von Wendt ended up doing the driving himself instead.

Despite the considerable investment in the two 907s, BG Racing ultimately raced them just twice in 1970. The season opened at Paul Ricard, a brand-new circuit in France, where Kauhsen and Von Wendt qualified only 12th and 13th, respectively, some six seconds behind the new and more powerful Lola T210 of pole sitter Joakim Bonnier. Reliability was also lacking, as both drivers retired with engine troubles within one lap of each other at less than half-distance.

The second round of the European Sports Car Championship, at the Hämeenlinna circuit in Finland, suffered from a weak field when merely nine of the 19 entries showed up. This allowed Kauhsen and Von Wendt to take third and fourth on the grid, but the gap to Bonnier was again considerable. However, as the Swedish driver was disqualified, Kauhsen ultimately finished second overall behind John Burton's Chevron B16. Von Wendt, on the other hand, had another poor weekend and was not classified. After these two races, the poor performance of the ageing 907s, and the difficulties in obtaining spare parts, prompted BG Racing to drop the cars in favour of all-new and more competitive Lola T210s.

While 907-032 was quickly sold to Hans-Dieter Weigel, it took Von Wendt much longer to sell chassis 028 as well. In November 1971, he met a BMW-dealer from Tuttlingen called Roland Faude, who had earlier raced a Porsche 906 at German airfield races. Von Wendt offered him the 907 spyder, but Faude felt the asking price was too high. The following spring, however, the two men did reach a deal, after Von Wendt lowered the price, although by then the car had been damaged in a test run. Perhaps as a result of this damage, Faude gave the car a completely new, modified body painted in bright yellow and light blue.

Faude initially raced the 907 spyder on the concrete runways of Wunstorf and Mainz-Finthen, before entering an Interserie race at Hockenheim. With its 2-litres engine the spyder did not stand a chance against the big bangers, and Faude finished well down in 17th place. In 1973, he is known to have raced the 907 once more, at the Mainz-Finthen airfield races in July, but he did not appear at the Südwestpokal in Hockenheim two weeks later, possibly because the car had switched owners by then, as Sten Hillgard from Sweden purchased chassis 028 from Faude some time in July or August. The car was apparently sold without an engine, and so the new owner installed a 2.6-litres 6-cylinder unit.

Hillgard raced in the popular Stockholms Sportvagnsklubb Serien or SSK-Series, initially with an old Porsche 904, but from August onwards he contested the last few races of the season with the 907 spyder. As it turned out, these events were the last hurrah of chassis 907-028. Just days after the season finale at Ring Knutstorp, the car was displayed at a racing show in Göteborg, but an overnight fire in the exhibition hall at the Liseberg Fairgrounds destroyed the building and many of the cars inside, including the 907. Hillgard subsequently got the ex-AAW Porsche 917 Spyder, which he was able to buy thanks to the insurance money, and he ran that car in the following year's SSK-Series.

While the 1973 demise of chassis 028 in a Swedish fire is confirmed by a period source and statements from Sten Hillgard himself, the story does not quite end here. In 1999, American classic car dealer Dale Miller, who has been involved with several 907s as well as many other Porsche cars from that period, purchased a number of parts allegedly belonging to 028 from Hillgard, including a gearbox, suspension and some junk bodywork. Over the next four years, these bits and pieces were turned into a complete car again, mostly built up from NOS parts, paired with a new frame, new engine and newly-molded coupé bodywork. The resurrected 907 was painted in the livery the original 028 had at the 1968 BOAC International 500 at Brands Hatch.

Shortly afterwards, the car was sold to New York City-based actor and noted Porsche collector Jerry Seinfeld, who never showed it in public, with the exception of a brief appearance in the Porsche Panamera commercial 'Family Tree', shot in California in 2009. More recently, Seinfeld sold the car to a new, seemingly Pennsylvania-based owner, as it was on display at a dealership in Pittsburgh called Auto Palace Porsche in October 2014 and February 2015.

Wilhelm Bisterfeld (1943-2011)

Below is an overview of the racing career of Wilhelm Bisterfeld, from the town of Radevormwald. He started driving a Daimler-Benz in 1967, but switched to an Austin Mini Cooper before the end of the year. He continued racing Mini Coopers through 1970, although he mainly campaigned Alfa Romeo touring cars during this time, frequently teaming up with his friend Dieter Weizinger from neighbouring Remscheid for the endurance races, earning several class wins. Exactly why he purchased the Porsche 907, chassis 028, from Hans-Dieter Dechent in the summer of 1969 is unclear, as it does not really fit in with his regular machinery. Bisterfeld only drove the car twice himself, but it was also raced by Weizinger and the affiliated Horst Eiteneuer and Hans Hessel. The latter was the owner of a Porsche 906, chassis 109, which Bisterfeld also seems to have raced twice that year. The German driver did not race in 1972, and appears to have ended his career with a non-start at the 1973 1000 km race at the Nürburgring. He passed away unexpectedly at age 67, in March 2011, leaving behind a wife and daughter.

Daimler-Benz 300 SE:

07.05.1967 Frankenwald hillclimb [Wilhelm Bisterfeld](#)
21.05.1967 Zandvoort Junioren-Trophy [Wilhelm Bisterfeld](#)

Daimler-Benz 250 SL:

23.07.1967 Nürburgring 12-Stunden-Sonderprüfungsfahrt [Wilhelm Bisterfeld](#) | [Rudolf Reinhardt](#)
17.09.1967 Klingenring hillclimb [Wilhelm Bisterfeld](#)
22.10.1967 Zolder Rhein-Ruhr-Pokal-Rennen [Wilhelm Bisterfeld](#)

Austin Mini Cooper / BMC Cooper:

05.11.1967 Niederrheinischer Auto-Slalom [Wilhelm Bisterfeld](#)

28.04.1968 Teutoburger Wald hillclimb [Wilhelm Bisterfeld](#)
05.05.1968 Frankenwald hillclimb [Wilhelm Bisterfeld](#)
19.05.1968 Zandvoort Junioren-Trophy [Wilhelm Bisterfeld](#)
02.06.1968 Zolder Rhein-Ruhr-Pokal-Rennen [Wilhelm Bisterfeld](#)
09.06.1968 Nürburgring Mittelrhein-Rennen [Wilhelm Bisterfeld](#)
29.09.1968 Kassel-Langenberge hillclimb [Wilhelm Bisterfeld](#)
06.10.1968 Sauerland hillclimb [Wilhelm Bisterfeld](#)

25.05.1969 Zolder Rhein-Ruhr-Pokal-Rennen [Wilhelm Bisterfeld](#)
08.06.1969 Zandvoort 2-Stunden-Rennen [Wilhelm Bisterfeld](#)
06.07.1969 Nürburgring Grosser Preis der Tourenwagen [Wilhelm Bisterfeld](#) | [D. Siecker](#)
31.08.1969 Zolder Westfalen-Pokal-Rennen [Wilhelm Bisterfeld](#)
26.10.1969 Zolder Rundstreckenrennen Aachen [Wilhelm Bisterfeld](#)

03.05.1970 Kaufbeuren Flugplatzrennen [Wilhelm Bisterfeld](#)
10.05.1970 Fassberg Flugplatzrennen [Wilhelm Bisterfeld](#)
17.05.1970 Zolder Rhein-Ruhr-Pokal-Rennen [Wilhelm Bisterfeld](#)
07.06.1970 Rheinessen 'Teufelrutsch' hillclimb [Wilhelm Bisterfeld](#)
14.06.1970 Neuhausen Flugplatzrennen [Wilhelm Bisterfeld](#) #114
05.07.1970 Remscheid Grenzwall-Auto-Slalom [Wilhelm Bisterfeld](#)

Alfa Romeo GTJ:

23.06.1968 Nürburgring 24-Stunden [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#)
07.07.1968 Nürburgring Grosser Preis der Tourenwagen [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#) #55
01.09.1968 Nürburgring 500 km [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#)
15.09.1968 Hockenheim Preis der Nationen [Wilhelm Bisterfeld](#)
19.10.1968 Nürburgring 18-Stunden [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#)
27.10.1968 Zolder AvD-SCM-Rundstreckenrennen [Wilhelm Bisterfeld](#)

30.03.1969 Zolder Rheydter-Rundstrecken-Rennen [Wilhelm Bisterfeld](#)

Alfa Romeo 1750 Berlina:

29.09.1968 Kassel-Langenberge hillclimb [Wilhelm Bisterfeld](#)



*The Bisterfeld / Weizinger
Alfa Romeo at the 1970
Touring Car Grand Prix
at the Nürburgring.*

Alfa Romeo GTAJ:

27.04.1969 Nürburgring Eifelrennen [Wilhelm Bisterfeld](#)
04.05.1969 Frankenwald hillclimb [Wilhelm Bisterfeld](#)
01.06.1969 Nürburgring 1000 km [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#) #116
07.06.1969 Nürburgring 18-Stunden [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#)
05.10.1969 Niedermendig Flugplatzrennen [Wilhelm Bisterfeld](#)

31.05.1970 Nürburgring 1000 km [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#) #42
28.06.1970 Nürburgring 24-Stunden-Rennen [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#)
12.07.1970 Nürburgring Grosser Preis der Tourenwagen [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#) #70

