

BMW



2800CS

2202572



It is without a doubt the most iconic of all Group 2 racing cars, and such was the ubiquitous nature of the BMW CSL and its predecessor the 2800CS, it easily stood out as the weapon of choice if you wanted to stand any chance of winning a Group 2 touring car race any time from 1969 all the way through to the end of 1981 when the CSL's homologation papers finally ran out.

This particular "Batmobile", chassis 220-2572, started life as a silver 2800CS road car which came off the production line on the 25th September '69 and was delivered on the 23rd November to Team Schnitzer of Munich who then converted the car to FIA Group 2 spec for the 1970 racing season.

"2572" was entrusted to Ernst Furtmayr, the 1969 European Mountain Champion in the Touring Car class with a BMW 2002, which he used to win the first event of the 1970 championship at Montseny, but thereafter Furtmayr would use "2572" for the first half of the season in what would be a successful attempt at retaining his title in 1970.

First time out for Ernst in the 2800CS was at Rossfeld at the beginning of June where he finished 2nd overall and won the Group 2 class. A week later at Hockenheim the car would do a circuit race for

the first time but Ernst had no luck and retired. The following week though he would win outright and take the class win at Mont Ventoux. A trio of events in July started with a 2nd in class at Trento-Bondone followed by the class win at Cesana-Sestriere, but at Freiburg, Ernst suffered his second retirement of the season. It was the last time Ernst would use "2572" in 1970 thereafter switching to chassis 220-1362 for the remainder of the year.

"2572" in the meantime was rebuilt and freshened up in white and blue and sent out to Nova Lisboa in Angola for local young hotshot Jose Lampreira and Claude Melville to race in the 6 hour event. After easily qualifying as fastest touring car, the car retired early when the gearbox broke. "2572" was supposed to stay on in Angola and do the 3 Hours race a couple of weeks later, but Schnitzer couldn't get a gearbox out because of customs restrictions so it was easier to send out another car, the freshly built "1362", and return "2572" to Schnitzer in Germany where it remained unused for the rest of the season.

At the beginning of 1971, Furtmayr personally hired "2572" for two races at the Salzburgring, the Austria Trophy in April where he finished 4th and the Bavaria Trophy in June which he won.

"2572" was barely back at Schnitzer for a week before being leased to wealthy German amateur drivers Karl-Heinz Eisenschenk and Hans-Gunther Stoffel of Bohn, who running under the Haribo Racing banner, rather ambitiously planned to tackle four of the toughest events on the touring car calendar in a little over six weeks. Three of those races were at the Nurburgring where they started off in fine style by finishing third overall in the ADAC 24 Hours. Despite this promising start in achieving their aims they retired early in the Nurburgring 6 Hours, and retired also in the Spa 24 Hours when the car spun-off during a rainstorm and got bogged down and stuck in the wet grass and mud.

The last and fourth race was back at the Nurburgring, for the Marathon-de-la-Route 96 Hours, a 4 day grind which was a replacement for the Rome-Liege-Sofia Rally. After their 3rd place finish in the 24 Hours, Eisenschenk and Stoffel were pre-race favourites in a rather small field of 39 cars and the pair ran at the front battling for the lead until the engine broke after around 5 hours.

The car was then returned to Schnitzer who rebuilt the car over the winter for the 1972 season with the latest wide wheel-arches with vents at the rear, a modification seen on the other Schnitzer car "1362", but which had yet to have been carried out on "2572" which had been running "vent-less" arches since it was first converted to Group 2 spec in 1969.

For the 1972 season, Schnitzer did a deal with Mario Cabral to run the car in Portuguese national events and hillclimbs under the Equipo-BMW banner. Mario went out to Munich with a couple of friends to pick up "2572", and once all the paperwork was done, they all piled into the car and headed straight for Lisbon for the inaugural opening event at Estoril on the 17th of June. A 40 lap race counting for the Spanish championship. Cabral won the race beating a pair of rather quick Ford Capri RS2600s.

Mario didn't have much in the way of a support team for the races at Estoril which he lived close by to. Along with a couple of friends, he would drive the car out to the track with some tools thrown in the back and a pair of spare wheels stuffed into the trunk for good measure, do the race, which he usually won, and then drive back home.

Despite appearing to be a rather amateur affair, Mario was no amateur racer and always qualified and raced at the front and during the 1972 season he won five times, finished second once and only failed to finish one race. After winning at Estoril, he won the Rampa de Monsanto hillclimb then headed for the Vila Real street circuit where he retired in the pouring wet conditions when the fuel pump failed after only three laps. A win in the hillclimb at Penha was followed by a win at Vila do Conde with Mario then closing out the season with a win and a second place finish, both at Estoril.





Since the start of its racing career "2572" carried the road-plate "LF-X 15", a Schnitzer appointed trade-plate which was not unique to or solely used on this car. It was first used in 1968 on the 2002 hillclimbed by Furtmayr and used again the following year on one of the two cars Furtmayr used. From 1970 until 1972 it was used on both "2572" and the sister car "1362" at the same time, but as these cars were never in the same race or competing against each other, it apparently never caused any problems. The plate continued to be used simultaneously by "1362" and the teams new lightweight 3.0 CSL up until the end of 1973 and into 1974 by which time "2572" had been sold on and was no longer using the plate.

For 1973 Walter Brun and Cox Kocher came to an arrangement with Herbert Muller to hire or lease any of the Schnitzer cars on a race-by-race basis. Brun did the first half of the season by paying for rent-a-drives in the sister "1362" chassis and the Schnitzer built lightweight CSL, but by mid-season "2572" had been bought outright by Brun and Muller with the intention of rebuilding the car to CSL spec.

Schnitzer though, now at the mid-point of season, didn't have the capacity to do any major work on the car, so "2572" was handed over instead to rivals Alpina-BMW to be converted and rebuilt to the latest lightweight 3.0 CSL "Batmobile" specification along with the latest spec 3.3 litre engine.

Painted white with orange roof spoiler and tail-fins, the rebuilt car first appeared in time for the '73 Spa 24 Hours with Brun and Kocher, but as in its previous appearance in 1971, the car retired, this time with mechanical problems. However the rest of the year proved to be moderately successful in terms of results with some decent placings, notably a 5th at Zandvoort and the class win for Brun at Les Rangiers. More decent results followed with a 5th in the Nations GP at Hockenheim, a 4th in the Paul Ricard 6 Hours, and a 7th in the Tourist Trophy at Silverstone.

For 1974 the car was run solely under the Walter Brun Motorsport banner with sponsorship from Jagermeister. The deal was struck too late in the day for the car to be repainted and appeared for the '74 Monza 4 Hours still in white and orange but with Jagermeister logos and signwriting. Hired to rent-a-drivers Urs Zondler and Peter Mattli, "2572" finished a fine 4th overall. For the '74 Austria Trophy at the Salzburgring, "2572" was fully repainted in orange, but after qualifying well enough in practice, was withdrawn after Zondler switched to the teams newer CSL. Amateur racer Bernd Herlitze then borrowed "2572" for the Bavaria-Rennen at the Salzburgring, but despite winning easily, decided to switch back to his regular 2002. For the '74 Zandvoort Trophy, Mattli was back in the car this time partnered with Moritz Gerny but they could only manage to finish a lowly 22nd.

In 1975 Walter Brun sold "2572" to young up and coming Swiss driver Fredy Schnarwiler who entered the car under the Formel Racing Club der Schweiz banner. Although not sponsored by Jagermeister, Fredy didn't bother repainting the car and kept the car in its full orange livery complete with Jagermeister logos and signwriting.

After failing to turn-up for the Eifelrennen at the Nurburgring in April, Fredy appeared for the Norisring 200 in June. In what was now essentially an obsolete 2800CS, Fredy qualified right at the back of the grid some way of the pace, and after running at the tail-end some way behind, quit when the engine failed. The engine was fixed in time for the hillclimb at Les Rangiers, but the engine quit again after only one timed run.

Fredy never ran the car again after that as he failed to turn up for the Hockenheim DRM race. Fredy instead advanced his motor racing ambitions through to F3 and then onto F2 with the old BMW "Batmobile" sat in storage until being recovered in 1994 by restorer and marque specialist Alex Elliott.

It's fair to say "2572" was exactly as Fredy last raced it, but for the years of grime, dirt and dust accumulated over nearly 20 years of neglect. The car though was 100% complete and undamaged but in dire need of a full restoration.

"2572" was then sold in 2008 to the current owner Peter Mullen and fully restored in its iconic orange Jagermeister livery was displayed at the 2014 Buntingford Classic Car Show. Prepared and looked after by Blakeney Motorsport, "2572" has been raced sporadically since 2015 by Mullen and Patrick Blakeney-Edwards appearing at the Goodwood Festival of Speed in 2016, and the Silverstone Classic in 2015, 2016 and more recently in 2018.

Retaining a lot of originality, including the original paintwork under the bonnet and boot-lids, "2572" is an iconic survivor from an iconic era in touring car racing, and like back in the day, is the perfect weapon of choice for historic touring car racing.



