

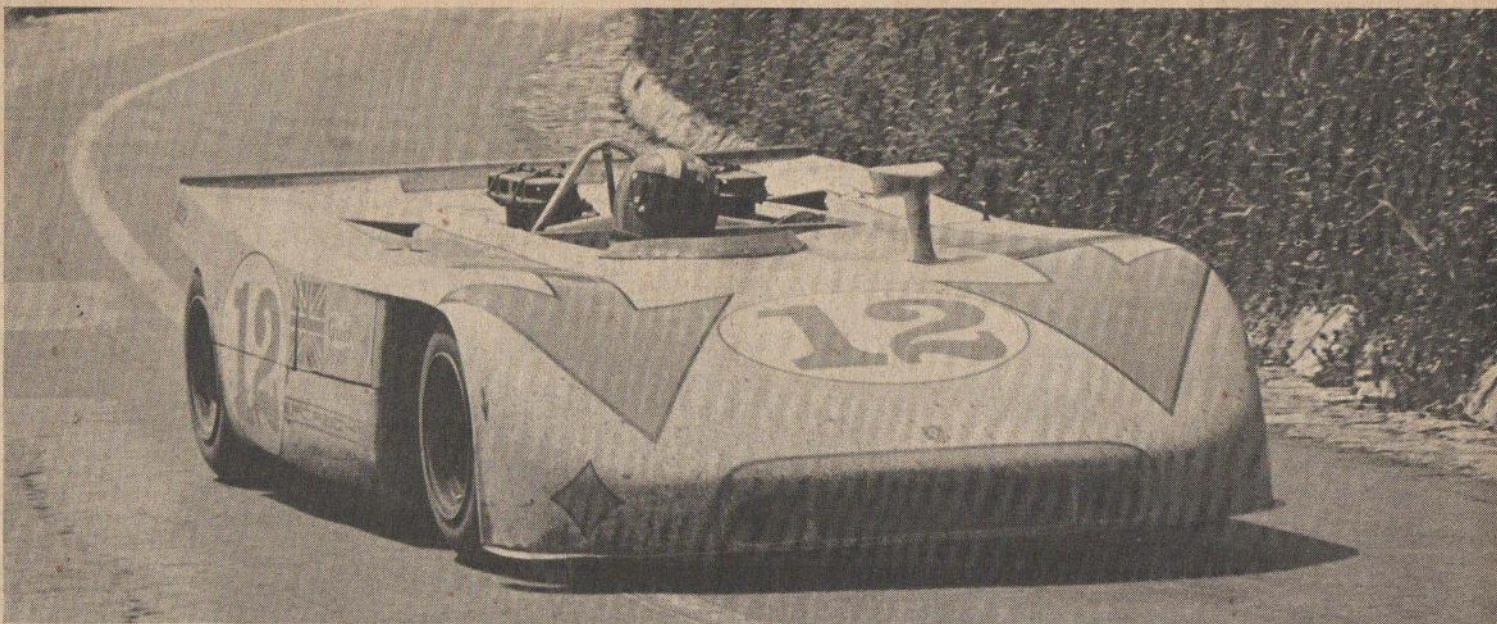
14 MAY 1970 2s 6d

F5000 COMBE - AUSTRIAN ALPINE - TARGA FLORIO

AUTOSPORT

Rindt wins Monaco GP in dramatic final lap





Jo Siffert in the winning JW Porsche 908/3 in the hills near Collesano.

TARGA FLORIO

Siffert/Redman win, Kinnunen fastest

By ALAN PHILLIPS Photography by GEOFFREY GODDARD

In the 54th Targa Florio, which may well be the last on the unique Piccolo Madonie circuit, Jo Siffert and Brian Redman further strengthened Gulf-Porsche's hold on this year's G5/6 championship. The Porsche effort was immense, a complete works turnout arriving to support the Gulf-Porsche entry, whose three new 908/3s finished in first, second (Kinnunen/Rodriguez) and fifth (Attwood/Waldegaard) positions. A sensation of the race was Kinnunen's last lap time, 33 m 36 s, 78.89 mph, which knocked a minute and a half off Elford's record.

The single works Ferrari 512S, entered largely to keep Vaccarella's faith with his Sicilian public, did just that, and led the race both on the road and on time for over a lap, to every Sicilian's undying joy, but eventually confirmed its unsuitability to the circuit and took third place. The three-car Alfa Romeo challenge disappeared as all three cars were eliminated by accidents, and the 3-litre Abarth threat never really got off the ground, Casoni shunting one car in practice and Merzario having an hour's gearbox delay at the pits. The winners, and the next four cars, were using Firestone tyres and not as stated last week.