12.04.1971 Nürburgring 300 km [Wilhelm Bisterfeld](#) #213
02.05.1971 Nürburgring Eifelrennen [Wilhelm Bisterfeld](#)
27.06.1971 Nürburgring 24-Stunden-Rennen [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#)
05.09.1971 Nürburgring 500-km-Eifelpokal-Rennen [Wilhelm Bisterfeld](#) | [Harald Ertl](#) #129

Alfa Romeo GTAm:

30.08.1970 Zolder Westfalen-Pokal-Rennen [Wilhelm Bisterfeld](#)
20.09.1970 Klingenring hillclimb [Wilhelm Bisterfeld](#)
13.09.1970 Nürburgring 36-Stunden [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#) | [D. Gleich](#)

27.05.1973 Nürburgring 1000 km [Wilhelm Bisterfeld](#) | [Dieter Weizinger](#) #83 DNS

Porsche 906 [109]:

17.08.1969 Wunstorf Flugplatzrennen [Wilhelm Bisterfeld](#) #15
05.10.1969 Niedermendig Flugplatzrennen [Wilhelm Bisterfeld](#)

Porsche 907 [028]:

14.09.1969 Klingenring hillclimb [Wilhelm Bisterfeld](#) #140
19.10.1969 Hockenheim 300 Meilen [Wilhelm Bisterfeld](#) #33
26.10.1969 Zolder Rundstreckenrennen Aachen [Wilhelm Bisterfeld](#) #270 DNA

907-029

Ownership summary:

- Porsche AG - Stuttgart, Germany
 - Thomas Teves - Bad Homburg, Germany
 - Helmut Krause - Frankfurt am Main, Germany
-
- *Bill Bradley - Fellbach, Germany / Lapworth, England*
 - *Anonymous - Heischeld, Germany*

Chassis 907-029 was completed at the factory in Stuttgart less than two weeks before its first race, the 1968 Targa Florio. Porsche entered four works cars on that occasion, 907-029 being driven by Rolf Stommelen and Jo Siffert with start number 226. Unfortunately, the drivers lost any chance of winning due to a time-consuming wheel bearing problem on the opening lap, and they ultimately finished a lap down in eighteenth place. As was customary at Porsche, the car was retired after that one race. It was serviced at the factory and then sold in early November 1968.

The new owner was Thomas Teves from Bad Homburg, the grandson of Alfred Teves (1868-1953), a pioneer of hydraulic braking systems and founder of the *Ate Bremsen* company. Young Thomas was pretty much still a rookie racer when he bought the 907, with seemingly just one race in a Porsche 911 under his belt. Despite his lack of experience, however, Teves did well at his first outing with 907-029, winning the season-finale at Hockenheim in December. Admittedly, there was no serious competition, but a contemporary report mentions his lap times were not bad for a novice. The following season, Teves contested just one more event with the car - the Krähberg hillclimb which ended in an accident - before he was forced to sell it due to family pressure.

Chassis 907-029 found a new home in Frankfurt am Main, the home town of Helmut Krause, a driver who had previously raced an Abarth 1300. The German first appeared with his new car at the Nürburgring 1000 km race in early June, but he became a non-starter after a practice accident. It would appear the car was not too badly damaged as it reappeared at the 200 miles of Nürnberg later that month, where it sported a plain white finish with a yellow-blue nose. This livery was kept through August, but by September's 500 km of Imola the car carried a red nose instead.

Krause's results up to that point were fairly unremarkable, but he picked up a string of class wins in the second half of the year, at the Salzburgring, Innsbruck, Hockenheim and Sembach, although in all honesty these were mostly due to weak entries or high attrition - quite frankly, the German racer was not the fastest driver around. Interestingly, Krause had not one but two engines at his disposal - the original 2.2-litres eight-cylinder and a smaller 2-litres unit - which allowed him to switch between classes from race to race. Krause is known to have entered a total of sixteen meetings in 1969.

The 1970 season was very similar. As before, Krause signed up chassis 029 for a mixture of major events and smaller non-championship meetings, this time fourteen in total and mostly in Germany, although his schedule also included stops in Italy, Austria, France and Finland. The year went by without any particular highlights though, and resulted in just one win, at the Mainz-Finthen airfield races.

In 1971, Krause stored the 907 at his home in Frankfurt, minus engine and gearbox which he kept separately. At some point, the trailer which carried the car caught fire due to a rather bizarre and unlikely turn of events - apparently, a cleaning rag left in the cockpit was ignited by the heat of the sun - and the 907 was destroyed or at least badly damaged. Krause sold off the remaining bits including the engines, one of which reportedly making its way Down Under, where a driver named Bryan Faloon used it to power his so-called Stanton-Porsche. When Faloon was killed driving that car in the 1972 New Zealand Grand Prix at Pukekohe, the engine was sold to Australian Porsche importer Alan Hamilton, and later to collector Pat Burke.

At this point the story becomes rather blurry. In the late 1990s, several parts allegedly belonging to 907-029 surfaced at Bill Bradley's workshop in Germany. These included a rusty chassis in poor condition, and a type 771 flat-8 claimed to have been purchased from Australia. Bradley apparently contemplated turning these bits and pieces into a complete car, but the project never went anywhere and the parts were sold to a German buyer. Whether they were genuine, or indeed came from Krause's old car, unfortunately remains unknown, although this seems improbable in light of the events in Frankfurt in 1971. By early 2015, however, the current owner had turned Bradley's parts into a complete car again. This was subsequently offered for sale as 907-029, with the erroneous claim it was the fourth-placed car at the 1968 Targa Florio - it wasn't.

See also the above history of 907-005.

907-030

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Piccionaia Racing Team - Lugano, Switzerland / Antonio Nicodemi - Avellino, Italy
- Anonymous - Sweden

In May 1968, Porsche entered four works cars in the traditional Targa Florio, including two brand new chassis, of which 907-030 was the most recently completed. Assigned the start number 222, the car was unfortunately hampered by steering problems during the race, and so Hans Herrmann and Jochen Neerpasch could manage only fourth place overall. As the new 3-litres 908 was introduced later that year, Porsche did not call chassis 030 into action a second time, and so it was serviced and prepped for sale to a private customer.

According to a factory sheet, the car was sold to the Piccionaia Racing Team in March 1969, but strangely, a different document addressed to Piccionaia in November 1968 mentions the car's engine had been downsized by the factory to 2-litres spec. It would seem odd that this was done months before the car was actually sold. In any case, the new driver of 907-030 was Antonio Nicodemi, an experienced Italian gentleman racer, having raced Alfa Romeos and Ferraris for several years. In 1968, Nicodemi had switched to a Porsche 910 serviced by and entered under the banner of the Piccionaia Racing Team from Lugano in Switzerland. This arrangement continued in 1969, when Nicodemi began racing the new 907. The car sported a plain white finish, with four rows of blue stripes on the front bonnet and fenders, and as mentioned above carried a downsized engine to make it eligible for the 2-litres prototype class.

Chassis 907-030 appeared at a total of seven meetings that season, all in Italy except for a successful visit to Germany for the Nürburgring 1000 km race, where Nicodemi and his co-driver Silvio Moser scored a class win. It proved a rare highlight in what was otherwise a troublesome year, with four non-finishes and several close encounters with other cars. At the Targa, 907-030 was leading its class after a good opening stint by Jonathan Williams, but following the driver's change a lady driver pushed Tonio Nicodemi into a guard rail, and a possible good result was lost.

The car appeared at just four meetings in 1970, all in Italy. The simple livery of the previous season was kept, but with an additional stripe over the roof and the blue substituted by red. This time, the Targa Florio went well, as Nicodemi and co-pilot Gianpiero Moretti managed a third-place finish in their class. However, the season was cut short after the Mugello Grand Prix, where 907-030 did not finish due to an accident, which, as it turned out, had a rather unpleasant aftermath.

Following the Mugello race, Tonio Nicodemi accepted an offer from Swiss racer André Wicky, whose own 907 had been a non-starter due to a practice crash, to transport his damaged car to the Porsche factory in Germany for repairs. However, contrary to what was agreed upon, Wicky subsequently did not return the car to its rightful owner, instead keeping it himself. It took some time for Antonio Nicodemi to recover 030, and when the Porsche finally returned to Italy, some parts and accessories proved to be missing, which Wicky presumably had used for his own car..

By now Nicodemi was racing a Lola prototype, and so the ageing chassis 030 was put into storage at his house in southern Italy, where it sat safely in the living room (!) until the car was finally sold to a Swedish collector in 2014. The new owner wishes to remain anonymous, but will keep 907-030 in a running condition and perhaps also put it on display in the future.

In closing, it should be noted this is the only 907 besides 024 to have been with the first private owner for so many years, and one of only a handful of 907s in existence today to have a clear and continuous history.

907-031

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Alex Soler-Roig - Barcelona, Spain
- André Wicky - Lausanne, Switzerland
- Albert Eggs - Sierre, Switzerland
- Ernst Schuster - Germany / Liechtenstein
- Anonymous - unknown

Chassis 031 was the penultimate 907 that Porsche produced, the car being completed in May 1968. Its first and only works outing was the Nürburgring 1000 km later that month, where Jochen Neerpasch and Joe Buzzetta managed fourth overall and third in class with the yellow-nosed car. As the type 907 was by then being phased out in favour of the new 3-litres 908, chassis 031 was not needed for works duty again, and it was sold off to Spanish driver Alex Soler-Roig for the 1969 season.

