



TARGAPEDIA

Libera enciclopedia multimediale della Targa Florio

archivio storico
GIOACCHINO GULLOTTI



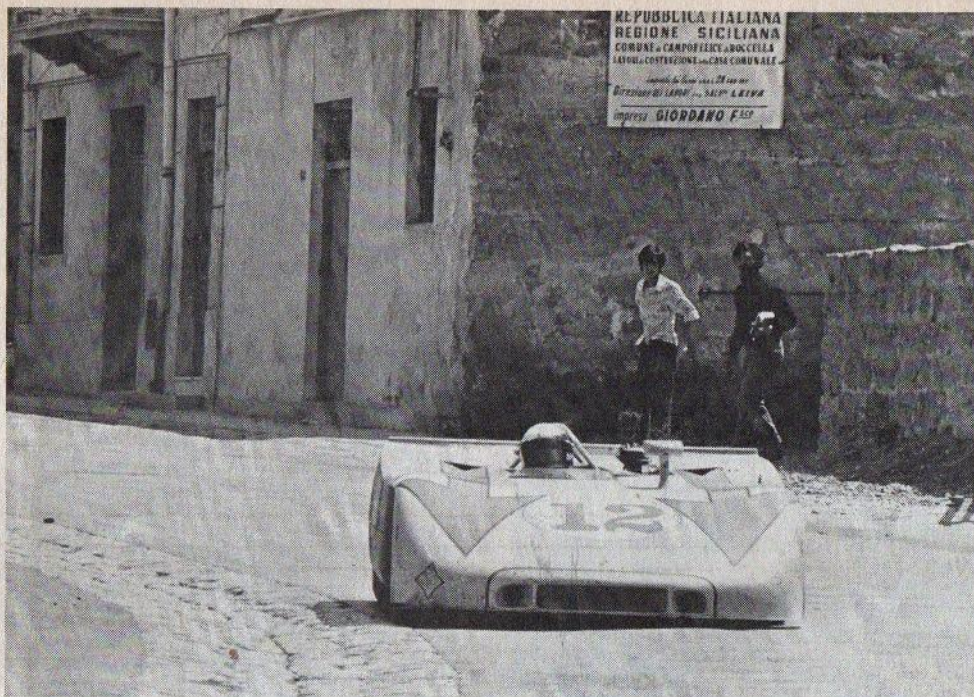
7 MAY 1970 2s 6d

RINDT'S 'RING - FINNISH G5/6 - F5000 BRANDS

AUTOSPORT

New Porsches one-two in Targa Florio classic



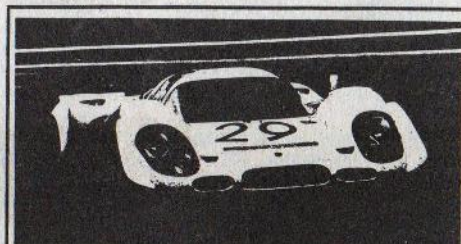


Brian Redman corners the winning 908/3 Porsche in the town of Campofelice.

TARGA FLORIO

Redman/Siffert for JW, Gulf, Porsche — and Pirelli

The new Group 6 JW Automotive Gulf-Porsche 908/3s, shod with Pirelli tyres, justified their existence last Sunday by scoring a one-two in the 54th Targa Florio, round 5 of the FIA constructors' championship, which was run over 11 laps of the 72 kms course this year instead of ten. Jo Siffert/Brian Redman led home their sister car of Pedro Rodriguez/Leo Kinnunen by 1 min 42 secs; the Finnish driver set the fastest lap by the end of the race, a shattering 33 m 36.0 s, over 1½ mins better than Vic Elford's 1969 lap record. The works Ferrari 512S of local hero Nino Vaccarella/Ignazio Giunti sent the crowds wild by leading the race at one point, but it dropped back to third place ahead of Hans Laine/Gijs van Lennep in an old 908, Richard Attwood, with rally champion Bjorn Waldegaard in the third JW 908/3, Herbert Müller/Mike Parkes in their 512S and the first Alfa Romeo to finish after all the works cars had retired, the T33 of Jonathan Williams/Giorgio Alberti.



G5/G6 Manufacturers Championship/round 5

Remarkably enough in Sicily, the early morning start was delayed 1½ hours by a torrential downpour which affected communications around the long course. When this had been reinstated, the rain had stopped and the track

Piers Courage's Alfa T33/3 was fourth fastest in practice but crashed in the race.



was drying fast in the hot sun, leaving only a few puddles in places, as the cars, having charged hurriedly back from the wet tyres to dry again, prepared for the start, which was the usual hectic Targa scramble.

