

Throughout the weekend the glorious sounds of historic racing cars resounded all round the legendary Spa-Francorchamps circuit. On the track and off the fifth running of Spa-Classic fulfilled all its promises setting new records for spectators, 20 000, and cars with 1500 historic vehicles (clubs and racing) gathered together.

For once, all three days of Spa-Classic in the valley of the Ardennes were bathed in sunshine. Drivers, collectors, exhibitors and spectators were able to enjoy to the full the many attractions on hand starting with the races.

## RACES

The on-track show was provided by seven grids with more than 250 cars. The eagerly-awaited saloons and coupes in the **Heritage Touring Cup** reminded the crowd of the halcyon days of the Spa 24 Hours, when, not so long ago, the Belgian endurance classic was reserved for series production cars. In the 24-Hour event drivers in BMW 3.0 CSLs, Rover Vitesses, Ford Capris, etc. did battle both in daytime and during the night as one of the heats took place late on Saturday evening creating a magic ambience.

The crowd enjoyed more endurance racing with the **CER 1** and **CER 2** grids as well as the **Sixties' Endurance** and the **Trofeo Nastro Rosso** events, four Peter Auto grids consisting of prototypes and grand touring cars that raced in the Spa 1000 km in days of yore: Ford GT40s, E-Type Jaguars, Shelby Cobras, Ferrari 250 GTs...

Extra endurance thrills were provided by two grids invited by Peter Auto. The **U2TC** brought together cars of under 2 litres built before 1966 similar to those that competed in the early touring car Spa 24 Hours. And finally, the cherry on the cake was the field of **Group C** prototypes including a remarkable Jaguar XJR-14 from 1991 whose performances have little to envy those of the current crop of LM Ps.

## CLUBS AND ENTERTAINMENT

While practice and races followed one another in quick succession on the circuit, spectators were able to leave the track for a few minutes - or a few hours - to look at more than a thousand collectors' cars on show inside the circuit. Like the TVR Car Club which chose Spa-Classic to celebrate its 50th anniversary, numerous owners of historic cars came along and represented makes as diverse as BMW, Corvette, Datsun, Ferrari, Mazda, Porsche, Triumph, and Viper with 35 models from all over Europe which congregated at the circuit. On Sunday at midday this marvellous display retracing the history of the motor car was joined by the 180 crews in the Youngtimers Rally who ended their trip at the Ardennes roller coaster. In the village spectators were able to have their fill of excitement with the Wall of Death (motorbikes) and the driving simulators. Other forms of entertainment (slot racing, concerts, dancing lessons, vintage hair dressing) and the exhibitors' stalls (miniatures, ready to wear, books, etc.) delighted the public.

## BONHAMS AUCTION

For the third year in a row the Bonhams auction on Sunday excited a lot of interest. Among the best-selling lots were:

- Porsche 962C chassis 962-155 de 1990	1 495 000 €
- Ferrari 365GTB/4 Daytona Berlinetta de 1970	667 000 €
- Ferrari 308GT Berlinetta Vetroresina 1976	253 000 €
- Aston Martin DB Mark III Sports Saloon de 1958	247 250 €
- Lancia Flaminia Super Sport Double Bulle de 1965 carrossée par Zagato	218 500 €
- Karting Birel Ex-Mika Häkkinen	9 200 €

The turnover of this auction exceeded 5 million euros, a figure that delighted Philip Kantor (International Business Development Manager for Bonhams Europe).

Given the success of this event Peter Auto is putting on the next one, the 6th Spa-Classic, in the spring of 2016. In the meantime the Peter Auto grids will be at the Grand Prix de l'Age d'Or in two weeks on the Dijon-Prenois circuit.

## RACE RESULTS



### CER 1

Emanuele Pirro shot through from the 2nd row and took the lead in the La Source hairpin. The 5-time winner of the Le Mans 24 Hours at the wheel of his 1969 Alfa Romeo 33/3 lost first place after a few corners and finished the race in sixth place after handing over to Gianluca Rattazzi. Up front, Eric Jamar (Chevron B19) was pulling away but he stopped too late and was given a penalty. Finally, Toni Seiler in his Lola T70 MkIII won while in GT victory went to Raymond Narac and Michel Lecourt (Porsche 911 RSR).

### CER 2

A great race! Philippe Scemama made the best start but after 18 laps his Lola T290 DFV lost a wheel at Les Combes. Second-placed Dominique Guneat in his Lola T 286 DFV suffered a puncture. Patrice Lafargue in his Lola T298 BMW who was third early on took the flag in first place. In GT it was similar story as the two Porsche 935s nos 35 and 37, that dominated early on fell victim to mechanical problems in quick succession. Taking advantage of their mishaps Christian Bouriez won the race in his Ferrari 512 BBLM.

CER 1	CER 2
1. Toni SEILER (LOLA / T70 Mk III)	1. Patrice LAFARGUE LOLA / T298 BMW
2. Serge KRIKNOFF (LOLA / T 212 FVC)	2. Yves SCEMAMA TOJ / SC 304
3. Richard MILLE/Carlos ANTUNES TAVARES (LOLA / T70 Mk III B)	3. Frédéric DA ROCHA LOLA / T 298 BMW



The Jaguar XJR-14, which was one of the stars of the field, didn't start the race after suffering engine failure in qualifying. Rui Aguas took the lead in his Mercedes C11. At half distance the Portuguese handed over to Kriton Lendoudis. On the other hand, Bob Berridge stayed behind the wheel of the Nissan RC93 and took first place which he held till the chequered flag.

