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ALGARVE HISTORIC FESTIVAL



Contents

On the Pace	5
Latest News	5
Bits & Pieces	8
Rally News	10
Letters	16
Book Review	19
Our Photographers	31
Le Penon	32
Magny Cours 4 Hours	39
HFC Jarama	46
Auto e Moto d'Epoca	36
Algarve Festival	44

Photo John Rietter

MRL Sir Stirling Moss Trophy A deserved tribute

In the last slot of Saturday, near nightfall, the "MRL Sir Stirling Moss Trophy" two-hour race presented 24 of the most beautiful cars in the paddock to the crowd. With flaring headlights and shapes highlighted by the sunset, cars and drivers were among the main attractions of the day, paying a well-deserved tribute to one of the best drivers in the world. Racing for the third time in the Algarve, cars from the Trophy ranged from the small and nimble Lotus Eleven, Elva Mk V and Porsche 718 RSK Spyder, to the oversized more powerful Cooper T33, Lister Jaguar Knobbly and Aston Martin DB2. A prolific mixture of manufactures and engines, in cars that were once regarded as the ones to beat when Moss raced.

The qualifying practice was – without surprise – dominated by the most powerful cars, better suited for the hilly 2.9-mile track, with the Alex Buncombe/Gary Pearson's Lister Knobbly on pole, closely followed by the very well driven ex-Graham

Hill Lotus XV of Roger Wills and Joe Twyman, with the Lister Jaguar Knobbly of Jon Minshaw and Martin Stretton third.

In a race held in perfect autumn conditions, the two hours passed without incident. Leading the pack from start to finish, Buncombe and Pearson made the best of their Lister, and finished first, followed by Jon Minshaw and Martin Stretton. Roger Wills and Joe Twyman came third in the small Lotus 15.

Winners of Class 1 were Malcolm Paul and Rick Bourne (Elva Mk V), in Class 2 Rick Hall and Martin Melling (Aston Martin DB3), Class 3 went to Jacques Naveau and David Axisa (Lotus XI S1 Le Mans), and in Class 4 Dion and Gabriel Kremer were the winners in their Lotus 17. The Portuguese double of Carlos Peres and Miguel Moreno won Class 7 in a Lotus Elan 26R prepared by the ASM Team. Unlike in past years, Sir Stirling wasn't present to drive his Osca FS 372, but the competitive edge that he represents was.



Michel Thouzouze didn't finish the Stirling Moss Trophy race in his yellow Lotus XI, but Jacques Naveau and David Axisa finished 19th and the only car in class 3 in their 1100cc car no. 27. Photo John Rottler

FIA Historic Formula One F1 stars, with four or six wheels

The main attraction of the Festival was undoubtedly the FIA Historic Formula One series, for which the entry included the P34 six-wheel Tyrrell debuted by Roger Wills after a sympathetic restoration by WDK Motorsport, the immaculate McLaren MP4 of Nathan Kinch and Brands Hatch winner Hideki Yamauchi in Katsu Kubota's March 761. Joquin Folch was making his first start of the HFO season having suffered knee problems all year but as he admitted after the race, "When you are driving a F1 car you don't have time to think if your knee hurts or not!" Bobby Verdon-Roe has had a troubled year with his MP4, the car not running cleanly since Monza in June. Having changed all the fuel system and most of the electrics the engine persisted in losing fuel pressure on track.

In the qualifying session Kinch, Folch and Yamauchi swapped fastest laps, but it was Kinch that finally took pole, lapping the circuit in 1m39.294s, followed by Folch (Brabham BT49) and Yamauchi.

In the first race the Japanese driver muscled the March around the Algarve track, from beginning to end, setting a relentless pace all the way to the finish line, with Kinch taking second after a fight with Folch.

For Sunday's main race, both Kubota and Yamauchi had been unwell overnight and were forced to withdraw, which promoted Folch to the front row. Verdon-Roe was still struggling to get

the McLaren to run cleanly, but as the lights went out the MP4 took off like a rocket and was up to third by the first corner. By the end of lap two BVR was 1.7 seconds ahead and clearly on a mission. Behind, Folch and Kinch were locked in battle followed by Richard Eyre coming under pressure from Roger Wills in the six-wheeler.