Surprise leader on the first lap was Gérard Larrousse in his old 908, with a lead of 13.1 secs over Siffert's 908/3 on time. Kinnunen occupied third place 4.1 secs further behind, with Gijs van Lennep's 908 fourth ahead of Piers Courage and Toine Hezemans in the T33/3 Alfa Romeos, Vaccarella in the Ferrari, which had been overtaken by Siffert on the first lap, Waldegaard's 908/3, Müller's 512S Ferrari and Williams in Alberti's 2-litre T33. Already out was Vic Elford, who damaged the rear bodywork and suspension of his 908/3 as early as Cerda, while Umberto Maglioli spun off his Alfa a little further up the road, and he too retired. The Abarth 3-litre prototypes were faring none too well, as Mario Casoni has crashed the car he was to have shared with Jonathan Williams in practice and non-started, and now the similar car of Arturo Merzario was out with gearbox failure.

Next time round and it was still former rally man Larrousse in the lead, with Kinnunen now second from van Lennep, Courage, Siffert, Hezemans and Vaccarella. By lap 3 the flying Finn Kinnunen had got ahead of Larrousse on time to the tune of 11 secs, while van Lennep was third from Hezemans, Siffert, Giunti, who had taken over from Vaccarella, and Courage. For the fifth lap Vaccarella took over the Ferrari again, while Larrousse handed over to Rudi Lins who, although driving sensibly, could not keep the Frenchman's pace, so the car dropped back.

At five laps the order was Rodriguez/Kinnunen, Vaccarella/Giunti, Siffert/Redman, Hans Laine/van Lennep, Andrea de Adamich/Courage, Lins/Larrousse, Attwood/Waldegaard, Masten Gregory/Hezemans, Müller/Parkes and Alberti/Williams. Vaccarella was really turning on the heat now, while Redman and Rodriguez had taken over the 908/3s and were dicing virtually wheel to wheel. Gregory left the track and thus put out the Alfa with which Hezemans had gone so well, while at the end of the sixth lap Lins, who had slipped back to sixth place, handed back to Larrousse.

By now it was Vaccarella in a hugely popular lead from Siffert/Redman, Laine/van Lennep, Rodriguez/Kinnunen and de Adamich/Courage. Redman got by the big Ferrari, and at the end of the sixth lap he handed back over to Siffert after dicing heartily with it. Laine/van Lennep still held third from Rodriguez/Kinnunen and Attwood/Waldegaard. De Adamich/Courage were sixth, but then Alfa's third and final car was out when Courage went off.

With one lap to go the leading car of Siffert had 13 mins on the Ferrari, with over 2 mins to van Lennep/Laine and Rodriguez/Kinnunen. Vaccarella took off 50 secs on the Porsche on lap 9, but he handed over to Giunti for the final two laps, and Giunti could not hold off the fantastic Kinnunen, who went by to complete a JW one-two. Laine/van Lennep lost a wheel and 3 mins in their pits, but they finished a fine fourth. Lins/Larrousse stopped on the tenth lap with a broken universal joint and lost a certain sixth place.

54th Targa Florio
Sicily, May 3
FIA G5/6 Manufacturers Championship, round 5
11 laps, 792 kms

1. Jo Siffert/Brian Redman (3.0 Porsche 908/3), 6 h 35 m 30.0 s, 120.151 kph;
2. Pedro Rodriguez/Leo Kinnunen (3.0 Porsche 908/3), 6 h 37 m 12.5 s;
3. Nino Vaccarella/Ignazio Giunti (5.0 Ferrari 512S), 6 h 39 m 5.2 s;
4. Hans Laine/Gijs van Lennep (3.0 Porsche 908), 6 h 44 m 51.0 s;
5. Richard Attwood/Bjorn Waldegaard (3.0 Porsche 908/3), 6 h 45 m 1.6 s;
6. Herbert Müller/Mike Parkes (5.0 Ferrari 512S), 10 laps;
7. Giorgio Alberti/Jonathan Williams (2.0 Alfa Romeo T33); 8. "Pam"/"Gibi" (Fiat Abarth); 9. Claudio Maglioli/Sandro Munari (1.6 Lancia Fulvia); 10. Giorgio Virgilio/Luigi Taramazzo (Fiat Abarth).

Fastest lap: Kinnunen, 33 m 36.0 s (record).

[Our Targa Florio report unfortunately arrived too late for inclusion in this week's issue due to unforeseen transportation difficulties but will be published in full next week.—Ed.]