Like many of the privateers that purchased a 907, Soler-Roig had previously raced Porsche's earlier 906 and 910 models, but the Barcelona native had also driven a long-tail 907, chassis 005, at the 24 Hours of Le Mans in 1968. Contrary to popular belief, he did not own or keep that car; rather, it was on-loan from the factory, to which it returned afterwards.

In February 1969, Soler-Roig contested the first race with his new short-tail 907-031 at the Daytona 24 Hours. Alas - a nighttime collision resulted in substantial front-end damage, and so the car was sent back to Stuttgart for repairs. This left its unfortunate owner without a drive for the Spanish season's curtain raiser at Jarama in early March. A hastily-purchased replacement 907, chassis 026, ensured Soler-Roig was able to compete there after all, so as to fulfil the obligations towards the sponsors of his Escuderia Nacional CS racing team.

Freshly repaired, 907-031 returned to Florida once more for the 12 Hours of Sebring later that month, where Soler-Roig and his Austrian co-driver Rudi Lins took an excellent fourth place overall (although there is some confusion surrounding that result, as certain sources say the pair was actually fifth). Just six days later, while 031 was being transported back to Europe, Soler-Roig drove his secondary 907, chassis 026, to a win at the Galapagar hillclimb in Spain. Because he did not need that car anymore, the Spaniard subsequently sold it to Eugenio Baturone, although he would later race it again... in South-America - see the history of 907-026 above.

Over the next few months, Soler-Roig enjoyed a string of successes with 031, taking overall or class wins at the Montseny and La Bastida climbs, as well as the national championship races at Jarama. Despite these fine results, the Spanish ace sidelined his 907 for the second half of the 1969 season, as he moved on to a quicker Porsche 908/2 instead. In late October, however, chassis 031 was wheeled out one more time, to contest the Jarama 6-hour race. The drivers on this occasion were Jorge de Bagration - like Alex Soler-Roig a member of the Escuderia Nacional CS - and two-time Spanish rally champion and occasional circuit racer Bernard Tramont. While the pair's one-off drive in the 907 ended in a non-finish, Soler-Roig himself won the race with his 908/2 together with Grand Prix driver Jochen Rindt, a win that wrapped up his title in that year's Spanish national championship for GTs, sports cars and prototypes.

For 1970, Soler-Roig upped the ante once more by ordering a Porsche 917, and so the superfluous 907 was sold to the experienced gentleman racer André Wicky of Lausanne, Switzerland. His racing career dated back to 1952, and he had campaigned a variety of Porsches in previous years, including a 906 and a pair of 910s. The Swiss also occasionally raced single seaters, and often rented cars to other drivers, which he entered in races around Europe and beyond under the Wicky Racing Team banner. In between all the racing, the busy driver and team owner ran a car dealership and garage at the Place du Tunnel in his home town. Today, the building houses a restaurant and night club.

Wicky used his new acquisition extensively throughout 1970, entering 031 in twenty meetings. The car began the season where it had ended the year before, at the Jarama circuit near the Spanish capital Madrid. French driver Daniel Rouveyran was behind the wheel for the next outings, at Nogaro and Le Mans, while compatriot Gérard Larrousse did the driving at Paul Ricard. At the Monza and Nürburgring 1000 km races, Wicky then took a pair of class wins together with Portuguese co-driver Mário Cabral.

In June, the Swiss entered his seventh 24 Hours of Le Mans, but the French endurance classic was never very kind to him as a driver, and 1970 proved no exception. In the 16th hour, Wicky and his team mate Jean-Pierre Hanrioud went out after an accident at Tertre Rouge, caused by a stuck throttle. Chassis 031 returned to the track at Germany's Hockenheimring in early July, but a practice crash at the Mugello Grand Prix two weeks later prevented Wicky from starting the classic Italian road race and sidelined the 907 for a month.

Wicky reappeared with the repaired chassis 031, sporting pristine bodywork with an immaculate white finish, at the low-key Villars-Burquin hillclimb in Switzerland, the only meeting he contested with the car in his home country that year. Next followed the international climb of Urcy in France, but September's Nürburgring 500 km ended in yet another accident, the third of the season, when the bespectacled Swiss driver made contact with the Porsche 910 of Ernst Kraus coming into the South Turn.

Judging from photos the damage from the incident was minimal, but 907-031 was a no-show at the next three meetings for which Wicky had signed up, and was not raced anymore until the Paris 1000 km in October. Alas, the comeback there lasted all but three laps as the engine broke. Never one to shy away from long-distance travels, and not afraid to ship his cars to even the most exotic faraway places, Wicky closed the season with a trip to Casablanca, Morocco. He had raced at the annual street race there twice before, and a second-place finish with 031 ended a difficult, slightly frustrating year on a positive note.

Wicky focussed on driving his newly-purchased Porsche 908/2 in 1971, and he did not get behind the wheel of the 907 that year. Instead, the car was rented or loaned to other drivers, most notably Peter Mattli and Walter Brun. The Swiss duo managed a remarkable result by finishing seventh overall and first in class at that year's Le Mans 24 Hours, and also took minor wins at the Niederstetten airfield races and a Swiss hillclimb. In late December, André Wicky offered the ageing 907 for sale in a local newspaper along with a 910 spyder, but in the event both cars were retained, and 031 did another season-and-a-half in the hands of several affiliated drivers. Notably, Peter Mattli managed another surprise class victory at a rain-soaked 1000 km of Monza in 1972, this time together with Frenchman Hervé Bayard. Always looking for opportunities to race abroad, Wicky took three of his Porsches to Angola (!) later that year, where the 907 was a non-finisher in the Nova Lisboa 6-hour endurance race, its third and final outing on the African continent.

After a long and intense career of racing on tracks in Europe, North-America and Africa, chassis 031 was finally retired from active duty around early 1973, having participated in over 40 race meets since its maiden outing in 1968. Car owner André Wicky continued to race occasionally with his other cars, but ultimately ended his 24-year stint as a racing driver in 1976. He sold both of his 910s to an American buyer the following year, and some time after that also parted with 907-031, which went to Albert Eggs from the town of Sierre, about an hour's drive from Lausanne. A real estate agent and notable collector of classic cars, Eggs later also purchased Wicky's Porsche 908/2 Flunder, chassis 010, directly from the former racer.

With many years of intensive use having taken its toll on the old 907, Eggs undertook a restoration, and after this was finished displayed 031 at a small auto show in Sierre in May of 1979. At this point, the car apparently carried a 2.7-litres 6-cylinder power unit, although this is not entirely clear. In April 1982, several years after having bought the car, Albert Eggs took delivery of a proper type 771/1 flat-8 from Wicky, but unfortunately, a dispute over this engine between the two parties had to be settled in court. Perhaps as a result of this rather unpleasant affair, Eggs offered the 907 for sale in the summer of 1983, and it was sold to German jeweller and watch dealer Ernst Reinhold Schuster.

The new owner was also an active racing driver around that time, finishing 6th in the 1986 24 Hours of Le Mans driving a Porsche 936 C. Schuster seemingly later relocated to Florida, and in late 1994 began a restoration of chassis 031 at Robert Hatchman's Autocraft workshop in Oregon. A renowned expert on the 'plastic' Porsches of the 907-era, Hatchman had previously also worked on 907-027, see above. Although finished in just five short months, photos show the restoration of 031 was quite extensive, suggesting the earlier work done by Eggs was merely (or mostly) cosmetic.

In June 1995, Schuster ran his newly-refurbished 907 at the Huschke-von-Hanstein-Pokal vintage meeting at the Nürburgring, the car now sporting the exact same livery - white with a yellow nose band - as it had done at its first race at this very circuit back in 1968, and also appeared at the Tour de France Automobile. Around this time, 031 was also displayed at the Porsche museum in Stuttgart. In 1997 and 2006, Schuster took his car to the Goodwood Festival of Speed, but it subsequently was not seen in public for almost a decade, resurfacing only at the Salon Rétromobile in Paris in February 2016, where it was on display. In March 2022, Ernst Schuster finally sold 907-031 to an undisclosed new owner at an auction by Artcurial Motorcars. The winning bid of 3.8 million Euro, however, was noticeably less than the pre-auction estimate of 4-6 million.

Having said that, chassis 031 is one of only a handful of 907s out there today with undisputable provenance, as unlike several others it has a clear, uninterrupted history. The car was furthermore campaigned extensively, with over fifty race entries and more than forty actual starts documented, ranging from world championship-level events to local hillclimbs and slaloms. Over two dozen drivers took turns at the wheel, and the 907 won class honours at Sebring, Monza, Nürburgring, Le Mans and other venues. It competed in four 24-hour races and was raced on three continents - an impressive résumé that no other 907, and indeed, few classic cars in general, can match.

André Wicky (1928-2016)

André Wicky was born in Le Mont-sur-Lausanne in May 1928. His parents Ulysse and Marguerite ran a laundry business there, but in 1946 his father founded a tyre retail company in Lausanne. From 1948 onwards this was located at the Place du Tunnel. In the 1950s, young André was president of local football club FC Le Mont, and he later became bobsleigh champion of Romandy, the French-speaking part of Switzerland, three times. His foremost passion, however, was motorsport.