1. Bob BERRIDGE (NISSAN RC93)
2. Steve TANDY/Mike SIMPSON (SPICE SE90 GTP)
3. Kriton LENDOUDIS/Rui AGUAS (MERCEDES C11)



### Race 1

The favourite, the BMW 3.0 CSL driven by locals Eric Mestdagh and Pierre-Alain Thibaut started from the back of the grid following fuel injection problems in qualifying. The car fought its way back up to eighth place after only two laps until it was again hit by engine problems and it ground to a halt. Up front, the Fords (Capris and Escorts) scored a triple led by Ward-Smith. Andrew Beverley in a Volvo 240 Turbo and Richard Postins in a Rover Vitesse TWR, who drove single-handed, finished just outside the top 3.

### Race 2

The night race of the weekend began at 22h15 on Saturday evening. At half distance the oil dropped by a Ford Mustang in the Blanchimont corner led to the only neutralisation of the day. At that very moment Tim Summers and Richard Meaden were sanctioned for pitting outside the time window. The Rover Vitesse, which finished third, was given a penalty later on. The Ford Capris of Ward-Smith and Dance led from start to finish clinching a double in front of Andrew Beverly's Volvo 240 Turbo.

Race 1	Race 2
1. Chris WARD/Andrew SMITH (FORD Capri 3100 RS Broadspeed)	1. Chris WARD/Andrew SMITH FORD (Capri 3100 RS Broadspeed)
2. Steve DANCE (FORD Capri 2600 RS)	2. Steve DANCE (FORD Capri 2600 RS)
3. Christophe VAN RIET/Raphaël BORMAN (FORD Escort 1600 RS)	3. Andrew BEVERLEY (VOLVO 240 Turbo)



A clean sweep for the Shelby Cobras which were uncatcheable after the retirement of the recent winner of the Tour Auto Optic 2000, Jean-Pierre Lajournade. Although the E-Type Jaguar had no problems covering the 2000 kilometres of twisty roads throughout France it was unable to cope with the long straights of the Spa-Francorchamps circuit. Karsten Le Blanc and Nigel Greensall won after an impeccable drive.

1. Karsten LE BLANC/Nigel GREENSALL (SHELBY Cobra 289)
2. Pierre-Alain FRANCE/Erwin FRANCE (SHELBY Cobra 289)
3. Andrew BEVERLEY SHELBY (Cobra 289 1963)



### Race 1

Vincent Gaye dominated the race from start to finish in his Ferrari 275 GTBC. At the flag he was more than a minute in front of Jan Gijzen's Ferrari. The Bizzarini 5300 GT that held third for a long time gave way to the attacks of the impressive Ferrari 250 GT Breadvan – a unique model – driven by Lukas and Martin Halusa.

### Race 2

Shortly after the start the clutch on the no. 25 Ferrari 275 GTB failed and the car stopped in the Bus stop chicane bringing out the safety car. The race was restarted for two laps during which the main protagonists held on to their positions. Vincent Gaye scored another unchallenged victory as in the first race.

Race 1	Race 2
1. Vincent GAYE (FERRARI / 275 GTB/C)	1. Vincent GAYE (FERRARI / 275 GTB/C)
2. Jan GIJZEN (FERRARI / 275 GTB)	2. Jan GIJZEN (FERRARI / 275 GTB)
3. Lukas HALUSA/Martin HALUSA (FERRARI / 250 GT Breadvan)	3. Jean BRANDENBURG/Raphaël FAVARO (BIZZARRINI / 5300 GT)



### Race 1

Richard Meaden and Grant Tromans' Lotus Cortina was supposed to start from pole position but was unable to do so as the engine refused to fire up. Thus, the no. 100 BMW 1800 TiSA inherited first place which its crew Shaw-Oliver held till the finish. It was a nice reminder for Jackie Oliver, winner of the 1969 Le Mans 24 Hours with the most popular of Belgian drivers, Jacky Ickx. Behind, the Letts-Letts and Monteverde-Pearson in Ford Lotus Cortinas had a ding-dong battle with the second pair emerging victorious.

### Race 2

Up till half distance the no. 100 BMW 1800 TiSA and the no. 63 Ford Lotus Cortina Mk1 swapped positions on several occasions, but as in the first heat Shaw-Oliver won. Behind, the retirements in succession of the nos 161 and 24 Ford Lotus Cortinas helped David Tomlin and Richard Meaden to climb up onto the podium.

Race 1	Race 2
1. Richard SHAW/Jackie OLIVER (BMW 1800 TiSA)	1. Richard SHAW/Jackie OLIVER (BMW 1800 TiSA)
2. Carlos MONTEVERDE/Gary PEARSON (Ford Consul Cortina)	2. Grant TROMANS/Richard MEADEN (Ford Lotus Cortina MK1)
3. Alan LETTS/Geoffrey LETTS (Ford Lotus Cortina)	3. David TOMLIN/Richard MEADEN (Ford Lotus Cortina)

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