ENTRY

To use the cliché that one *marque* dominated the entry would on this occasion be justified, Porsche staging an effort which seemed rather excessive to win one race. Earlier in the year they had tested here a modified version of their 909 Bergspider and now arrived with five completely new cars derived from this and designated 908/3s; one for Vic Elford/Hans Herrmann in Porsche KG Austria colours, three John Wyer-entered Gulf-Porsches for Jo Siffert/Brian Redman, Pedro

Rodriguez/Leo Kinnunen and Richard Attwood/Bjorn Waldegaard, and one training car, together with the original 909. The new car weighs just over 600 kgs as against 640 kgs of the 908, has a shorter 2.3-meter wheelbase, with a new gearbox ahead of the driveshafts, resulting in a layout evocative of AutoUnions with the driver sitting up between the front wheels, his feet being the foremost part of the car. John Wyer and David Yorke, feeling that the Madonie was not really their scene, had happily agreed to stand down from this race, merely acting as official entrants, and with faintly raised



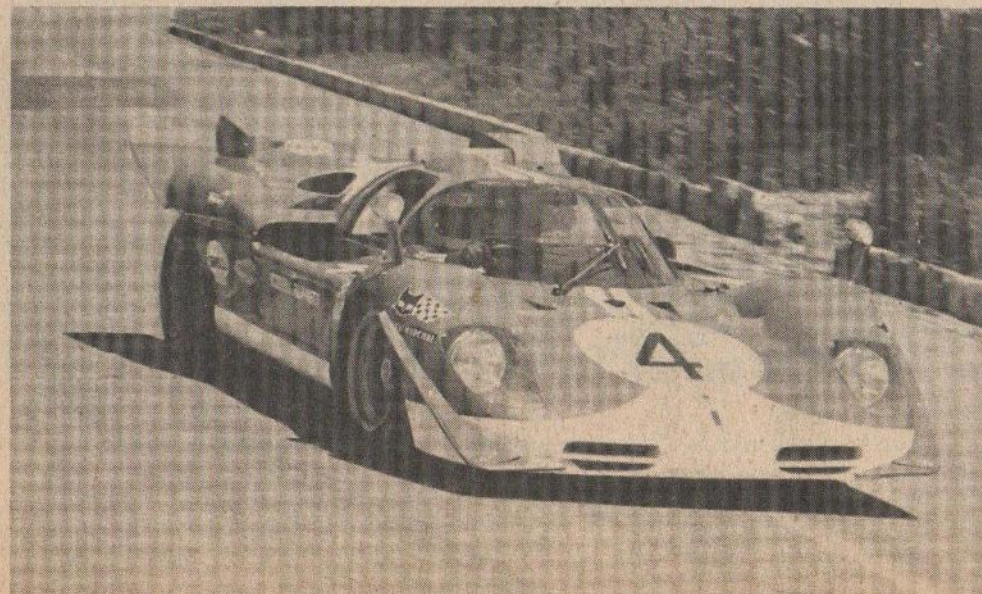
G5/G6 Manufacturers Championship/round 5

eyebrows watched Engineer Piech and his lusty band of Stuttgart pilgrims go into their now familiar routine of setting out to win the Targa for Porsche.

Elford and Herrmann also had a 4.5-litre 917 available; this headed the entry list in the 5-litre G5 class, together with two Ferrari 512s, a works entry for Nino Vaccarella and Ignazio Giunti and the Filipinetti car for Mike Parkes/Herbert Müller. Enzo Ferrari had made it clear in a programme note that he did not regard the 512 as a race-winning entry, but had promised Vaccarella a drive on his local circuit and anyway felt that he had a national duty to provide something for Sicilians to cheer: next year, he said, with the 3-litre prototype, it would be a different story. John Chatham had brought down one of his MGCs for the big sports class, shrewdly reasoning that with only three other cars in it there might be some prize money somewhere, but a woeful lack of homologation papers resulted in his being chivvied from class to class, until eventually he was relieved to be allowed to start at all in the 3-litre prototype class.

In the 3-litre G6 class the four Porsches 908/3s were joined by the AAW Racing Team's 908 for Hans Laine/Gijs Van Lennep, and the Martini Racing Team's high-sided 908/2 for Gérard Larrousse/Rudi Lins. The remaining half of the class was filled with three Alfa 33/3s for Masten Gregory/Toine Hezemans, Umberto Maglioli/Nanni Galli, and Piers Courage/Andrea de Adamich, and two works Abarth V8 3-litres for Johannes Ortner/Arturo Merzario and Mario Casoni/Jonathan Williams. Two-litre prototypes featured two

The Muller/Parkes Ferrari 512S, which finished sixth, near Cerdà.