Wicky made his motorsport debut at age 24, driving a Citroën 11 at the Bussigny-Aclens hillclimb in October 1952. His first class win came at Ollon-Villars the following year. In 1957, he started racing a Maserati in international events, at the Grand Prix de Spa, the 2 Heures de Forez in Saint-Etienne, and at Chimay's Grand Prix des Frontières. Unfortunately, a frightening crash at the one-off Martigny-La Forclaz hillclimb later that year - the sole serious accident of his racing career - resulted in a lengthy hospital stay and recovery.

In November 1962, André's father Ulysse sadly died unexpectedly at age 57, after suffering a heart attack while attending a football match with his son. André took over the company and expanded it into a much larger dealership for tyres, cars and other products, later focussing mainly on Porsches. The business thrived in part thanks to André's racing activities: the more his name was in the local papers, the more people were drawn to the garage. On a personal level, Wicky was engaged to female racer Marie-Louise Mermod for some time in the early 1960s.

The Swiss established his own Wicky Racing Team in December 1963, which debuted in the Rallye des Neiges early the following year. In addition to rallying in the wintertime, André raced GTs, sports cars and single seaters all over Europe, even appearing in several non-championship Formula 1 races, albeit without much success. He later abandoned monoposto racing and focussed on Porsche sports cars, campaigning a 906, multiple 910s and 911s, a 907 and a 908/2 Flunder.

Highlights of those years include second overall at the Paris 1000 km (1966), fifth at the 12 Hours of Reims (1967), a class win at Sebring with Gérard Larrousse and Jean Sage (1969), ditto at the Monza and Nürburgring 1000 km races with Mário Cabral (1970), and overall victory at the Circuit de la Corniche in Casablanca (1971). In addition to his own racing, Wicky also prepared and entered cars for others - usually recognizable by the 'Préparation Wicky' decals - and often rented his vehicles to whomever wished to drive. The list of Wicky-affiliated drivers is long, and includes Régis Fraissinet, Edgar Berney, Jean Sage, Jean-Pierre Hanrioud, Bernard Chenevière, Daniel Rouveyran, Max Cohen-Olivar, Willy Meier and Philippe Carron, among many others.

The perhaps most noteworthy result of the Wicky Racing Team was a seventh place finish and class win at the 24 Hours of Le Mans of 1971 with the 907, driven by Walter Brun and Peter Mattli. Wicky himself entered the French endurance classic a total of twelve times as a driver, including two non-starts (1972 and 1975), and one start where his car retired before he got a chance to drive (1966). But despite the large number of attempts, his best result at the Circuit de la Sarthe was a meagre 21st overall, last of the classified cars, in 1973. Other venues where André Wicky was a regular include Monza, his personal favourite, as well as Monthéry, Nürburgring, Casablanca, and the Mont Ventoux hillclimb.

In the mid 1970s, the glory days of Wicky's business were starting to fade as the oil crisis hit. Suddenly, sales of sports cars took a plunge, banks did not loan money anymore like they used to, and debts piled up. André ended his racing career in 1976 and sold off the remaining racing cars. His garage soldiered on for years, but eventually, when large investments were necessary to meet with strict Swiss environmental regulations, the business went bankrupt and shut down. The building at Place du Tunnel still exists and nowadays houses a restaurant and night club.

Together with his wife Hannah, an American from Connecticut living in Lausanne, André had two sons: Christian (1972) and Gregory (1976). Rather than sharing their father's passion for motorsports, both went on to become very active in the Swiss music scene, playing in rock bands such as Favez and Chewy.

In the 1990s, André's health deteriorated, culminating in a heart attack shortly before Christmas 1998. He spent the last years of his life in various nursing homes around Lausanne, with little contact to the outside world. His last appearance in public may well have been at a book presentation in December 2013, where he was reunited with Georges Gachnang and John Gretener, his co-drivers at the 1960 24 Hours of Le Mans. André Wicky passed away at an old age home in Cully, on the banks of Lake Geneva, in May 2016, eight days before his 88th birthday.

See also the WickyRacingTeam pdf-file available from my website www.wegcircuits.nl.

Year	Drivers	#	Car	Result	Notes
1960	André Wicky / Georges Gachnang / John Gretener	30	AC Bristol	NC	Accident Gachnang / relieved by Gretener
1961	André Wicky / Edgar Berney	29	AC Bristol	DNF	
1966	André Wicky / Edgar Berney	10	Bizzarini P538 Sport	DNF	Retired after 42 min with Berney driving
1967	André Wicky / Philippe Farjon	60	Porsche 911 S	DNF	
1968	André Wicky / Jean-Pierre Hanrioud	45	Porsche 910 [007]	DNF	Broken valve due to over-revving
1969	André Wicky / Edgar Berney	42	Porsche 911 T	DNF	Broken pistons
1970	André Wicky / Jean-Pierre Hanrioud	61	Porsche 907 [031]	DNF	Accident Tertre Rouge due to stuck throttle
1971	André Wicky / Max Cohen-Olivar	29	Porsche 908/2 [010]	DNF	White livery
1972	André Wicky / Walter Brun	61	Porsche 908/2 [010]	DNS	Not admitted by organisers / yellow livery
1973	André Wicky / Max Cohen-Olivar / Philippe Carron	52	Porsche 908/2 [010]	21st oa	Last classified car / yellow livery
1974	André Wicky / Louis Cosson / Jacques Boucard	19	Porsche 908/2 [010]	DNF	Yellow & red livery
1975	André Wicky / José Thibault / Elio Cogo	75	De Tomaso Pantera	DNQ	Did not qualify

André Wicky's 24 Hours of Le Mans record / compiled by Rob Semmeling

Date	Event	Location	#	Car	Result	Notes
03.04.1961	Grand Prix de Pau	Pau	38	Cooper-Climax	DNF	Retired on lap 4
14.05.1961	Grand Premio di Napoli	Napoli	24	Cooper-Climax	DNA	
15.04.1963	Grand Prix de Pau	Pau	32	Cooper-Climax	7th	Last classified car / 18 laps behind
25.04.1963	Gran Premio di Siracusa	Siracusa	30	Cooper-Climax	DNF	Retired on lap 5
19.05.1963	Gran Premio di Roma	Vallelunga	2	Cooper-Climax	DNF	
18.08.1963	Gran Premio del Mediterraneo	Enna-Pergusa	22	Lotus-BRM	9th	Ex-Scuderia Filipinetti
30.03.1964	News of the World Trophy	Goodwood	19	Lotus-BRM	DNA	Car damaged in road accident near Goodwood
12.04.1964	Gran Premio di Siracusa	Siracusa	14	Lotus-BRM	DNQ	
04.04.1965	Gran Premio di Siracusa	Siracusa	6	Lotus-BRM	9th	Last classified car / completed 34 of 56 laps
01.05.1966	Gran Premio di Siracusa	Siracusa	8	Cooper-Porsche	DNF	Retired on lap 1
21.05.1967	Gran Premio di Siracusa	Siracusa		Cooper-Porsche	DNA	

André Wicky's non-championship Formula 1 record / compiled by Rob Semmeling

907-032

Ownership summary:

- Porsche AG - Stuttgart, Germany
- Karl von Wendt - Gevelinghausen, Germany
- Hans-Dieter Weigel - Frankfurt am Main, Germany
- Alois Weinzierl - Straubing, Germany / to be confirmed
- Walter Proebst - Adlkofen, Germany
- Steve Cohen - Alpine, New Jersey, USA
- Tom Congleton - Kansas City, Missouri, USA
- John Schumann - Vero Beach, Florida, USA

Chassis 032, the last-ever 907 produced, was raced extensively in a long and mostly well-documented career. Having been completed at the Porsche factory in Stuttgart just days earlier, 907-032 debuted as a works car at the Nürburgring 1000 km in May 1968. Rolf Stommelen put the car on pole there with a very fast lap of 8:32.8. Running in a typically basic livery of plain white with a blue nose, Stommelen and team mate Hans Herrmann ultimately finished second behind the faster 3-litres 908 of Siffert/Elförd, but ahead of the Ickx/Hawkins Ford GT40 and the sister 907 - chassis 031 - of Jochen Neerpasch and Joe Buzzetta. The German endurance classic was the sole works outing for 032, and the car was subsequently handed to the sales department and sold to German baron and long-time Porsche affiliate Karl Freiherr von Wendt in January 1969. His previous cars of the marque had included a 911, 906-119 and 910-017.

Von Wendt lived in the rural Sauerland area, at an estate in Gevelinghausen which he had inherited from his father. The baron was an entrepreneur and passionate racer, who even tried to build a race track on his land, the Sauerlandring, a project which unfortunately failed. In 1969, Von Wendt founded the Martini-sponsored German BG Racing Team, which included two 907s: the newly-purchased 032, and chassis 028 of Hans-Dieter Dechent, who had already raced this car in 1968 under the banner of Scuderia Lufthansa, in a livery containing said airline's colours of blue and yellow. Von Wendt's car was painted in the same colour scheme, but with an additional centre stripe so that the two Porsches could still be told apart. For long-distance events, Von Wendt and Dechent usually teamed up with Willi Kauhsen from Aachen and Gerhard Koch from Neuss, respectively. BG Racing's third car was a Porsche 908/2, also painted in the pretty blue-and-yellow livery.