- 11/69: Team Schnitzer BMW, Munich, Germany
factory build date 25/09/69
delivery date 23/11/69
fitted with 2996cc 6C engine
painted silver/red
with German road plate "LF-X 15"
raced by Ernst Furtmayr
1970 European Mountain Champion
- 08/70: Team Autocal Trevauto, Nova Lisboa, Angola
repainted white/blue
hired for '70 Nova Lisboa 6 Hours
raced by Jose Lampreira and Claude Melville
returned to Schnitzer
- 04/71: Ernst Furtmayr, Munich, Germany
hired for 2 events
returned to Schnitzer
- 06/71: Karl-Heinz Eisenschenk and Hans-Gunther Stoffel, Bohn, Germany
entered by Haribo Racing Team
leased for 4 endurance events
returned to Schnitzer
- 06/72: Mario Araujo "Nicha" Cabral, Equipo-BMW, Lisbon, Portugal
leased for national Portuguese touring car series
returned to Schnitzer
- 07/73: Walter Brun & Herbert Muller, Switzerland
updated to 3.0 CSL spec by Alpina-BMW
fitted with 3303cc 6C engine
painted white/orange
entered by Herbert Muller Racing
raced in 1973 by Brun and Cox Kocher
- 01/74: Walter Brun Motorsport, Lucerne, Switzerland
1974 repainted orange
sponsored by Jagermeister
entered by Walter Brun Racing
fitted with 3498cc 6C engine
raced by Urs Zondler, Peter Mattli, Bernd Herlitze and Moritz Gerny
- 04/75: Fredy Schnarwiler, Ballwil, Switzerland
entered by Formel Racing Club der Schweiz
kept in orange Jagermeister livery
fitted with 3303cc 6C engine
driven only twice, '75 Norisring and '75 St Ursanne
kept in long term storage
- 94: Alex Elliot, Kent, UK
recovered requiring full restoration
- 08: Peter Mullen, UK
current owner
restored
prepared by Blakeney Motorsport
raced in historics by Mullen and Patrick Blakeney-Edwards

Team Schnitzer-BMW					
2800 CS - painted silver/red					
07/06/70:	Rossfeld, Germany	#35	E.Furtmayr	2nd	G2 1st
13/06/70:	Rhein Pokal, Hockenheim	#22	E.Furtmayr	Rtd	-
21/06/70:	Mont Ventoux, France	-	E.Furtmayr	1st	G2 1st
05/07/70:	Trento-Bondone, Italy	#336	E.Furtmayr	11th	G2 2nd
15/07/70:	Cesana-Sestriere, Italy	#244	E.Furtmayr	10th	G2 1st
26/07/70:	Freiburg-Schauinsland, Germany	#71	E.Furtmayr	Rtd	-
Team Autocal-Trevauto					
2800 CS - painted white/blue					
09/08/70:	Nova Lisboa 6 Hours, Angola	#11	J.Lampreira/C.Melville	Rtd	-
Ernst Furtmayr, Germany					
2800 CS - painted white/blue					
11/04/71:	Austria Trophy, Salzburgring	#73	E.Furtmayr	4th	74 laps
19/06/71:	Bavaria-Rennen, Salzburgring	#111	E.Furtmayr	1st	12 laps
Haribo Racing Team					
2800 CS - painted white/blue					
26/06/71:	Nurburgring 24 Hours, Germany	#8	KH.Eisenschenk/HG.Stoffel	3rd	125 laps
11/07/71:	Nurburgring 6 Hours, Germany	#8	KH.Eisenschenk/HG.Stoffel	Rtd	-
24/07/71:	Spa 24 Hours, Belgium	#20	KH.Eisenschenk/HG.Stoffel	Rtd	-
17/08/71:	Marathon de la Route, Nurburgring	#20	KH.Eisenschenk/HG.Stoffel	Rtd	clutch
Equipo-BMW/Autocal-Trevauto					
2800 CS - painted white/blue					
17/06/72:	Estoril STC, Portugal	#53	M.Cabral	1st	40 laps
02/07/72:	Rampa de Monsanto, Portugal	-	M.Cabral	-	G2 1st
09/07/72:	Vila Real, Portugal	#30	M.Cabral	Rtd	3 laps
23/07/72:	Rampa de Penha, Portugal	-	M.Cabral	-	G2 1st
27/08/72:	Vila do Conde, Portugal	#30	M.Cabral	1st	-
24/09/72:	Circuito Nacional ACP, Estoril	#66	M.Cabral	1st	-
12/11/72:	Gran Premio ACP, Estoril	#35	M.Cabral	2nd	30 laps
Herbert Muller Racing					
3.0 CSL - painted white/orange					
21/07/73:	Spa 24 Hours, Belgium	#20	W.Brun/C.Kocher	Rtd	-
12/08/73:	Zandvoort Trophy, Holland	#14	W.Brun/C.Kocher	5th	136 laps
19/08/73:	St Ursanne-Les Rangiers, Switzerland	#2	W.Brun	24th	1st G2
26/08/73:	Preis der Nationen, Hockenheim DRM	#44	W.Brun	5th	-
02/09/73:	Paul Ricard 6 Hours, France	#15	W.Brun/C.Kocher	4th	150 laps
23/09/73:	Tourist Trophy, Silverstone	#54	W.Brun/C.Kocher	7th	134 laps
11/11/73:	Rheintal, Hockenheim	#33	W.Brun/C.Kocher	-	-
Jagermeister/Walter Brun Motorsport					
3.0 CSL - painted orange					
24/03/74:	Monza 6 Hours, Italy	#6	U.Zondler/P.Mattli	4th	127 laps
21/04/74:	Austria Trophy, Salzburgring	#14	U.Zondler/P.Mattli	DNS	w/drwn
26/05/74:	Bavaria-Rennen, Salzburgring	#72	B.Herlitze	1st	24 laps
11/08/74:	Zandvoort Trophy, Holland	#16	P.Mattli/M.Gerny	22nd	98 laps
Jagermeister/FRC der Schweiz					
3.0 CSL - painted orange					
27/04/75:	Eifelrennen, Nurburgring	#34	F.Schnarwiler	DNA	entered
29/06/75:	Norising 200 DRM, Germany	#42	F.Schnarwiler	Rtd	engine
17/08/75:	St Ursanne-Les Rangiers, Switzerland	-	F.Schnarwiler	Rtd	-
31/08/75:	Hockenheim DRM, Germany	#42	F.Schnarwiler	DNA	entered



Identification: Chassis tag "2202572" - Still in original position

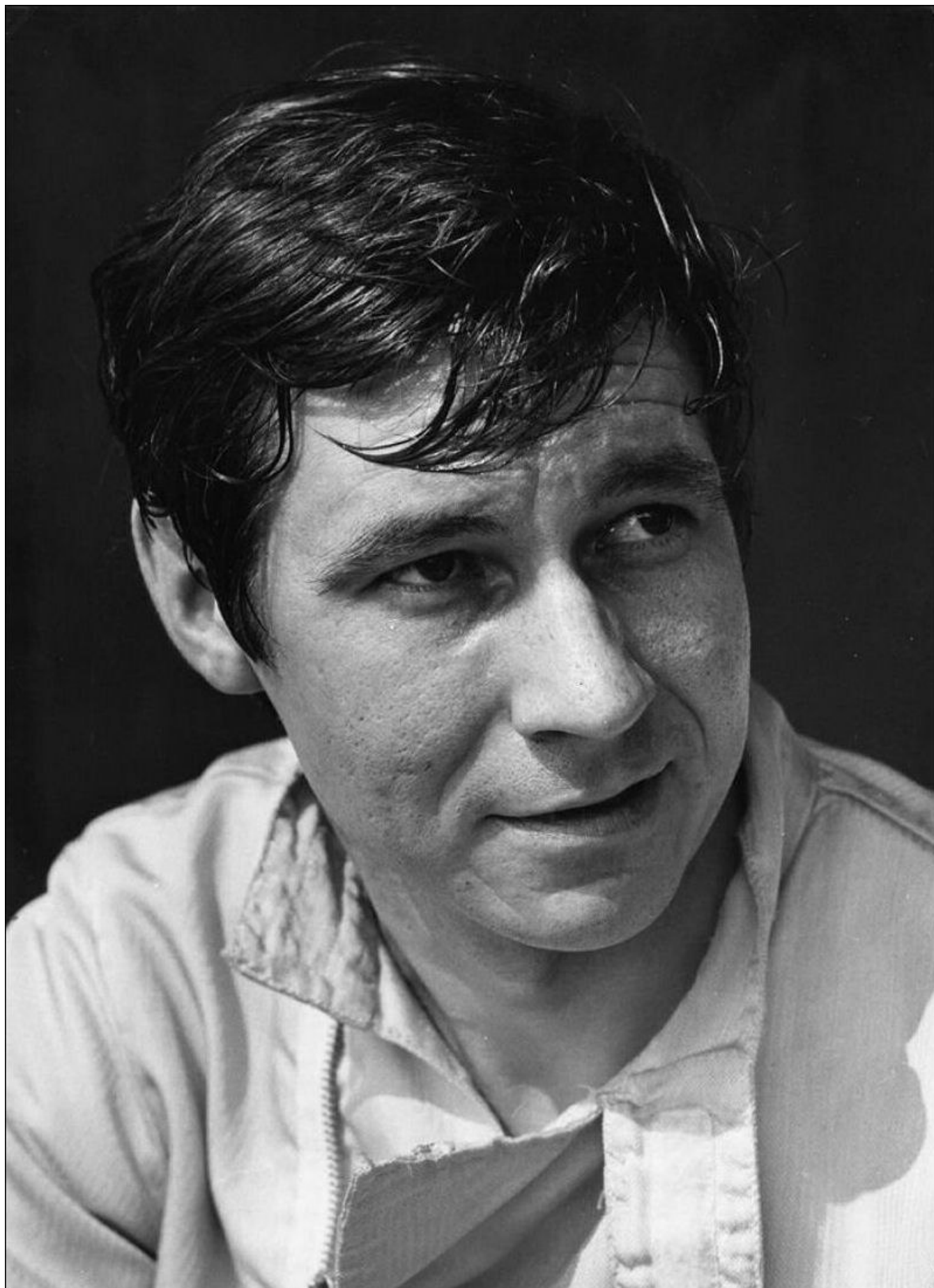
INTERNATIONALER ALPEN-BERGPREIS ROSSFELD BERCHTESGADEN

Tourenwagen 1600ccm bis 2000ccm

45	Bock	Georg	BMW	2002	ti
40	Schüler	Gerhard	Alfa-Romeo		GTAm
	Schmid	Dieter	BMW	2002	ti
48	May	Wolfgang	BMW	2002	
42	Mayer	Bepp	BMW	2002	ti
51	Herlitze	Bernd	BMW	2002	
52	Klier	Adi	BMW	2002	
50	Finger	Heinz	BMW	2002	
47	Liebl	Sepp	BMW	2002	
41	Krebs	Albrecht	BMW	2002	ti
43	Keller	Paul	BMW	2002	ti
46	Dörner	Wolfgang	BMW	2002	ti
49	Warmbold	Waldemar	BMW	2002	