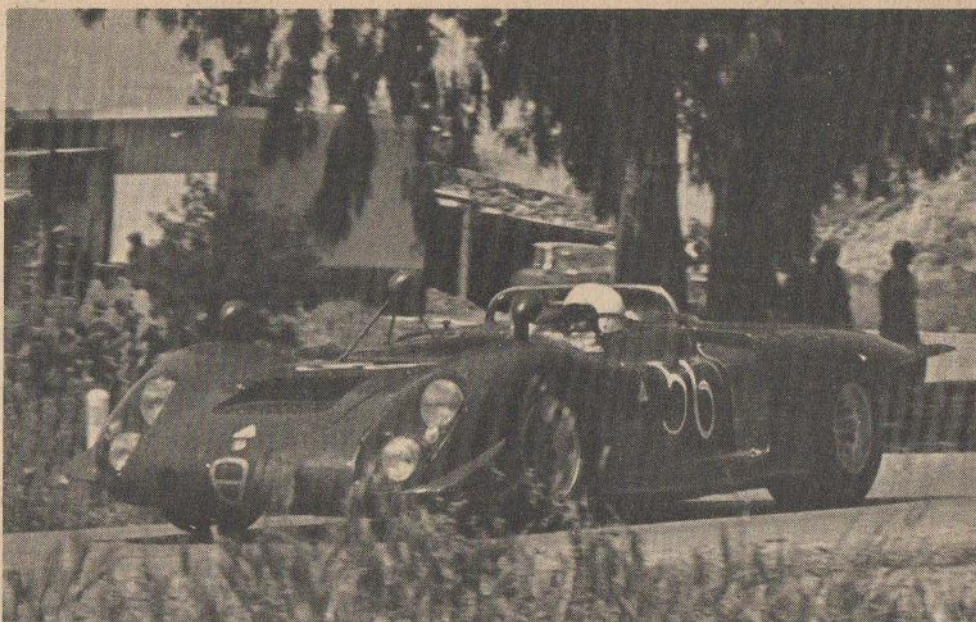
private Ferrari Dinos for Lo Piccolo/Calascibetta and "Cino"/Barbuscia, the Antonio Nicodemi/Giampiero Moretti Porsche 907 8-cylinder, Giorgio Alberti/Enrico Pinto in a 2-litre Alfa Romeo T33, Ed Negus/Peter Hanson in the ex-Tor Line Chevron-BMW B8, and "von Serzawa"/Scigliano in a very one-off Fiat 124 Spider. The largest British entry was in the 1300 cc prototype class, where Jack Wheeler and Martin Davidson arrived with the BMC engine no longer in the Sprite, but in the Jerboa, a Ginetta G12-derived vehicle with a neat mini-D-type dark green body. The Richardson brothers, Jeremy and Peter, brought Peter's Daren Mk 2 with SCA engine and Stanley Robinson/John Blanckney a 1300 Unipower. Sgarlata and Marotta had a Lancia Fulvia TS flat-top, appearing to be of local rather than factory construction, and Zanetti and Pianta entered an Alfa 1300 cc with a Serenissima-like flat-planed slabby body by Laurenti.

The 1-litre prototypes were an all-Italian mixed bunch: two Fiat-Abarth 1000 spyders, Patane/"Oras" and Ruspa/Pellegrin, two Novamotored AMSs entered by Brescia Corse for Ugo Locatelli/Gargano and Mareschi with lady driver "Patrizia," a de Sanctis for "Gero"/"Roger," an old Osca-Maserati for Spataro/Bruschi, and the well known Federico ATS.