On lap nine the leading car slowed as the misfire returned. Folch held the lead for a lap before Kinch got past and stuck there to the flag. Wills had displaced Eyre and inherited third. "With the changing conditions it was hard, especially in the last corner, before the finish straight, where you could really feel the tail wind. The car moved a lot", said Kinch.

John Delane (Tyrrell 002) won Class A in the second race in a back-to-back effort that saw the American jump from his Formula Junior Lotus 18 to the formidable Tyrrell 002. But apart from the fatigue, Delane was a very happy driver. "This was wonderful, a good race. It was lonely for me, but I was two seconds faster this year. It was a wonderful event."

FIA Formula Junior Lurani Trophy The more, the merrier

Having already some history at the Algarve track, the FIA Formula Junior Lurani Trophy attracted one of fullest grids of the weekend with 37 cars participating in the qualifying session, dominated by Nathan Kinch (Lotus 22) and Piero Tonetti (Brabham BT6). The Brit would snatch pole by a mere 0.03 seconds from the fierce Italian.

MRL Pre-War Race 1

1. Ames/Burnett (Alfa Sports)
 2. Gillett/Blakeney-Edwards (Frazer Nash Super Sports)
 3. Stretton (Alfa Sports)
 4. Wills (Talbot AV105 (BGH 21))
 5. Guyatt (Talbot-Lago T150CMD)
 6. Stewart (Morgan JAP 3-wheeler)
 7. Chase-Gardener/Allen (Aston Martin Speed)
 8. Cottingham (BMW 328)
 9. Dubsky (Aston Martin 15/98)
 10. Ozanne (Aston Martin 2 litre Speed)
 11. Baker (Frazer Nash Super Sports)
 12. Arthurs (Invicta NLC Sports Tourer)
 13. Mann (Bentley 3/8-litre Sports)
 14. Bradford (Riley Brooklands)
 15. Burnett/Ames (Talbot AV105 (AYL 2))
 16. Twyman/Twyman (Alfa Romeo 8C Muletto)
 17. Wiltshire/Morley (Bentley 3/4)
 18. Ribeiro (Riley TT Sprite)
- Fastest Lap: Ames/Burnett 2:26.532

MRL Pre-War Race 2

1. Ames/Burnett (Alfa Sports)
 2. Gillett/Blakeney-Edwards (Frazer Nash Super Sports)
 3. Stretton (Alfa Sports)
 4. Burnett/Ames (Talbot AV105 (AYL 2))
 5. Stewart (Morgan JAP 3-wheeler)
 6. Wills (Talbot AV105 (BGH 21))
 7. Guyatt (Talbot-Lago T150CMD)
 8. Wiltshire/Morley (Bentley 3/4)
 9. Dubsky (Aston Martin 15/98)
 10. Baker (Frazer Nash Super Sports)
 11. Cottingham (BMW 328)
 12. Ozanne (Aston Martin 2 litre Speed)
 13. Ribeiro (Riley TT Sprite)
 14. Arthurs (Invicta NLC Sports Tourer)
 15. Bradford (Riley Brooklands)
- Fastest Lap: Ames/Burnett 2:26.154

Stirling Moss Trophy

1. Buncombe/Pearson (Lister Knobbly)
 2. Minshaw/Stretton (Lister Jaguar Knobbly)
 3. Wills/Twyman (Lotus 15)
 4. Bryant/Bryant (Lotus 15)
 5. Wood/McCaig (Lister Knobbly)
 6. Kremer/Kremer (Lotus 17 Prototype)
 7. Champion/Stretton (Lotus XI S1 Le Mans)
 8. Peters/Eric (Lotus XI)
 9. Paul/Bourne (Elva MkV)
 10. Peres/Moreno (Lotus Elan 26R)
 11. Verdon-Roe/Fisker (Ferrari 246S Dino)
 12. Harrison/Watts (Rejo Mk3)
 13. Mestdagh/Thibault (Tojeiro Jaguar)
 14. Hall/Melling (Aston Martin DB3)
 15. Emmerling/Hooper (Elva MkV)
 16. Hood/Smith (Cooper T33)
 17. Rettenmaier/Nuthall (Porsche 718 RSK Spyder)
 18. McCabe/Baillie (Cooper Bobtail T3)
 19. Neves/Axiss (Lotus XI S1 Le Mans)
 20. Mills/Montgomery (Austin-Healey 100S)
 21. Singer/Singer (Kurtis 500S)
 22. White/Cawley (Triumph TR23)
 23. Arif/Young (Jaguar C-type)
- Fastest Lap: Wills/Twyman 2:08.378



