

# HISTORIC MOTOR RACING NEWS

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## OLDTIMER- GRAND-PRIX

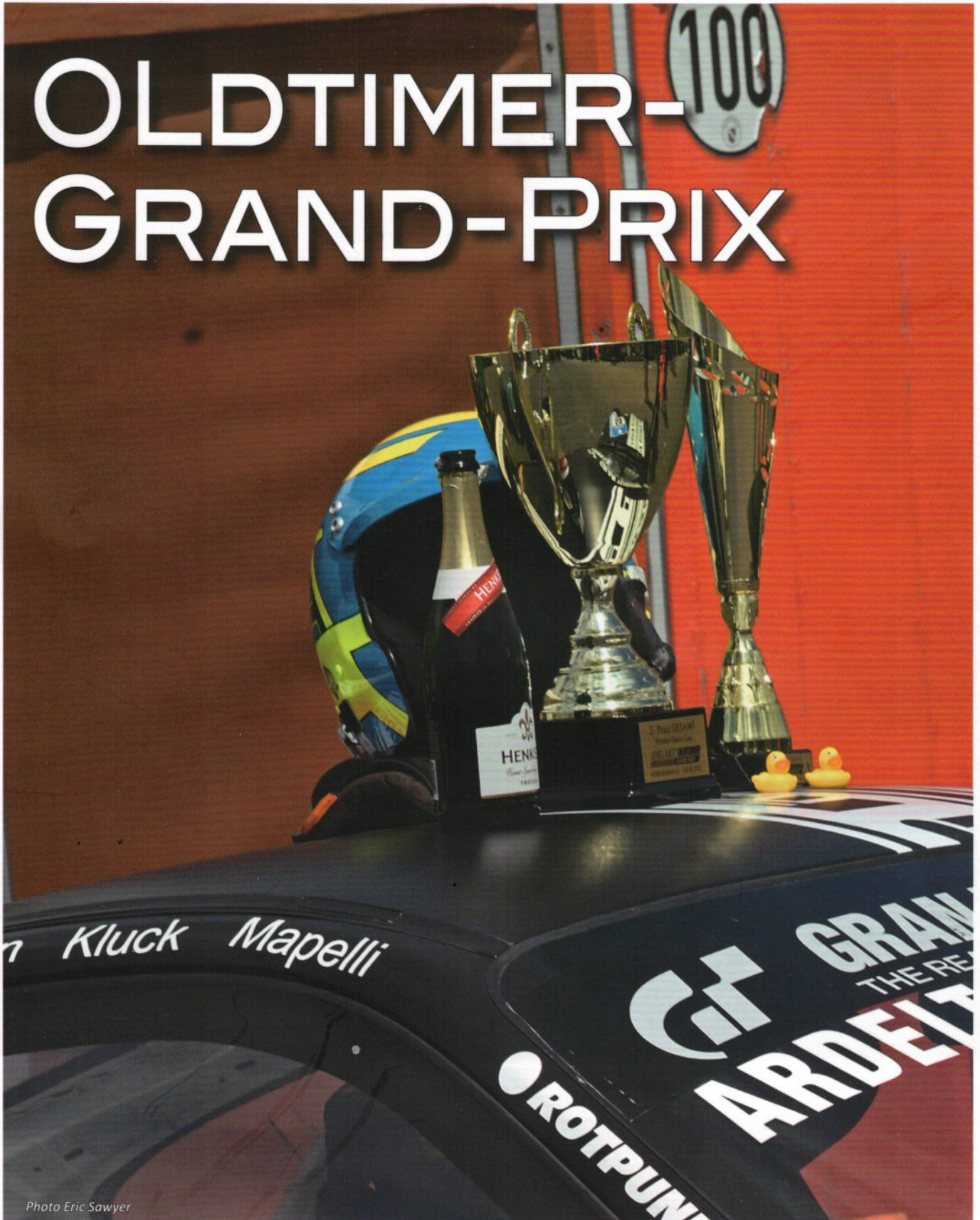


Photo Eric Sawyer

# Oldtimer Grand Prix

**E**ach year Hockenheim's Jim Clark Revival seems to grow, while the world's oldest historic race meeting has been gradually shrinking at a slow but noticeable pace. Gone are the days of Nordschleife runs, multiple paddocks bursting at the seams, and the big German car manufacturers spending millions on demos and displays, which all means that, these days, the Oldtimer Grand Prix – now supported by Swiss classic car insurer Belmot – is more akin to a glorified club meeting. The pleasant atmosphere has remained the same, though, as the German crowd continues to embrace their motorsport heritage.