Tourenwagen 2000ccm bis 3000ccm

	35	Furtmayr	Ernst	BMW	2800	CS	
	31	Grähser	Jürgen	BMW	2800	CS	
	37	Forster	Martin	Opel	Commodore	GS	
	36	Lothar	Ernst	Opel	Commodore	GSE	
	34	Bein	Helmut	BMW	2800		
	32	Raabe	Dieter	BMW	2800		
	38	Giesecking	Dieter	Opel	Commodore	GS	
	33	Wenke	Roman	BMW	2800	CS	
	39	Lex	Ferdl	BMW	2500		



07/06/70: Rossfeld Bergrennen, Germany - Ernst Furtmayr



07/06/70: Rossfeld Bergrennen, Germany - Ernst Furtmayr - 2nd / 1st in Class



07/06/70: Rossfeld Bergrennen, Germany - Ernst Furtmayr - 2nd / 1st in Class



07/06/70: Rossfeld Bergrennen, Germany - Ernst Furtmayr - 2nd / 1st in Class

INTERNATIONALER ALPEN-BERGPREIS ROSSFELD

BERCHTESGADEN

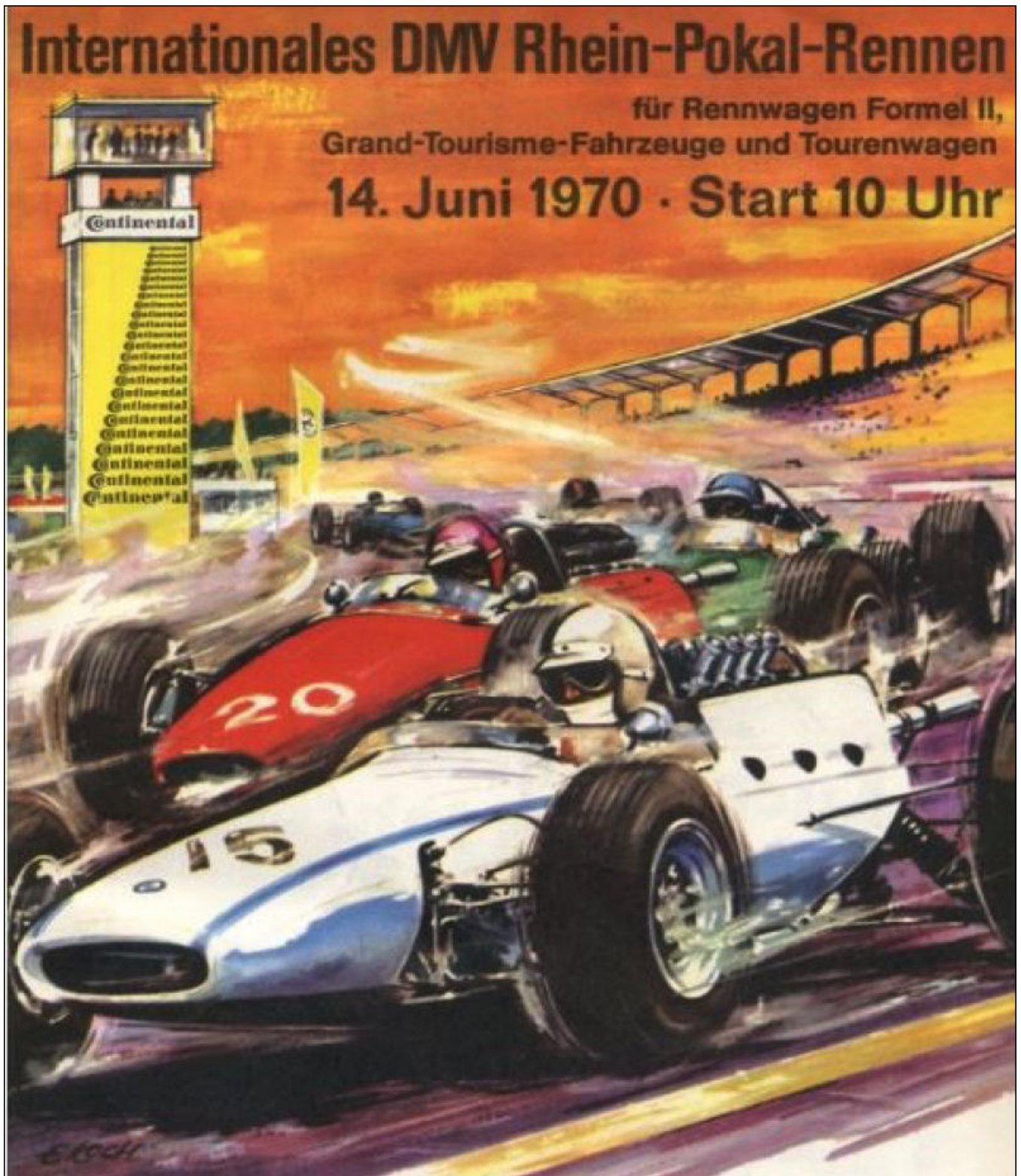
Tourenwagen 2000ccm bis 3000ccm

1	35	Furtmayr	BMW	2800	CS	3:25,45	3:17,36	6:42,81
2	31	Grähser	BMW	2800	CS	3:29,64	3:24,30	6:53,94
3	37	Forster	Opel	Commodore	GS	3:31,40	3:33,22	7:04,62
4	36	Lother	Opel	Commodore	GSE	3:55,29	3:54,23	7:49,52
5	34	Bein	BMW	2800		4:04,99	4:03,53	8:08,52
6	32	Raabe	BMW	2800		4:09,70	4:08,81	8:18,51
7	38	Giesecking	Opel	Commodore	GS	4:34,98	4:36,66	9:11,64
0	33	Wenke	BMW	2800	CS			
0	39	Lex	BMW	2500				

Internationales DMV Rhein-Pokal-Rennen



für Rennwagen Formel II,
Grand-Tourisme-Fahrzeuge und Tourenwagen

14. Juni 1970 · Start 10 Uhr



MOTODROM HOCKENHEIM

Veranstalter: Badischer Motorsport-Club e. V. (DMV) Hockenheim
Offizielles Rennprogramm Preis DM 2,-





13/06/70: Rhein Pokal, Hockenheim - Ernst Furtmayr - Rtd



13/06/70: Rhein Pokal, Hockenheim - Ernst Furtmayr - Rtd

5. Rheinpokal Rennen

Hockenheim Motodrom, BRD

Date: 13/6/1970 to: 14-6-1970

Track length: 6.789 m

Attendance: unknown

Entries accepted:

Starters: 9 (1); 13 (2); 14 (3); 28 (4);

Finishers: 8 (1); 8 (2); 11 (3); 17 (4);

Pole position:

Fastest lap: Heidel (3)

Distance: 15 laps

Average speed: 146,3 kmh (4)

Weather:

Ruleset: Group 1-4/70

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1		BMW-Alpina BMW 2800 CS	Ferfried von Hohenzollern, D	2996	L6	TC 3000	15 laps, 39.45,6
2	1		Alfa Romeo Deutschland Alfa Romeo 2000 GTAm	Hans Hessel, D	1985	L4	TC 2000	15 laps, 39.59,9
3	2		Alfa Romeo Deutschland Alfa Romeo 2000 GTAm	Gerhard Schüler, D	1985	L4	TC 2000	15 laps, 40.18,1
4	3		Koepchen Eifelland BMW 2002 TI	Hans Heyer, D	1990	L4	TC 2000	15 laps, 40.19,5
	4		Team Schnitzer BMW 2002 TI	Dieter Schmid, D	1990	L4	TC 2000	
	5		BMW 2002	Horst Döring, D	1990	L4	TC 2000	
	6		BMW 2002 TI	Jörg Obermoser, D	1990	L4	TC 2000	
	7		BMW 2002 TI	Horst Günther, D	1990	L4	TC 2000	
	8		Hettel-Racing Opel Rallye Kadett	Willi Bayer, D		L4	TC 2000	
	9		BMW 2002	Gerhard Lässig, D	1990	L4	TC 2000	
	10		BMW 2002	Jürgen Koch, D	1990	L4	TC 2000	
	2		Auto-Wagner Ford Capri 2300 GT	Heinz See, D		V6	TC 3000	14
	3		BMW ?2500	Manfred Drögekopp, D	2494	L6	TC 3000	13
	4		Mercedes 250 SE	Horst Schreiber, D	2496	L6	TC 3000	
	5		Auto-Wagner Ford Capri 2300 GT	Wolfgang Wunsch, D		V6	TC 3000	
	1		Chevrolet Camaro	Georges Kolb, CH		V8	TC +3000	14? laps, 40.17,1
	2		Motorclub Nordrhein Ford Mustang	Rolf Kiener, D		V8	TC +3000	14? laps, 41.30,6
	3		Jaguar Mk II 3.8	Roger Schweickert, CH	3781	L6	TC +3000	14? laps, 42.47,7
	4		Chevrolet Camaro	Dick Gallagher, USA		V8	TC +3000	
	5		Jaguar ?Mk II 3.8	Drenko Milosarljevic, D	3781	L6	TC +3000	
	6		AMRC Wuppertal Ford Mustang	Bernd Lange, D		V8	TC +3000	
DNF			Team Schnitzer BMW 2800 CS	Ernst Furtmayr, D	2996	L6	TC 3000	
DNF			Team Schnitzer BMW 2002	Karl-Heinz Becker, D	1990	L4	TC 2000	
DNF			BMW 2002	Wolf Kirchdörfer, D	1990	L4	TC 2000	
DNF			Koepchen BMW Tuning BMW 2002	Rainer Braun, D	1990	L4	TC 2000	
DNF			BMW 2002	Peter-Henner Merz, D	1990	L4	TC 2000	
DNF			BMW 2800 CS	Ernst Furtmayr, D	2996	L6	TC 3000	
DNF			Unknown	Ingo Blum, D			TC +3000	
DNF			Ford Mustang	Mike Callahan, USA		V8	TC +3000	

European Hillclimb Championship 1970 :: Race 2 results

Information



Date :: 1970/06/21

Venue :: Mont Ventoux (FRA)

Track Length :: 21.600 km

Race Length :: 1 Laps

Classification

Pos	#	Driver(s)	Car / Team / Tyres	Class	Time / Gap
1		Ernst Furtmayr	BMW 2800 CS	Gr2	11.07,300 
2		Jochen Mass	Ford Capri	Gr2	11.11,300
3		Spartaco Dini	Alfa Romeo 2000	Gr2	11.17,300
4		Paul Keller	BMW 2002	Gr2	11.38,400
5		Dieter Schmidt	BMW 2002	Gr2	11.47,400
6		Johannes Ortner	Fiat-Abarth 2000	Gr5	12.00,800
7		Josef Greger	VW-Porsche 914/6	Gr4	12.08,700
8		Jean Ortelli	Alpine-Renault	Gr4	12.25,900
9		Franc Alesi	Alpine-Renault	Gr4	12.26,500
10		Sten Frohde	Porsche 911 T	Gr4	12.29,800
Other Starters					
-		Alain Finkel	Fiat-Abarth 2000	Gr5	12.34,900
Other Starters					
-		Henri Ballas	VW-Porsche 914/6	Gr4	12.46,500
Other Starters					
-		"Pogo"	Fiat-Abarth 2000	Gr5	13.56,300
Other Starters					
-		"Cyprien	Fiat-Abarth 1300	Gr5	14.40,800
Other Starters					
-		Claude Haldi		Gr4	

30^a Trento Bondone automobilistica

Campionato d'Europa della Montagna

ORGANIZZAZIONE: AUTOMOBILE CLUB TRENTO

5 Luglio 1970

PROGRAMMA

VENERDI 3 luglio 1970 in Piazza Dante:

Ore 8-12 Verifiche sportive e tecniche.
Ore 14-20

SABATO 4 luglio 1970 sul percorso di gara:

Ore 9-13 Prove ufficiali obbligatorie (chiusura strada del Bondone dalle ore 8,30 fino alle ore 13,30).

Ore 15-18,30 Prove ufficiali obbligatorie (chiusura strada del Bondone dalle ore 14,30 fino alle ore 19).

DOMENICA 5 luglio 1970:

Ore 10,30 A Montevideo: chiusura strada del Bondone fino a termine gara.

Incolonnamento vetture per la partenza.

Ore 11 Inizio partenze.

Ore 16 A Vason: esposizione classifiche.

ELENCO DEI CONCORRENTI ISCRITTI



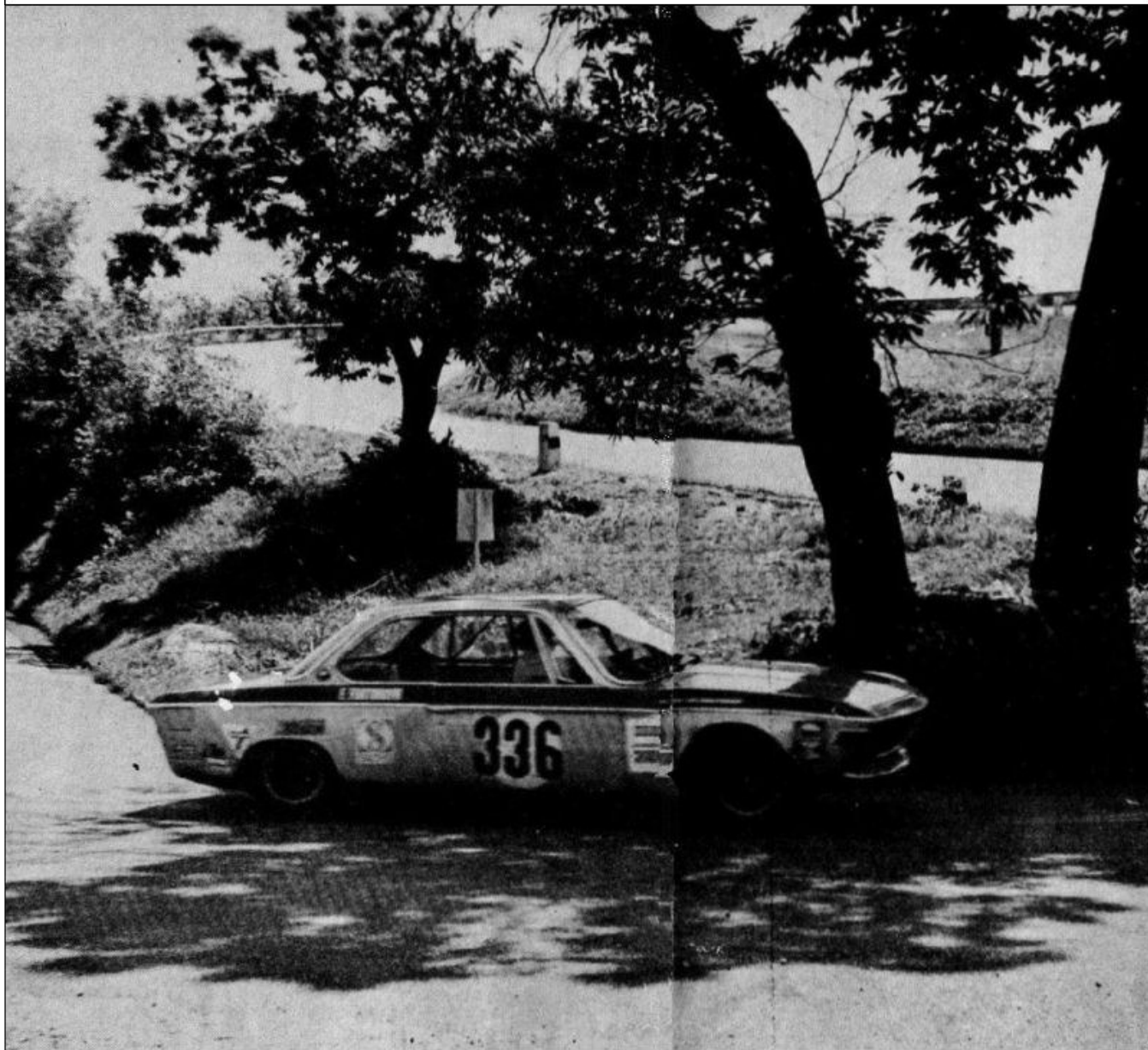
Classe da oltre 1600 fino a 2000 cc.

306.	DINI Spartaco	Autodelta MI	A. Romeo GTAM
308.	FLOTH Horst	GERMANIA	B.M.W. 2002 TI
310.	KELLER Paul	GERMANIA	B.M.W. 2002 TI
312.	ROSELLI Alberto	Autodelta MI	A. Romeo GTAM
314.	X	T. Schnitzer GERM.	B.M.W. 2002 TI
316.	RICCI Ricciardo	Nettuno BO	B.M.W. 2002 TI
318.	« GAP »	Brescia Corse	B.M.W. 2002 TI
320.	GATTO Guido	San Marco VE	B.M.W. 2002 TI
322.	STRENGTHETTO Jolao	Trentina TN	B.M.W. 2002 TI
324.	MATTLI Peter	SVIZZERA	B.M.W. 2002 TI
326.	CECCHINI Luigi	A.C. LU	A. Romeo GTAM
328.	ZANAROTTI Gastone	A.C. VR	B.M.W. 2002 TI

Classe oltre 2000 cc.

