

HISTORIC MOTOR RACING NEWS

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ALGARVE HISTORIC FESTIVAL



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Photo John Reiter

LATEST NEWS

Double Champ Historic Formula One Lurani Trophy

The last two rounds of the FIA Historic Formula One Championship were played out at Jarama near Madrid. John Delane, who has raced in every HFO race over the years, is the deserving 2011 title winner.

Californian Tyrrell driver Delane, of course, also won his Class A. Peter Wünsch had collected strong points in the first half of the season in his Wolf WR1, and despite the fact that he had to drop out of the series for a while after Monza, he still led Class B coming into Jarama. Luciano Quaggia earned enough points in Madrid to equal Wünsch's tally but, driving the older car, the Italian took the class title. For the second consecutive year Bobby Verdon-Roe won Class C and finished second overall and no doubt rues the missed points whilst his MP4 struggled with technical problems. Terry Sayles drove as strongly as ever throughout the year to take Class D and third overall. Nico Bindels had one of his most rewarding HFO seasons, with equal second place in the highly competitive Class C, just managing to match Richard Eyre on the last race. The awards will be presented at the annual lunch at the RAC Club in Pall Mall, London in December and the FIA Trophies



On the Pace

This is the last issue of the year, and I remind you that we don't publish a January issue, so don't worry when you don't receive one. We're working on getting next year's calendar pinned down for our January/February issue, which should be with you late in January. In the meantime, we will be putting confirmed dates on the calendar page of the web site (www.historicmotorracingnews.com), so please refer to it if you get desperate!

This month we bring you news of a new four-hour race at Monza, which should attract a full grid of pre-'72 cars, just like the old Monza 1000kms, and also the return of the big one – Eric Van de Vyver is reviving the 24-hour race at Paul Ricard. Along with the Six Hours of Spa, these three races should be enough to keep any endurance enthusiast happy all season.

We also publish an opinion piece by Francisco Santos, promoter of the Algarve Festival (also reported in this issue). He echoes my own thoughts, expressed in this column in July, and appeals to the FIA to put some order in the historic calendar.

I raised the question, but haven't heard from any of you about what you think should happen to avoid these clashes and conflicts of event dates. We have a great interest in hearing from you. Please drop us an email any time and say what's on your mind. You might just find your fellow competitors are like-minded, or able to explain something that has been bugging you, or have a constructive suggestion to solve a problem. After all, what is this magazine for if not to be a platform for what is a loose collection of people with a common passion? We might just be able to influence organisers and officials if we let them know what concerns us.

I wish all of you a very happy holiday, successful winter rebuilds, lots of goodies under the tree, but most of all a holiday filled with family and friends. It is the season of peace and joy and I wish you all lots of both. CS

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in early 2012 when the strong 2012 programme of events will be confirmed.

Delane also locked up his third overall FIA Lurani Trophy (in addition to 2 Class 'C' Luranis) for Formula Juniors in the Algarve, bringing his FIA Championship total to 13. It is the first time an American has won the overall Historic Formula One Championship and the first time anyone has won both overall FIA historic Championships in the same year.

Much of Delane's success can be attributed to the consistency of his cars' performance provided by the excellent preparation of Hall & Hall of Lincolnshire, England. They often bring Delane's original Tyrrell transporter to the historic racing events - it still hauls the cars just as it did forty years ago.

24 Hours

Those who participated will still have fond memories of the V de V 24-Hour races at Paul Ricard. Last run in 1998, the first few races were genuine 24-Hour races, but due to regulatory issues, the race had to be modified and became the Deux Tours d'Horloge, still 24 Hours in duration, but run in two heats of 12 hours each with a rest at night for the drivers in between. This also allowed those with failing cars a chance to make repairs without having to retire from the race.

Now V de V Racing has announced that they will revive the event. In 2012 it will run on 9-11 November at the Provence circuit. News will be posted on the V de V web site.

International Historic Motoring Awards

The International Historic Motoring Awards dinner took place on November 16 at London's elegant St Pancras Renaissance Hotel, with an international panel of judges considering 12 separate categories. Amongst the most popular award winners were the Historic Sports Car Club, for Club of the Year, and the Lindner Nöcker E-type by Classic Motor Cars for Restoration of the Year, while a large amount of applause went to Kevin Wheatcroft, who won the Personal Achievement of the Year award for his many efforts to bring motor racing back to Donington circuit after it fell on hard times.

The most popular winner of all was Sir Stirling Moss, when he was awarded the Lifetime Achievement Award to a standing ovation lasting several minutes - a moving moment.

Historic Motor Racing News editor Carol Spagg and Ben Cussons accepted an award for the Series of the Year on behalf of all the drivers of their Pre-'63 GT series in 2011.

Congratulations to all the winners, a full list of whom will be posted on our web site.



Tasman Revival Formula 5000 - Lady Wigram Trophy

As he headed into his 54th consecutive season of racing at New Zealand national level at Christchurch's Powerbuilt Tools Raceway, evergreen New Zealand motor racing great, Ken Smith, who turned 70 earlier in the year, was strong favourite and had the possibility of winning the Lady Wigram Trophy for a record-breaking fifth time. Smith shares the record for the greatest number of trophy wins - four - with fellow category legend Graham McRae.

