

HISTORIC

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FORGET CROCODILE DUNDEE - HERE'S FRANK GARDNER

Part 1 of Les Hughes' biography of Australia's greatest racing character.

NINE DAY WONDER - THE ITALIAN GP 1921

The first Italian GP took place at Brescia before moving to Monza.

TWO RARE ONES FROM DE SANCTIS AND BIZZARINI

Few people remember two small sports cars from the 1960's from two of Italy's best known racing car designers.

ALSO

Ferrari & Maserati at Mugello • 45th Anniversary of Elva • Historic Cars at Daytona

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MASERATI & FERRARI SHARE HONOURS

THE FINALS OF THE SHELL HISTORIC FERRARI AND MASERATI CHALLENGE AT MUGELLO WERE NOT OVERSHADOWED BY THE ARRIVAL OF THE NEW WORLD CHAMPION.



Above top: One of the best drivers in the Challenge is former British Hill Climb Champion David Franklin who wrestled with the powerful and twitchy Ferrari 712 CanAm car now owned by Carlos Monteverde. (Photo: Helmut Schnug)

Above bottom: Klaus Werner brought out his superb Alfa Romeo Monza for Mugello. (Photo: Helmut Schnug)

The 2000 Shell Historic Ferrari and Maserati Challenge was well supported and with Ferrari having won the world grand prix championship, the finals, held at Ferrari's Mugello circuit, brought out not only a huge entry but a huge crowd: rather optimistically estimated at 150,000! It is true that many in the crowd were there to see Michael Schumacher, Rubens Barrichello and the grand prix cars in action but the historic races, with such a huge variety of Ferraris and Maseratis, were just as interesting to the enthusiast.

In the Challenge there are three distinct categories, one for single-seater cars, one for drum braked sports and GT cars and one for disc braked sports and GT cars, each category having sub-categories. As Maseratis have been included for only the past two years, Ferraris were still outnumbering them but they chalked up a number of victories. In the two single seater races, Maseratis ruled. On the Saturday Stefano Scollweck (Maserati 6CM) from Germany won after Bostonian Bill Binnie had to pull off after eight laps, giving Martin Walford a fine second place with the mighty 8CTF Maserati Indianapolis car holding off the more modern 250F driven by Peter Heuberger. As usual, amongst the Alfa Romeo drivers Robert Fink was in great form taking fourth place in his B type ahead of another 250F in the hands of Klaus Edel. On the Sunday Bill Binnie not only put his 6CM on pole position but also held off a challenge from Stefano Scollweck in his 6CM to win the second single seater race. Heuberger again took third place with Fink fourth.

In the disc brake Sports and GT category, the Saturday Race result was almost a foregone conclusion as Jacky Ickx had been entered in a Ferrari 312PB. As was the case four years ago, at Mugello, Ickx proved too quick but this time he almost had a fright as he was being hard pushed by David Franklin driving Carlos Monteverde's difficult-to-drive 712S Can Am Ferrari. The pair finished less than a second apart. The Stieger brothers, Patrick (512M) and Christof (312PB) took third and fourth and John Lewis in David Piper's 330P2 took fifth with Piper himself sixth in the 250LM.

On the Sunday the first five people took the same positions, though this time Ickx

was able to pull out six seconds on Franklin. In the same race we had a variety of classes and amongst the notable performances on Saturday was one from Fabrizio Brigato who was quickest of the 250GTs with his Berlinetta, ahead of Bart Rosman's similar car. The highest placed GTO was Fritz Kroymans' car, which took third in the class. Amongst the 365GTB Daytonas, Frenchman Francois Degand was the highest placed driver with his ex-Francorchamps car but only just ahead of Carlos Monteverde's similar car. On the Sunday, Fritz Kroymans got his own back, winning his category with the GTO ahead of Bart Rosman. The Monteverde/Degand Daytona battle continued but this time the Brazilian got the better of his French competitor.

There was again a wide variety of Maserati and Ferrari models in the drum brake class and one of the notable performances over the whole weekend in this class came from German Robertino Wild, driving a beautifully prepared Maserati A6 GCS. He was up amongst the quick cars on Saturday, finishing fourth and on the Sunday managed to pass and stay ahead of Jeremy Agace in a 200SI to finish third. The winner on both days was Burkhard von Schenk in the 300S Maserati, which had originally been found in a decaying state in Angola.

Von Schenk was pushed all the way by Carlos Monteverde who switched to his yellow and green 250 Testa Rossa. The Mexican driver Nicolas Zapata drove one of his best races in a Ferrari 625TR after a close race with Bill Binnie's Maserati 300S. Amongst the GT cars Carlo Vogeled led a Swiss walk over on the Saturday with his 250GT TdF, ahead of fellow countrymen Plinio Haas and Heinrich Kampfer, both TdFs second and third. Another outstanding drive in one of the oldest cars in the race came from Christian Traber who was up amongst the 300Ss with his 1953 250MM.

In Sunday's race the Swiss again dominated the GTs with Kampfer getting ahead of Haas but both behind Vogeled. Mauro Bompani in his TdF was quicker and moved up to fourth place.

It was a fine end to the season and this year, 2001, we expect to see even larger grids. ■

Main photo: The most powerful disc brake sports cars line up at Mugello with Parasiliti's Ferrari Dino in the foreground with David Piper's green 250LM. (Photo: Rita Stein)

Inset: American Bill Binnie was a regular competitor in the Shell Historic Ferrari Maserati Challenge with his 1934 6CM Maserati. He is leading Stefano Scollweck's similar 6CM. (Photo: Helmut Schnug)

mugello

