

EVERYTHING TO PLAY FOR

The final two races for this year's Historic Formula Two Championship took place at the Trophes Historiques de Bourgogne meeting at the Dijon circuit in central France. There was a good entry for this popular event and everything to play for with two drivers up for the title; Daryl Taylor and Katsu Kubota.



The Dijon podium: (L-R) Bason, Meyrick, Kubota, Lagache and Peter

Friday dawned grey, overcast and with bursts of heavy rain but most survived practice except three who had engine problems. Matthew Watts (March 772) was on pole.

Race one on Saturday was delayed for a long time with drivers sitting on the grid while the race marshals tried to clear up lots of dropped oil from Hans Peter's Ralt. They were using a mixture of cement and sand, which was not ideal, however the race got under way with mixed track conditions wet mostly with a drying line.

Most drivers went for wet tyres but Martin Stretton (March 742) gambled on slicks from his front row position. After two warm ups laps behind the pace car the race was under way. Watts led from Stretton and Philip Harper (Ralt RT1) was third but soon an engine misfire dropped him down and Mark Dwyer (March 742), Diogo Ferrao (March 712) and Katsu Kubota (March 712) all got past. The order stayed like this to the finish and although with a drying track Stretton was quickest and catching Watts he had lost too much ground early on the make the front. So with Kubota finishing second in his class he secured the championship and was delighted.

Race two had a dry track and normal start and Watts just managed to out-drag Stretton into the first corner followed by Peter Meyrick (March 782), Hans Peter (Ralt RT1), Mark Dwyer and Peter Wuensch (Ralt RT1). Soon though Meyrick was through into the lead with Watts and Stretton next, but soon after Watts retired with engine trouble, Stretton pitted twice with fuel starvation having got passed Meyrick for the lead and Dwyer stopped. Now Wuensch was up to third only to drop back with engine problems. Lots of changes, then, which allowed the amazing Kubota to get up to second overall in the 1600cc car, which he held to the flag with Meyrick winning. Hans Peter was the final podium finisher in third place, doing the last two laps with a punctured front tyre. Ian Ashley having his first HF2 race in an Atlantic car was a very creditable fourth overall followed by Paul Bason (March 712) and Daryl Taylor (March 78B) to complete the top six.

DIJON DOODLINGS

Katsu Kubota must be congratulated for winning the HF2 Championship. He has driven superbly all year, has scored points

in every one of the 12 races often finishing in front of many 2-litre cars with his smaller 1600cc car. He commutes from Japan for every race, never seems to be affected by jet lag, and is one of nicest drivers to work with; well done and a much deserved title. Congratulations also to Colin and Alistair Bennett and their team CGA Engineering for preparing and looking after his car. They also look after Katsu's Formula One Williams for HFO.

Mark Dwyer liked his first taste of HF2 and is expected to do more races next year when his F5000 commitments allow.

Philip Harper didn't do race two, saving his engine from further damage but is planning to give his car a complete rebuild before next season.

It was very good to see John Moulds out again with his Brabham BT23, renewing his fun racing with Laurie Bennetts Elfin. They had a class D win each. After the race Laurie packed up his car into its trailer with all the spares and was due to take it to Felixstowe docks to ship it back to Australia. He has had a great season in Europe and is thinking of doing the same again next year but perhaps with a different car. He will continue to race in Australia during our winter.

Tim Barrington (Lola T240) didn't like the track conditions in race one so didn't race. In race two he was flying from the back of the grid, lining up for a class podium but then ran out of petrol. Roger Bevan (Lotus 69) had two good races with a handy fifth overall in race two.

Club Chairman Chris Sharples (Chevron B29) had a good race one benefiting from running on slicks towards the end but retired in race two with suspension problems. He loved the circuit though and had fellow committee member David Pullen with him as his spanner man.

Daryl Taylor finished second overall in the championship and although was a little disappointed at not winning was in his own words 'pretty satisfied in his first season of HF2'. Well done, Daryl.

Tim Barrington found a Japanese photographer in the paddock and learnt enough of his language to be able to make a presentation and congratulate Katsu Kubota on his birthday in Japanese at the gala dinner. Everyone, including Katsu, was most impressed.

HISTORIC FORMULA 2 CHAMPIONSHIP - FINAL TOP 10 POSITIONS

1	Katsu Kubota	March 712	96
2	Daryl Taylor	March 78B	83
3	Peter Meyrick	March 782	63
4	Matthew Watts	March 772	62
5	Diogo Ferrao	March 712M	61
6	Martin Stretton	March 742	52
7	Hans Peter	Ralt RT1	49
8	Walter Nef	March 712	37
9	Paul Bason	March 712	36
10	Alain Lagache	March 712M	34