Before that Smith, who holds last year's Championship title, was one of four drivers - Peter Whitehead, Jim Clark and Craig Baird are the others - to have won the Trophy three times - in his case across three different decades, first in 1976 (in a Lola T332 F5000 car) then again in 1990 (in a Swift Toyota Formula Pacific car) and (back in a Formula 5000) in 2009 and, when the meeting was moved from its January date to October, 2010.

This year Smith was driving his own car for the first time since he returned to the re-born F5000 category, having bought and had rebuilt over the past 18 months an ex-Danny Ongais Lola T332.

At the November 5-6 event, last year's title runner-up Steve Ross (McRae GM1), proved fastest in qualifying for the first of three races: Two eight-lap sprints and the 15-lap Lady Wigram Trophy race. Smith qualified second with Canadian Jay Esterer in a similar McRae and third placed in the points last year behind by just 1/10th of a second.

After Ross spun out of the lead in race 1, Esterer got past Smith and won the race, with a similar result in the second race, with Smith virtually clinging to the McRae's gearbox. At the end of race 2 Smith only got as far as the hairpin on the slow down lap



Jay Esterer leads Smith and the rest of the field out for race 1. He took all three heats and the coveted Lady Wigram Trophy

before his car's input shaft cried enough.

And so it was that the four-time Lady Wigram winner didn't make the start to defend his claim. Smith said he felt more sorry for his crew chief, Barry Miller, who continued to work on the car as Esterer and Ross fought out the Lady Wigram Trophy race on the track. "It's a big job in itself", said Smith, "then when the spare we had didn't fit we had to get in there with the grinder to make it fit. In the end we probably only needed another half an hour, but you know, that's life".



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in a great second stint and defending his position as GT VHC Challenge runner-up behind Moreau and Langin, which has never really been threatened throughout the season. He finished second in the Porsche fight, ahead of Gérard Chevallier/Mané Vignjevic and Belousoff/Cazalot/Rueda.

Eric Vincenot and Jean Marc Bachelier looked set to finish fifth but for a mistake at Estoril curve 50 minutes before the end, by the owner of the Ford GT40, Vincenot, who rejoined after a short stop and came in eighth, just ahead of the Morales Porsche 911, running in the GTS class, which finished third in the French Championship. The Alpine M63B driven by Marc Peccolo, Francis Dougnac and Gérard Besson encountered problems after 36 minutes. It turned out to be a simple alternator cable failure, but hard to diagnose. It took them more than thirty minutes in the pits before they could rejoin. Nevertheless they finished 10th, one lap behind Morales' Porsche, which got stranded 10 minutes from the end, but still qualified for a result.

Ferrer and Mr. John of B crossed the line two laps ahead of Le Calvez and Tissandier, followed by the Polybaie Porsche, the only other car on the same lap. The third Elva, driven by Sylvain Guanzini and Marc Alloend-Bessand, was fourth.

Despite the low grid numbers, the 2011 V de V season has provided some great moments.

Guanzini and Alloend-Bessand were crowned 2011 VHC French Champions, ahead of Vincenot and Bachelier's Ford GT40, in its first V de V season. The Alpine M63B of Besson, Peccolo and Dougnac could only finish the season fourth, despite hopes of better, after 17 years and almost a hundred and twenty thousand kilometres with V de V. 2009 Champion,



David Ferrer and Mr John of B crossed the line two laps ahead of Le Calvez and Tissandier, followed by the Polybaie Porsche

Sébastien Morales, assisted this year by Lionel Deslandes, finished third at the wheel of his 2.0-litre Porsche.

2011's V de V VHC Endurance Challenge Champions were the same as in 2009 and 2010: Bernard Moreau and Miguel Langin in the Polybaie team Porsche. Le Calvez and Tissandier lost out by just two points to their great friends and team rivals Guanzini and Alloend-Bessand, who also won the Challenge Sport Prototype class.

4h Magny Cours Results

1. Ferrer/John of B (Lola T70 Spyder)
 2. LeCalvez/Tissandier (Elva Mk8)
 3. Moreau/Langin (Porsche 911 3.0 RSR)
 4. Guanzini/Alloend-Bessand (Elva Mk8)
 5. Barthe/Salam (Porsche 911 3.0 RS)
 6. Chevallier/Vignjevic (Porsche 911 3.0 SC)
 7. Belousoff/Rueda (Porsche 911 3.0 RS)
 8. Vincenot/Bachelier (Ford GT40)
 9. Morales/Deslandes (Porsche 911)
 10. Besson/Peccolo/Dougnac (Alpine M63 B)
- Fastest Lap: Ferrer/John of B 1:48.916

DELANE REIGNS IN SPAIN

Maximum points from two class wins coupled with a remarkable third place overall meant that John Delane took the FIA Historic Formula One Championship for 2011 at the final two rounds at Jarama.

