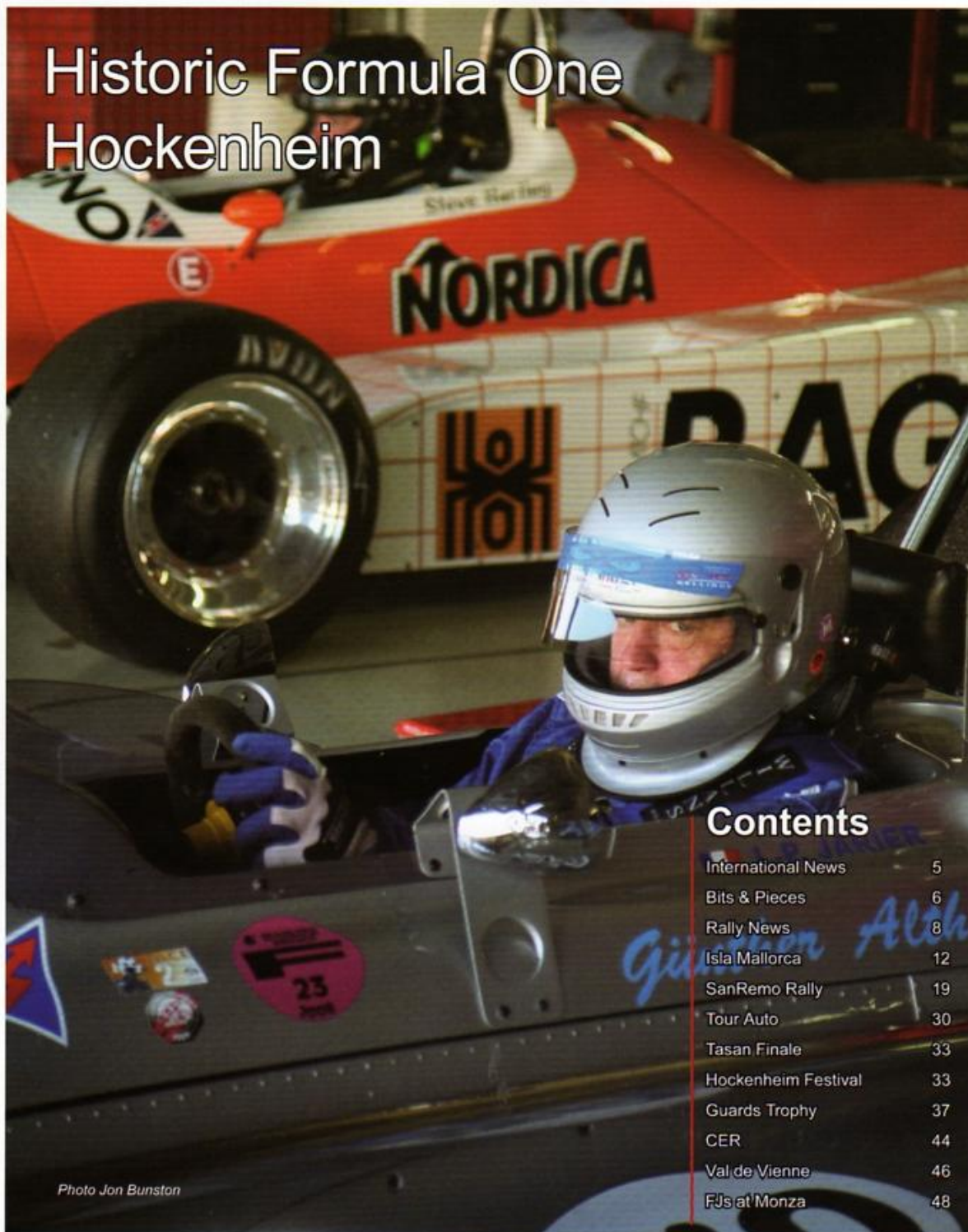


HISTORIC MOTOR RACING NEWS

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Historic Formula One Hockenheim



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Photo Jon Bunston

just breathe, don't make any mistakes, be the best you can and honestly that's the best I've driven all my life and I don't think it could have gone any better. Stuie (car owner Stu Lush) and I have put a lot into this campaign, and right now no matter how much it's cost both of us it's been worthwhile. I'll have forgotten about the money in a couple of years, but this feeling of knowing what we have achieved here this weekend, will last forever!"

