

# SIMAC IS CROWNED F2 CHAMPION



Frenchman Robert Simac secured the Historic Formula 2 FIA International Series for a third year running at the Motors Cup meeting at Dijon-Prenois (3/4 October).

Simac sealed the title in the penultimate race of the season at his home track of Dijon and then won the 1600cc class again on Sunday to make it 10 class wins from 10 rounds in his March 712M.

Northern Irishman Darwin Smith (March 722) won the opening race as light rain



## Historic FF2000 title race finely-poised

The battle between Tom Smith and Andrew Park for the Historic Formula Ford 2000 championship will be resolved at Silverstone's Walter Hayes Trophy meeting in early November – with Callum Grant still in with a chance of snatching the crown should both protagonists non-score and he wins.

Royale RP27 racer Smith is in the driving seat, with a five point advantage over Park (Reynard SF81) which stretches to six if the single dropped scores are factored-in. Grant (Delta T78) is 15 points behind on the same basis, with a total of 26 points available for a win with fastest lap.

Last year's champion Benn Simms has won most races (four, including both at Brands Hatch) but missed three rounds mid-season having been put on the back foot by reliability problems at Thruxton's openers.

### NEWS IN BRIEF

■ Richard Ford debuted his recently-acquired Triumph TR4 in the Historic Road Sports race at Brands Hatch and enjoyed a lively tussle with Paul Ziller who brought Jenny Smith's very pretty blue hard-topped TR2 out for the first time at July's HSCC Super Prix on the venue's GP circuit.

■ Sometime Radical racer Jennifer Ridgway enjoyed her second shot in father Graham's Historic FF2000 Reynard SF79 at Brands Hatch. Despite very limited time in the car she qualified 14th, but improved her lap times dramatically in the races, closing to within 2.8s of winner Benn Simms' best in the first en route to finishing 12th both times.

■ Jo Gomm's HRSR ByBox Historic Touring Car outing in the ex-Dan Cox Lotus Cortina ended in a big blow-

up after seven laps in qualifying. His engine grenaded on the plunge from Druids to Graham Hill Bend and such was the magnitude of the oil slick that competitors next on the scene were fortunate to miss the 'yellow peril', still smoking on the grass.

■ It was good to see veteran Mini racer Keith Padmore – father of FIA Masters F1 ace and outright Goodwood historic lap record holder Nick – competing in Brands Hatch's HRSR ByBox Historic Touring Car double-header in a Cooper S. Keith has been racing Minis since the 1970s. Playmini's Nick Paddy, whose father Graham worked for legendary BMC tuner Daniel Richmond's Downton Engineering firm in Wiltshire, was also out in a similar car.

■ Former Porsche 928 and Clubmans racer Andy Langridge became the fourth 1600cc competitor to contest the Classic F3 championship's 1971-'73 class

made conditions tricky, but had Matthew Watts (March 772P) chasing hard and only six-tenths of a second split them at the flag. Mark Piercy (Lola T360) completed the overall podium.

In the dry second race, Smith jumped into his F2 car straight from an impressive Historic F1 debut in the Ensign of James Hagan, and led until forced into the pits with a throttle linkage problem. Instead, a close battle between Watts, Hans Peter (Ralt RT1) and Piercy became for the lead and just over two seconds covered them at the flag. Peter did well to race from the back of the grid after retiring from the first race due to lack of visibility.

Simac again took the 1600cc F2 class form Martin Bullock (Chevron B17C) while a wonderful battle raged for third between Paul Bason (March 712) and Roger Bevan (Lotus 69), who was going better than ever.

Also on the Dijon programme was the final event of the season for the new Pre '80 Endurance Series.

After winning two races earlier in the season, Italian racer Michele Liguori (Lola T292) added a third victory in the opening race with some rain providing a big challenge. John Burton (Chevron B26) and Kevin Cooke (Royale RP17) shared the podium but it was only after a mighty effort that Cooke scored such an impressive result.

On his first trip to Dijon, Cooke's car hit problems in testing on Friday. Undeterred, they sourced replacement parts in Switzerland and managed to get the car ready in time for the race.

In the second race, the Lola T70 Mk3B of Simon Hadfield headed Burton by just half a second after 40 minutes of racing, while Liguori took third from the stunning Porsche 935 of Manfredo Rossi.

## Time out for Davies

Out-going double HRSR ByBox Historic Touring Car champion Tim Davies will almost certainly take a sabbatical next season, having decided to sell his all-conquering two-litre Ford Lotus Cortina. "I'm building an FIA Appendix K Cortina, but not for next year," said the Lampeter Ford specialist. "After a long lay-off I've been doing this for five years. I love historic racing with the HSCC, but it demands a lot of time so maybe a year off would suit me. Unless I still have the current car..."

## Kivlochan wants more power

ONI PLC Historic Road Sports champion Kevin Kivlochan is offering his immaculate Morgan +8 for sale, having driven the super-tractable machine to most rounds this season, thus gaining valuable bonus points. "I'm planning to come back with something with more grunt," said the triple Tour de France Optic 2000 winner who also raced his spectacular TVR Griffith in Guards Trophy GT events.

when he debuted the ex-Graham Kiddy Dastle Mk10 at Brands Hatch. Neil Bowman (Merlyn Mk21), Andrew Thorpe (Brabham BT35), Roland Lewis (Brabham BT41) had previously appeared, but not concurrently alas.

■ Clearly undeterred by his leg-breaking monster shunt at Thruxton on Easter Sunday, Mike Lane finished fourth on his Classic Clubmans comeback at Brands Hatch, having dusted down his old Mallock Mk18 to replace the ex-Mike Hickson Mk20.

■ Former FJHRA UK Formula Junior champion Chris Drake has added a front-engined Terrier Mk4 to his stable and qualified second to Stuart Roach (Alexis Mk2) for the non-championship races at Brands Hatch. Sadly the car – a sister chassis to Derek Walker's – lasted but two laps although it had won convincingly at Mallory Park in August.