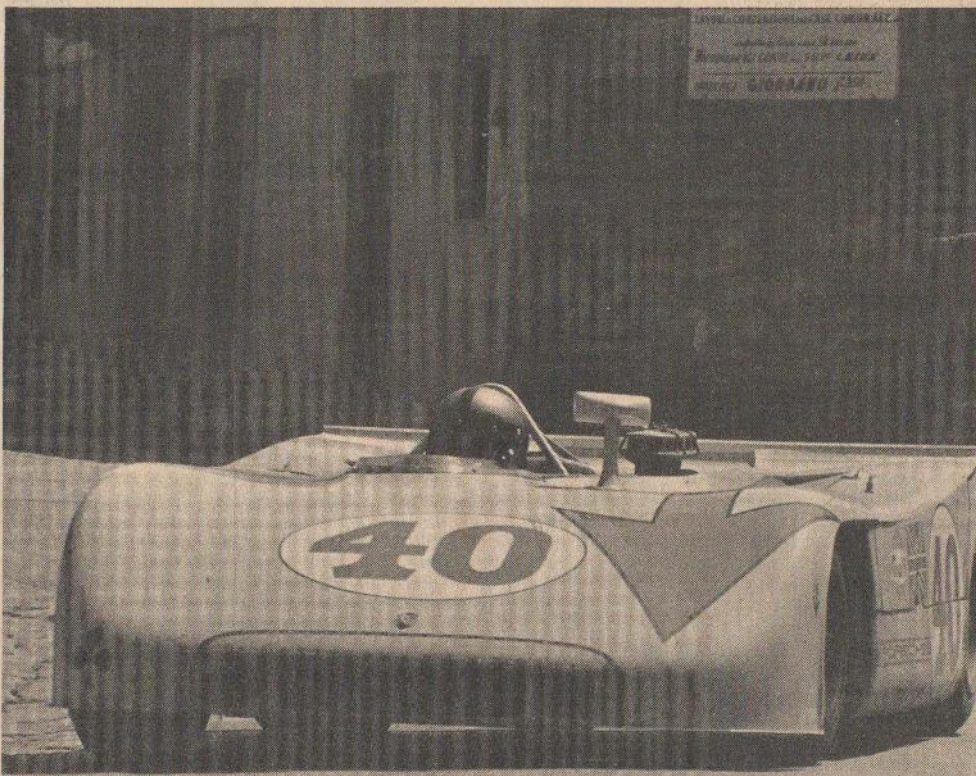
Sports entries below the two 512S Ferraris and the Austrian Porsche 917 comprised two Abarth 2000 spyders for "Pam"/"Gibi" and Virgilio/Taramazzo, a 2000 Abarth coupé for Guagliardo/La Luce, and the Porsche 906s of Todaro/"Codones" and Nicosi/Bonaccorsi in the 1600 to 2000 cc class. Jonathan Williams remarked that it was rather like Gibraltar and the apes—when there was no Alfa TZ in the Targa, some disaster would befall Sicily—and accordingly the 1300/1600 cc class had four of them, together with two Giulia spiders, to make an all-Alfa all-Italian class. The 1300 cc Sports class was a variation on an Abarth theme, two 1000 Fiat Abarth spiders, a 1300 Fiat Abarth coupé, and a Simca-Abarth 1300 coupé for Bellavia/Lo Jacono. GTs over 2 litres were only three in number, all Porsche 911s with the big engine: Sanson/Perramon with a 2.2, and Rondanini/Ilotte and the Swiss entry Claude Haldi/"Mirage" in 2.3s. No one really expected the 1600 to 2000 cc GT entry to be anything but Porsche 911s, and of the nine entered Genta/Monticone, the British entry of Alain de Cadenet and Mike Ogier, Capuano/Barba, Garant/Chenevière and Marchiolo/Castro were the most likely. The 1300 to 1600 cc GTs consisted of nine Alfa GTAs trying to do something about the works Fulvia HF 1.6s of Sandro Munari/Claudio Pinto and Claudio Maglioli/Amilcare Ballestrieri, two further Fulvia 1.6s and a lone British registered Lotus Europa for Sebastiani/Nardini. Fulvias again nearly filled the 1300 cc GT class.

PRACTICE

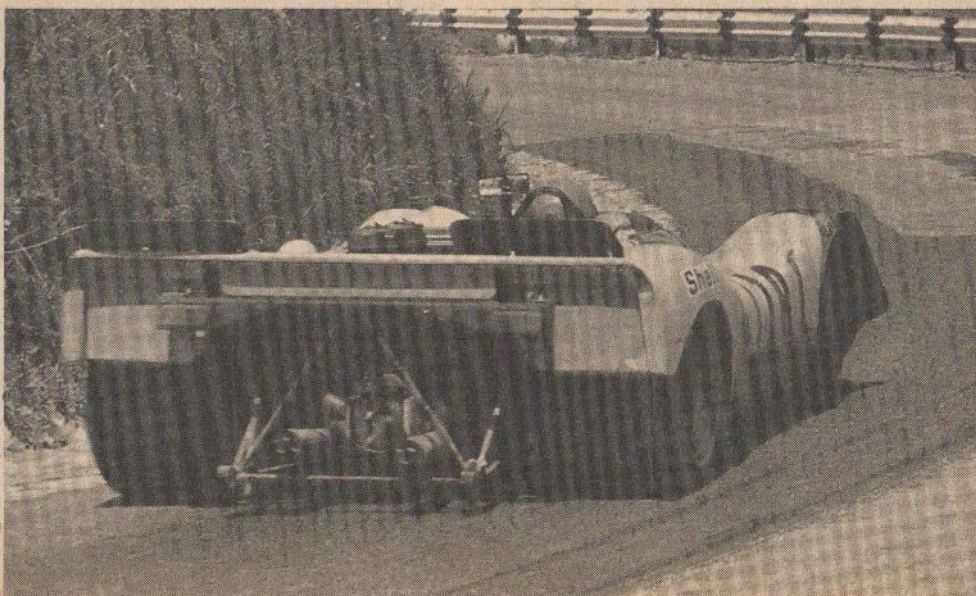
Practice took place on the Thursday, since Friday was a public holiday, and started at 9.30 after a shower had laid the dust. Most drivers at the Targa are content with one or at the most two laps, but Casoni reduced his practice to an all-time minimum by losing the 3-litre Abarth within sight of the pits and damaging front and rear suspensions against a kerb, which left Williams, who had been promised three laps, somewhat piqued. Giunti took the training Ferrari 512 out and started things off with 37 m 31.2 s, followed by Vaccarella in the race car with 35 m 20 s, which provoked a 35 m 31.5 s from Giunti, and it was clear that Elford's 1969 record of 35 m 08.2 s was bound to be beaten, at least in practice. The Porsches took some time to get under way, but Elford soon lowered his own record with 35 m 06.6 s in the 917, which he then capped with 34 m 37.3 s in the 908/3, and this was with a sticking throttle for 10 kms and a pin-hole oil leak spraying on to a rear tyre for the last 5 kms: no one else got close to these times before lunch, Rodriguez being nearest with 35 m 45.5 s. Alfas were having rather a thin time; Gregory hit the guard-rail at Cerda and broke a front wheel, and Hezemans punctured a rear on the straight,