Not even the fact that his car's input shaft broke on the cool down lap could wipe the smile off Hyde's face. "In fact," he said, "When it happened I just laughed and laughed, I couldn't believe how it had just hung on until I crossed the finish line. It's a sign our luck has changed!"

F5000 Tasman Cup

Final Points 2009/10 - Top 10

1. Ken Smith (Lola T439) 289
2. Steve Ross (McRae GM1) 273
3. Ian Clements (Lola T332) 284
4. Chirs Hyde (McRae GM1) 262
5. Sefton Gibb (Lola T332) 249
6. Roger Williams (Lola T332) 197
7. David Abbott (Lola T430) 149
8. Brett Willis (Lola T330) 139
9. Aaron Burson (Talon MR1A) 124
10. Tony Richards (Lola T332) 97

Hot at Hockenheim

The Hockenheim historic meeting is on the calendar with a new name and new organisers but still in memory of Jim Clark who lost his life at this circuit in 1968. The very full programme of races included the first round of this year's HSCC administered Historic F2 championship with a good entry including some new car and driver combinations, and the Historic F1 season opener.

In spite of all the Icelandic Volcano eruptions - and disruptions - everyone made it to the circuit in time for practice on a sunny, dry, warm track. The weather also brought out the crowds, who were basking in the sunshine and enjoying the terrific range of machinery.

Jon Bunston reports with a little help from his friends

FIA Historic Formula One

Round 1 of the FIA Historic Formula One Championship saw 18 cars take the grid, with reigning HFO Champion Bobby Verdon-Roe making certain that his investment in the stunning ex-Christian Gläsel McLaren MP4A showed its class right away by taking pole with just minutes to go in the second qualifying session. BVR had only driven the car for 20 minutes before arriving in Germany, but a test and two qualifying sessions was enough. "I just need to know how the car works and how I am supposed to drive it," said the Portuguese resident.

Until BVR took pole, a stunning qualifying lap in the cold early morning session had looked positive for the Brabham BT49 of Joaquim Folch. Run by Fredy Kumschick, the Spaniard sat out most of the second session hoping not to have to use his best tyres, but when BVR hit the front, his few further laps could not produce any advance. Rowland Kinch worked his way up to third fastest, whilst the Colin Bennett family-run Williams FW07 of Japanese communications entrepreneur Katsu Kubota finished fourth fastest, with Steve Hartley's Mirage Arrows fifth and Richard Eyre's Williams sixth.

The grid also included Nico Bindels returning to the series with Hall & Hall fettling his Lotus 87B, Laurent Fort with his own Esprit Competition Surtees TS9B and Gunther Alth with the beautiful Class A March 701. Former Italian Touring Car Champion, Cosimo Turizio performed very well to be halfway up the grid on the first session in his Hesketh 308, but a broken hub carrier cut his weekend short.

As a good number of spectators basked in the sunshine for the



Reigning Champion Bobby Verdon-Roe led from the start
Photos Jon Bunston

Sunday race and John Felix switched off the red lights, BVR dropped the clutch for a superb start and headed a fast starting Kinch, with Folch snapping at the back of the Arrows. Hartley was already under pressure from Kubota as they came into the Stadium for the first time and Richard Eyre was sixth ahead of Peter Meyrick and Abba Kogan's Williams, already heading Class B. On lap two Verdon-Roe built a 4.4 second advantage and Kubota got past Hartley.

Kinch had the throttle fuel cam jam virtually at the start and driving on the brakes, gears and ignition switch was proving to be a handful as Folch got past on lap seven and the Arrows retired to the pits four laps later, albeit with fastest lap to its credit. At lap 11 Folch was 9.8 seconds behind the McLaren with Katsu Kubota working hard to close the gap. Hartley and Eyre were involved in another mighty tussle, which went to Eyre on the following lap.