336.	FURTMAYR Ernst	T. Schnitzer GERM.	B.M.W. 2800/CS
338.	BRUN Walter	Sq. Rolana SVIZZ.	B.M.W. 2800/CS
340.	TARPANI Giuseppe	Umbria Corse PG	B.M.W. 2800/CS
342.	CASTELLI Adriano	Nettuno BO	A. Romeo 2600
344.	« Bloody Blackl Tiger »	Palladio VI	A. Romeo 2600
346.	SANTULLI Alfredo	Nettuno BO	A. Romeo 2600
348.	ZARPELLON Giuseppe	Bassano Corse	A. Romeo 2600
350.	PARECCHINI Giovanni	Brescia Corse	A. Romeo 2600
352.	GONFIANTINI Paolo	Sant'Andrea Empoli	A. Romeo 2600
354.	LOMBARDI Lamberto	Umbria Corse PG	A. Romeo 2600
356.	NESI Adolfo	Sq. C.se Val d'Eisa	A. Romeo 2600
358.	MASS Jochen	GERMANIA	Ford Capri
360.	HELBLING Hermann	Helbling R.T. SVIZZ.	Ford Mustang





05/07/70: Trento-Bondone, Italy - Results - Ernst Furtmayr - 11th / 2nd in Class



Ecco Ernst Furtmayer, attualmente «Rader» dell'Europeo della Montagna e la sua BMW 2800 CS.

Ecco l'aspirante-re

Classe 1150: 1. «Sangry-la» (Fiat 128) 14'07"52, media 73,486; 2. Ghedini (N. S.U.) 14'14"89; 3. Lepri (Fiat 128) 14'29"26; 4. G. Imozzi (Fiat 128) 14'31"43; 5. Larini (Fiat 128) 14'41"37; 6. Sannetti (Fiat 128) 14'50"43; 7. «Speedy» (Fiat 128) 15'10"27.

Classe 1300: 1. Luigi Pozzo (Alfa Romeo GTA J) 13'26"55, media 77,222; 2. Parpineili (A. Romeo GTA J) 13'35"48; 3. Zanetti (A. Romeo GTA J) 13'41"98; 4. Brunner (A. Romeo GTA J) 13'59"53; 5. Pellanda (M. Cooper) 14'19"62; 6. Invernizzi (A. Romeo GTA J) 14'36"98; 7. Cattane (A. Romeo GTA) 14'47"81.

Classe 1600: 1. G. Carlo Mafezzoli (F. Lotus Cortina) 14'26"93, media 71,842;
Classe 2000: 1. Dieter Schmid (BMW 2002 TI) 12'56"28, media 80,237; 2. Mattli (BMW 2002 TI) 13'13"94; 3. Ricci (BMW 2002 TI) 13'24"78; 4. Cecchini (A. Romeo GT AM) 13'30"32; 5. Floth (BMW 2002 TI) 13'46"20; 6. Zanarotti (BMW 2002 TI) 14'46"30; 7. Gatto (BMW 2002 TI) 15'26"45.

Classe oltre 2000: 1. Jochen Mass (Ford Capri) 12'38"34, media 82,131; 2. Furtmayer (BMW 2800 CS) 12'39"27; 3. Ca-

stelli (A. Romeo 2600) 14'26"22; 4. Heibling (Ford Mustang) 14'38"07; 5. Santulli (A. Romeo 2600) 14'43"58; 6. Lombardi (A. Romeo 2600) 14'57"20; 7. Zarpellon (A. Romeo 2600) 15'06"77; 8. Nesi (A. Romeo 2600) 15'22"60; 9. Tarpani (BMW 2800 CS) 15'25"92.

CLASSIFICA ASSOLUTA

1. Antonio Zadra (Fiat Abarth) 11'43"47, media 88,541; 2. Franco Pilone (Fiat Abarth) 11'48"82; 3. «Riccardone» (Fiat Abarth) 11'50"29; 4. Luigi Taramazzo (Fiat Abarth) 11'50"53; 5. Piero Botalla (Fiat Abarth) 12'10"11; 6. «Gi-Bi» (Fiat Abarth) 12'18"38; 7. Aldo Bardelli (A. Romeo P 33) 12'29"75; 8. Claude Haldi (Porsche 911 S) 12'33"98; 9. Mauro Nesti (Fiat Abarth) 12'35"27; 10. Jochen Mass (Ford Capri) 12'38"34.

● Tra coloro che si sono accodati all'AC Bologna nel chiedere di sostituire il Canada per la gara mondiale 1970 di durata, c'era anche l'AC Parigi per la 1000 Km di Monthlery. Così nessuno ha avuto nulla...

FURTMAYER sempre in testa nell'Europeo

Ecco la classifica del « campionato europeo della montagna » dopo « Montseny » « Mont Ventoux » e « Trento-Bondone »

Furtmayer (BMW 2800 CS)	33
Mass (Ford Capri)	19
«Riccardone» (Fiat Abarth 2000)	18
Pilone (Fiat Abarth 2000)	18
Haldi (Porsche 911 S)	16
Taramazzo (Fiat Abarth 2000)	12
Keller (BMW 2002 TI)	11
Casoni (Fiat Abarth 2000)	9
Greger (Porsche 914/6)	9
Spartaco (A. Romeo GTA 2000)	7
Ortner (Fiat Abarth 2000)	4

30. Trento - Bondone

Trento - Bondone hillclimb, near Trento, Italy

Date: 5/7/1970

Track length: 17.300 m

The Group 2 touring cars were a part of this international event, and it was hoped by the Italians that Rosselli would play a major role in this, after his performance at Sila and especially after practice here at Bondone (12.43,42). His adversaries Mass (works Capri GT) and Furtmayr (Schnitzer BMW 2800 CS) were quick too, and in the end Mass was fastest with 12.38,34 and we will never know if Roselli would have been able to go 5 seconds quicker than his practice time - since he left the road.

Ford Cologne came with full force; Mass had been there for a week and the team brought three engines, two transmissions, a pile of tires and enough spare parts to repair any damage - like the full left front suspension after a mishap. Valuable practice for the years to come.

The 2-litre class was won by Schmid ahead of Mattli and Ricci, while Cecchini was too cautious. Another of the favourites in this class, left the road, landing in the trees but unscathed.

In the 1300 class Pozzo beat Parpinelli, with Zanetti third. In this class we lost two favourites, "Gianfa" and Pellegrin.

Group 2 overall result

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	358	Ford Köln Ford Capri 2300 GT	Jochen Mass, D	2394	V6	+2000	12.38,34
2	2	336	Team Schnitzer BMW 2800 CS	Ernst Furtmayr, D	2996	L6	+2000	12.39,27
3	1	314	Team Schnitzer BMW 2002 T1	Dieter Schmid, D	1990	L4	2000	12.56,28
4	2	324	BMW 2002 T1	Peter Mattli, CH	1990	L4	2000	13.13,94
5	3	316	Nettuno BO BMW 2002 T1	Ricciardo Ricci, I	1990	L4	2000	13.24,78
6	1	262	Squadra Monzeglio Torino Alfa Romeo 1300 GTA Junior	Gino Pozzo, I	1290	L4	1300	13.26,55
7	4	326	Alfa Romeo 2000 GTAm	Luigi Cecchini, I	1985	L4	2000	13.30,32
8	2	266	Patavium PD Alfa Romeo 1300 GTA Junior	Ruggero Parpinelli, I	1290	L4	1300	13.35,46
9	3	264	Squadra Monzeglio Torino Alfa Romeo 1300 GTA Junior	Maurizio Zanetti, I	1290	L4	1300	13.41,98
10	5	308	BMW 2002 T1	Horst Floth, D	1990	L4	2000	13.46,20
11	1	216	Nord Ovest TO Fiat Abarth 1000 TCR	Achille Soria, I	982	L4	1000	13.51,79
12	4	276	Asso di Piache Alfa Romeo 1300 GTA Junior	Hans-Jörg Brunner, I	1290	L4	1300	13.59,53
13	1	236	Biondetti Fiat 128	Romano Martini ("Shangri-La"), I	1116	L4	1150	14.07,52
14	2	204	Nettuno BO Fiat Abarth 1000 TCR	Aladino Stefanelli, I	982	L4	1000	14.08,16
15	3	210	Porderone Corse Fiat Abarth 1000 TCR	Dante Gargan, I	982	L4	1000	14.09,24
16	2	250	Nettuno BO NSU 1000 TT	Gianni Ghedini, I	1145	L4	1150	14.14,89
17	4	214	Fiat Abarth 1000 TCR	Gino Ravinale, I	982	L4	1000	14.19,23
18	5	280	Bassano Corse VI Morris Mini Cooper S	Luigi Pellanda, I	1293	L4	1300	14.19,62
19	3	342	Nettuno BO Alfa Romeo 2600 Sprint	Adriano Castelli, I	2584	L6	+2000	14.26,22
20	1	186	Trentina TN Fiat Abarth 850 TC	Claudio Margoni, I	847	L4	850	14.26,41
21	1	298	Palladio VI Ford Lotus Cortina	Giancarlo Mafezzoli, I	1558	L4	1600	14.26,93
22	3	244	Palladio VI Fiat 128	Angelino Lepri, I	1116	L4	1150	14.29,26



10°

CESANA-SESTRIERE

12-15 Luglio

1970





CLASSIFICA GENERALE

1. Arturo Merzario (Fiat Abarth) 5'03''6;
2. Johannes Ortner (Fiat Abarth) 5'07''
e 4;
3. Franco Pilone (Fiat Abarth) 5'12 6;
4. « Pogo » (Fiat Abarth) 5'13'';
5. Gigi Taramazzo (Fiat Abarth) 5'16''3;
6. « Gi-Bi » (Fiat Abarth) 5'20''1;
7. Vittorio Venturi (Tecno) 5'31''7;
8. Piero Monticone (Porsche 906) 5'34''3;
9. Claude Haldi (Porsche) 5'37''3;
10. Ernst Furtmayr (BMW 2800) 5'38''2.