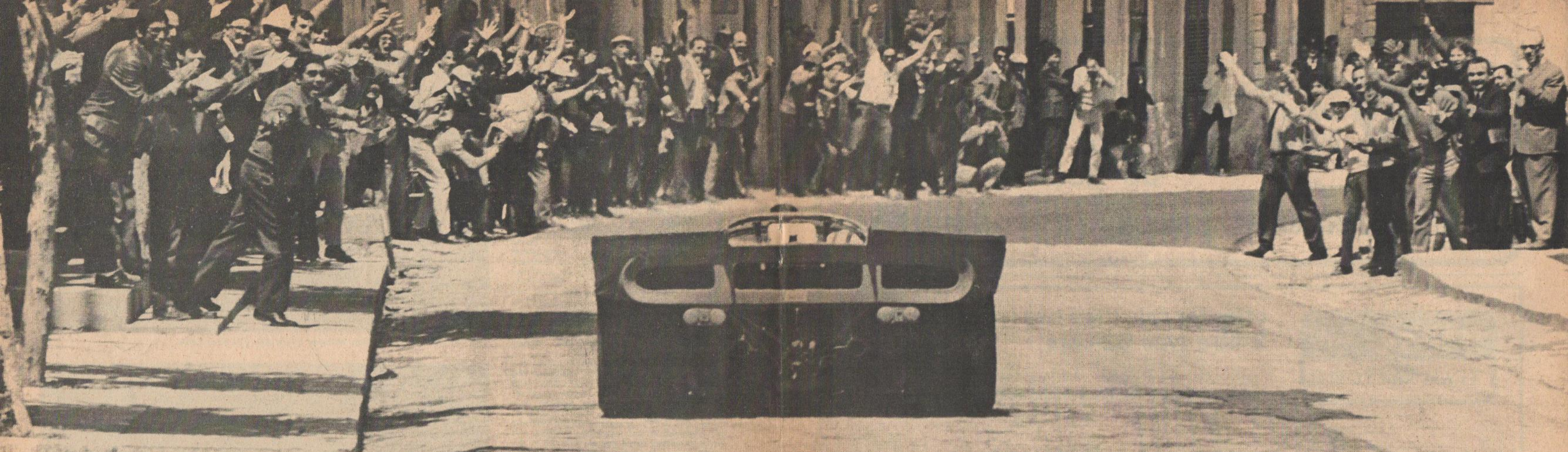


The Giorgio Alberti/Jonathan Williams 2-litre Alfa T33 near Cerda.



The second-placed Rodriguez/Kinnunen Porsche at Campofelice, Pedro at the wheel (above); the van Lennep/Laine Porsche approaches Campofelice (below).





