

The Monza 1000km: 1965-2008

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The author starts his book, *The Monza 1000km: 1965-2008*, by calling the first chapter, the years between 1965-1971, the 'Golden Years' and he is not the only one to do so. While the cars were rather 'explosive' in their performance, drivers and team personalities could also be rather explosive in character. This all added up to a splendid spectacle... which is what the spectators paid good money to come and see.

The grids were full of 12-cylinder cars from Italy, 8-cylinder cars from the USA, and 6-and 4-cylinder cars from Germany. Indeed, the resultant competition between the Ferraris, Ford GTs and the Porsches were the very battles that the enthusiasts had come to watch, and the racing was every bit as exciting as the cars and the drivers.

There can be few other locations around the world like the Monza Autodrome, where at the time, emotions would run as high as they did there. Perhaps justifiably, Ferrari regarded it as their 'backyard' and therefore they came to win in front of the partisan Italian crowds. But Ford and Porsche came intent on spoiling Ferrari's fun at the first opportunity. That Monza became a steaming cauldron, a centre of such high passions, is therefore unsurprising.



1975
Sunday 20 April

ALFA ROMEO WORLD CHAMPIONS

FIN, BUT GOOD

And in the end there was nobody. No, right? But Carlo Chiti, in his Autodelta office at Sesto San Giovanni, the suburbs of Milan, had got to the last page of an Alfa Romeo magazine called "The Lotus Indians", the first edition of which had that title and closed with those words instead: he was reflecting on the 1975 World Championship for Monza, the day for the 3.5-litre Sports Prototype. The list of absentees was long: Ferrari had gone, no more Maserati, which had had need of an objective that included Le Mans and two world titles. Porsche seemed to have ended the last 1000 km programme: the Ferrari Silhouette Type 810S, and GTP was no more as they had other things to concentrate on in those years of deep crisis in the energy sector.

There remained the same 307T12s with their V1007 5000 cc engines, which could now take 11,000 rpm. It was replaced in a lighter 740 kg package but was still a five-

place that efficient aerodynamics, was reliable and fast. Chiti's problem was that, in three days of the car race, he had to make a decision: since 307s in Europe in 1974 - the politicians and the technical aspects of state participation had decided to stop racing, which was too expensive they decided. Even if the new Alfa Romeo president, nominated in November 1974, Giacomo Carlucci, was not contrary to the goal.

The absolute determination of Carlo Chiti to win and the absolute but indisputable collaboration of Donatigo Prandini convinced up a kind of miracle: they found a suitable sponsor in 101 Autostar, the industrial partner in racing shoes and Formula 2 team manager. 101 a contributor of 350 million lire. A chance for Italy brought out the management of the Autodelta cars. Chiti and his team continued to develop, build and prepare the cars, while Autostar arranged them for race and car them in the events. He limited his personal involvement - in

the beginning, he thought he was the boss - as the season gradually developed positively.

Cooperation of that kind between John Nardi and Prandini had worked well in the years of the 817, but this time the investment was much less and the asymmetry of the partners too marked, in part due to Chiti's self-referential character. But more than anything else, because of the extraordinary negative attitude of Alfa Romeo's top brass, right up to those politicians.

Carlucci had said that the defence of Alfa Romeo contributing to motor racing was original concepts. And he had added that Chiti didn't just score second place, he scored like a hero.

The head of Autodelta had high hopes of winning the 1000 km race for racing or to win. They were reliable and performed: there was a question, to contribute was wanted to the management group.

The author, Aldo Zana, has done a truly admirable job of marrying the highly charged atmosphere of Monza with the charismatic drivers, the powerful cars, and the enthusiastic crowds, into one colourful and memorable publication. This book, The Monza 1000km, is certainly sizeable, because the author has packed together 43 years of highly competitive racing which includes grids, results, score sheets, and analyses of cars and drivers.



Spencer, also left. The Porsche 917C was more stable than the 917, but inevitably slower. Single Seater 1965 was available to be driven by the 1971 until the grid of 22 cars. Above the pole car and 11 cars from the front 10.1. The first had no engine. Above, right the normally aspirated 2.0 liter Alfa Romeo 1600 of the 10th position was of the Italian driver Giancarlo (Giancarlo) Bressani. Lombardi drove an exceptional race, having just a few laps before he ran out of fuel. The car then ran out of fuel and was out of the race in the 11th place. Below, left the John Fogarty's 2.0 liter Porsche Carrera RS 2.0 was the fastest car. They were a week ahead and second in their class behind the other 10.1. Below, right the Porsche 917C of Hans-Joachim Stuck and Hans-Joachim Stuck. The car was the fastest in the race. Below, right the Porsche 917C of Hans-Joachim Stuck and Hans-Joachim Stuck. The car was the fastest in the race.

