the end of the race a rear shock absorber top had broken off, and the shock absorber had gone up into the shift rod and tried to shift the car into another gear while it was already in gear. As a result one of the gears wasn’t working correctly, and I don’t know if it can be attributed to that or not, but the ring and pinion gear broke in the gearbox. With about 15 minutes to go the car came in, and I can remember when it came into the pits you could hear it go ... mmmm clunk ... mmmm clunk as it grabbed the ring and pinion, and the car would move forward a bit each time. But you have to still be running at the end at Le Mans to finish it!”

The result must have been one of the most enjoyable and memorable times of his racing life. ‘It was everything! Tony was a wonderful co-driver. I could count on him, because when I got out of the car I didn’t feel as though I was handing over to somebody who was going to damage it in any way. In those days, of course, we only had two drivers per car. It was really wonderful. The race went incredibly well for us, and we were once again the first Ferrari home, which was a source of great pride to me.’

**Österreichring 1,000km**
27 June 1971

Despite the fact that Porsche had already clinched the World Championship, the John Wyer team wanted to assert its position in the racing world, and there was still the small matter of beating those pesky Alfa Romeos. Consequently Porsche cars, both prototype and GT, accounted for 14 of the 23 starters in a much reduced field. If truth be told, the top drivers would probably rather have had their teeth pulled than miss an opportunity to prove their superiority over their rivals.

On the grid were three Ferrari 512s, two of them well-known competitors comprising the José Juncadella car (chassis 1002) and that campaigned by Herbert Müller (chassis 1044). The third car, entered by Brescia Corse (chassis 1024) and driven by Manso Pascot/Mario Casori, was the ex-Chinetti 512 S that had been converted to M-spec. The three Ferraris occupied positions five, nine and twelve on the starting grid.

In the early stages the Herbert Müller/Petri Herzog Ferrari rose as high as third place but succumbed to the pressures of Helmut Marko’s Porsche 917. Unfortunately, the Müller and Juncadella 512s were involved in separate accidents, but when the chequered flag came down it was the Brescia Corse Ferrari that was classified in fourth place.

**200 Miles of Nürnberg, Norisring**
11 July 1971

Pedro Rodríguez was scheduled to drive a BRM-Chevrolet P167 in this event, but while the car’s engine blew while testing, Targa Florio teammate and friend Herbert Müller offered Rodríguez his Ferrari 512 M (chassis 1008) for the race, which he duly accepted. Rodríguez was placed second on the grid, but after just 11 laps he was forced into the wall by a slower car, and the #66 Ferrari crashed and burst into flames, killing him. This tragic incident was just two weeks after the Austrian race and a week before the British GP.

**Watkins Glen 6-Hours**
24/25 July 1971

The Watkins Glen 6-Hours would be the final time that the Group 5 race cars would be seen in anger in the World Championships. In a race that see-sawed between Ferrari, Porsche and Alfa Romeo it was perhaps inevitable that Porsche would come out on top, as the 917s had been dominant all year. Lined up at the start were four Ferrari 512s, three Porsche 917s of which two were the John Wyer works cars, a pair of Alfa Romeo 33/3s and a single works Ferrari 312 PB. The Ferrari 512 M of Gregg Young-Jim Adams didn’t make the start due to a fuel leak, it was no doubt a surprise to many – with the possible exception of the driver himself – when Mark Donohue placed the #6 Penske/Sunoco Ferrari on pole with a time of 1:07.74, almost a full second ahead of the works Porsche 917 driven by Jo Siffert/Gijs van Lennep.

Witty Woodard recalled, ‘There were two races at Watkins Glen – first the six-hour enduro and then the Can-Am. In the first race we sat on pole. At the start Mark pulled away from