

# Hockenheim Historic



Bobby Verdon-Roe heads the pack in his McLaren MP4/1B-6  
All photos by Jon Bunston

Warm, sunny weather greeted competitors at the Hockenheim Historic in Memory of Jim Clark on April 15-17, as Historic Formula One, the HSCC Formula 2 Championship and the Orwell Supersports enjoyed their first races of the new season. The Lurani Formula Juniors, who had had a previous round at Monza, were out again, with their usual full grids and close racing. Also on the programme were the Youngtimers, and the Dutch NK HTGT Championship. LO Formula Lista, the BOSS series, various parades and a regularity competition for historic cars rounded off the programme. Qualifying started on Friday, and most grids had two races over Saturday and Sunday.

## Verdon-Roe mimics Lewis for McLaren F1 victory at Hockenheim

On the same afternoon that McLaren took victory in China, the marque was collecting another Formula One trophy as the glorious MP4 of Bobby Verdon-Roe stormed away from the field to win the FIA Historic Formula One Championship opener at the Hockenheim Historic meeting in Germany. From an emphatic pole position BVR took a comfortable 31-second victory and fastest lap to start his points haul for the season, determined to win the Championship, having come within a point in 2010.

The expected challenge from the two Kumschick-run Brabham BT49s of Joaquin Folch and Christian Gläsel did not materialise having been withdrawn the previous week: The Spaniard has a damaged knee and Christian is immersed in a strategic commercial activity. This left the challenge in the hands of Steve Hartley with his Mirage Arrows A4 and Richard Eyre's Williams FW08. Land speed record holder Charles Nearburg made his HFO debut in the March 761B and Nico Bindels ran his pretty Lotus 87 in class C. The early class A cars included the evergreen John Delane with Tyrell 002, Günther Alth's March 701 and Bruno Ferrari's similar car. The latter lunched the transmission in the first session and did not reappear all weekend. Unfortunately Nearburg's car had an engine failure that also sidelined the WDK prepared machine.

The dozen cars that lined up for the 16-lap race on Sunday made an impressive noise at the start, but Verdon-Roe was away, albeit as gently as he could, having had to re-engineer the drive pegs on Saturday afternoon after shearing some of the McLaren components. Hartley had taken second place on the grid and kept the red and white car in sight for a few laps, but by half distance the gap was already 24 seconds. Cosimo Turizio had his Hesketh 308E up to third, battling with Eyre's Williams, the Wolf of Peter Wünsch, Abba Kogan's CGA Williams and Bindel's Lotus.

On lap four Kogan brought the FW06 slowly into the pits to complain of smoke emanating from his upper thigh area, subsequently diagnosed as a shorting electrical connection at the battery! With the two front cars away and seemingly settled, a battle royal was taking place for third to sixth place, eventually settled at full distance with Wünsch third overall ahead of Eyre and Bindels. Turizio dropped out before the finish with electrical problems. Delane took a well earned class win and sixth overall, with Terry Sayles' JRT Belgium Osella heading class D and seventh ahead of Michel Baudoin's Shadow, Luciano Quaggia in his Theodore and Alth's March completing the results.



Peter Wusch (Wolf WR1-2) fends off Nico Bindels (Lotus 87)

Clearly BVR is determined and with Alan Mugglestone engineering the MP4 accurately, the first round result poses a major challenge for the Brabhams. Katsu Kubota is concentrating on his Group C machine this season but is another Williams starter surely needing to challenge the skilled BVR.

The next round will be a starring role at the opening meeting of the newly refurbished Red Bull Ring in Austria in May. The former A1 Ring now has typically glamorous pits and VIP facilities and the kick-off event will see Messrs Vettel and Webber show-off to an expected 60,000 spectators. Many of Red Bull's extreme sports stars will also be present with HFO actually providing the exclusive race action.

## Historic Formula 2

This season's Historic Formula Two Championship kicked off with two rounds at the Hockenheim Historic, where there was a good entry including some new drivers, dry weather and close racing.