No prizes for guessing whose 512S Ferrari this is getting a tumultuous reception from the Sicilian crowd in the streets of Camofelice! Of course it's local hero Nino Vaccarella while he was leading the race.

so Courage's first lap was that of a service car, carting spares round to team mates: after lunch, however, he showed great form and, after de Adamich had done 35 m 10.5 s, Courage finished the day with 35 m 05.7 s, which was outstanding for a Targa newcomer. Vaccarella tried all he knew to get down to Elford's time in the afternoon and managed a heroic 34 m 46 s, but everyone's efforts paled before Siffert's afternoon time of 34 m 10 s, which utterly established the Gulf-Porsche as race favourite. Most of the British entries were having trouble: the Unipower was not allowed to practise as Robinson's co-driver had been delayed by a general strike in South Italy, and had therefore to be scratched; the Richardson Daren broke up its camshaft housing and was also out; Jack Wheeler's co-driver Martin Davidson, also delayed by the strike, arrived at the very last minute, so they managed a couple of laps; the Negus/Hanson Chevron had a leaking carburettor float, and the MGC just wasn't really suited to the circuit.

By the end of the day the fastest times were:

Practice times: Siffert, 34 m 10 s; Elford, 34 m 37.3 s; Vaccarella, 34 m 46 s; Courage, 35 m 5.7 s; de Adamich, 35 m 43 s; Larrousse, 35 m 54 s; Maglioli, 36 m 17 s; van Lennep, 35 m 21.7 s; Giunti, 35 m 26 s; Galli, 35 m 43 s; Larrousse, 35 m 54 s; Maglioli, 36 m 17 s; Kinnunen, 37 m 7 s; Attwood, 37 m 17.2 s; Merzario, 38 m 55 s; Parkes, 39 m 12 s.

RACE

Two rest days before the race produced various items of news. Elford definitely was to drive the 908/3 and the 917 was loaded back on to the transporter. Alberti could not find Pinto who had gone hunting in Yugoslavia, and so offered the drive in his 2-litre Alfa 33 to Jonathan Williams. Jack Wheeler broke a driveshaft in the garage and was quietly combing Sicily for a Hillman Imp Van spares stockist. The Porsches were still leaving nothing to chance and their drivers were constantly at work, Brian Redman getting round in 38 m on open traffic-filled roads, which must have gladdened or terrified a few Sicilian eyes. Then Siffert broke a driveshaft in the training car which eased them up a bit.

The tourist posters for Sicilian sun looked a bit sick on Sunday morning, which dawned to low black clouds, a biting wind and showers. The Porsches drove in from their Cefalu

garage and the drivers found adhesion on the wet straight was pretty minimal with the lightweight 908/3s.

A generous quantity of pandemonium filled the pit area where Wheeler was still trying to have his driveshaft end fabricated: the confusion spilled back all along the road to Palermo where there was a two-mile jam of cars, trapping various race cars, journalists, the Firestone staff and the President of the Palermo Auto Club, and accordingly the start was delayed from 8 till 8.30. At half past seven the whole circuit suffered a heavy shower and it was clear that the first lap would be moderately sensational if they started at 8.30, but so many ambulances and organising personnel were still in the traffic that the start was further delayed till 9 am and then till 9.15 am. Finally the start was made and 78 cars got away at erratic intervals of from 4 to 10 secs, and by 9.30 am everyone was away: the starting order was larger cars first, and Müller and Vaccarella in the two 512s found the road just past the pits full of a parting vee of spectators and a lot of mud which had been trodden down from the verges. All round the circuit the conditions were very bad where spectators and their cars had mud-died the road. Wheeler, having at last repaired the driveshaft, came unstuck just after the start and badly shunted the front end.

Elford had started in a bit of tyre panic, as a badly seating tread was seen to be seeping air: the wet-pattern Goodyear G14s were whipped off and set of G20s with all-weather tread were put on, which Elford reckoned were fine as the road was drying fast apart from the muddy bits. However, a few kilometers from Cerdà he swerved to avoid a large stone, clipped a kerb, collapsed a tyre and slewed into a wall which was the end of his 1970 Targa. Maglioli also made retirement-type contact with a wall, so before half of the first lap two of the fastest entries were gone. Coming past the pits at the end of the first lap, Siffert was 20 secs ahead of Vaccarella, with Hezemans 25 secs further back, just ahead of Larrousse. The corrected time positions showed Larrousse (Porsche 908) to be in the lead by 13 secs from Siffert (Porsche 908/3) who was 4 secs ahead of Kinnunen. Then came van Lennep (Porsche 908), Courage,

Hezemans, Vaccarella, Waldegaard, Müller and Williams.

Merzario brought the sole Abarth 3-litre into the pits with gearbox trouble, where it remained for an hour—so that particular little challenge was over. Porsche had their usual refuelling post in the mountains so their cars would only come into the pits when driver changes were required as well as refuelling, and on lap 2 Waldegaard made the first scheduled fuel-stop; the other cars were to stop on lap 3. Ferraris, however, had to stop every two laps and at the end of the second lap Vaccarella handed over to Giunti with the 512 in seventh position overall—the race was still led by Larrousse, then Kinnunen, van Lennep, Courage, Siffert, Hezemans, though on the road Siffert was still in front, followed by Hezemans and Larrousse.