The 1969 season began at Brands Hatch, where 907-032 was piloted by Willi Kauhsen and guest-driver Rudi Lins. The latter was behind the wheel when on lap 45, in pursuit of Chris Craft's Lola, the 907 suddenly veered right instead of turning left coming into Graham Hill Bend. After violently crushing over a bank it finally came to a halt in a ditch behind some advertising hoardings. Thankfully, Lins was unhurt, but the car was badly damaged. As a result of this accident, 907-032 did not appear at the Monza 1000 km twelve days later, where the sister car of Dechent/Koch managed to reach the podium.

A month after the Brands Hatch crash, 907-032 returned to action at the 1000 km of Spa-Francorchamps, but BG Racing's weekend there turned out disastrous. Dechent and Koch qualified 13th in their 907-028, but did not complete the full distance as the fuel pump broke. Von Wendt and Kauhsen lined up 20th on the grid, but on lap eight their 907 was already about to be lapped by the leaders. Coming down the hill towards Eau Rouge, Von Wendt kept to the middle of the road as he headed for the bridge, but whereas Siffert in a works 908 could just squeeze past, there was no more room for Pedro Rodriguez. His Ferrari hit the 907, which skidded off the track and into a billboard. Once again the driver escaped unhurt, but the car was in bad shape with significant damage to the rear. The Ferrari, incidentally, stayed on the road, but Rodriguez lost second place to Hawkins and possibly the race by having to make a precautionary stop to check the bodywork.

After the debacle at Spa, the Nürburgring 1000 km went better, as Von Wendt and Kauhsen took fifth overall in a works-entered Porsche 908/2, while Dechent/Koch were tenth in their 907. Repaired once more, chassis 907-032 returned at the Norisring-Rennen in late June, where the German BG Racing Team was present in full force, with Dechent and Von Wendt driving the 907s and Koch the 908/2. Ultimately, however, only the former finished both heats of the 200-mile event.

In July, Von Wendt signed up 907-032 for the Solituderennen at Hockenheim and the Gran Premio del Mugello, but he did not start in Germany and failed to show up at the classic Italian road race. By that time, team mate Dechent had given up on his 907, advertising it for sale as he instead focussed on racing the quicker 908/2. Von Wendt likewise drove chassis 032 just once more that season, at the Nürburgring 500 km in September, by which time the engine capacity had been reduced to an even two litres. Unfortunately, the luckless baron fell ill and did not see the chequered flag. Truth be told, it must have been a disappointing season: Von Wendt's 907 had started just four races, and did not finish any of them. In spite of this, the ever-ambitious racer had big plans for the following year.

For 1970, Von Wendt intended to enter a pair of cars in the new European 2-litres championship, and to this end he had two 907s converted into spyders: chassis 032, and 028, the old car of ex-team mate Hans-Dieter Dechent, who had left BG Racing at the end of 1969. The earlier colours of blue and yellow were dropped and replaced by a simple plain white livery, with a red nose for Von Wendt's 032, and a dark green nose for 028, now piloted by Willi Kauhsen.

The season began with the Trophée International, the inaugural meeting at the brand-new Paul Ricard circuit in southern France and opening round of the European Championship. Kauhsen and Von Wendt did not fare well, qualifying only 12th and 13th, well behind the pole-sitting Lola T210 of Joakim Bonnier, and also slower than Gérard Larrousse in a 907 coupé. The race was not a success either, with both cars retiring within a lap of one another with engine gremlins just before half-distance.

Round two of the championship was held at the Finish circuit of Hämeenlinna in early May, where the BG Racing drivers took third and fourth on the grid of a weak nine-car field - the event clashed with the Targa Florio in Italy - well behind pole sitter Bonnier. Kauhsen ultimately took second after two heats, but Von Wendt was a long way behind after suffering a fuel leak and a collision with Ed Swart's Abarth 2000.

The events at Paul Ricard and Hämeenlinna were the only races BG Racing contested with the Porsche spyders. Realising the cars were not as competitive as hoped, the team decided to buy faster and more up-to-date Lola T210s. Chassis 032 found a new owner very quickly, as it was sold to German privateer Hans-Dieter Weigel. The driver from Frankfurt had previously raced a Porsche 911, but also had some experience with a 907 as he had been Helmut Krause's co-driver twice in 1969 - see chassis 907-029.

Weigel's first outing with the 907 spyder, now painted in a pretty light blue livery, was at the Nürburgring in late May 1970, where he teamed up with Reinhardt Stenzel for the 1000 km race. Unfortunately, the 907 was badly damaged went Stenzel went off the road at Brunnchen during practice. As a result of this accident, the car did not appear anymore until October and November, when Weigel returned to contest an Interserie race at Hockenheim, the Neubiberg airfield race, and the Hockenheim season-finale, where he finished runner-up behind Hans-Dieter Blatzheim's similar spyder, chassis 907-022 (see above).

In March 1971, Weigel shipped his car to Florida to compete in the 12 Hours of Sebring together with veteran driver Sepp Greger. The pair qualified 26th but retired with gearbox trouble after 53 laps. Weigel did not race the 907 spyder anymore after this one-off American adventure, instead switching to a Porsche 908/2 Flunder for the rest of the season. The history of chassis 907-032 consequently becomes a little blurry, but in 1973 one Alois Weinzierl from Straubing used the car in two German hillclimbs, although it is unclear if he also owned it.

Walter Proebst from Adlkofen then purchased 032 through a Munich-based Porsche tuner in autumn 1973. The new owner had previously raced a Porsche 910, and later also campaigned a self-built spyder based on spare parts of that car. Proebst first raced the 907 in late September 1973, and began driving it regularly the following year, entering it in a string of hillclimbs and two circuit races, most notably the Nürburgring 1000 km, where it failed to qualify due to a broken clutch.

The German driver returned to that circuit for the same event in 1975, by which time he had fitted the car with a 3-litres engine based on a 911 power plant. That is why the spyder was now listed as a Porsche 908, although no other modifications had been made. Unfortunately, an oil pressure problem again prevented Proebst from qualifying for the race. His last documented events with the spyder are a pair of German hillclimbs in the spring of 1976. These are also the last known outings of any Porsche 907 in a contemporary meeting.

Shortly after that, Proebst sold his car to Steve Cohen of Alpine, New Jersey, who had apparently been tipped about its whereabouts by the Porsche sports department. Cohen brought 907-032 to the United States, where he raced it in vintage races at places like Sebring, Road America and Mid Ohio in the 1970s and early 1980s. Photos from that time show the spyder was painted in the historically inaccurate but pretty Gulf Oil colours of light blue and orange, and equipped with the 6-cylinder power unit Proebst had installed.

Chassis 032 switched owners again in 1984 when Cohen sold it to Tom Congleton, a real estate developer from Kansas City, Missouri. Congleton and his wife Marilyn owned an extensive collection of classic cars, which at various stages included three Porsches - chassis 907-032, 906-109 and 917-036 - as well as a Maserati 150 S, an Alfa Romeo 6C 2500 Super Sport and a Mercedes-Benz 300 SL. Tom and Marilyn both raced their cars in vintage events, and they ran the 907 spyder in a beautiful bright red livery.

John Schumann of Vero Beach, Florida became the as-yet latest owner of 907-032 when he purchased it from the Congletons in 1997. Unfortunately, the car has rarely been seen since. Its most recent public appearance that I am aware of was at the April 2004 Porsche Rennsport Reunion in Daytona Beach, where it featured a silver livery and 6-cylinder engine. By the late 2000s, the 907 was still in Schumann's possession, and safely stored in the company of other valuable and exotic cars in his spacious Vero Beach garage, waiting to be taken for a spin around the adjacent private test track, next to the Indian River Aerodrome off Highway 95. But ever since, there has been no sign anymore of chassis 032 - a crying shame as this is such a unique car.

Recently, however, confirmation that Schumann still owns the car came when he appeared on the entry list for the 2023 Amelia Island Concours d'Elegance with the 907 spyder - although best I can tell, he did not actually appear there.

Walter Proebst (1934-2017)

Although Walter Proebst began his long racing career on two wheels, campaigning dirt track motorcycles, the Bavarian ran a large number of cars during his long stint as a hobby racer, including - but not limited to - a BMW 1800 TI, Jaguar E-Type and Porsche 911, and later a Porsche 910, March Formula 3 car, and the 907 Spyder. Below is an overview of Walter Proebst's career from 1968 through 1973, including a partial race log of the 910, which he purchased from Austrian racer Georg Koltay and later traded with Hans Deffland from Munich for said March single seater.