Verdon-Roe started to ease the pressure slightly for the final three tours leading Folch home by 8.8 seconds, with Kubota less than a second behind at the finish. Eyre was fourth ahead of Hartley, Meyrick, Kogan, Bindels, Wuensch and Delane in tenth place overall to take Class A whilst Terry Sayles in the Osella took Class D victory.

Verdon-Roe was delighted with his weekend. "We only got the MP4 at Christmas so there has been a lot of work to get the car ready. I did eight laps at Estoril last Monday, loaded up and set off to drive the truck to Hockenheim. I've worked with Alan Mugglestone before, he is simply the best race engineer I know and has won 50 championships, so I think we are in great hands. This is a job well done, my first overall pole position in HFO and my first overall win. I wonder if McLaren will notice that they have won two races for the two FIA Formula One Championships today!"

FIA Historic Formula One

1. Verdon-Roe (McLaren MP4/1B)
 2. Folch (Brabham BT49C-10)
 3. Kubota (Williams FW07C-14)
 4. Eyre (Williams FW08-3)
 5. Hartley (Arrows A4-2)
 6. Meyrick (Arrows A5)
 7. Kogan (Williams FW06)
 8. Bindels (Lotus 87B-3)
 9. Wuensch (Wolf WR1-2)
 10. Delane (Tyrrell 002)
 11. Sayles (Osella FA1-D-3)
 12. Quaggia (Theodore TR1-2 1978)
 13. Baudoin (Shadow DN9 - 1979)
 14. Alth (March 701/9)
 15. Kinch (Arrows A4-2)
- Fastest Lap: Kubota 1:32.566

Historic Formula Two

With the absence of Martin Stretton, who had damaged his new March 742 in testing, early F2 pace setters were Philip Harper (Ralt RT1) and Hans Peter (Ralt RT1), but right at the end Matthew Watts (March 772) set pole with a 1.38.9min lap followed by another six 2-litre cars, with first 1600 being Katsu Kubota's March 712.

Race 1 saw Watts lead into the first corner, closely followed by Harper, Peter Meyrick (March 782) Richard Meins (March 762) and Peter Wuensch (Ralt RT1) and a full field behind. Harper passed Watts on lap two and was on a real charge only for it all to go wrong a lap later when his engine dropped a valve. This left Watts unchallenged all the way to the flag.

Behind, Meyrick settled into second place with Peter third and Wuensch up to fourth soon to be third as he passed Peter. An amazing fourth overall was Kubota. Meanwhile Meins' first HF2 race started well but then not one but two spins on separate laps dropped him down the field. He got back to a good sixth place by the finish. Both Wuensch and Kubota had fuel starvation problems and lost a few places to the benefit of Richard Shaw (Chevron B42), who moved up to a podium third place.

Chris Lillingstone Price (Tecno T70) was on a roll, passing lots of cars until he accidentally knocked the ignition switch off and cut the engine. He still finished, despite a later spin, but lower down than expected. A man on a real push was Walter Nef (March 712M) who, from 17th place eventually finished seventh and a convincing winner of the 1600 class, a brilliant drive.

Second in this class was Alain Lagache (March 712M) after a very good drive, in spite of having fewer than a dozen single seater drives under his belt. Daryl Taylor (March 78B) had a good first HF2 run and the scrap between Roger Bevan (ex-Fittipaldi Lotus 69) and Laurent Fort (Brabham BT30) was fun to watch, as was the Jorgen Egdal (March 712M) and David Brown (Brabham BT23C) race.



Peter Wuensch was amongst a handful of drivers who drove in both the F1 (Wolf WR-1) and F2 (Ralt RT1) races

A good clean race, no accidents and only three retirements saw Watts, Meyrick and Shaw collecting the prizes.

The second race grid was made up of the cars' fastest laps in race 1, so it had a different look. Harper non-started, so on lap one it was again Watts who pulled out a lead from Shaw, Meyrick and Meins. Three laps in Meyrick got past Shaw and Meins and stopped with engine problems - then Peter got past Shaw and up to third.

