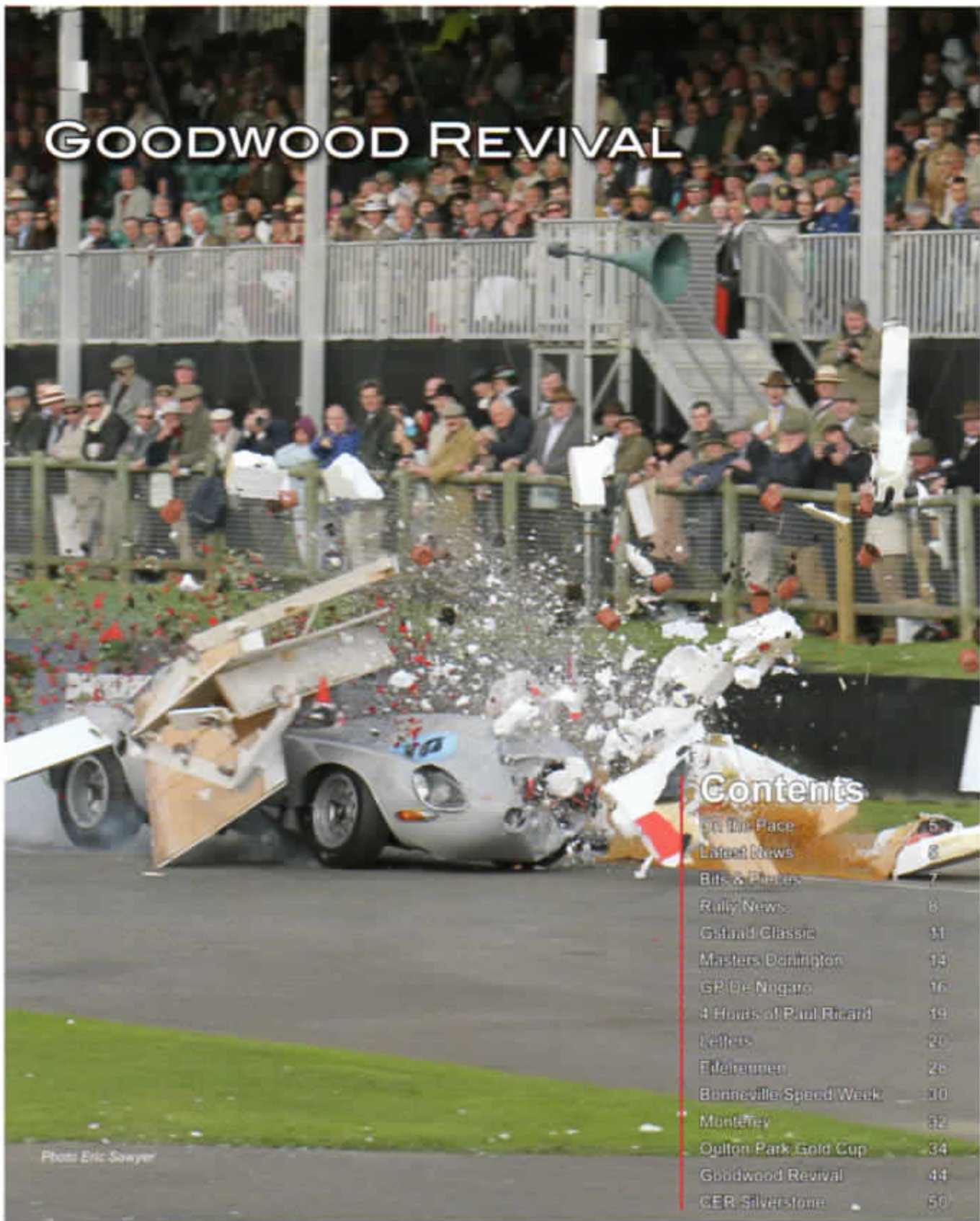


# HISTORIC MOTOR RACING NEWS

October 2011  
Volume 17, No. 9

## GOODWOOD REVIVAL



### Contents

On the Face	5
Latest News	8
Bits & Pieces	7
Rally News	8
Gstaad Classic	11
Masters Donington	13
GP De Nogaro	16
4 Hours of Paul Ricard	19
Letters	20
Edinburgh	28
Bonneville Speed Week	30
Montefey	32
Oulton Park Gold Cup	34
Goodwood Revival	44
CER Silverstone	50

Photo: Eric Sawyer

# ADAC Eifelrennen and the Jan Wellem Pokal Nürburgring



Report by Jon Bunston

The International Oldtimer Festival for the Jan Wellem Cup and the ADAC Eifelrennen were held together this year, on 9-11 September, for the first time. After the decision by the ADAC to no longer host the race meeting, DAMC 2005 (Düsseldorf Automobile and Motor Sports Club 05) took up the organisational challenge. The weekend opened with a glorious sunny day and expectations that the forecast effects of hurricane Irene would not materialise. Little did we know that Sunday's racing would be wet, very wet. In addition to the range of four wheeled racing, the even braver were out on bikes and sidecars.