10. Cesana - Sestriere

Cesana - Sestriere hillclimb, near Torino, Italy

Date: 12/7/1970

Track length: 10.400 m

The time Furtmayr was clearly faster than Mass, with the Alfa of Rosselli third overall, winning his class ahead of Keller in a BMW 2002. A surprise was the 1300 cc victory for Pellegrin in his Mini who beat Pozzo. In 1150 there was a win for NSU (Ghedini).

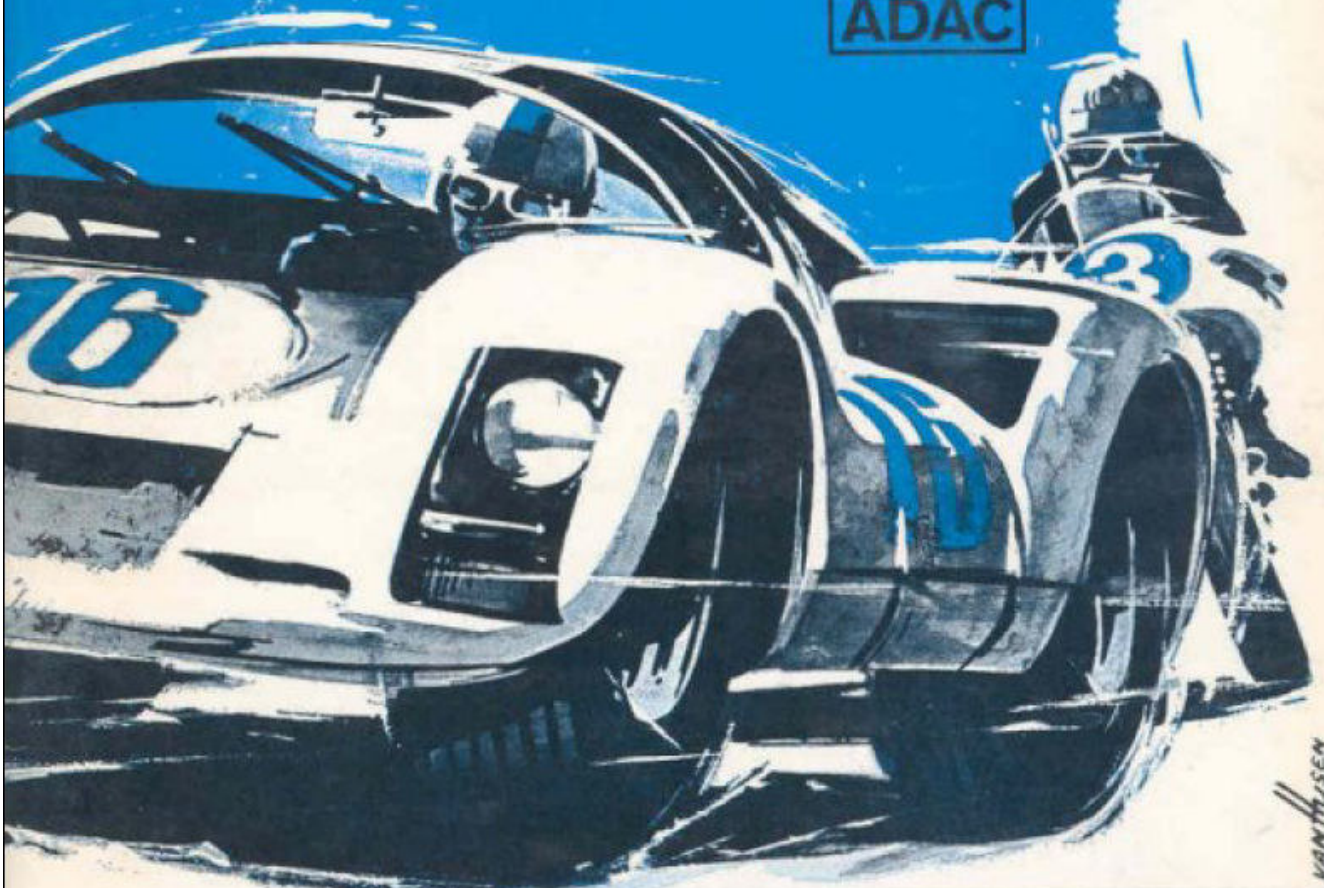
Group 2 overall result

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	244	BMW 2800 CS	Ernst Furtmayr, D	2996	L6	3000	5.38,2
2	2		Ford Köln Ford Capri 2300 GT	Jochen Mass, D	2394	V6	3000	5.44,0
3	1		Alfa Romeo 2000 GTAm	Alberto Rosselli, I	1985	L4	2000	5.45,6
4	2		BMW 2002 TI	Paul Keller, CH	1990	L4	2000	5.48,9
5	3		Jolly Club Alfa Romeo 2000 GTAm	Paolo de Leonibus, I	1985	L4	2000	5.54,8
6	4		BMW 2002	Giovanni Pierobon ("Gap"), I	1990	L4	2000	6.04,3
7	5		BMW 2002	Donato Merletti, I	1990	L4	2000	6.04,4
8	1		BMC Mini Cooper S	Piergiorgio Pellegrin, I	1293	L4	1300	6.06,6
9	2		Alfa Romeo 1300 GTA Junior	Luigi Pozzo, I	1290	L4	1300	6.08,8
10	1		Parma Corse Fiat Abarth 1000 TCR	Maurizio Campanini, I	982	L4	1000	6.11,7
11	6		BMW 2002	Mario Regis, I	1990	L4	2000	6.13,6
12	7		BMW 2002	Federico Cipriani, I	1990	L4	2000	6.14,1
13	3		Alfa Romeo 1300 GTA Junior	Antonio Invernizzi, I	1290	L4	1300	6.23,4
14	2		Fiat Abarth 1000 TCR	Aladino Stefanelli, I	982	L4	1000	6.23,6
15	1		Firenze Corse Biondetti Ford Escort TC	Carlo Belli, I	1594	L4	1600	6.24,1
16	3		Fiat Abarth 1000 TCR	Achille Soria, I	982	L4	1000	6.26,7
17	4		Alfa Romeo 1300 GTA Junior	Massimo Larini, I	1290	L4	1300	6.31,3
18	2		Ford Lotus Cortina	"Mici", I	1594	L4	1600	6.34,7
19	4		Fiat Abarth 1000 TCR	Gino Ravinale, I	982	L4	1000	6.35,8
20	1		Nettuno BO NSU 1000 TT	Gianni Ghedini, I	1145	L4	1150	6.38,5
21	2		Fiat 128	Marco Magri, I	1116	L4	1150	6.39,4
22	1		Fiat Abarth 850 TC	Aldo Gunnella, I	847	L4	850	6.41,0

