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**A DAY AT
SILVERSTONE
DRIVING
SCHOOL**



HUNGARIAN GP PREVIEW

Benetton roars again

CAN STRUGGLING CHAMPS BEAT HILL ON SUNDAY?



The good old

SPINE-TINGLING POWERSLIDES AND AUDACIOUS OVERTAKING MANOEUVRES
APLENTY ENTHRALLED THE BRDC FESTIVAL CROWDS. MARCUS PYE REPORTS

The stupendous sight of drivers drifting writhing steeds through daunting Woodcote corner has too long been denied habitués of contemporary motor racing, so thank heavens for the Coys International Historic Festival. There was rarely a dull moment in the expanded 15-event programme, justifying its position as the World's premier Historic race meeting.

Six double-barrelled features – spanning single-seaters and sportscars of the 1920s to the 1960s – were decided on the aggregate of Saturday and Sunday results. The final stanza of the jamboree included the return of Pre-1972 Sports Prototypes to balance the bill, an MG marque joust and a brilliant Coys debut by the Historic Racing Saloon Register's fun boys, invited instead of the ill-tempered FIA Touring Car rabble.

Eager to please competitors,

vociferous in their condemnation of the car-breaking corner at the end of the Vale, the resident BRDC evolved a new rising left-hand sweeper before Club. It drew unanimous favour, particularly from drivers with attacking styles. It made Club and Abbey

considerably quicker, provided another overtaking opportunity, and inspired better racing.

COYS GT RACES

Thirty six cars contested the GT feature, in which last year's victor Frank Sytner teamed-up with

runner-up Gary Pearson in Sir Anthony Bamford's Ferrari 275 GTB-C. Barrie 'Whizzo' Williams set the pace in Nigel Corner's Jaguar E, but the Tony Dron/Win Percy Ferrari 330 LMB (which non-started after a head gasket popped) and Mark Hales in Simon Draper's Aston Martin Project 214 were within half a second. Sytner and Pearson gridded sixth.

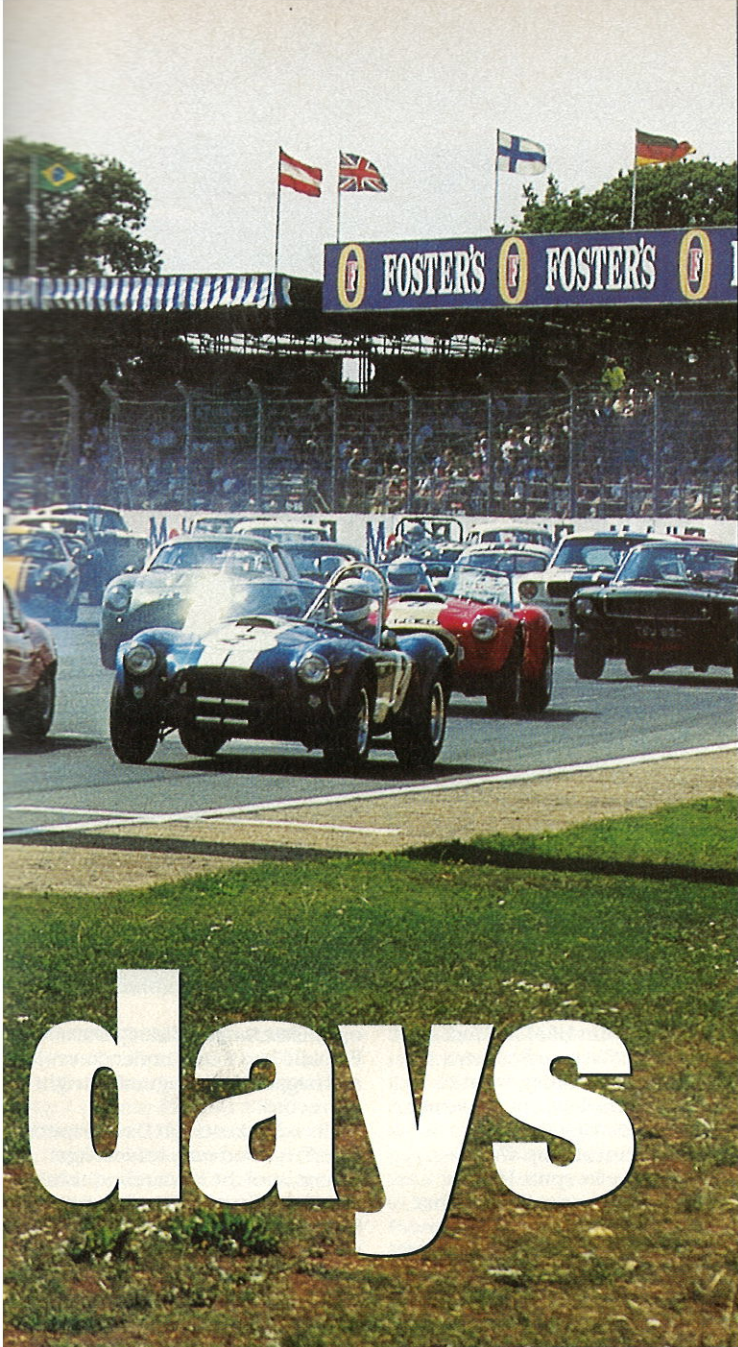
Hales forged ahead on Saturday, but the Jaguar was quicker and Williams was soon on top. A nudge at Brooklands ('Whizzo slowed mid-corner and I couldn't miss him,' said a contrite Hales) sent the E spinning and crinkled the Aston's sleek nose, but Williams laid a smoky doughnut and was back ahead inside a lap, with sporting assistance from his rival.