Entries in Saturday's frantic three-hour Eifelrennen were as high as ever with 176 entries across three classes around the Nordschleife. Wolfgang and Michael Schrey took honours with a Porsche 935.

With a grid of almost 50 cars, the close racing of the Kampf der Zwerge, for small capacity (up to 1300) touring cars, was exciting, as these tiny machines battled throughout the order. The race was won by Pieter De Bruijn in an NSU TT.

The same could not be said about the Can-Ams, who mustered only eight cars on track. Both races were convincingly won by Michele Liguori in his Lola T298, particularly impressive in the extremely wet Sunday race.

Historic Formula One was the star attraction of the weekend, and there were on track demonstrations of the Mercedes SSK and cars of the thirties – from Alvis to Talbots.

But the story was the weather and by 15.00 many of the fans and competitors had started the journey home.



Can-Am winner, Liguori, with the Mercedes-AMG. Photos: Jon Bunston



There were on track demonstrations of the Mercedes SSK and cars of the thirties – from Alvis to Talbots.



## “BRETT LUNGER” WINS WET EIFELRENNEN

The latest racing nostalgia film being shot by Ron Howard called for “Brett Lunger” to drive a Surtees TS16 as car 18 carrying Campari livery to match the story line loosely based on the 1976 Grand Prix season dominated by the Hunt/Lauda rivalry. The car is now owned by Richard Austin who willingly decorated the car in period livery and with son Rob growing longer sideburns for his part in front of the cameras an entry was made for the Historic Formula One race at the ADAC Nürburgring weekend. Cameras were set up around the GP circuit for the race and several of the period cars, including the McLaren M23 driven by Hunt, were generating action material for the film.

Rob put the TS16 on the front row of the 12-car grid behind the pole sitting Williams FW07 of Richard Eyre, with Cosimo Turizio's Hesketh 308E a very well driven third and reigning champion Peter Meyrick's March 761 fourth fastest. Katsu Kubota took his beautiful Lotus 72 to fifth place, just ahead of the Lotus 87 of Nico Bindels. The grid, of course, featured the stalwarts of HFO racing John Delane in the Tyrrell 002 and Terry Sayles's pretty Osella FA1D. Philippe Bonny has spent 12 months rebuilding the Trojan T103, and this pretty little car carried him to 10th on the grid just behind Michel Baudoin's Shadow, with Scott Walker in the Hunt M23 and Luciano Quaggia and his Theodore completing the grid.

The circuit Director assured HFO that a thunderstorm and torrential rain would arrive exactly at 13.30 with the race due to start at 14.15. With German precision the heavens opened on time and the Nürburgring was battered by a monsoon storm for a good 30 minutes, delaying the start. With the track still awash Austin got traction first, with Turizio also getting a good level of grip to move to second at the first corner followed by Meyrick and Bindels as Richard Eyre dropped several rows, the FW07 struggling for adhesion. Austin slid wide at turn four but made a good recovery to be back on track ahead of Eyre's Williams. Turizio headed the field at the end of lap one,

Cameras were set up around the GP circuit for the race and several of the period cars, including the McLaren M23 once driven by Hunt generated material for the film



Austin Powers: Richard Austin passes Cosimo Turizio's Hesketh in extreme conditions



Turizio and Meyrick struggle for adhesion, with Meyrick performing an entertaining series of spins towards the end of the race

followed by Meyrick, a smooth starting Bindels, the recovering Austin, Eyre, Kubota, Delane and the rest of the pack slithering along. Meyrick had a big slide on lap three promoting Bindels and Austin. Next lap Austin passed Bindels for second and took the lead on lap five, never to be headed. It took Bindels another four laps to unseat Turizio and hold second place to the finish. Meyrick started a series of entertaining spins including a spectacular one on the pit straight, which caused everyone on the pit wall to hold their breath for a moment. A damaged front spoiler ended his race.

Austin's Brett Lunger-decorated Surtees took victory after a skilful drive in the really wet conditions. A delighted Bindels had his best result of the season followed by a happy Cosimo Turizio, who showed why he has been a multiple Italian Champion in his long career. Richard Eyre came fourth, Katsu Kubota fifth with little grip and no clutch from lap four. Quaggia and Delane followed, having had a good fight for the places.

The next round is at the popular Algarve Historic Festival at Portimao on October 21-23, followed, as teams head north, by the final meeting at Jarama a week later, giving competitors the chance to see the sun again before the end of the season.

### HFO Results

1. Austin (Surtees TS16)
  2. Bindels (Lotus 87)
  3. Turizio (Hesketh 308E-4)
  4. Eyre (Williams FW08-03)
  5. Kubota (Lotus 72)
  6. Quaggia (Theodore TFR1)
  7. Delane (Tyrrell 002)
  8. Bonny (Trojan T103)
  9. Walker (McLaren M23)
  10. Baudoin (Shadow DN9-2B)
  11. Sayles (Osella FA-1D-03)
  12. Meyrick (March 761)
- Fastest Lap: Austin 2:26.154