During lap 3 Siffert and Kinnunen made their mountain refuelling, and at the end of the lap Hezemans pitted to hand over to Gregory. Lins replaced Larrousse, Laine replaced van Lennep and de Adamich replaced Courage. All this activity let Giunti into the lead on the road in the big Ferrari—very much a stag chased by Porsche and Alfa hounds, because all later start numbers knew that once past the 512 they would be likely to be leading the race on time. Siffert had been having no pit signals—an odd habit with Porsches—and was happily touring round believing he was in the lead when he had passed Vaccarella on the first lap: when Vaccarella went by as the Porsche refuelled, Siffert still was unconcerned, believing it was only a formality for him to regain first place.

Meanwhile, back at the pits, Redman was fully aware of the situation, which at the end of the third lap was that Kinnunen was in the lead by 11 secs from Larrousse, van Lennep 31 secs further back in third place, Hezemans 13 secs back further, and Siffert 35 secs behind in fifth place and just 14 secs ahead of Giunti. Redman then gave frantic go-faster signals to Siffert to try to regain some of the lost 1½ mins which Kinnunen had unobtrusively stolen from the Swiss. Kinnunen was driving brilliantly, the Targa circuit obviously suiting both his Scandinavian experience and his temperament; he was the only driver to get under 35 mins during the first four laps.

As the fourth lap drew to a close great preparations were made in the pits as the Porsche driver changes would take place at the same time as Giunti handed back to Vaccarella and, in front of a noisily critical Sicilian crowd, no one wanted to make a nonsense. Giunti and Siffert came in together, nearly colliding in the pit road, and Vaccarella was away first after 60 secs to the Porsche's 64 secs, so the Ferrari still led on the road which was balm to the crowd; Rodriguez replaced Kinnunen in 47 secs and Attwood for Waldegaard in 44 secs.

This left the race order as Rodriguez leading by 1 m 40 secs from Redman. Siffert had responded to Redman's signals with a 35 m 6.4 s lap. Vaccarella was third 13 secs back, and then came Laine, de Adamich, Lins, Attwood, Gregory, Parkes and Williams. The position was very finely poised; Rodriguez had a touch of 'flu and doesn't like the Targa much anyway, so could not be counted on for very quick laps, and Vaccarella had shown himself in practice to be as fast or faster than Redman, so the possibility of the Ferrari leading was definitely on. Vaccarella set about realising it in superb fashion, hurling the big 512S through the Madonie to everyone's delight and turning what had looked like being a Porsche procession into a magnificent motor race.

At the end of lap 5 Vaccarella rocketed through the pits comfortably leading the race on the road, and having already passed Redman on time and now only 41 secs behind Rodriguez. During lap 6 he whittled the Mexican's lead and at the end of the lap he came into the pits to hand over to Giunti in the lead both on the road and on time by 33 secs from Laine, who was now really cracking on (34 m 24.6 s) and had pushed Redman back to third spot; fourth was Rodriguez, fifth de Adamich, sixth Lins and seventh Attwood. Now Laine handed back to van Lennep, de Adamich to Courage, Lins to Larrousse, and it was over half distance: Gregory would have handed over to Hezemans, but he had inverted the car before it got to the pits, fortunately without harm to the driver, and so it was left to Courage to carry the full Autodelta load.

In the classes the Alberti/Williams Alfa 33 still led the 2-litre prototypes by a distance, in tenth place overall; the de Cadenet/Ogier

Porsche 911 was having a great dice with the sister cars of Marchiolo/Castro, Garant/Chenevière, and Genta/Monticone; the Alpine had disposed of all the Fulvias in the 1300 cc GT class, and the Zanetti/Pianta Alfa Special was leading the 1300 cc prototypes. Parkes and Müller were having a lonely race in the Filipinetti Ferrari, which was always just behind the leading eight cars and well ahead of the Alberti/Williams Alfa, Ortner/Merzario had repaired the gearbox, but later retired with engine trouble. The Negus/Hanson Chevron had been having trouble with a leaking gasket and was having to pit stop frequently.

The seventh lap was a good one for Redman; with a 34 m 33.1 s, he got ahead of Giunti and van Lennep to lead the race for the first time, and when he came in at the end of lap 8 to hand back to Siffert, it was with a lead of 13 secs over Giunti rather than the deficit of 1 min 40 secs when he took over. On the road the race was even more exciting as on laps 7 and 8 Redman and Giunti had never been far apart, usually only feet, and when they both came in on lap 8 it was nose to tail: the Porsche pit stop was marginally better than the Ferrari's (36 secs against 39) and Siffert roared off with Vaccarella right behind him. It was now just a question of Siffert keeping the Porsche in front of the Ferrari, because Vaccarella had to be more than 14 secs in front of the Porsche to be ahead on time, and Vaccarella was now a tired man, having a spot of Rodriguez's flu to contend with as well as the 512.