By half distance of this 25min race, Watts had a comfortable lead from Meyrick, Peter, Shaw and Wuensch, with Franz Guggemos (March 782) catching them all, shortly followed Kubota.

Shaw retired with engine problems, and then a few minutes from the end Watts spun away his lead due to oil on the track, letting Meyrick through. However he recovered and, on the very last lap, reclaimed the lead and had his second win of the weekend. Meyrick was second and Hans Peter third to complete the podium. 1600 honours went to Kubota, who drove superbly, with Nef second and a delighted Lillingstone-Price third after another spin.



Historic Formula 2 – Race 1

1. Watts (March 772)
2. Meyrick (March 782)
3. Shaw (Chevron B42)
4. Peter (Ralt RT1)
5. Wuensch (Ralt RT1)
6. Meins (March 762)
7. Nef (March 712M)
8. Lagache (March 712M)
9. Kubota (March 712)
10. Bason (March 712)

11. Taylor (March 78B)
 12. Bevan (Lotus 69)
 13. Fort (Brabham BT30)
 14. Wiltshchegg (Chevron B39)
 15. Lillingston-Price (Tecno T70)
 16. Egdal (March 712M)
 17. Brown (Brabham BT23C)
 18. Harper (Ralt RT1)
 19. Guggemos (March 782)
 20. Chio (Lotus 69)
- Fastest Lap: Watts 1:42.116*

Historic Formula 2 – Race 2

1. Watts (March 772)
2. Meyrick (March 782)
3. Peter (Ralt RT1)
4. Wuensch (Ralt RT1)
5. Kubota (March 712)
6. Nef (March 712M)
7. Lillingston-Price (Tecno T70)
8. Chio (Lotus 69)
9. Wiltshchegg (Chevron B39)
10. Bevan (Lotus 69)

11. Fort (Brabham BT30)
 12. Egdal (March 712M)
 13. Brown (Brabham BT23C)
 14. Shaw (Chevron B42)
 15. Guggemos (March 782)
 16. Meins (March 762)
 17. Lagache (March 712M)
 18. Bason (March 712)
 19. Taylor (March 78B)
- Fastest Lap: Watts 1:41.504*

Lurani Back at Hockenheim

The Formula Juniors produced far and away the largest grid amongst the International fields, and a five-car battle at the front in each race. Wins came from Urs Eberhardt (Lotus 27) in Race 1, and Pierre Tonetti (BT 6) in race 2, with young Christoph Burkhardt (Lotus 22) second on both occasions, and claiming overall victory on aggregate. But star performance came from Scotsman and veteran racer, John Fyda (ex-Leo Geoghegan Lotus 22), who had driven all the way from Dundee via Dover, as the volcanic clouds spread south, to arrive just in time for qualifying and to take pole position. John then drove a great race amongst the leaders, and was justly rewarded with third place overall behind Eberhardt, who had spun but recovered at the last corner of Race 2.

With a few last minute non-starters, the capacity field was reduced to 32, and such is the International flavour of FJ, with British drivers (mostly Scots!) representing only one third of the field. A few brave souls ventured out in the mixed "free" practices, but most were swiftly frightened off by the BOSS, Formula BMW and F3 young blood, who were taking no FJ prisoners. Philipp Buhofer (Lola Mk 5A – now run by Bruno Schaffner) was lucky to escape into the gravel without damage. Qualifying saw John Fyda put in a stunning penultimate lap, whilst the consistent Eberhardt was only a fraction behind lap after lap, and Burkhardt, third again with one stunning qualifier, was followed by Tonetti and Urs Muller, then Buhofer, Martin Walford (Lotus 22), Amez-Droz (BT6) and Marcus Mussa (BT2), all within 2½secs of pole. Chris Chilcott (Lotus 20) led the drum brakes, and Dietrich Merkel (Lola Mk 2) the front engined brigade.