Practice saw Martin Stretton (March 742) just pip Matthew Watts (March 772) on the very last lap to take pole position, but to be fair, Watts was baulked on his last flying lap. A very impressive third fastest was young Irish driver Darwin Smith (March 722)

Race one saw a clean start and everyone away with Stretton leading by the end of lap one, with Smith and Watts next, then Peter Wunsch (Ralt RT1), ex-F2 Champion Bo Warmenius (March 772), Hans Peter (Ralt RT1) and a well-up Ian Ashley in his Formula Atlantic (March 79B). As the race settled down Watts began to catch Smith and finally got past to second place, but he just could not catch the very on-form Stretton. Then, in midrace Roger Bevan (Lotus 69) lost oil on the track making things a bit slippery. Watts spun at the Sachs Kurve but did not lose track position and everyone else had to really slow up. Wunsch also had trouble staying on course – which he did, but this allowed Richard Eyre (March 782) to close on him. Towards the end Warmenius had over-heating problems, giving Hans Peter the chance to catch and pass him. Ashley stopped with a misfire and Abba Kogan (March 782) retired with engine troubles. So the order at the finish was Stretton, Watts and Smith. After a slow start the 1600 class winner was Diogo Ferrao (March 712), followed by the ever consistent Walter Nef (March 712M) then David Brown (Brabham BT30).

Of the newcomers both Philip Gladman (Chevron B34) and Steve Tandy (Chevron B40) impressed with strong consistent lap times.

Race two saw pole man Stretton make a very poor start due to a binding clutch, letting five or six cars past him before the first corner. However, he recovered to pick off a few cars before the completion of the lap and was in third place behind Watts



Martin Stretton with a clear lead in his March 742



The March 722s of Darwin Smith and Mathew Watts fighting for position behind Martin Stretton in Race 1

and Smith by the end of it. This stayed the same well into the race with Stretton catching Smith who had to pull off due to engine overheating. Fourth for a long time was Wunsch, being hounded by Hans Peter, who did finally get past, with Eyre making it a close threesome. However after going really well Eyre pulled into the pits, being too uncomfortable in the car. Watts continued and ran in first with Stretton second, Peter again third and Wunsch fourth. Ian Ashley cured his misfire problems from race one to finish fifth and win the Formula Atlantic Class, whilst Diogo Ferrao repeated his 1600cc Class win from Walter Nef and David Brown.

The next Historic Formula 2 race is at Donington Historic Festival with over 30 entries for the strong Championship.



Doug Hart passes Beat Eggimann's Daren MK3 in his March 75S

## Il Grande Napolitano

With the best practice time and two wins Michele Liguori dominated the curtain raiser of the SuperSports Cup, 2011 at Hockenheim. With his carbolic green Lola T292-Cosworth, the 2009 Cup winner made a rocket start, possibly on his way to his next overall victory. With only three races for the series scheduled for 2011, it is only a short road. After the season opener at Hockenheim Historic there will be rounds at Dijon and Imola. "This is the way we want to give the SuperSports Cup a future", says "Mr. SuperSports", Silvio Kalb, who has been organising the series with his wife Angela for twelve years now. "Our impression is that the participants accept the limited calendar for this season".

In Hockenheim they had a relatively good grid with 18 entries and 15 starters in qualifying. Unfortunately Matteo Maria Tullio could not race his March 707 Chevrolet due to trouble with the clutch and Peter Hoffmann, with his McLaren M8F-Chevrolet that he has been racing since 1975(!), had to cancel because of health problems. There were also two Can-Am cars missing but, with Liguori far ahead, the drivers produced two entertaining races.

In the first heat Kalb took his March 76S-BMW to second overall ahead of Timo Scheibner in a Lola T222-Chevrolet, the Ecurie Bonnier car in which Vic Elford placed third in the InterSerie race at Hockenheim 40 years ago. "The brakes and the tyres worked less well, the longer the race lasted", Scheibner reported.



Timo Scheibner (Lola T222) leads Silvio Kalb (March 76S) in race 2, where he finished second to Michele Liguori (Lola T292 DFV)

Behind him Michiel Campagne, with his McLaren M8F-Chevrolet, was fourth ahead of the pack of two-litre cars. But there was luck for Doug Hart with his March 75S-Ford: "After a slow puncture I nearly had a three-wheeler". He came only sixth overall behind Osella driver Werner Frenz.