Both days the leading pair pitted together, but Draper could not make inroads into Corner. Sytner and Pearson waited up to third each time, thus claiming the last podium place. Will Hoy revelled in Nick Mason's class-winning Ferrari GTO en route to fourth, while Martin Stretton made up ground hand-over-fist in Andrew Wilkinson's AC Cobra.



David Franklin in Mike Ostroumoff's Lola T70 beat Jonathan Baker to Le Mans honours

Jeff Boxham



days

Suzi Hart-Banks and Anthony Binnington won the 2-litre class in the latter's MGB, which only just had the legs of the agile Lotus Elites of Simon Hadfield/Bob Tabor and Chris Ross/Malcolm Ricketts. The gallant Lotuses sandwiched Hubert Fabri's Aston Martin DB4 - handled spectacularly by Bertrand Gachot - in the results.

LOUIS VUITTON '50s SPORTSCARS

Local ace Pearson was back in action with a Lister - a very original 'Knobbly' owned by American Jay Howkins - and won both legs of a hairy encounter. His water temperature was off the clock within a few laps on Saturday, however, and anti-freeze blown out of the breather made the circuit treacherous for his pursuers.

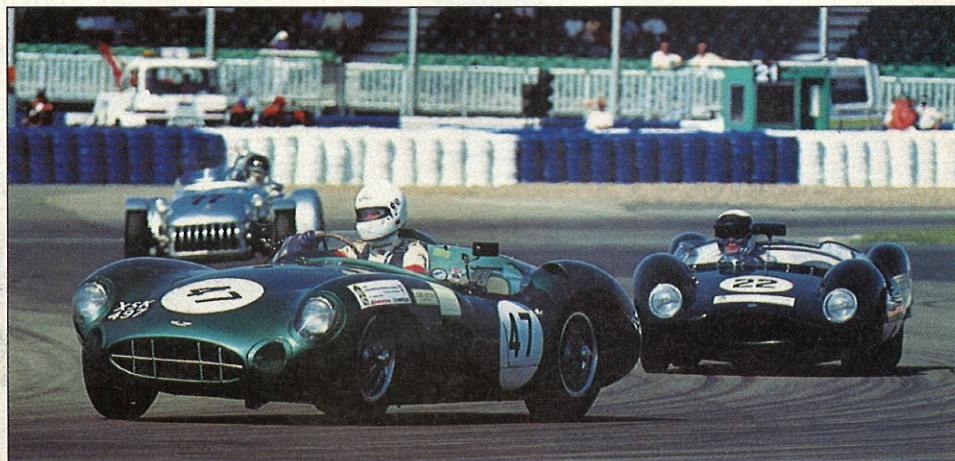
Williams (Tojeiro-Jaguar) and Sytner (Jaguar D) found the trail at Becketts, where Barrie spun wildly, passing Sytner as he slewed off. Both recovered after autocrossing, and Sytner duly grabbed the lead from Pearson at Bridge on the penultimate lap.