The HFO entry included the P34 six-wheel Tyrrell debuted by Roger Wills after a sympathetic restoration by WDK Motorsport. Wills competed in several races over the weekend
Photo Eric Sawyer

Hairy Moment for Wills

"I'm not too sure what happened but as Alasdair had gone off the corner before, I don't think I was pushing any harder than normal. It was gusty and I think the car may have got caught by the strong wind, which started the slide", said Roger Wills after a bad accident in the HGPCA race on Sunday afternoon.

After a spectacular series of rolls Wills' Cooper landed the right way up, but was on fire. Only a quick response from the marshals averted disaster.

"The car always goes light over the crest but it got very out of shape - perhaps due to the strong winds. I'm not sure how many times I rolled but I remember flying upside down for quite a while and my helmet has lost quite a few millimetres from rubbing on the track. I ended up right way up luckily as the car then went on fire and I was covered in petrol. I was still on fire when I got out of the car. The marshals did a great job putting the fire out and looking after me. It seemed to take an age for the ambulance to arrive. Remarkably I came away ok after what could have been a very bad accident. A cut across my nose, some bruises and some light burns but nothing else of significance. Scariest thing I've ever been through. The car is worse than me but will be repaired of course. I feel very, very lucky", he continued.

"Twyman's had insisted on building a sturdy roll hoop onto the chassis when I purchased the car and I am in no doubt that this saved me from very serious injury, if not worse. A valuable lesson to all of us racing these old cars", he added.



Photographer Jim Houlgrave went in search of the Marshal who had saved Wills' from far worse injury. Said Houlgrave, "I thought I'd track down the marshals who tended Roger Wills, as they had been sent some HGPCA prizes. It turns out that the guy standing, Joao Caracol, put out the fire but wouldn't have his photo taken without the rest of his colleagues who were on the scene and shared his coasters with them, what a top man!"

1000Km

1. Voyazides/Hadfield (Lola T70)
 2. Gomes/Barbot (Lola T70 MK3B)
 3. Coplow/Stretton (Lola T70)
 4. Wills/Twyman (McLaren M1B)
 5. Tromans/Fox (Lola T70)
 6. Ingram/Chiles (Chevron B8)
 7. Schryver/Schryver (Chevron B8)
 8. Jones/Adams (Lola T70)
 9. Kjallgren/Littlejohn (Ford GT40)
 10. Peeters/Wanty (Chevron B8)
 11. Kremer (Elva Mk 8)
 12. Henderson/Williams (Ford GT40)
 13. Wright/Gans (Lola T70)
 14. Cottingham/Albuquerque (Chevron B8)
 15. Singer/Singer (Chevron B8)
 16. Zweiffer/Gelmini (Chevron B16)
 17. Boot (Chevron B16)
 18. Cajani (Alfa Romeo 33/3)
- Fastest Lap: Gomes/Barbot 1:51.383

U2TC

1. Voyazides/Hadfield (Ford Lotus Cortina)
 2. Furiani (Alfa Romeo GTA)
 3. Monteverde/Pearson (Ford Lotus Cortina)
 4. Shaw/Mahy (BMW 1800 TISA)
 5. Twyman/Cottingham (Mini Cooper Cooper)
 6. Churchill/Baldwin (Austin Mini Cooper S)
 7. Paul/Wells (Ford Lotus Cortina)
 8. Wilson/Hood (Ford Lotus Cortina)
 9. Parsons/Blakeney-Edwards (Morris Mini)
 10. Bateman (Ford Lotus Cortina)
 11. Wright/Gans (Alfa Romeo Giulia Sprint)
 12. Bennett (Alfa Romeo Giulia Sprint)
 13. Henderson/Henderson (Mini Cooper S)
 14. Soares/Costa (Austin Mini Cooper S)
 15. Clark/McCaig (BMW Ti)
 16. Saunders/Shaw (BMW 1800 Tisa)
 17. Hocking (Fiat Abarth 1000TC)
 18. Sardinha/Melo (Alfa Romeo Giulia GT)
- Fastest Lap: 2:15.025