The enthusiastic American has annually competed in every HFO event and rightly deserves the prestigious title. Driving the Hall & Hall prepared Tyrrell 002 he has won Class A at all ten rounds. His success is a timely tribute, as 40 years ago this month Tyrrell clinched its first manufacturers title and carried Jackie Stewart to his second World Championship victory.

Jarama, on the outskirts of a sun drenched Madrid, brought out one of the biggest crowds of the season for the Vintage Festival on the weekend of 28-30 October, the Last Lap promotions company developing a glorious classic car and motorcycle event along the lines of the Goodwood pageant. Although a small grid, HFO was clearly the star of the four-wheel show, whilst Giacomo Agostini and his famous MV Agusta were amongst the two-wheel stars celebrated by the enthusiastic Spanish race fans.



Two class wins secured the title for John Delane driving his Tyrrell 002. Photos: Jon Dunston

Fresh from the Algarve meeting just a week before, the HFO grid featured Bobby Verdon-Roe and his McLaren MP4 hoping the team had finally got rid of the fuel pressure problems. Joaquin Folch was taking another run in the Ecclestone owned Brabham BT49 and Hubertus Bahlsen brought his Arrows A4, but a cracked rear upright after the Saturday qualifying forced the car into an early retirement. Nico Bindels was running his Lotus 87 and Michel Baudoin, with his Shadow DN9, completed the class C entry. In class B Luciano Quaggia was running his Theodore, Philippe Bonny had repaired the Trojan on the way from Portimão and Scott Walker was again present with the Hunt McLaren M23. The evergreen Terry Sayles was the sole entrant in class D with the pretty Osella, and was also in the title hunt, starting the weekend in second place overall.

The front row came to the line for the first race after the green flag lap and Folch was waving his hands in the air in panic with a broken drive shaft on the BT49. Race Director John Felix flashed up the "start delayed" sign and waved the rest off on another lap as the Brabham was wheeled away. When the lights did go out Verdon-Roe flew away and within two laps had a 20sec lead, which he extended to 44 seconds as he lapped the back markers in the nine-lap Saturday sprint. Bindels collected a well-deserved second overall and Delane his impressive third place. Terry Sayles battled Michel Baudoin from the start and grabbed fourth on the penultimate lap. Luciano Quaggia took his first class B victory of the season ahead of Philippe Bonny, whose Trojan had a badly buckled rear wheel following contact with Scott Walker's M23, which bent the front top wishbone on the McLaren.

Delane's points meant that if BVR took another maximum on Sunday and John did not score at all they would be equal at the end of the weekend, but Delane would still win as he had driven the older car. As it seemed likely the Tyrrell would maintain its solid reliability he would score five more points to take the title cleanly.



Bobby Verdon-Roe took two wins after fuel pressure problems in his McLaren MP4 were finally solved

Race 2 Sunday

Another mighty crowd swamped the Jarama circuit for the Sunday show and this time Folch and BVR were set for some form of showdown. Overnight Fredy Kumschick's mechanics had changed both inner drive shafts to make sure the Brabham was sound and the MP4 seemed to be running sweetly. Both Walker's and Bonny's cars had been fettled and Delane was as determined as ever to complete the last few kilometres of his championship season.

From the start Folch got the jump on the McLaren and the pair raced side by side for 10 laps until BVR put in the fastest lap of the day at 1'26.765 to take the lead, which he expanded to six seconds at the finish of the 19-lap race. Nico Bindels drove to third overall, but this time was followed home by Scott Walker in the McLaren M23, Terry Sayles' Osella and Philippe Bonny, who had a much better race in the Trojan. Luciano Quaggia chased hard for maximum class B points and, by finishing second in class, took his total to match that of Peter Wünsch. The Theodore is the older car, so he took the season's class title. Michel Baudoin spun on lap 16 and dropped to eighth just ahead of a delighted John Delane.

Jarama proved a solid spectacle to conclude the season, certainly the biggest crowd of any Historic Festival this year and this bodes well for the 2012 event, which will probably be moved to June to attract the high number of tourists who come to this pleasant part of Spain.

Race 1

1. Verdon-Roe (McLaren MP4/1B-6)
 2. Bindels (Lotus 87)
 3. Delane (Tyrrell 002)
 4. Sayles (Osella FA-10-03)
 5. Baudoin (Shadow DN9-2B)
 6. Quaggia (Theodore TFR1)
 7. Bonny (Trojan T103)
- Fastest Lap: Verdon-Roe 1:25.494

Race 2

1. Verdon-Roe (McLaren MP4/1B-6)
 2. Folch (Brabham BT49C-10)
 3. Bindels (Lotus 87)
 4. Walker (McLaren M23)
 5. Sayles (Osella FA-10-03)
 6. Bonny (Trojan T103)
 7. Quaggia (Theodore TFR1)
 8. Baudoin (Shadow DN9-2B)
 9. Delane (Tyrrell 002)
- Fastest Lap: Verdon-Roe 1:26.765



Hubertus Bahlsen brought his Arrows A4 to the line in the second race. Verdon-Roe took his second win in the McLaren MP4. In the background, the Tyrrell 002 of John Delane is visible.