All seemed settled until Dudley Mason-Styrton gyrated his 'new' Maserati 300S on the slick track at

Brooklands. Sytner, bearing down on him, could not avoid contact, and Pearson dived past to win. Jeffrey Pattinson (Cooper Monaco) found a way round Tony Dron's 1959 Le Mans-winning Aston Martin which headed Williams and a philosophical Sytner in.

Pearson dominated Sunday's decider once Sytner stopped with a suspected broken gear, and Williams got the better of Pattinson, although their order was reversed

Tony Dron in the 1959 Le Mans-winning Aston Martin DBR 1 leads
Pattinson's Cooper Monaco and Shead's spectacular Kurtis-Chevrolet



Marcus Pye



Blackham

John Venables-Llewelyn drove Felton's Alfa P3 to second place with tremendous verve

on aggregate. James Shead drove another blinder in the Kurtis 'hot rod' to claim fifth overall, behind Dron, and ahead of Martin Stretton, debuting a Maserati 300S. Down the order, American Duncan Dayton humbled many bigger cars with his Lola Mk1, and Stirling Moss twirled Valentine Lindsay's Maserati Birdcage through from the back.

PRE-'60 GRAND PRIX CARS

Despite a brief visit to the shingle at Copse, Philip Walker had little trouble in taking Saturday's honours with his Lotus 16, having escaped by a whisker the very nasty accident which badly damaged the cars of father-and-son Rick and Rob Hall (Cedric Brierley's Connaught and Bruce McCaw's BRM P25 respectively).

Stopped once already, so that the oil slick left by Ric Weiland's Monza Lister could be blotted, the race was developing into a cracker. Rick Hall had hustled the Connaught ahead at Stowe, but ran wide, dropping its left rear wheel into the gravel. The car bucked into the air, broke its rear suspension on landing, then speared across the track. Walker raced across its path, but Rob Hall was collected with full force. Both alighted very shaken.

Tony Merrick, who just avoided

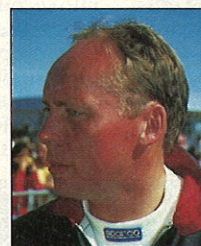
the melee, gave Walker a harder time on Sunday with his Ferrari Dino, but the Lotus dived inside at Bridge and held on. American Don Orosco's Scarab crackled past Ludo Lindsay's Maserati 250 and kept third on aggregate.

FESTIVAL ROUND-UP

Germans Klaus Werner and Peter Groh repeated last year's Pre-War Sports Car victory in the former's ex-Nuvolari Alfa Romeo (a sister car to the one they ran last July), but Werner enjoyed two almighty battles with Martin Stretton, who balanced Terry Cohn's Le Mans Lagonda at some incredible angles as they passed and repassed.

'Eventually, I managed to get past the Michael Schumacher of Historic racing,' said Werner at Sunday's prizegiving. Stretton was backed up ably by wife Amanda, who finished a lot closer to Groh second-time round, having tamed the huge beast by clinging to its tiller as if her life depended on it.

Third both days, David Clark and Simon Draper claimed third for Aston Martin, although Saturday sparring partners Nick and Annette Mason were out within a lap. Philip Walker/Peter Green thus brought their ex-Dick Seaman MG K3 through to fourth overall, pursued by the quickest Riley. ►