In the second race, held on Sunday, Liguori, the 1.95-metre tall lawyer from Napoli, again stormed up and away. But Scheibner could follow like a shadow behind him. "But I never expected to catch him", the German said, disappointed. "In the second half of the heat the whole car seemed to be very soft". He had to slow down. But Kalb was far enough away to save the second place to the chequer. "The track was more slippery today from the oil of the whole event", Kalb explained. "With my small car I have an advantage only in the corners, but when there was not enough grip....". Behind Campagne, in fourth place, there was a tough fight amongst the two-litre cars. The best at the end was the Chevron B19 of Vincent Rivet, who drove a very clever race and came home in fifth place ahead of Doug Hart and Werner Frenz in his Osella PA5-BMW.

## FIA Lurani Trophy Round 2

After engine problems at Monza, only Duncan Rabagliati's Alexis and Bruno Ferrari's Branca were absent from the big Formula Junior grid but, an incredible restoration had been carried out on the bodies of both Jan Biekens and his Stanguellini after the frightening incident at Monza. Dan Setford had rebuilt the whole front of the chassis, Keith Roach had beaten the Stanguellini back into shape as only he can, and Jan and his physiotherapist had been getting him back into racing form.

Three "free" practice sessions on Thursday, with one reserved solely for FJ and HF2 gave plenty of chance to shake cars down, with qualifying following on Friday. The timing screen failed, which appeared to upset Pierre Tonetti's rhythm, and it was Scotsman John Fyda (Lotus 22) who came out on top, with Tonetti one-tenth of a second adrift and Swiss Urs Eberhardt (Lotus 27), first time out this year, just behind. In surprise fourth spot was the drum-braked Lotus 20 of Chris Chilcott, locking up as he braked hard for the Stadium hairpin. Arlette Müller was out in the ex-Hans Jochem Durstewitz Lotus 22 slowly improving her times, and a very neat penultimate lap shot her up the grid. Alessandra Ripamonti broke a rocker in the Giannini BT6, while Championship leader Daniele Salodini (Taraschi) was fortunate to qualify at all, completing only one timed lap with electrical problems. But star performer was Jan Biekens, fastest in Class A, ahead of Guido di Egidio, back in his own yellow Stanguellini after changing the gearbox after free practice, and Leo Schildkamp making his debut after a five-year restoration of the ex-Marco Milanese Lancia-Dagrada 001 – Leo hasn't raced for 20 years since his F2 Tecno days. Finally of note, an interesting winter swap now sees Olaf Strauch in the ex-Klaus Göckmann green Stanguellini and

Klaus in the ex-Olaf Cooper BMC T59 with a real original Jack Knight Citroen/ERSA gearbox – running only 1000cc. The only casualty was Peter Knöfel's Emeryson, an oil pipe broke, and with oil pressure plummeting, he wisely decided not to risk the engine.

In race one Tonetti was ahead from the start, and that's the way it stayed, but John Fyda and Urs Eberhardt were not far adrift throughout, though back markers, well behaved as they were, inevitably spread the gap.

Chris Chilcott lay an excellent fourth in the drum-braked Lotus 20 before giving way to Philipp Buhofer (Lola Mk5A) and Erwin Van Gelder (Lotus 20/22). Buhofer, then Van Gelder spun, as did Chilcott later, the latter falling to the back of a big group, so Tommaso Gelmini (Branca) took a well deserved fourth, from a recovered Van Gelder, with Buhofer making ground over Marc Amez-Droz (Brabham BT6), with Pete Morton (Lightning Envoyette) holding rearguard of this group. John Delane (Lotus 18) and Ivo Göckmann (Jolus) had a race long battle until the Jolus spun at the hairpin, although he was right on Delane's tail again by the end. Richard Smeeton, in his newly acquired maroon Wainer, and a really nimble Arlette Müller were the only other unlapped runners after 'Dad', Urs Müller, went straight on into the gravel in the Sachs Curve on the last lap and John Dowson stopped out on the circuit with fuel starvation. Salodini still had problems with the Taraschi and Biekens took the yellow Stanguellini on the last lap, while behind, the Dagrada of Schildkamp and Strauss both circulated consistently.

Longdon, Justesen and Chisholm were together for a while in the front-engined battle, with Robin easing ahead leaving Chisholm right behind the U2 at the flag.

As the cars lined up for race two on Sunday, poor Arlette Müller was pushed away – her new battery had failed – the red lights were off, and it was Tonetti in the lead again. Fyda clawed back the gap mid race, but was four seconds adrift at the flag.