From pole, Mike Cantillon truly dominated proceedings in race 1 by lapping three to four seconds quicker than anyone else in the rain

Photos Peter Heil & Eric Sawyer

As was the case at Hockenheim for years, the programme has a distinctly local taste to it now, with more emphasis on German promoter FHR's grids as well as the burgeoning local historic touring car scene and the Graf Berghé von Trips Pokal single-seater series run by Marcel Biehl's HRA organisation. Saturday's sportscar night race for all comers remains a firm fixture in the timetable, though, as do the pre-war demo runs. Masters Historic Racing, that for many years supplied the backbone of the programme, only brought its 3-litre F1 cars after cancelling their Group C grid, while the Historic Grand Prix Cars Association split their grids between Oulton Park and Nürburgring. The weekend before, the rear-engined cars had battled for the Gold Cup while the front-engined machines travelled to the Eifel, where sun, clouds, a chilly breeze and intermittent rain showers turned the 52nd edition of the Oldtimer Grand Prix into an all-season experience. **Mattijs Diepraam** reports...

## Single-seaters

**21** 3-litre Formula One cars line up for a pair of **Masters Racing Legends** races that would both be won by Mike Cantillon – but the circumstances in which he pulled off the double couldn't have been more different. In Friday qualifying, the Irishman had fired a warning shot by producing his pole position time in the first five minutes before sitting out the rest of the 25-minute session. At the time, Cantillon's lap was a full two seconds quicker than his competition could muster, and when the chequered flag came out, only Yutaka Toriba's similar Williams FW07C had been able to get within a second. The Japanese driver who was welcomed as historic F1's latest new winner at Brands Hatch, still came up short by nine tenths, though. In true Noah's

Ark fashion, the Tyrrell 011s of Jamie Constable and Matt Wrigley would line up on row two, while Werner d'Ansembourg bounced back from a pre-event testing disaster to claim fifth in father Christophe's FW07C, hastily transported to Germany to replace the young Belgian's Brabham BT49C after that had succumbed to a cracked gearbox casing.

The track was extremely wet but drying out after a deluge hit shortly before the start of Saturday's race. From pole, Cantillon remained unperturbed and truly dominated proceedings by initially lapping three to four seconds quicker than anyone else before easing off to secure the win. But even the rainmeister himself would prove

how treacherous the track conditions remained right down to the end when he did a full 360 braking into the first corner of his final lap. However, a ten-second lead kept him safe for victory. Behind Cantillon, four cars fought over second place, with Wrigley initially surfacing before being meatballed for a severely bent front wing. Meanwhile, both Constable and d'Ansembourg had managed to clear Toriba and went on to wage a monumental battle for the runner-up spot, as the former created the widest Tyrrell ever seen in a display of hard but fair defensive driving to hold on by the tiniest of margins.

The second race from the partially reversed grid was run in the dry and saw Cantillon put on a gritty charge from fifth to the front, halted for several laps by the tenacious Toriba, before the Japanese driver erred to allow the other Williams through. In their battle, Cantillon had inadvertently clipped his front wing on Toriba's rear tyre, so the Irishman had to fight an off-balance Williams towards the end. In fact, his victory became even more heroic when it emerged in parc fermé that he had finished the race with a slow left rear puncture! Indeed, Toriba closed right back up on the Irishman again, but was in turn caught by Constable and d'Ansembourg who had continued their quarrel of the previous day. This time, the Belgian found a way past before also contriving to relieve Toriba of second place into the final corner. With Cantillon bunching the leaders up towards the line, a unique Williams FW07C 1-2-3 took the chequered flag within a second of each other.