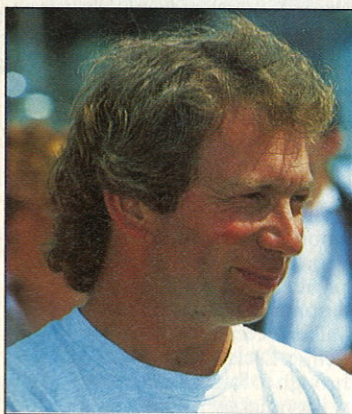
Walker: Pre-'60 winner

Blackham

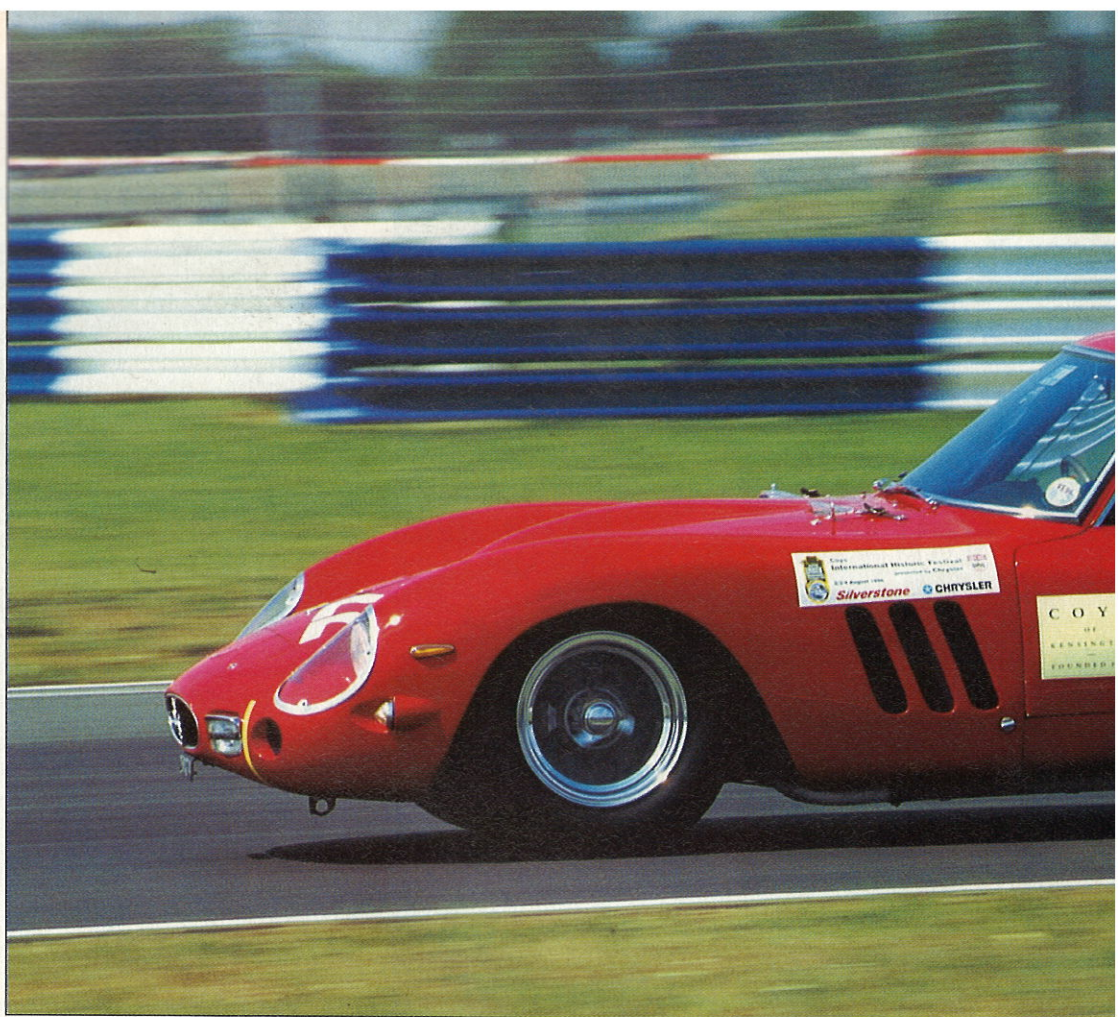
“The Historic Saloon finale was wonderful theatre. Ted Williams on pole started his Ford Mustang from the back”

◀ Mark Gillies was a surprised winner of the Pre-'52 GP car crown, although he did not win a race in the Brooke Special. Peter Hannen triumphed on Saturday, his pretty Maserati 6CM duelling with Stretton in Simon Bull's 4CM. Stretton was clear when a water leak caused a plug to fry on the last lap. 'The moment it fluffed he turned the engine off,' said Bull.