BMW 1800 TI:

26.05.1968 Nibelungen hillclimb [Walter Proebst](#) #56

Jaguar E-Type:

22.09.1968 Auerberg hillclimb [Walter Proebst](#) #110

18.05.1969 Nibelungen hillclimb [Walter Proebst](#) #99
01.06.1969 Jura hillclimb [Walter Proebst](#)
06.07.1969 Oberpfalz hillclimb [Walter Proebst](#)
10.08.1969 Altmühltal hillclimb [Walter Proebst](#)
24.08.1969 Ratisbona hillclimb [Walter Proebst](#)
31.08.1969 Happurg hillclimb [Walter Proebst](#)
07.09.1969 Augusta hillclimb [Walter Proebst](#) #87
05.10.1969 Auerberg hillclimb [Walter Proebst](#)
12.10.1969 Steibis hillclimb [Walter Proebst](#)

05.04.1970 Krähberg hillclimb [Walter Proebst](#) #213 DNA
19.04.1970 Bruckberg hillclimb [Walter Proebst](#)
26.04.1970 Riedenburg hillclimb [Walter Proebst](#)
03.05.1970 Frankenwald hillclimb [Walter Proebst](#)
17.05.1970 Nibelungen hillclimb [Walter Proebst](#)
31.05.1970 Jura hillclimb [Walter Proebst](#)
07.06.1970 Berchtesgaden (Rossfeld) hillclimb [Walter Proebst](#) #12
05.07.1970 Trento-Bondone hillclimb [Walter Proebst](#) #176
26.07.1970 Freiburg-Schauinsland hillclimb [Walter Proebst](#) #101
09.08.1970 Altmühltal hillclimb [Walter Proebst](#) #195
07.08.1970 Augusta hillclimb [Walter Proebst](#)
06.09.1970 Happurg hillclimb [Walter Proebst](#)
20.09.1970 Griesbacher hillclimb [Walter Proebst](#)
11.10.1970 Steibis hillclimb [Walter Proebst](#)
00.00.1970 Landshuter hillclimb [Walter Proebst](#) #117

Porsche 911:

02.05.1971 Nibelungen hillclimb [Walter Proebst](#) #90
08.05.1971 Wallberg hillclimb [Walter Proebst](#) #110
30.05.1971 Salzburgring NAVC-Silberschildrennen [Walter Proebst](#)
06.06.1971 Berchtesgaden (Rossfeld) hillclimb [Walter Proebst](#) #24
22.08.1971 Ratisbona hillclimb [Walter Proebst](#) #104

30.04.1972 Nibelungen hillclimb [Walter Proebst](#) #72
27.08.1972 Amberger hillclimb [Walter Proebst](#)
17.09.1972 Griesbacher hillclimb [Walter Proebst](#) #76

15.07.1973 Oberpfalz hillclimb [Walter Proebst](#)
29.07.1973 Bayerwald hillclimb [Walter Proebst](#)
26.08.1973 Ratisbona hillclimb [Walter Proebst](#) #146
09.09.1973 Landshuter hillclimb [Walter Proebst](#) #76

Porsche 910 [001]:

(...)

20.04.1969 Weerberg hillclimb [Richard Gerin](#)
27.04.1969 Dobratsch hillclimb [Richard Gerin](#) #52
11.05.1969 Alpi hillclimb [Richard Gerin](#) #282
18.05.1969 Wildbichl hillclimb [Richard Gerin](#)
06.07.1969 Behamberg hillclimb [Richard Gerin](#)
20.07.1969 Reinischkogel hillclimb [Richard Gerin](#) #145
27.07.1969 Österreichring Eröffnungsrennen [Richard Gerin](#) #18
03.08.1969 Tauplitzalm hillclimb [Richard Gerin](#)
10.08.1969 Österreichring Grosser Preis von Österreich [Gerin](#) | [Marko](#) #34
17.08.1969 Karlskoga Sveriges Grand Prix [Richard Gerin](#) #17
24.08.1969 Jyllandsringen Ford Grand Prix [Richard Gerin](#)
28.09.1969 Wörgl hillclimb [Richard Gerin](#)

12.10.1969 Salzburgring Donau-Pokal [Lambert Hofer](#) #11
19.10.1969 Hockenheim 300 Meilen [Lambert Hofer](#) #25
26.10.1969 München-Neubiberg Flughafenrennen [Lambert Hofer](#) #221

27.03.1970 Snetterton Guards International Car Races [Lambert Hofer](#) #132
30.03.1970 Thruxton W.D. & H.O. Wills Trophy International [Lambert Hofer](#) #14
05.04.1970 Österreichring Erzherzog-Johann-Pokal [Lambert Hofer](#) #11
19.04.1970 Zolder Bekers van België [Lambert Hofer](#) | [Otto Stuppacher](#) #20
03.05.1970 Alpi hillclimb [Lambert Hofer](#) #50
24.05.1970 Salzburgring Tauernpokal [Lambert Hofer](#) #22
31.05.1970 Behamberg hillclimb [Lambert Hofer](#)
06.06.1970 Silverstone Martini International [Lambert Hofer](#) #39 DNA
28.06.1970 Norisring 200 Meilen von Nürnberg [Lambert Hofer](#) #55
05.07.1970 Hockenheim Südwest-Pokal [Lambert Hofer](#) #32
19.07.1970 Mugello Gran Premio [Lambert Hofer](#) #68
13.09.1970 Imola 500 km [Lambert Hofer](#) #21 DNA
20.09.1970 Zandvoort Trophy of the Dunes [Lambert Hofer](#) #2 DNA
11.10.1970 Österreichring 1000 km [Lambert Hofer](#) | [Werner Riedl](#) #24
18.10.1970 Nürburgring AvD-SCM-Rundstreckenrennen [Lambert Hofer](#) #42 DNA

16.05.1971 Alpi hillclimb [Georg Koltay](#) #46
23.05.1971 Salzburgring Tauernpokal [Georg Koltay](#) #37 DNA
30.05.1971 Salzburgring NAVC-Silberschildrennen [Georg Koltay](#) #149 ?
20.06.1971 Salzburgring Bavaria-Rennen [Georg Koltay](#) #176 DNA

20.06.1971 Salzburgring Bavaria-Rennen [Walter Proebst](#) #176
04.07.1971 Trento-Bondone hillclimb [Walter Proebst](#) #50
08.08.1971 Altmühltal hillclimb [Walter Proebst](#) #182
15.08.1971 Rusel hillclimb [Walter Proebst](#) #119
22.08.1971 Ratisbona hillclimb [Walter Proebst](#) #120
29.08.1971 Augusta hillclimb [Walter Proebst](#) #112
05.09.1971 Happurg hillclimb [Walter Proebst](#) #87
12.09.1971 Griesbacher hillclimb [Walter Proebst](#) #91
19.09.1971 Schwäbische Alb hillclimb [Walter Proebst](#)
26.09.1971 Ansbacher hillclimb [Walter Proebst](#)

26.03.1972 Zotzenbach hillclimb [Walter Proebst](#) #242
23.04.1972 Samerberg hillclimb [Walter Proebst](#)
30.04.1972 Nibelungen hillclimb [Walter Proebst](#) #82
07.05.1972 Sudelfeld hillclimb [Walter Proebst](#) #91
14.05.1972 Eurohill hillclimb [Walter Proebst](#)
28.05.1972 Sulzthal hillclimb [Walter Proebst](#)
04.06.1972 Wasgau hillclimb [Walter Proebst](#)
11.06.1972 Rotenburg/Fulda hillclimb [Walter Proebst](#) #215
18.06.1972 Jura hillclimb [Walter Proebst](#)
25.06.1972 Bolzano-Mendola hillclimb [Walter Proebst](#) #568
02.07.1972 Trento-Bondone hillclimb [Walter Proebst](#) #96
09.07.1972 Oberpfalz hillclimb [Walter Proebst](#)

06.08.1972 Freiburg-Schauinsland hillclimb [Walter Proebst](#) #145 DNA or DNS
13.08.1972 Unterfranken hillclimb [Walter Proebst](#)
20.08.1972 Heidestein hillclimb [Walter Proebst](#)
27.08.1972 Amberger hillclimb [Walter Proebst](#)
03.09.1972 Happurg hillclimb [Walter Proebst](#) #115
17.09.1972 Griesbacher hillclimb [Walter Proebst](#)
24.09.1972 Schwäbische Alb hillclimb [Walter Proebst](#)
01.10.1972 Ansbacher hillclimb [Walter Proebst](#)
08.10.1972 Steibis hillclimb [Walter Proebst](#)
15.10.1972 Haldenhof hillclimb [Walter Proebst](#)

01.04.1973 Nürburgring 300 km [Hans Deffland](#) #23 DNA
01.05.1973 Imola Coppa d'Oro di Shell [Hans Deffland](#) #37
27.05.1973 Sulzthal hillclimb [Hans Deffland](#)
17.06.1973 Jura hillclimb [Hans Deffland](#)
24.06.1973 Norisring 200 Meilen von Nürnberg [Hans Deffland](#) #37
01.07.1973 Mainz-Finthen HMSC-Flugplatz-Rennen [Hans Deffland](#) #9
15.07.1973 Hockenheim Südwest-Pokal [Hans Deffland](#) #37
30.09.1973 Hockenheim Preis von Baden-Württemberg & Hessen [Hans Deffland](#)

March Formula 3:

25.03.1973 Zotzenbach hillclimb [Walter Proebst](#) #256
01.04.1973 Nürburgring 300 km [Walter Proebst](#) #94
22.04.1973 Frankenwald hillclimb [Walter Proebst](#) #172
12.05.1973 Wallberg hillclimb [Walter Proebst](#) #163
27.05.1973 Sulzthal hillclimb [Walter Proebst](#)
17.06.1973 Jura hillclimb [Walter Proebst](#) #226
01.07.1973 Trento-Bondone hillclimb [Walter Proebst](#) #236
08.07.1973 Rotenburg/Fulda hillclimb [Walter Proebst](#)
15.07.1973 Oberpfalz hillclimb [Walter Proebst](#)
29.07.1973 Bayerwald hillclimb [Walter Proebst](#) #151
12.08.1973 Eichenbühl hillclimb [Walter Proebst](#) #173
19.08.1973 Augusta hillclimb [Walter Proebst](#) #282
26.08.1973 Ratisbona hillclimb [Walter Proebst](#) #194
09.09.1973 Landshuter hillclimb [Walter Proebst](#) #98
16.09.1973 Griesbacher hillclimb [Walter Proebst](#) #117

Porsche 907 drivers...