Further back, Marty Bullock took a pair of strong pre-78 class wins in his Williams FW06, the British-born Australian coming out on top in a fierce three-way battle with John Spiers' March 761 and Peter Williams' Lec CRP1. When those two dropped out with engine issues on Sunday, Stanley Fulton moved up to claim second in class in race two. In the rain, James Hagan (Tyrrell 011B) beat Valerio Leone (Arrows A6) to post-82 class victory, but the Monegasque took revenge on Sunday, with Arthur Bruckner's A6 a distant third on each occasion.

Richard Wilson's Ferrari 246 Dino led the **HGPCA's** first race for front-engined Grand Prix cars from pole, but in the wet, John Spiers soon came to the fore, overtaking Joaquin Folch in his Lotus 16 for second on lap 3. Harrying Wilson lap after lap, Spiers finally found a gap on the final tour, when his Maserati 250F outbraked the Ferrari into the Dunlop-Kehre. Eddie McGuire powered his Scarab

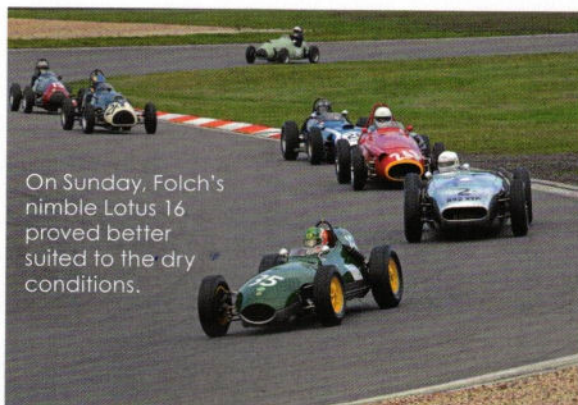
through to pass Folch and Rob Jolley's Lister-Jaguar 'Monzanapolis' to third, as the pair up front had dropped their pursuers by some 45 seconds when they crossed the line.

On Sunday, Folch's nimble Lotus 16 proved better suited to the dry conditions. Wilson had taken charge on lap 1, but Spiers soon had to give way to Folch. The Catalan then slowly reeled in the Ferrari before hitting the front on lap 9. Wilson and Spiers completed the podium, while Klaus Lehr's 250F passed McGuire's Scarab for fourth on lap 8.

No-one could touch Alexander Weiss in the brace of **HRA** races, as the young Dane took the ex-Giancarlo Fisichella Ralt-Alfa Romeo BT35 – a car he raced for the first time! – by the scruff of its neck to obliterate the competition on both days. In his wake, Elio Cocciarelli and Patrick Andriessen in a pair of Ralt-Alfa Romeo RT3s battled Ralf Goral's F Opel Lotus Reynard for second place. Cocciarelli would clinch it in race one, but Goral powered through in race two. Daniel Hornung, who had spun his Dallara-Alfa Romeo F388 out of the chase on Saturday, rebounded on Sunday by rising all the way up to third ahead of Jochen Thissen's Opel Lotus, Andriessen and Cocciarelli, the latter two having been baulked by backmarkers.