Hannen, with a big cushion, was content to let Stretton go before his engine stuttered and died with a fuel or magneto problem following a lengthy wait on Sunday's grid. All eyes were on Stretton, who started at the back and was sixth into Copse. A mesmerising display of car control proved his total unity with the fiercely twitchy machine as he raced through to win.



Local boy Gary Pearson: Lister double



John Venables-Llewelyn, who led brilliantly for a while, rode Rodney Felton's glorious-sounding Alfa P3 into second place overall, ahead of Pattinson, who piloted ERA R6B from the pit lane to a determined ninth on Sunday.

Thomas Bscher bagged a brace of Pre-'68 GP victories in his beautiful BRM P261 but, having seen off Paul

Alexander (Lotus-BRM 24) and John Harper (Tasman Brabham BT4) easily on Saturday, wasn't expecting a challenge from Harper on day two. Having seen off sparring partner Philip Walker (BT7A) before he spun, Harper seized the lead on the final lap, but the German lunged inside him in the complex to regain the advantage.

A sensational scrap between the Coopers of Rod Jolley - which dangled its right front wheel for 50 yards through Woodcote - and Allan Miles, the recovering Walker and Geoff Farmer (who drove Cedric Selzer's Lotus 25 brilliantly) went Farmer's way, and he punched the air with glee. 'Jimmy Clark was my hero, and just to sit in a 25 would have been enough,' said Farmer.

Lola T70s dominated the Le Mans retro race, and David Franklin - guesting in Mike Ostroumoff's 5.7-litre Mk3B - showed his class by besting poleman Jonathan Baker's well-developed 5-litre version as the ground shook. Rumps were scuffed when Baker tried an

optimistic lunge at Priory, but Franklin had things under control and bagged the inaugural outright lap record.

Chris Strakosch (in David Piper's Mk3B) harried early leader Nigel Hulme until the latter relinquished third with fluctuating oil pressure. Simon de Lautour claimed fifth for Ferrari after Frenchman Yvan Mahe (ex-Mike de Udy T70 Mk3) caught the rear wheel of Colin Parry-Williams's Spyder while trying an outside line at Bridge. Mahe's car sustained heavy damage.

Michael Schryver won the 2-litre division after an hugely eventful dice with fellow Chevron driver Andrew Jackson. When Jackson tipped Schryver into a spin, he waited to pick up where they left off - then spun himself.

The Historic Saloon finale was wonderful theatre, orchestrated when Ted Williams - on pole by six seconds - elected to start his Ford Mustang from the back. French series leader Claude Maurel (BMW 1602), Bob Bullen (Ford Anglia) and Harvey Death (Mini Cooper S) made the running, and Death was ahead when he spun on oil at Becketts. Paolo Canal rolled his Fiat Abarth moments later, triggering the red flag, so Death had a reprieve.