Eberhardt got away to a great start in race 1, with a remarkable Urs Muller (Lotus 20/22) behind, followed by Burkhardt and Fyda. The first three held sway throughout the race, but no more than feet apart, with Fyda dropping slightly from Tonetti and Walford just keeping Buhofer at bay. Eberhardt demonstrated his skills to take the flag by 2secs, with Muller and Burkhardt almost together, to give a Swiss 1-2-3 on the podium.

It was good to see Alessandro Ripamonti back after a year's retirement, in the shark nosed Wainer, while Richard Smeaton was also impressive in the ex-Mark Gillies Lotus 20/22 of Alan Baillie – perhaps too impressive, as he coasted into the pits to take the flag with a blown Richardson motor. Marcus Mussa expired within yards of the start with stripped gears, and Chris Chilcott was delayed by a spin on lap two, involving

Lurani Trophy**Combined result after Race 2**

1. Burckhardt (Lotus 22)
2. Eberhardt (Lotus 27)
3. Fyda (Lotus 22)
4. Tonetti (Brabham BT6)
5. Buhofer (Lola MK 5A)
6. Müller (Lotus 20/22)
7. Rauschen (Brabham BT2)
8. Ripamonti (Wainer)
9. Ludwig (Brabham BT6)
10. Amez-Droz (Brabham BT6)
11. Chilcott (Lotus 20)
12. Delane (Lotus 18)
13. Van Amsterdam (Belgica)
14. Dowson (Brabham BT2)

15. Futter (Lotus 20)
 16. Brown (Brabham BT6)
 17. Merkel (Lola MK 2)
 18. Knoefel (Emeryson)
 19. Goddard (Tojeiro)
 20. Salodini (Taraschi)
 21. Biekens (Stanguellini)
 22. Di Egidio (Stanguellini)
 23. Goeckmann (Jolus)
 24. Walford (Lotus 22)
 25. Smeeton (Lotus 20/22)
 26. Mussa (Brabham BT2)
 27. Rabagliati (Alexis HF1)
- Fastest Lap: Burckhardt 2:03.366*



Richard Smeeting gets all four wheels airborne in the Lurani Trophy race

Ivo Goeckmann in the Jolus, so returnee John Delane, driving his usually consistent race, and many pounds lighter – driver, not car – headed the drum brakes, with good performances by oil man, Steve Futter in his original Renault gearboxed 20 and HSCC Treasurer, and Isle of Wight brewer and sherriff, Anthony Goddard thoroughly enjoying his Lurani debut in the ex-Bob Woodward Tojeiro. Dietrich Merkel (Lola Mk 2) and Daniele Salodini (Taraschi) headed the front-engined classes, while the "father" of FJ racing, Heinz Stege (Elva 100) had engine problems, and Comte Michel de Graves (alias, London solicitor, Michael Ashley-Brown) ran the big ends in the Volpini.

In Race 2 Eberhardt again had the start, but this time followed by Tonetti, Burkhardt and Fyda, all keeping close station throughout the race, with Muller and Buhofer already behind. The great battle at the front saw Tonetti ahead on lap three, which he maintained, but Eberhardt made a last ditch effort on the last corner, only to spin and recover for fifth place. Meantime Buhofer had disposed of Muller on lap six and was on the tail of the leaders, catching them and passing Fyda for fourth on the last lap, and staying out of Eberhardt's way to take a well deserved third place and the first podium for Schaffner racing as entrant. Marcus Mussa was back, repaired, with a good sixth spot in the BT2.

Further back, Chilcott and Goeckmann were again fighting for Class D, with the Jolus really close by lap six. It passed two laps later, only to stop dead with an electrical fault shortly thereafter. Delane again drove a steady class win in the 18, this time from Peter Knoefel (ex-Mike Spence Emeryson), while Anthony Goddard, whose father had sponsored Mike Spence, gradually fell back after Knoefel caught and eventually passed David Brown's BT6. The "Italians" had a ding-dong, with Salodini and Biekens (Stanguellini) swapping places more than once after battling with Sjoberg in the Swebe Cooper, which spun out on lap three. Merkel had a lonely race, as Duncan Rabagliati found his self-imposed damage to the Alexis in race 1 more serious than first appeared, and was a prudent non starter

Aggregate results for the Lurani Championship gave Burckhardt overall victory from Eberhardt, Fyda and Tonetti, and class wins for Chilcott, Delane, Merkel, Salodini, and Dick van Amsterdam in the sole "guest" F3 1000, the one-off Belgica, ex-Teddy Pilette

Orwell Supersports

Matteo Tullio - in his second Orwell season in the March 707 took pole and by the tiniest of margins from Timo Scheibner (also in his second season in a Lola T 222).