In the last practice session, Jürgen Mass and his Momo one of those cars with 15 inch wide racing wings was also in position with 11 in 20.14 or 23.1400 laps, it was second in the class. Luffa and the Alfa Romeo on the first row with 1 in 20.62 s, but the Alfa Romeo went straight on at the Porsche early on in the practice, which had led to the fact that the car's front axle had been cut in. Damage to the bodywork and the front end meant they had to wait their turn for the last session. So it was a second performance that put the car fourth on the grid. 10th position from the Porsche 917C Alfa Romeo. The grid of the Carrera 917C was on the outside of the sixth row with 1 in 37.73 s, 10th place in their class. The best of the 2-liter sports was the 917C Carrera 917C engine 2.0 liter driven by Giedo van der Garde. The car was the fastest in the class with 1 in 37.24 s. There was a total of 42 starters. As can be seen from the grid listed on the right, the cars in the 20th and 21st places – two Porsche 917C Carrera 917C – were the same crew. At the time, the regulations demanded the nomination of every driver on the basis of another.

Pos	Driver	Car	Pos	Driver	Car
1	Jürgen Mass	Alfa Romeo 1600	21	John Fogarty	Porsche Carrera RS 2.0
2	Jürgen Mass	Alfa Romeo 1600	22	John Fogarty	Porsche Carrera RS 2.0
3	Jürgen Mass	Alfa Romeo 1600	23	John Fogarty	Porsche Carrera RS 2.0
4	Jürgen Mass	Alfa Romeo 1600	24	John Fogarty	Porsche Carrera RS 2.0
5	Jürgen Mass	Alfa Romeo 1600	25	John Fogarty	Porsche Carrera RS 2.0
6	Jürgen Mass	Alfa Romeo 1600	26	John Fogarty	Porsche Carrera RS 2.0
7	Jürgen Mass	Alfa Romeo 1600	27	John Fogarty	Porsche Carrera RS 2.0
8	Jürgen Mass	Alfa Romeo 1600	28	John Fogarty	Porsche Carrera RS 2.0
9	Jürgen Mass	Alfa Romeo 1600	29	John Fogarty	Porsche Carrera RS 2.0
10	Jürgen Mass	Alfa Romeo 1600	30	John Fogarty	Porsche Carrera RS 2.0

When the grid in 1965, from pole position back to seventeenth place, consisted of the likes of Ferrari 275 P2, Ferrari 330 P2, Ford GT40, Ferrari 250 LM, Daytona Cobra, Ferrari 250 GTO/64, with the odd Alfa, Iso Grifo and Ferrari Dino 166 P thrown in, then the racing was only ever going to be sensational. This was in the day when manufacturers made the best car they could which conformed to the regulations, without the meddling of the authorities who today try to balance out the cars so that despite big variations in performance capability, they should in theory all cross the finishing line abreast in the name of 'tight racing.' The 1960s was a time of innovation and experimentation, and if your car was faster and more powerful than the opposition, then so be it...and the crowds loved it.

The 1970s saw the fabulous Porsche 917s, Ferrari 512s, and later the screaming Matras in action together. This was what motor racing was all about, differentiation and pride. In 1980 it was the privateer team of Alain de Cadenet and Desrié Wilson who won at Monza in the De Cadenet Lola Cosworth. But in those days it was still possible for a privateer team to do this. The Group C years were of course the domain of Porsche, but Lancia was always a threat. And then came the Sauber Mercedes and the Jaguars, intent on upsetting the party.

These were fantastic years, and the winners were always..., the spectators. The author brings these decades to life through a careful selection of photographs, many of which have not been published before.

Then in the Noughties it was the turn of the mighty Peugeots and Audis to do battle. Again Zana weaves the story and the images together in a most considered manner, allowing the reader to really feel the tension and atmosphere.



Zana has skilfully intertwined the character of sports car racing over the decades with the humanness of the teams and drivers. So, if you are a sports car racing enthusiast, then this superb publication, *The Monza 1000km: 1965-2008*, should definitely be on your bookshelf. Every so often a book comes along which stands out for reasons of the quality of the content, the way it is presented, and of course the subject matter - this is one of those books. Don't miss it!



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Key Information

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