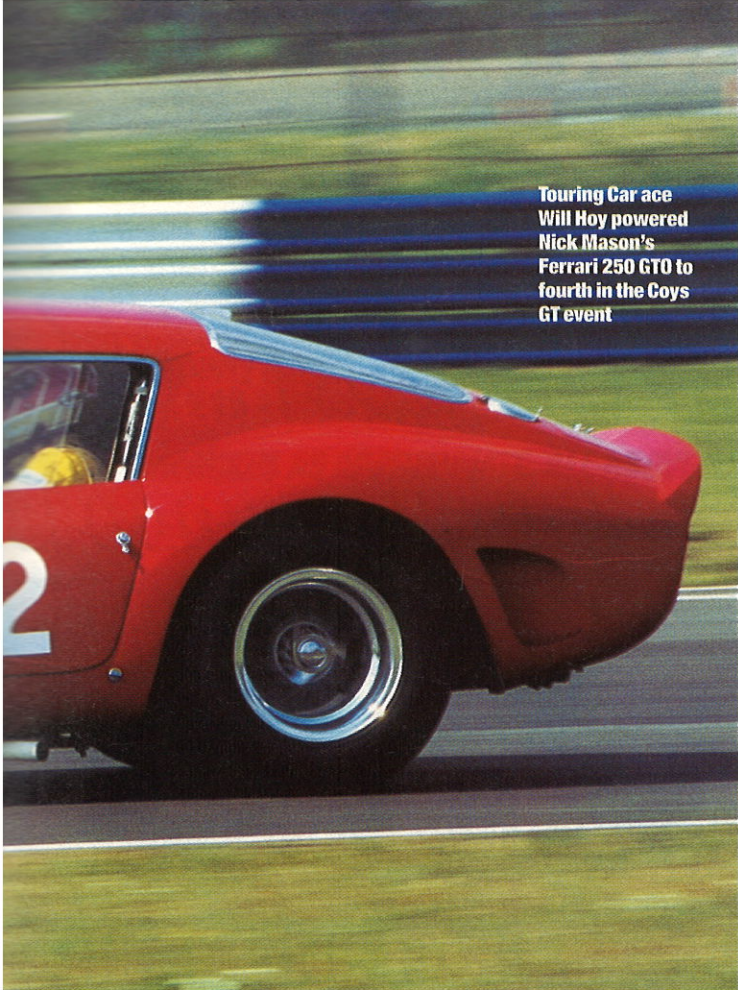
No holds were barred up front, and once Maurel had expired, Bullen and Death changed position at virtually every corner. Williams took third from Peter Austin's Falcon on lap three, and played it cool until the final lap, blasting past Death into Copse and zapping Bullen on the inside of Abbey. Broad smiles and handshakes all round told their own story. Shame most of the spectators were filing out while they played... ■



Rod Jolley tricycles through Woodcote



The 1930s Sportscar field demonstrated a 'Le Mans start' on their parade lap



Touring Car ace Will Hoy powered Nick Mason's Ferrari 250 GTO to fourth in the Coys GT event

Bloxham

PRE-WAR SPORTS CAR RACE (8+8 LAPS) 1 Klaus Werner/Peter Groh (2.3 Alfa Romeo 8C Le Mans), 42m38.02mph, 69.93mph; Martin & Amanda Stretton (4.4 Lagonda), 43m19.54s; 3 David Clark/Simon Draper (1.5 Aston Martin Le Mans), 16 laps; 4 Philip Walker/Peter Green (1.1 MG K3), 16; 5 Clive Temple/Tim Metcalfe (1.1 Riley Brooklands), 16; 6 Martin Walford/Dean Butler (1.3 MG K3), 16. **Class winners** Werner/Groh; Draper/Clark, 68.12mph; Temple/Metcalfe, 66.47mph; John Horton/Paul Bason (2.2 Bugatti T43), 62.05mph; Peter & Marcus Kern (7.1 Mercedes SS), 59.24mph. **Fastest laps** Martin Stretton, 2m31.30s, 73.90mph; Nick Mason (1.5 Aston Martin Ulster), 2m35.76s, 71.78mph; Metcalfe, 2m38.59s, 70.50mph; Bason, 2m50.43s, 65.60mph; Axel Wuelfing (7.1 Mercedes SS1 SK), 2m54.74s, 63.98mph; Jurgen Ernsting (5.0 Bugatti T50C), 2m41.51s, 69.23mph.

HGPCA PRE-'52 GRAND PRIX CARS (8+7 LAPS) 1 Mark Gillies (2.0s Brooke Special), 34m17.88s, 81.50mph; 2 Sir John Venables-Llewelyn (3.2s Alfa Romeo P3), 34m43.25s; 3 Jeffrey Pattinson (1.5s ERA R6B), 15 laps; 4 Jost Wildbolz (1.5s ERA R9B), 15; 5 Richard Pilkington (4.4 Talbot Lago T26), 15; 6 Tony Merrick (1.5s ERA R1A), 15. **Class winners** Gillies; Venables-Llewelyn, 80.51mph; Pattinson, 79.58mph; Pilkington, 79.32mph; Ludovic Lindsay (2.0s ERA R5B), 8 laps, 82.77mph. **Fastest laps** Gillies, 2m12.65s, 84.29mph; Venables-Llewelyn, 2m16.67s, 81.81mph; Martin Stretton (1.5s Maserati 4CM), 2m09.86s, 86.10mph; Pilkington, 2m17.15s, 81.52mph; Lindsay, 2m12.45s, 84.42mph.