On lap 8 Courage's great drive for Alfa came to an end with the Alfa hard against a tree, so the leading bunch was down to seven cars, Siffert and Redman now over 1 min ahead of Vaccarella/Giunti, Kinnunen/Rodriguez, Laine/van Lennep, Larrousse/Lins and Attwood/Waldegaard, with the Müller/Parkes Ferrari the only other car unslapped.

Lap 10 saw much drama—Vaccarella hit a large stone which deranged the front suspension and the car subsequently had a terrific steering judder, a drive-shaft joint broke on the Larrousse/Lins Porsche and the Laine/van Lennep Porsche lost a wheel. Laine was driving at the time, and the front wheel departed on the straight, but Laine found that the car balanced quite well at speed with a bit of air under the front; he did the bends

at the end of the straight on the disc and lost hardly any time. De Cadenet/Ogier had had to change a misaligned rear wheel which stopped their dice when leading the class; the Garant/Chenevière 911S ran out of petrol, leaving the Marchiolo/Castro car comfortably ahead.

After all this excitement the 11th lap seemed quite tame, until it was realised that Giunti, who had taken over from Vaccarella for the last lap, was now quite slow due to the steering vibration, and Kinnunen was going faster than ever, which combination pushed the Porsche up into second place and robbed Ferrari of what had looked a sure six points.

Porsches finished 1, 2, 4 and 5, and Engineer Piech wasn't quite sure whether he should congratulate John Wyer or vice versa. The Ferrari third place was a remarkable achievement for the 512, and for Vaccarella and Giunti to have led the race at any time against such opposition was a triumph: Giunti drove superbly (one expects it at the Targa of Vaccarella), and in fact made the Ferrari's fastest lap at 34 m 39 s. The sensation of the race was Kinnunen's last lap of 33 m 36 s, 79.89 mph, which makes a possible Elford/Kinnunen pairing at the Targa a theoretical invincibility. Siffert and Redman produced all that could be required—after the early lapse, they got the lead and paced the race to what they made look a comfortable win, and once again Porsche had won the Targa Florio.

54th Targa Florio	
Sicily, May 3	
World Championship of Makes G5/6, round 5	
10 laps, 792 kms	
1, Jo Siffert/Brian Redman (3.0 Porsche 908/3 Spyder), 6 h 35 m 30 s, 120.151 kph.	
2, Pedro Rodriguez/Leo Kinnunen (3.0 Porsche 908/3 Spyder), 6 h 37 m 12.5 s.	
3, Nino Vaccarella/Ignazio Giunti (5.0 Ferrari 512S Spyder), 6 h 39 m 5.2 s.	
4, Hans Laine/Gijs van Lennep (3.0 Porsche 908/1 Spyder), 6 h 44 m 51.7 s.	
5, Richard Attwood/Bjorn Waldegaard (3.0 Porsche 908/3 Spyder), 6 h 45 m 1.6 s.	
6, Herbert Müller/Mike Parkes (5.0 Ferrari 512S coupé), 10 laps.	
7, Giorgio Alberti/Jonathan Williams (2.0 Alfa Romeo T32/2), 10, 8, "Pam"/"Gibi" (2.0 Fiat-Abarth 2000), 10, 9, Sandro Munar/Claudio Maglioli (1.6 Lancia Fulvia), 10, 10, Giampiero Virgilio/Luigi Taramazzo (2.0 Fiat-Abarth 2000), 10, 11, Lo Piccolo/Calascibetta (2.0 Ferrari Dino 206), 10, 12, Antonio Nicodemi/Giampiero Moratti (2.0 Porsche 907), 10, 13, Gérard Larrousse/Rudi Lins (3.0 Porsche 908/2), 9, 14, Liber Marchiolo/Castro (2.0 Porsche 911S), 9, 15, Alain de Cadenet/Mike Ogier (2.0 Porsche 911T), 9, 16, Rupa/Pallegrim (2.0 Porsche 911S), 9, 17, Sylvain Garant/Chenevière (2.0 Porsche 911S), 9, 18, "Restivo"/"Apache" (1.6 Lancia Fulvia), 9, 19, Ugo Locatelli/Gargano (1.0 AMS-Novamotor Ford), 9, 20, "Ro"/"Giacomini" (1.3 Alpine-Renault 1300S), 9.	
Fastest lap: Kinnunen, 33 m 36 s, 79.89 mph.	