Below is a list of all drivers known to have raced a Porsche 907. Drivers who entered a meeting in a 907 but did not appear are not listed. I have included some basic biographical data for each driver. This is based on a variety of sources, including the outstanding research of Reinhard Windeler, but presented here without warranty. Also listed are the relevant chassis numbers for each driver.

Aeschlimann, Jean-Pierre (CH) 10.07.1935 Bern, Switzerland [031](#)

Bagration, Jorge de (ESP) 22.02.1944 Rome, Italy † 16.01.2008 Tbilisi, Georgia [031](#)
Balder, Jan (NED/BRA) 21.06.1946 Amsterdam, Netherlands [031](#)
Baturone Rivas, Eugenio (ESP) 23.02.1941 Málaga, Spain [026](#), [027](#)
Bayard, Hervé (FRA) 20.11.1944 Lacourt, France [031](#)
Bengtsson, Christer (SWE) 18.03.1947 Kungsbacka, Sweden [022](#)
Biscaldi, Gianpiero (ITA) 02.09.1937 Milano, Italy † 06.11.2014 [022](#)
Bisterfeld, Wilhelm (GER) 07.04.1943 † 18.03.2011 [028](#)
Blatzheim, Hans-Dieter (GER) 13.04.1938 Wachtberg, Germany † 07.08.1985 Nürburgring, Germany [022](#), [029](#)
Brambilla, Vittorio (ITA) 11.11.1937 Monza, Italy † 26.05.2001 Lesmo, Italy [022](#)
Brun, Walter (CH) 20.10.1942 Escholzmat, Switzerland [031](#)
Buchet, Robert (FRA) 18.05.1922 La Trimouille, France † 07.12.1974 Poitiers, France [006](#)
Bugnon, Aimé Bernard (CH) Lausanne, Switzerland [031](#)
Buzzetta, Joseph 'Joe' (USA) 30.12.1936 New York City, NY, USA † 15.01.2023 St. James, NY, USA [011](#), [025](#), [031](#)

Cabral, Mário 'Nicha' de Araújo (POR) 15.01.1934 Porto (Cedofeita), Portugal † 17.08.2020 Lisboa, Portugal [031](#)
Carron, Philippe (CH) 06.04.1944 Champsec, Switzerland [031](#)
Casari, Norman (BRA) 02.03.1936 São Paulo, Brazil † 31.12.2005 Petrópolis, Brazil [031](#)
Cohen-Olivar, Max (MOR) 30.04.1945 Casablanca, Morocco † 21.05.2018 Paris, France [031](#)

Dechent, Hans-Dieter (GER) 13.06.1940 Bad Kreuznach, Germany † 20.09.2014 Saarbrücken, Germany [028](#)
Deffland, Hans (GER) München, Germany [032](#)
Degoumois, Michel (CH) 30.12.1949 Genève, Switzerland † 29.04.1990 Huémoz, Switzerland [031](#)
Doncel Moras, Eladio (ESP) 16.11.1941 Madrid, Spain [027](#)

Eiteneuer, Horst (GER) 01.02.1938 † 07.10.2013 [028](#)
Elford, Vic (UK) 10.06.1935 London, United Kingdom † 13.03.2022 Plantation, Florida, USA [005](#), [026](#), [028](#), [025](#)

Facetti, Carlo (ITA) 26.06.1935 Cormano, Italy [030](#)
Faude, Roland (GER) [028](#)
Furtmayr, Ernst (GER) 20.09.1938 [029](#)

Gargallo Iglesias, Julio (ESP) ± 1940 † 06.03.2017 Madrid, Spain [027](#)
Giorgi, Alfredo 'Freddy' (BRA) [026](#)
Greger, Josef 'Sepp' (GER) 04.02.1915 Scheyern, Germany † 02.08.2010 München, Germany [032](#)
Guedes, Rui (POR) 1946 † 15.09.2001 [027](#)

Hanrioud, Jean-Pierre (FRA) 23.10.1936 Bourg-en-Bresse [031](#)
Hanstein, Fritz Huschke von (GER) 03.01.1911 Halle/Saale, Germany † 05.03.1996 Stuttgart, Germany [002](#)
Heiderich, Werner Bernhard 'Ben' (GER/CAN) 14.01.1935 Germany † 18.06.2008 Rojūnai Airport, Lithuania [027](#)
Herrmann, Hans (GER) 23.02.1928 Stuttgart, Germany [004](#), [007](#), [008](#), [005](#), [024](#), [022](#), [030](#), [032](#), [028](#)
Hessel, Hans (GER) 13.11.1939 Germany † 06.02.2004 Ireland [028](#)
Hillgard, Sten (SWE) 20.10.1944 Göteborg, Sweden † 06.03.2016 Onsala, Sweden [028](#)

Ilotte, Mario (ITA) [031](#)

Kauhsen, Willibald 'Willi' (GER) 19.05.1939 Aachen, Germany [032](#), [028](#)
Koch, Gerhard (GER) 15.07.1935 † 21.08.2010 [028](#)
Kraus, Ernst (GER) 18.01.1941 † 26.05.2017 Grainau, Germany [022](#), [029](#)
Krause, Helmut (GER) Frankfurt am Main, Germany [029](#)

Lameirão, Francisco 'Chico' (BRA) 01.07.1943 São Paulo, Brazil [026](#)
Lang, Siegfried 'Sigi' (CH) 25.05.1932 Vaduz, Liechtenstein † 10.05.1970 Bad Säkingen, Germany [025](#)
Larrousse, Gérard (FRA) 23.05.1940 Lyon, France [031](#)
Lencina Fernández, José Manuel (ESP) [027](#)
Libran, Roland de (FRA) 20.11.1948 [031](#) (*)
Linge, Herbert (GER) 11.06.1928 Weissach, Germany † 05.01.2024 Weissach, Germany [002](#), [006](#)
Lins, Rudi (AUT) 28.06.1944 Bludenz, Austria [005](#), [031](#), [032](#)

Maglioli, Umberto (ITA) 05.06.1928 Bioglio, Italy † 06.02.1999 Monza, Italy [025](#)
Manfredini, Corrado (ITA) 21.11.1931 Badia Polesine, Italy [022](#)
Martin, Dominique (CH) 23.06.1943 Lausanne, Switzerland † 07.07.1998 Lausanne, Switzerland [024](#)
Martini, Romano ('Shangri-La') (ITA) 28.10.1933 Prato, Italy † 07.01.1991 Borgo San Lorenzo, Italy [030](#)
Mattli, Peter (CH) 31.05.1944 Wassen, Switzerland [031](#)
Meier, Willy (CH) 20.04.1931 Lausanne, Switzerland † 28.10.1991 Lausanne, Switzerland [031](#)
Mitter, Gerhard (GER) 30.08.1935 Schönlinde, Germany † 01.08.1969 Nürburgring [001](#), [002](#), [003](#), [006](#), [023](#), [027](#), [022](#)
Moioli, Giacomo ('Noris') (ITA) 23.07.1922 Albino, Italy † 26.08.1972 Malegno-Borno hillclimb, Italy [027](#)
Moretti, Gianpiero ('Nomex') (ITA) 20.03.1940 Milano, Italy † 14.01.2012 Milano, Italy [022](#), [030](#)
Moser, Silvio (CH) 24.04.1941 Zürich, Switzerland † 26.05.1974 Locarno, Switzerland [030](#)
Munhoz Filho, Francisco 'Angi' (BRA) 03.07.1942 Piracicaba, Brazil † 29.02.2020 Piracicaba, Brazil [026](#)

Neerpasch, Jochen (GER) 23.03.1939 Krefeld, Germany [007](#), [005](#), [026](#), [021](#), [028](#), [030](#), [031](#)
Nicodemi, Antonio (ITA) ± 1928 Avellino, Italy † 04.08.2021 Casali-San Potito, Italy [030](#)
Niggemann, Gerhard (GER) [028](#) DNA or DNS

Palomo Juez, José María (ESP) 24.07.1946 Barcelona, Spain † 30.11.2020 Spain [026](#)
Peña Navarro-Reverter, José de la (ESP) [027](#)
Proebst, Walter (GER) 26.08.1934 Mitterfels, Germany † 24.07.2017 Adlkofen, Germany [032](#)