COYS OF KENSINGTON GTs for the John Woolfe Trophy (10+10 LAPS) 1 Barrie Williams/Nigel Corner (3.8 Jaguar E), 45m11.87s, 82.46mph; 2 Mark Hales/Simon Draper (3.8 Aston Martin P214), 45m34.80s; 3 Frank Sytner/Gary Pearson (3.3 Ferrari 275 GTB-C), 20 laps; 4 Nick Mason/Will Hoy (3.0 Ferrari 250 GTO), 20; 5 Andrew Wilkinson/ Martin Stretton (4.7 AC Cobra), 20; 6 Tony Lanfranchi/ Colin Percy (3.8 Jaguar E), 20. **Class winners** Williams/Corner; Mason/Hoy, 79.33mph; Anthony Binnington/Suzi Hart-Banks (1.8 MGB), 75.73mph. **Fastest laps** Williams, 2m08.91s, 86.73mph; Hoy, 2m13.95s, 83.47mph; Hart-Banks, 2m18.87s, 80.51mph.

HGPCA PRE-'60 GRAND PRIX CARS (3+8 LAPS) 1 Philip Walker (2.5 Lotus-Climax 16), 23m26.02s, 87.47mph; 2 Tony Merrick (2.4 Ferrari 246 Dino),

23m29.81s; 3 Don Orosco (3.0 Scarab), 11 laps; 4 Ludovic Lindsay (2.7 Maserati 250F), 11; 5 Nigel Corner (2.5 Maserati 250F), 11; 6 Thomas Bscher (2.5 Maserati 250F), 11. **Class winners** Walker; Merrick, 87.24mph; Corner, 85.51mph; Allan Miles (2.0 Cooper-Bristol Mk2), 80.82mph. **Fastest laps** Walker, 2m05.08s, 89.39mph; Merrick, 2m05.26s, 89.26mph; Corner, 2m08.16s, 87.24mph; Gregor Fisker (2.0 Cooper-Bristol), 2m14.37s, 83.21mph.

LOUIS VUITTON 1950s SPORTS CARS (8+8 LAPS) 1 Gary Pearson (3.8 Lister-Jaguar), 34m53.08s, 85.47mph; 2 Jeffrey Pattinson (2.0 Cooper Monaco), 34m59.37s; 3 Barrie Williams (3.8 Tojeiro-Jaguar), 16 laps; 4 Tony Dron (3.0 Aston Martin DBR1), 16; 5 James Shead (5.0 Kurtis 500S), 16; 6 Martin Stretton (3.0 Maserati 300S), 16. **Class winners** Pearson; Pattinson, 85.21mph; Shead, 83.97mph; Stretton, 82.70mph; Duncan Dayton (1.2 Lola Mk1), 81.51mph. **Fastest laps** Pearson, 2m07.43s, 87.74mph; Pattinson, 2m08.89s, 86.75mph; Shead, 2m09.67s, 86.23mph; Stretton, 2m12.51s, 84.38mph; Dayton, 2m12.49s, 84.39mph.

CLASSIC & SPORTSCAR PRE-'68 GRAND PRIX & TASMAN CARS for the Innes Ireland Trophy (8+8 LAPS) 1 Thomas Bscher (1.9 BRM P261), 32m49.79s, 90.82mph; 2 John Harper (2.5 Brabham BT4), 33m05.79s; 3 Philip Walker (2.5 Brabham BT7A), 16 laps; 4 Rod Jolley (2.5 Cooper T51), 16; 5 Geoff Farmer (1.5 Lotus 25), 16; 6 Malcolm



Bob Bullen's Ford Anglia was pipped to the RSR honours by Ted Williams's Mustang

Bloxham

Ricketts (2.5 Lotus 32B), 16. **Class winners** Bscher; Farmer, 88.39mph; Ean Pugh (3.0 BRM P133), 80.22mph. **Fastest laps** Bscher, 2m00.08s, 93.11mph; Robs Lamplough (1.5 Lotus 33), 2m03.18s, 90.77mph; Pugh, 2m12.36s, 84.47mph.