Tullio took the lead and Peter Hoffmann gave chase in his McLaren M8F along with Scheibner, Sylvio Kalb and 2009 Champion, Michele Liguori (Lola T 292, FVC) who was racing Doug Hart's March 75 S. Further back Kent Abrahamsson, (Chevron B19) was fighting Dr. Alexander Lienau (this time in a McLaren M6B) ahead of Dieter Riegl's Osella PA5. Even further back Vincent Rivet (Chevron B19) dived with Beat Eggimann (Daren Mk3)

In lap five Hoffmann came very close to the lead driver, but his attempt (in the Motodrom) to overtake failed, his car went into the gravel and crashed into the tyre wall. The accident looked quite bad, but thankfully Hoffmann got out of the badly damaged car very shaken, but with no injuries.

Tullio's brakes were fading and Scheibner took his chance to move into the lead and win the race by a whisker, with Kalb

holding on to third to the flag, followed by Liguori. Riegl had retired at half way.

Yanni Inglestis who had started his wonderful Porsche 908 retired after two laps, but it was hoped his problems would be solved in time for the second race.

Having lost cars on Saturday to various maladies there were only 14 cars on the grid for race 2. Scheibner had pole and it was Tullio's turn to give chase until lap nine, when he got past. Unfortunately Kalb retired in lap seven, which was tough as he was banking on another podium finish. This left the place to a happy Liguori on his first time out in the 3-litre Lola T 292.

In the 2-litre classes Doug Hart did best followed by Swede Kent Abrahamsson, French Vincent Rivet, Swiss Beat Eggimann, English Andrew Schryver, Irish George Douglas and, after a long absence, German Leo Schiewek in his wonderful Chevron B 16, making it a truly international grid. Greek Yanni Inglestis did manage to get his 908 Porsche going again, and was able to finish.



Doug Hart drove his March 75S to fifth place in the first race and came fourth in the second heat

Orwell Super Sports Cup – Race 1

1. Scheibner (Lola T 222)
 2. Maria Tullio (March 707)
 3. Kalb (March 76 S)
 4. Liguori (Lola T 292)
 5. Hart (March 75 S)
 6. Lienau (McLaren M6B)
 7. Abrahamsson (Chevron B19)
 8. Rivet (Chevron B19)
 9. Schryver (Chevron B21/23)
 10. Eggimann (Daren MK3)
 11. Douglas (Martin BM9)
 12. Schiewek (Chevron B16)
- Fastest Lap: 1:39.553

Orwell Super Sports Cup – Race 2

1. Scheibner (Lola T 222)
 2. Maria Tullio (March 707)
 3. Liguori (Lola T 292)
 4. Hart (March 75 S)
 5. Lienau (McLaren M6B)
 6. Abrahamsson (Chevron B19)
 7. Rivet (Chevron B19)
 8. Eggimann (Daren MK3)
 9. Schryver (Chevron B21/23)
 10. Douglas (Martin BM9)
 11. Inglestis (Porsche 908)
 12. Schiewek (Chevron B16)
- Fastest Lap: Maria Tullio 1:41.469

An absolute highlight of the Hockenheim weekend was the 40th Anniversary of the Interserie. More than 40 cars did demonstration laps together with the SuperSports racers. David Piper brought his Porsche 917 and Willi Kauhsen was in a Porsche 908. August Deutsch drove the Steve McQueen Porsche from the movie "Le Mans". All the cars stayed some time on the grid to give the spectators the opportunity to take a closer look at the cars and take photos. This was highly appreciated and the grid was packed with people who thoroughly enjoyed themselves. Added to that the sunshine lasted the whole weekend.....