Rindt, Jochen (AUT) 18.04.1942 Mainz, Germany † 05.09.1970 Monza, Italy [003](#)
Rouveyrán, Daniel (FRA) 03.09.1939 Lédignan, France † 01.07.1973 Mont-Dore hillclimb, France [031](#)

Santos, Carlos (POR) [027](#)
Scarfioiti, Ludovico (ITA) 18.10.1933 Torino, Italy † 08.06.1968 Roßfeld hillclimb, Germany [025](#), [027](#), [023](#), [022](#)
Schechinger, Holger (GER) [032](#)
Schlesser, Jo (FRA) 18.05.1928 Liouville, France † 07.07.1968 Rouen-les-Essarts, France [011](#), [027](#)
Schulze-Schwering, Hans (GER) [022](#)
Schütz, Udo (GER) 11.01.1937 Selters, Germany [028](#)
Selva, Luciano (ITA) [022](#)
Siffert, Joseph 'Jo' (CH) 07.07.1936 Fribourg, Switzerland † 24.10.1971 Brands Hatch, UK [004](#), [008](#), [005](#), [024](#), [022](#), [029](#)
Soler-Roig, Alex (ESP) 29.10.1932 [1931?] Barcelona, Spain [005](#), [031](#), [026](#)
Spoerry, Dieter (CH) 14.03.1937 Zürich, Switzerland † 26.08.1972 Seewis im Prättigau, Switzerland [004](#), [008](#)
Steinemann, Gianrico 'Rico' (CH) 16.06.1939 Zürich, Switzerland † 12.06.2003 Russikon, Switzerland [004](#), [008](#)
Stenzel, Reinhardt (GER) 18.02.1941 [032](#)
Stommelen, Rolf (GER) 11.07.1943 Siegen, Germany † 24.04.1983 Riverside, California [006](#), [005](#), [023](#), [029](#), [032](#), [025](#)

Teves, Thomas (GER) ± 1947 [029](#)
Tramont, Bernard (FRA) 09.11.1938 Le Mans, France † 18.04.1994 Madrid, Spain [031](#)

Unknown ('Garal') (TBD) [031](#)

Venturi, Vittorio (ITA) 02.08.1935 Bologna, Italy [031](#)
Vetsch, Florian (CH) 09.06.1941 Genève, Switzerland [024](#)

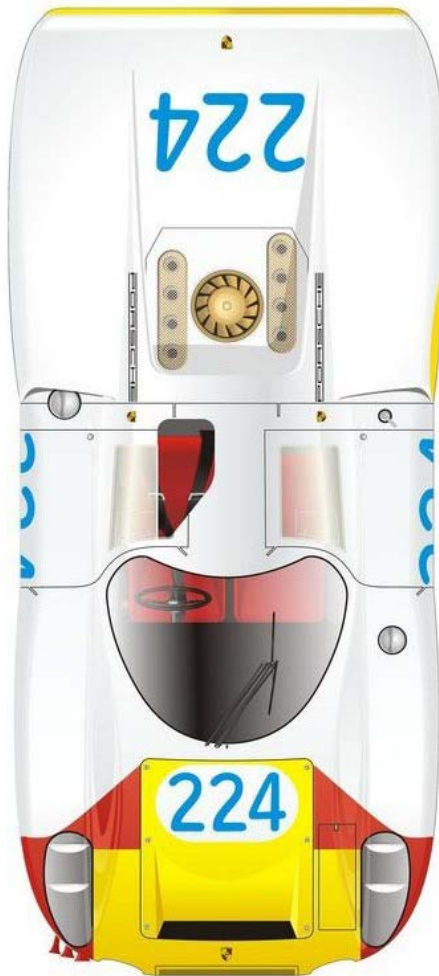
Weigel, Hans-Dieter (GER) 29.12.1935 Frankfurt am Main, Germany TBC [029](#), [032](#)
Weinzierl, Alois (GER) † [032](#)
Weizinger, Dieter (GER) 28.12.1938 Wülfrath, Germany [028](#)
Wendt, Karl von (GER) 28.04.1937 Münster, Germany † 06.02.2006 Mathews, Virginia, USA [032](#) (**)
Wicky, André (CH) 22.05.1928 Le Mont-sur-Lausanne, Switzerland † 14.05.2016 Cully, Switzerland [031](#)
Williams, Jonathan (UK) 26.10.1942 Cairo, Egypt † 31.08.2014 Arroyo de la Miel, Spain [030](#)

Zanders, Werner (GER) [022](#)

(*) Full name: Roland Charles Raymond Émile d'Abel de Libran

(**) Full name: Karl-Josef Freiherr von Wendt-Papenhausen

Porsche 907 illustrations...



Porsche 907-025

Elford / Maglioli
Porsche System Engineering
Targa Florio 1968
1st overall

© Ibsen 2010



Porsche 907-028

Dechent / Koch
German BG Racing Team
Targa Florio 1969
6th overall

© Ibsen 2008



Porsche 907-026

Alex Soler-Roig
Escuderia Nacional CS
Copa Brasil 1970
3rd overall

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Porsche 907-026

Angi Munhoz
Equipe Bino Motorádio
200 km Brasileiros 1972
4th overall

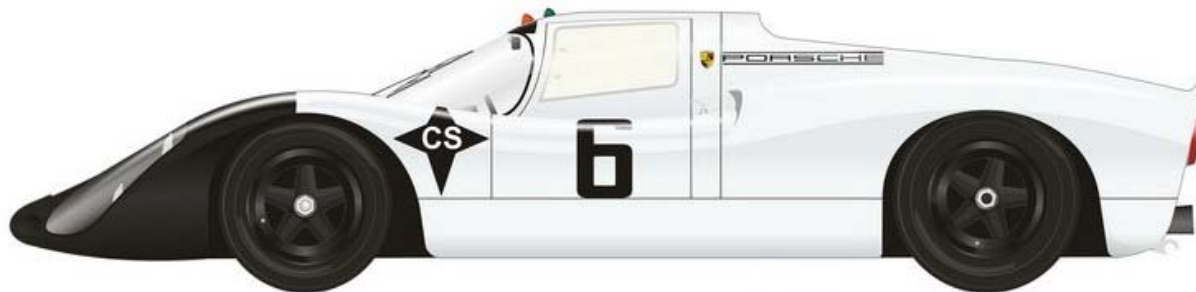
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Help needed...

Despite my best efforts, I have been unable to locate a number of programmes / entry lists.

The two main omissions are:

- **01.12.1968** Saison-Finale '68 (Hockenheim)
- **19.04.1970** Trophée International (Paul Ricard)

Also missing are:

- **15.03.1969** Kilomètre d'Eaumorte
- **01.05.1969** Subida al Sotillo
- **18.05.1969** Premio Ciudad de Granollers
- **08.06.1969** Carrera en Cuesta San Cugat-Tibidabo
- **03.08.1969** Gran Premio de La Coruña
- **07.09.1969** Course de Côte de La Faucille (no entry list in programme)
- **12.10.1969** Carrera en Cuesta de La Rabassada
- **11.03.1972** 1000 Mètres de Collonges
- **30.04.1972** Course de Côte des Monts du Jura (Salin-les-Bains)
- **18.06.1972** Slalom Automobile de Sion
- **02.07.1972** Rampa de Monsanto (Lisboa)
- **23.07.1972** Rampa da Penha (Guimarães)
- **20.08.1972** Rampa Senhora da Graça (Mondim de Basto)
- **22.10.1972** ACS Vaudoise (Dijon-Prenois)
- **22.04.1973** FRC-Ostermeeting (Dijon-Prenois)
- **15.07.1973** AvD-Bergpreis der Oberpfalz (Weiden)
- **25.08.1974** AvD-Hauenstein-Bergrennen (Hausen/Rhön)
- **13.10.1974** ADAC-Bergpreis Oberallgäu (Missen)
- **29.06.1975** ADAC-Bergrennen Rotenburg/Fulda
- **12.10.1975** ADAC-Bergpreis Oberallgäu (Missen)
- **25.04.1976** ADAC-Bruckberg-Bergrennen (Markt/Inn)

If you can supply any of the above - or anything else you think may be of interest - please do get in touch via robsemmeling@email.com - thanks!

With thanks to...

- Gérard Barathieu - France
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- Tomas Karlsson - Sweden
- Jürg Kauffmann - Switzerland
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- Lasse Knöppel - Sweden
- Martin Krejčí - Czech Republic
- Peter Mattli - Switzerland
- Lutz Montowski - Germany
- Kent Morgan - United States
- Wolfgang Neumayer - Germany
- Bill Patterson - Northern Ireland
- Jaime Ortiz-Patiño - Switzerland
- Ibsen Otoni Pereira - Brazil
- Martin Pfundner - Austria
- Verena Proebst - Germany
- Jo Quadts - Germany
- Beat Schenker - Switzerland
- Björn Schlichting - Germany
- Michael Schmitt - Germany
- Andreas Seidel - Germany
- Miguel Soler-Roig - Spain
- Nikolaus Straub - Germany
- Wolfgang Thierack - Germany
- Ulrich Trispel - Germany
- Àlex Vergés - Spain
- Bernhard Völker - Germany
- Dieter Weizinger - Germany
- Norman Wille - Liechtenstein
- Reinhard Windeler - Germany

Credits...

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Comments, questions, corrections and additions are of course welcomed !

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