

# FERRAO TO THE FORE

With a perfect campaign Diogo Ferrao was a worthy champion in the Historic Formula 2 Championship, as Grahame White reports.

Historic Formula 2 has had another good season. We had five race meetings which included Hockenheim, Donington Park, Brands Hatch, Monza and Dijon. Six were planned but Zolder had to be cancelled. There were two races at each meeting, both counting for championship points. We had over 40 different cars racing and 10 different makes during the season, half of which scored points, and at some meetings over half the entry were non-UK drivers.

There is no question that the cars are being better prepared and are far more reliable than a few seasons ago, which gives better and closer racing and new drivers are joining the series each year. As value for money and speed HF2 provides some very serious and exciting racing. We had a huge grid of over 30 cars at both Donington and Brands Hatch and 20-plus at the others.

As far as drivers are concerned; this year's champion young Portuguese driver Diogo Ferrao, driving Martin Stretton's March 712M in Class A for 1600cc cars, had a perfect score by winning his class every time out. He drove superbly all year and coped well under pressure when a couple of times he had to start from the pit road when the car failed to start on the grid. It was a polished and mature performance all year. Other podium finishers in Class A during the season included Tim Barrington (Lola T240), Paul Bason (March 712), Walter Nef (March 712), Alain Lagache (March 712M), and David Brown (Brabham BT30).

Class C, for 2-litre cars, usually provided overall race winners and was always very competitive. There were three regular front winners; Martin Stretton (March 742), Matthew Watts (March 772) and Swiss driver Hans Peter (Ralt RT1) who shared the overall victories between them, but young Darwin Smith (March 722) surprised everyone with his speed a couple of times and Philip Harper (Ralt RT1), who only came out at the end of the season, had two impressive second overall places at Dijon.

Class B for Formula Atlantic specification cars was won by the very experienced Ian Ashley (March 79B) with the ever improving Philip Gladman (Chevron B34) picking up points at every race except two. Swiss driver Luciano Arnold (Brabham BT36) only came out a couple of times but picked up points and another Swiss driver Giorgio Bianchi (March 712BM) did the same.

Steve Tandy continued to enjoy his Chevron B40 and Steve Maxted was a welcome returnee at Donington Park, while James Claridge (Brabham BT30) did the two UK races plus Dijon where his dad was chief mechanic.

It was a very good season and all the HF2 drivers are such a helpful and friendly bunch of people and a real joy to be around at race meetings. The only sad thing to happen was that we lost the very popular Danish driver, Jorgen Egdal, who died of cancer.

## CHAMPIONSHIP RESULTS

Class A and overall winner: Diogo Ferrao (March 712)

Class A second: Tim Barrington (Lola T240)

Class A third: Paul Bason (March 712)

Class B winner: Ian Ashley (March 79B)

Class B second: Philip Gladman (Chevron B34)

Class B third: Andrew Smith (March 79B)

Class C winner: Martin Stretton (March 742)

Class C second: Matthew Watts (March 772)

Class C third: Hans Peter (Ralt RT1)

We will continue to run this championship next year which will include a return to Spa and a new event at Zandvoort in Holland.



Diogo Ferrao (left) at the start at Brands Hatch



Tim Barrington leads James Claridge at Donington Park



The F2 field at Brands Hatch