Freiburg-Schauinsland

Europa-Bergmeisterschaft für Wagen
Deutsche Meisterschaft für Motorräder

26. Juli 1970



Unverkäuflich

Streckensperrung 10⁰⁰Uhr Rennbeginn 11⁰⁰Uhr



26/07/70: Freiburg-Schauinsland, Germany - Ernst Furtmayr

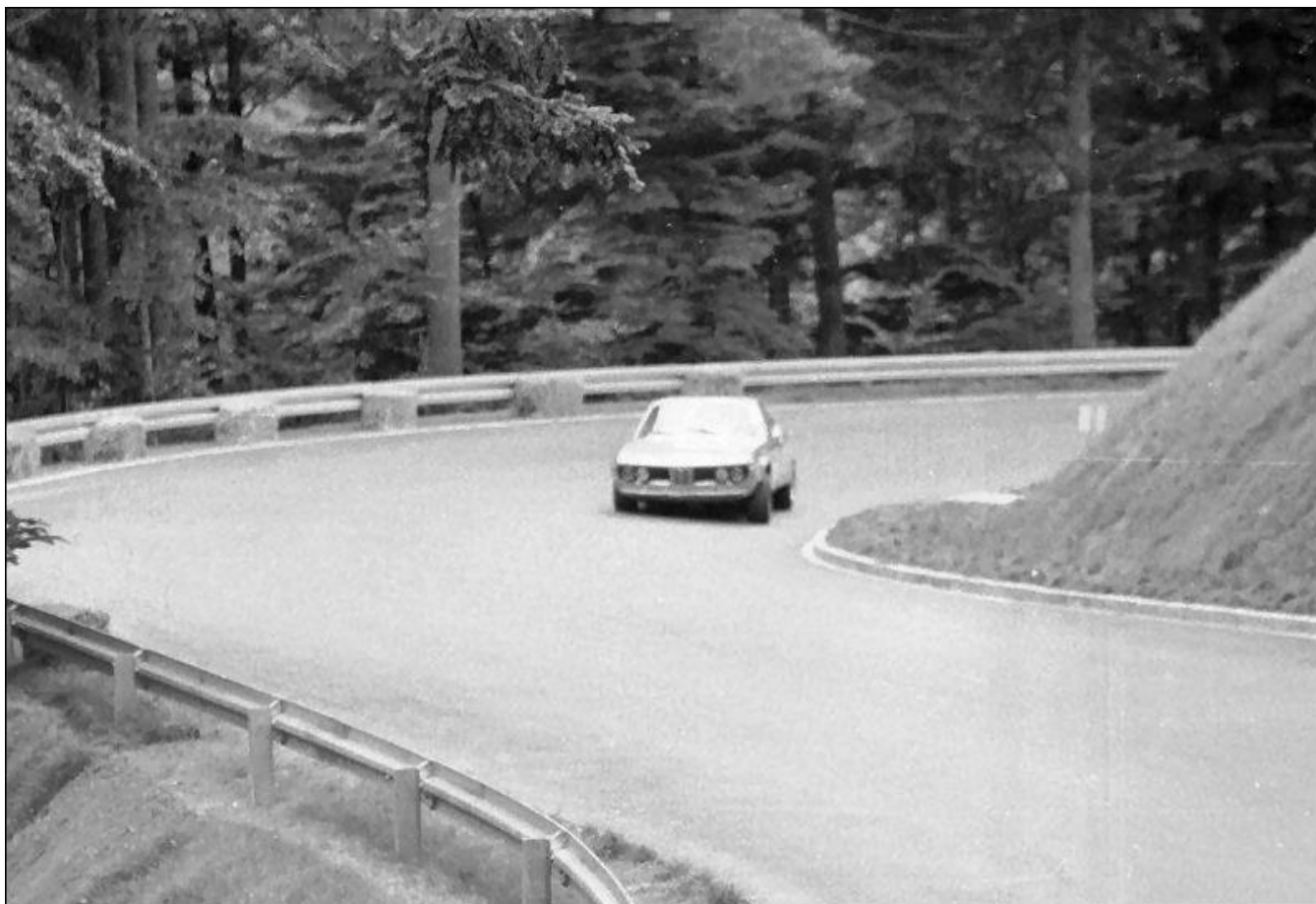


26/07/70: Freiburg-Schauinsland, Germany - Ernst Furtmayr





26/07/70: Freiburg-Schauinsland, Germany - Ernst Furtmayr



26/07/70: Freiburg-Schauinsland, Germany - Ernst Furtmayr



26/07/70: Freiburg-Schauinsland, Germany - Ernst Furtmayr

1970-07-26
31. Int. ADAC-Bergpreis Freiburg-
Schauinsland

Schauinsland/D

Klassifizierung

1.	135	Rolf Stommelen/D	Brabham BT30B F2 Ford	[BT30-25]	11:13,420	05:18,070	1. gr. Gr.7+9
2.	141	Helmut Marko/A	Porsche 908/2	[-]	11:30,450		1. gr. Gr.6
3.	138	Karl von Wendt/D	Lola T210	[-]	11:34,310		2. gr. Gr.6
4.		Helmuth Leuze/D	Porsche 908	[-]	11:34,670		3. gr. Gr.6
5.	120	Johannes Ortner/A	Abarth Fiat	[-]	11:38,970		1. gr. Gr.5
6.		Franco Pilone/I	Abarth Fiat	[-]	11:57,810		2. gr. Gr.5
7.	143	Karl Foitek/CH	Lola T210	[SL210-3]	11:59,150		4. gr. Gr.6
8.	144	Chris Craft/	McLaren M6B/12 Chevrolet	[M6B-50- 16]	--		5. gr. Gr.6
9.		Anton Fischhaber/D	Porsche 907	[907-029]	--		6. gr. Gr.6
10.		Claude Haldi/CH	Porsche 911S	[-]	12:36,250	06:08,320	1. gr. Gr.4
30.		Jérémy Richardson/GB	Daren Mk.2 Cosworth FVA	[-]	--		- Gr.6

Andere

KL		Jochen Mass/D	Ford Capri	[-]			1. gr. Gr.2
KL		Sven Frohde/S	Porsche 911T	[-]			2. gr. Gr.4
KL		Paul Keller/CH	BMW	[-]			2. gr. Gr.2
KL		Sepp Greger/D	Porsche VW	[-]			3. gr. Gr.4
KL		Mark König/GB	Nomad BRM V8	[-]			8. gr. Gr.6-9
KL	133	Sigi Schrieder/D	Tecno F3	[-]			9. gr. Gr.6-9
KL		Rolf Brettschneider/D	Lotus 23	[-]			10. gr. Gr.6-9

Ausgeschiedene

AB		Peter Wiechert/D	Abarth Fiat	[-]			- Gr.5
AB	140	Arturo Merzario/I	Abarth Fiat	[-]			- Gr.6
ST		Dieter Kern/D	Alpine Renault	[-]			- Gr.4
ST		Ernst Furtmayr/D	BMW 2800CS	[-]			- Gr.2
ST		Günther Ergenzinger/D	Opel Commodore	[-]			- Gr.2
ST		Roger Schweickert/D	Ford Mustang	[-]			- Gr.2
ST		Günther Hildebrand/D	BMW	[-]			- Gr.2
ST		Willi Bayer/D	Opel	[-]			- Gr.2
ST		Karl Heinz Wesseling/D	Ford Capri	[-]			- Gr.2
ST		Günter Willig/D	Ford Capri	[-]			- Gr.2
ST		Hugo Lutz/D	BMW	[-]			- Gr.2
ST		Theo Reuter/D	BMW	[-]			- Gr.2
ST		Gerd Schöchlin/D	BMW	[-]			- Gr.2
ST		"Sigy Rolls"/D	Alpine Renault	[-]			- Gr.4
ST		Adolf Pöltinger/CH	Alpine Renault	[-]			- Gr.4
ST		Siegfried Ahlers/D	Ford Shelby	[-]			- Gr.4
ST		H.D. Riedinger/D	Ford Shelby	[-]			- Gr.4
ST		Walter Proebst/D	Jaguar	[-]			- Gr.4
ST		Klaus Samuleit/D	Porsche 911S	[-]			- Gr.4
ST		Wilhelm Bartels/D	Porsche 911S	[-]			- Gr.4
ST		Hermann Neureuther/D	Porsche VW	[-]			- Gr.4

Sporting Clube do Huambo

6 Horas Internacionais de Nova Lisboa

8 e 9 de Agosto de 1970

António Peixinho-B. Von Rooyen
(Alfa Romeo T33)

Nicha Cabral-Carlos Santos
(BMW 2002 T4)

Altino Fraga-António Resende
(Alfa Romeo GTA 21)

Santos Pêras-Flávio Santos
(Alfa Romeo GTA 21)

Henrique Cardoso-Porfírio Oliveira
(Vauxhall Viva GT)

Corte-Real Pereira-C. Albernaz
(Alfa Romeo GTA 1600)

Amadeu Inácio-Gil Morgado
(NSU TTS)

José Caputo-Jorge Jardim
(Lancia HF 1.6)

Mário Marques-Carlos Cepêda
(Subaru 1100)

Emílio Marta-Herculano Areias
(Ford GT 40)

José Lampreia-C. Melville
(BMW 2800 CS)

Xico Barbosa-Bandeira Vieira
(BMW 2002 T4)

Renato Fraga-Silveira Machado
(BMW 2002 T4)

Waldemar Silva-Jorge Bompastor
(Lotus 47)

António Oliveira-Fernando Coelho
(Ford Escort TC)

José Bandeira-Ricardo Martorell
(Alfa Romeo GTA 1600)

Arruda Cristóvão-Alberto Reis
(Alfa Romeo Giulia 1.6)

Mário Costa-Pinto Leite
(Lancia HF 1.6)



Artur Ferreira 1970

09/08/70: Nova Lisboa 6 Hours, Huambo, Angola - J.Lampreira/C.Melville - Rtd



09/08/70: Nova Lisboa 6 Hours, Huambo, Angola - J.Lampreira/C.Melville - Rtd



09/08/70: Nova Lisboa 6 Hours, Huambo, Angola - J.Lampreira/C.Melville - Rtd



09/08/70: Nova Lisboa 6 Hours, Huambo, Angola - J.Lampreira/C.Melville - Rtd







6 h Nova Lisboa

6 Horas de Nova Lisboa, Nova Lisboa, Angola

Started: 18

Date: 9.8.1970

Pos.	No.	Driver / Nationality	Car	Entrant	Laps	Time/retired	Pos.	Group	Pos.
1.	1	António Peixinho (P) Basil van Rooyen (ZA)	Alfa Romeo T33/2 75033-015						1.
2.	7	Resende Fraga	Alfa Romeo GTA						5.
3.	8	Santos Peras Flávio Santos	Alfa Romeo 2000 GTA						7.
4.	-	José Bandeira L. Martotelli	Alfa Romeo 1600						14.
5.	-	C. R. Pereira Cardoso Albernaz	Alfa Romeo GTA						11.
8.	22	Mario Cabral (P) Carlos Santos (P)	BMW 2002						3.
		Did not finish:							
-		Francisco Barbosa José Lampreia (P)	BMW 2002			Accident			6.
-		Walter Silva Bompastor	Lotus 47						10.
-		Henrique Cardao Porfirio	Vauxhall Viva 2000 GT						9.
-		P. Leite Costa	Lancia Fulvia HF						18.
-		Oliveira Coelho	Ford Escort GT						12.
-		Gil Morgado Amaden Inácio	NSU 1200 TT						13.
-		Caputo J. Jardim	Lancia Fulvia HF						15.
-		Oris Alberto Reis	Alfa Romeo 1600						16.
-		S. Marques M. Marques	Subaru FF 1						17.
-		Renato Fraga Silveira Machado	BMW 2002 AAB-01-42						8.
2		Emílio Marta Herculano Areias (ANG)	Ford GT40						2.
11		José Lampreia (P) Christian Melville (B)	BMW 2800 CS						4.