## Sportscars and GTs

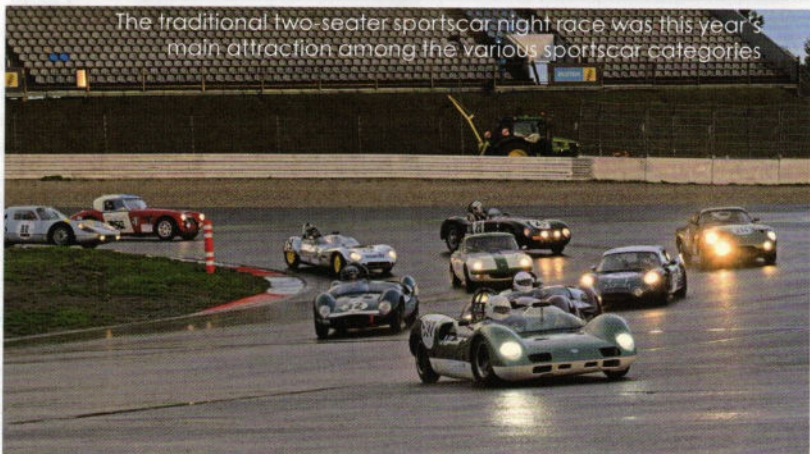
The invitational **two-seater sportscar** night race that traditionally pulls the curtains on a long Saturday was this year's main attraction among the various sportscar categories. In this edition, the same Alexander Weiss that dominated both HRA races shared the Ginetta G4R owned by his countryman Palle Birklund Pedersen, and in the rain, the two Danes proceeded to annihilate the rest of the field, winning by a lap and a half, and remaining in the lead during their driver change. Will Nuthall's Elva MkVII S was second only briefly, but when that disappeared, the place was taken up by the Alexander and Carl-Friedrich Kolb's Austin Healey 3000. Michael Gans was third for most of the race, but the American's Lotus 15 was pipped on the line by the Andreas and Michael Grosse Healey. In Sunday's shorter race, Weiss and Pedersen once again led Gans by a country mile before the Ginetta's right rear suspension collapsed, handing the win to Olivier Hartmann's Elva that in the meantime had passed Gans for second. >>



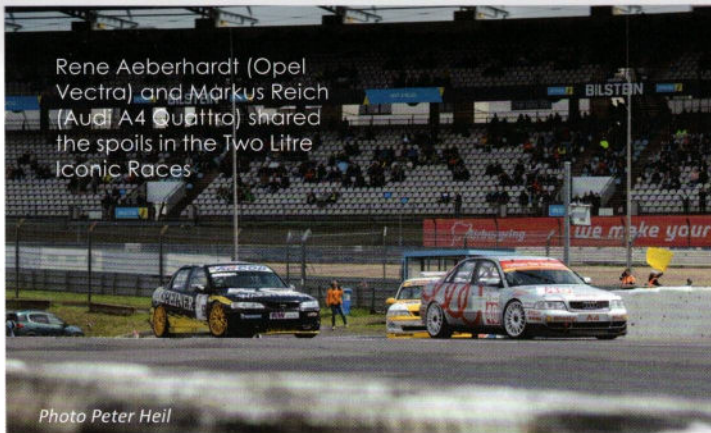
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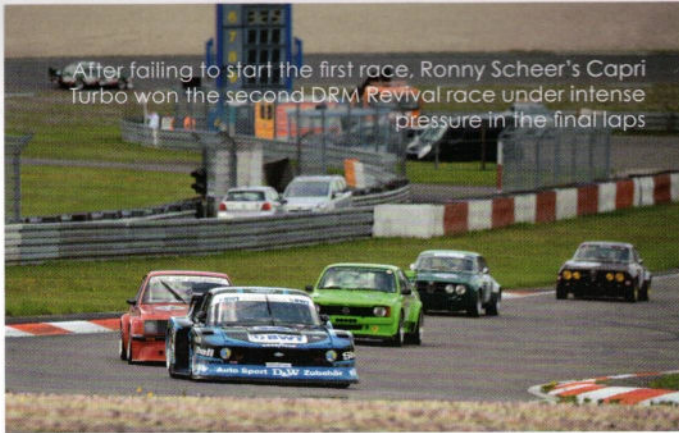


The traditional two-seater sportscar night race was this year's main attraction among the various sportscar categories



Rene Aeberhardt (Opel Vectra) and Markus Reich (Audi A4 Quattro) shared the spoils in the Two Litre Iconic Races.

Photo Peter Heil



After failing to start the first race, Ronny Scheer's Capri Turbo won the second DRM Revival race under intense pressure in the final laps.