Andrew Tart, in the clutchless Bond, closely followed by Justin Fleming in an Elva 100



The Lurani pack into Sachs Curve

But behind, what a race to enjoy! Van Gelder got by Eberhardt and held it for much of the race, but the Swiss nibbled at the Sachs Curve, and was ahead. Van Gelder then ran into the gravel coming up into the stadium next time and was lucky to rejoin, but Eberhardt did it himself a lap later in the Mercedes Curve, so the consistent Jens Rauschen (Lotus 22) took the third podium place. Van Gelder managed to grab fourth from Tommaso Gelmini (Branca) with Eberhardt a fraction behind. Pete Morton got by Chilcott for eighth. Amez-Droz (Brabham BT6), Ripamonti (Giannini BT6) and Richard Smeeton, enjoying the Wainer, ran like a train, but Ripamonti squeezed by on lap nine. Another great dice again involved John Delane and Ivo Gockmann, Ivo just holding on at the flag. Robin Longdon (Lola Mk2) was again the leading front engine, although he stopped with a holed radiator on the slowing down lap, to join Andrew Tart in a clutchless Bond in the outfield. John Chisholm pitted early with a broken steering wheel bracket, so it was a delighted Justin Fleming (Elva 100) in third spot, behind Erik Justesen's U2. The remarkable Biekens just held off the yellow Stanguellini of Guido di Egidio for the Italian Class, but Olaf Strauch was in the frame until lappery left him loose behind. It was a great safe race with 28 of the 31 starters taking the flag.

#### Historic Formula 1

1. Verdon-Roe (McLaren MP4/1B-6)
2. Hartley (Arrows A4)
3. Wunsch (Wolf WR1 - 2)
4. Eyre (Williams FW08-03)
5. Bindels (Lotus 87)
6. Delane (Tyrrell 002)
7. Sayles (Osella FA-1D-03)
8. Baudoin (Shadow DN9-2B)
9. Quaggia (Theodore TFR1)
10. Alth (March 701-9)
11. Turizio (Hesketh 308E-4)

#### Formula Junior Race 1

1. Tonetti (Brabham BT6)
2. Fyda (Lotus 22)
3. Eberhardt (Lotus 27)
4. Rauschen (Lotus 22)
5. Gelmini (Branca)
6. Van Gelder (Lotus 20/22)
7. Buhofer (Lola Mk5A)
8. Amez-Droz (Brabham BT6)
9. Morton (Lightning Envoyette)
10. Chilcott (Lotus 20)
11. Delane (Lotus 18)
12. Gockmann (Jolus)
13. Smeeton (Wainer)
14. Muller (Lotus 22)
15. Muller (Lotus 20/22)
16. Dowson (Brabham BT2)
17. Longdon (Lola Mk2)
18. Justesen (U2 Mk2)
19. Chisholm (Gemini Mk2)

#### 20. Morton (Ausper T3)

21. Rauschen (Brabham BT2)
22. Tart (Bond)
23. Tonnenman (Lotus 20/22)
24. Fleming (Elva 100)
25. Merkel (Lola Mk2)
26. Biekens (Stanguellini)
27. Di Egidio (Stanguellini)
28. Weinbach (Elva 100)
29. Strauch (Stanguellini)
30. Gockmann (Cooper T59)
31. Schildkamp (Dagrada)
32. Ripamonti (Brabham BT6)

#### Formula Junior Race 2

1. Tonetti Pierre (Brabham BT6)
2. Fyda John (Lotus 22)
3. Rauschen Jens (Lotus 22)
4. Van Gelder (Lotus 20/22)
5. Gelmini (Branca)
6. Eberhardt (Lotus 27)
7. Buhofer (Lola Mk5A)
8. Morton Pete (Lightning Envoyette)
9. Chilcott (Lotus 20)
10. Ripamonti (Brabham BT6)
11. Amez-Droz (Brabham BT6)
12. Smeeton (Wainer)
13. Gockmann (Jolus)
14. Delane (Lotus 18)
15. Muller (Lotus 20/22)
16. Dowson (Brabham BT2)
17. Longdon (Lola Mk2)

18. Justesen (U2 Mk2)
19. Morton (Ausper T3)
20. Tonnenman (Lotus 20/22)
21. Rauschen (Brabham BT2)
22. Fleming (Elva 100)
23. Merkel (Lola Mk2)
24. Biekens (Stanguellini)
25. Di Egidio (Stanguellini)
26. Strauch (Stanguellini)
27. Tart (Bond)
28. Gockmann (Cooper T59)
29. Schildkamp (Dagrada)