ABINGDON TROPHY for MG SPORTSCARS (8 LAPS) 1 Colin Percy (2.9 MGC GTS), 19m07.72s, 77.93mph; 2 Barry Sidery-Smith (1.9 MGB Le Mans), 19m08.38s; 3 Anthony Binnington (1.8 MGB), 8 laps; 4 Stirling Moss (1.8 MGB), 8; 5 Gerry Brown (1.8 MGB), 8; 6 Ron Gammons (2.9 MGC GTS), 8. **Class winners** Percy; George Edney (1.5 MG TB), 75.19mph; Graham Coles (1.6 MGA), 72.20mph; Charles Jones (1.3s MG L), 64.43mph; Barry Foster (0.7s MG Montlhery), 62.25mph. **Fastest laps** Sidery-Smith, 2m20.06s, 79.83mph; Edney, 2m24.31s, 77.48mph; Steve Smith (1.6 MGA), 2m21.06s, 79.26mph; Jones, 2m49.17s, 66.09mph; Foster, 2m54.85s, 63.94mph.

VISAGE PRE-'72 LE MANS CARS (8 LAPS) 1 David Franklin (5.7 Lola T70 Mk3B), 15m03.37s, 99.02mph; 2 Jonathan Baker (5.0 Lola T70 Mk3B), 15m07.85s; 3 Chris Strakosch (5.0 Lola T70 Mk3B), 8 laps; 4 Nigel Hulme (5.9 Lola T70 Mk3B), 8; 5 Simon de Lautour (5.0 Ferrari 512S), 8; 6 Michael Schryver (1.6 Chevron B6), 8. **Class winners** Franklin; Schryver, 92.07mph. **Fastest laps** Franklin, 1m49.21s, 102.38mph. **outright circuit record**, Schryver, 1m57.11s, 95.47mph.

GARRISON HOLDINGS HISTORIC SALOONS (6 LAPS) 1 Ted Williams (5.3 Ford Mustang), 13m55.58s, 80.29mph; 2 Bob Bullen (1.5 Ford Anglia), 13m56.85s; 3 Harvey Death (1.5 Cooper S), 6 laps; 4 Peter Austin (4.7 Ford Falcon), 6; 5 Peter Sugden (2.0 Alfa Romeo Giulia), 6; 6 Ronnie Fielding (2.3 BMW 2000T), 6. **Class winners** Williams; Sugden, 79.36mph; Bullen, 80.16mph; Francois Derossi (1.0 Hillman Imp), 75.44mph. **Fastest laps** Williams, 2m13.81s, 83.56mph; Death, 2m15.07s, 82.78mph; Sugden, 2m16.53s, 81.89mph; Andrew Colley (1.0 Hillman Imp), 2m21.63s, 78.94mph.

All Fastest Laps establish class records for Historic Grand Prix Circuit.



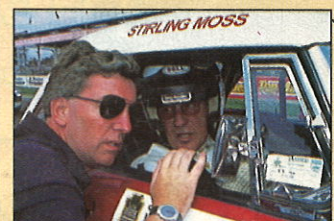
Abingdon action: Tony Binnington gives chase to Moss and Banks through Cope

Bloxham

ABINGDON TROPHY

STIRLING MOSS LINES UP ALONGSIDE THE MG EXPERTS

On Gammons assembled probably the best ever field of MGs to fight out the Abingdon Trophy race, and while Colin Percy took only two laps to relieve Stirling Moss of the lead with his pristine MGC Sebring coupe, the battle in his wake was terrific.



Moss discusses the start procedure

Moss, poleman Warwick Banks and Barry Sidery-Smith gave their Bs everything, and when Banks's gear linkage wilted, Tony Binnington replaced him in the chase. Sidery-Smith in an 8DBL hounded Percy in the closing stages.

Binnington fought off Moss's challenge for third place, and these two were chased home by Gerry Brown and Gammons pere-et-fils Ron and Malcolm in MGC and MGB GTS versions respectively.

George Edney's rare TB almost matched their pace, but Steve Smith's MGA blew off steam when the strain of running sixth became too much. Graham Coles's coupe thus won the class.



'It's grrrrreat,' approves Tony the Tiger

Pye