Part of the historic bike demonstrations



Alexander Weiss (Ralt RT35 Alfa) won both Graf Berghes von Trips F3 races

Georg and Björn Griesemann won the pair of **FHR's Historic Championship '65** races, their Ford GT40 dominating Alexander Kolb's Shelby Cobra and Carl-Friedrich Kolb's Healey. Afshin Fatemi's Tojeiro-Ford EE was third early on in Saturday's race before fading away, but on Sunday, Fatemi fought back to claim third behind Valentin Schumann's Elva, the pair, along with Hartmann's Elva, moving ahead of the Kolbs in race two.

Saturday's **Historic Championship '81** race was completely drowned out by the weekend's most violent thunderstorm, but the 50 cars valiantly plugged on in the 90-minute enduro, after which the Griesemanns' Porsche 911 RS emerged victorious ahead of a pair of outliers – Luco Sanchez/Michael Funke in a GT40 and the James Claridge/Gonçalo Gomes Lola T212.

In **Golden Ära's Porsche Classic Cup**, Thomas Ardelt's 997 GT3 and Adrian Grenz' 911 RSR were the early leaders on Saturday before the Griesemanns' Kremer 935 K3 took over, but towards the end Matthias Jocher's 964 powered through from fifth to claim the win ahead of Henrik Bollerslev's 996 GT3 Cup and the Griesemann 935. On Sunday, Ardelt and Jocher battled for victory, with the latter clinching the lead towards the end, as Robin Chrzanowski's 911 RSR held on to third for the entire race.

In FHR's modest **Can-Am & Sportscar** field, Georg Hallau's mighty Lola T310 and Klaus Abbelen's Group C Porsche 962C were the main attractions, but on Saturday, Hallau dropped out on lap 1 while Abbelen unwisely abandoned a fight with eventual winner Silvio Kalb to change to slick tyres. As a result, Kalb's Lola T298 won at a canter – and fortunately so, since on the final lap his Lola was hit hard while lapping the third-placed Porsche 996 GT3 RS of Stephan and Matthias Jocher, forcing Kalb to finish his race on three wheels. The next day, Abbelen took an easy win in a field now reduced to nine cars, while Hallau's Can-Am monster this time lasted for six laps.

The two **Ferrari Club Deutschland** bouts saw two straight fights between Alex Sartingen's 488 GT3 and Josef Schumacher's 488

GT3 Evo, the former winning twice. Schumacher held Sartingen honest on Saturday but gradually dropped into the clutches of Roger Tombom and Holger Harmsen in a pair of 488 Challenge Evos on Sunday.

## Touring Cars

Apart from the 3-litre Formula One cars, there was no doubt that the majority of the spectators had come to see Germany's finest from its car manufacturers' golden touring car years. The Super Tourers of the **2-Litre Iconic Series** provided the appetiser, with René Aeberhardt's Opel Vectra and Markus Reich's Audi A4 quattro sharing the wins following a pair of highly entertaining lead battles that ended in winning margins of 0.095s and 0.105s respectively.

While the Group 5 Zakspeed Capri Turbo of Peter and Stefan Mücke had dominated race one of the **DRM Revival** grid, a sudden loss of pace after a safety-car intermission made Mücke junior lose five places midway into Sunday's race. This allowed Ronny Scheer's re-emerging Capri Turbo into the lead, Scheer then hanging on from the Griesemanns' Porsche 911 RSR and the recovering Mücke. Also in the thick of it, Markus Niederhof challenged Scheer for the lead going into the final laps but dropped his Porsche 934/5 into the kitty litter at the Dunlop-Kehre while attempting to outbrake the Capri. The day before, the third Group 5 Capri of Heinz Schmearsal/Mike Stursberg took a distant second from Georg Griesemann's 935 K3.

Meanwhile in the bulging 43-car field of the main **Golden Ära** series, Altfrid Heger's all-conquering Audi 200 Quattro that proved fragile at Hockenheim earlier this year waltzed both races at the Nürburgring, the former DTM star chased home by more modern but less powerful front-wheel drive machines from more recent WTCC days. Olivier Meurens' Seat Leon and Michael Sadurski's Chevrolet Cruze completed the podium on Saturday, while Kris Nissen's BMW E30 M3 pipped Sadurski's Chevy for second on Sunday. \*