#### Historic Formula 2 Race 1

1. Stretton (March 742)
2. Watts (March 772)
3. Darwin (March 722)
4. Peter (Ralt RT1)
5. Warmenius (March 772)
6. Wuensch (Ralt RT1)
7. Richard (March 782)
8. Ferrao (March 712)
9. Tandy (Chevron B40)
10. Nef (March 712M)
11. Brown (Brabham BT30)
12. Gladman (Chevron B34)
13. Ashley (March 79B)

#### Historic Formula 2 Race 2

1. Watts (March 772)
2. Stretton (March 742)
3. Peter (Ralt RT1)
4. Wuensch (Ralt RT1)
5. Ashley (March 79B)
6. Tandy (Chevron B40)
7. Ferrao (March 712)
8. Nef (March 712M)
9. Brown (Brabham BT30)

#### Super Sports Cup Race 1

1. Liguori (Lola T292 DFV)
2. Kalb (March 76S)
3. Scheibner (Lola T222)
4. Campagne (McLaren M8F)
5. Frenz (Osella PA5)
6. Hart (March 75S)
7. Riegl (Osella PA5)
8. Rivet (Chevron B19)
9. Eggimann (Daren MK3)
10. Abrahamsson (Chevron B19)
11. Feigenwinter (Daren MK3)
12. Stutz (Cheetah G-501)
13. König-Spohn (Lola T292)
14. Schiewek (Chevron B16)

#### Super Sports Cup Race 2

1. Liguori (Lola T292 DFV)
2. Scheibner (Lola T222)
3. Kalb (March 76S)
4. Campagne (McLaren M8F)
5. Rivet (Chevron B19)

6. Hart (March 75S)
7. Frenz (Osella PA5)
8. Riegl (Osella PA5)
9. Eggimann (Daren MK3)
10. Feigenwinter (Daren MK3)
11. König-Spohn (Lola T292)
12. Schiewek (Chevron B16)

#### Youngtimer Race 1

1. Daniel (Porsche 911)
2. Cuyvers (BMW M3 e30)
3. Frijlink (Ford Escort RS 1600)
4. Bot (BMW M3 E30)
5. Bakker (BMW 635Csi)
6. Beekman (Porsche 964 RS)
7. Heusden (Porsche 944 S2)
8. Wolters (Porsche 964)
9. Jilesen (Porsche 964)
10. Lawson (Renault Alpine A310)
11. Veldhuis (Rover Vitesse SD1)
12. Ooijen (BMW M3 E30)
13. Kluit (Renault Alpine A310)
14. Herber (Mercedes 190 2.3 16v)
15. Poelman (Opel Ascona B)
16. van der Molen (Porsche 944 S2)
17. Gammeren (Ford Escort RS 2000)
18. Dormann (Ford Escort BDA)
19. Gammeren (Ford Escort RS 2000)
20. Woude (BMW 325i E30)
21. Peeters (Ferrari Mondial)
22. Beek (Porsche 911 Carrera)
23. Molenaar (Porsche 944)
24. Ziegler (Trabant 601)
25. Kohler (VW Golf GTI)
26. Niessen (BMW M3 E30)
27. Heide (Toyota Celica)

#### Youngtimer Race 2

1. Schrey (Porsche 911)
2. Cuyvers (BMW M3 e30)
3. Bot (BMW M3 E30)
4. Wolters (Porsche 964)
5. Bakker (BMW 635Csi)
6. Ooijen (BMW M3 E30)
7. Lawson (Renault Alpine A310)
8. van der Molen (Porsche 944 S2)
9. Kluit (Renault Alpine A310)
10. Gammeren (Ford Escort RS 2000)
11. Peeters (Ferrari Mondial)
12. Gras (VW Golf GTI)
13. Woude (BMW 325i E30)
14. Molenaar (Porsche 944)
15. Beek (Porsche 911 Carrera)
16. Kohler (VW Golf GTI)
17. Ziegler (Trabant 601)
18. Niessen (BMW M3 E30)
19. Beekman (Porsche 964 RS)
20. Gammeren (Ford Escort RS 2000)
21. Herber (Mercedes 190 2.3 16v)
22. Sieling (Fiat 128 Coupé)
23. Westerhuis (Trabant 601rs)