OFFIZIELLES PROGRAMM S 10,-



Foto: Erwin Jelinek

„AUSTRIA-TROPHÄE“

Europameisterschaft für Tourenwagen der FIA

Formel Vau - 1300

SALZBURGRING 11. APRIL 1971, 10 UHR

Preis der Firma „Martha Erdöl GmbH.“

Start-Nr. / Bewerber	Fahrer	Nat.	Fahrzeug	ccm
III. Division — Spezial-Tourenwagen (Gruppe 2), Klasse über 2000 ccm				
70	BMW Alpina	Quester Dieter	A BMW Alpina 2800 CS	2998
71	BMW Alpina	Huber Günther	A BMW Alpina 2800 CS	2998
72	BMW Alpina	Basche Dieter	D BMW Alpina 2800 CS	2998
73	Furtmeyer Ernst	derselbe	BMW Schnitzer 2800 CS	2999
74	Koepchen GmbH	Kelleners Helmut	D BMW 2800 CS	2980
75	Ecurie Azur	Mathay Raymond	B BMW Alpina 2800 CS	2999
76	Albert Nockenwellen	Albert Franz	A Chevrolet Camaro	4958
77	Eberhardt Robert	derselbe	D Chevrolet Camaro	7000
78	Grauls Ivo	derselbe	B Chevrolet Camaro	7440
79	Formel Rennsport Club Schweiz	Guenter John Peter	CH Chevrolet Camaro	4958
80	Hella Racing Team	Maurer-Stroh Hanno	A Chevrolet Camaro	4700
81	Ford Köln	Dr. Marko Helmut	D Ford Capri	2940
82	Ford Köln	Soler-Roig Alex	E Ford Capri	2940
83	Ford Köln	Glemser Dieter	D Ford Capri	2940
84	Comet Racing Team	Kienen Rolf	D Ford Mustang	4737
85	VATC Dornbirn	Furian Hans	A Ford Mustang	6500
86	Steinmetz Automobiltechnik	Steinmetz Klaus	D Opel Commodore	2990
87	Steinmetz Automobiltechnik	Fröhlich Dieter	D Opel Commodore	2990
88	Escuderia Repsol	Doncel Eladio	E Opel Commodore	2990
89	Warmbold Waldemar	derselbe	D BMW Schnitzer 2800 CS	2998



**AN DER SPITZE
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11/04/71: Austria Trophy, Salzburgring - Ernst Furtmayr - 4th







Austria-Trophäe Salzburgring

saizburgring, Austria

Date: 11/4/1971

Track length: 4.255 m

Attendance: unknown

Entries accepted: unknown

Starters: 28 in division 1, 16 in division 2, 15 division 3

Finishers: unknown

Pole position: Uberti (div. 1); Fitzpatrick in 1.28,7 (div. 2); Albert (div. 3)

Fastest lap: Uberti in 1.40,5 (div. 1), Fitzpatrick in 1.29,5 (div. 2), Grauls in 1.24,3 (div 3)

Distance: 75 laps

Average speed: 147,709 kmh (Div. 1); 162,10 kmh (Div. 2); 175,53 kmh (Div. 3)

Weather: rainy and cool

Ruleset: Group 2/70

Three separate races in Austria over the Easter weekend.

In division 1, in the wet the expected Alfa Romeo walkover took place; Picchi never lost the lead, Uberti was second and when Dini came too close to his second-place team-mate, the pit signs asked him to back off a little. The Filipinetti Fiat's were in better shape this time, Dona finishing in fourth place albeit two laps down.

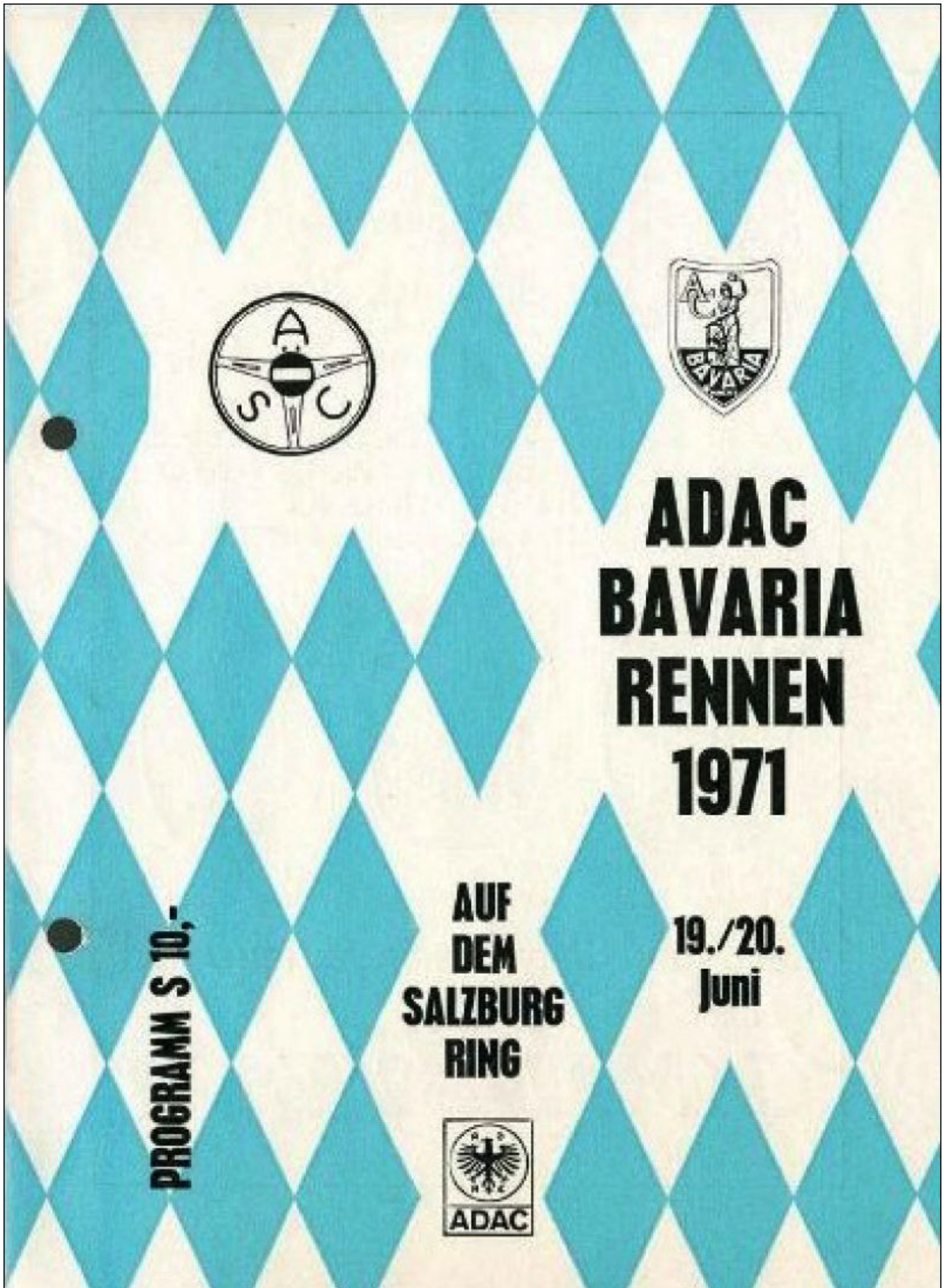
The rain had stopped for the start of division 2, forcing a few competitors to use intermediates. Fastest in practice had been Fitzpatrick, after five laps the order was Hezemans, Fitzpatrick, Facetti, Ertl (a fine start from the fifth row) and Stuck. Fitzpatrick overtook Hezemans, and Ertl passed Facetti, and closed in on Hezemans. After a fight, Ertl managed to pass the Dutchman, but after a while his pit crew suggested that slipstreaming might improve fuel economy - so he went back. But when lapping a back marker, something went wrong and Hezemans collided with the barriers damaging bodywork and flattening two tires. It cost him a lap. In the mean time, Pankl had reached second place and kept it to the finish despite attacks of Facetti.

For division 3, the Capris had front spoilers for the first time since experiments in 1970; Alpina had used them on the 2002 for this race too, by the way. They scored a 1-2-3, with Furtmayr in the Schnitzer BMW one lap down in fourth, after he had to stop for fuel. The Camaro of Albert had given cause for concern initially, with a pole position but a clutch failure meant the end of the fight with the Capris. Another Camaro had troubles in practice and early in the race; after repairs, the car was the fastest of the field but had lost too much ground early on.

The other BMW coupe's played no role here; Basche and Huber retired early, Quester a little later, the Koepchen coupé was a non-starter. Faster than all BMWs had been the Opel Commodore of Fröhlich in practice; the crossflow engine worked well, though the best one had exploded on the test bed and an unscheduled stop for gearbox repairs cost them valuable time.

Division 3 - Preis der Firma Martha Erdöl GmbH

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time	Qualifying position	Qualifying time
1	1	83	Ford Köln Ford Capri RS 2600	Dieter Glemser, D	2873	V6	Div. 3	75 laps, 1:48.43,34	2	1.25,3
2	2	81	Ford Köln Ford Capri RS 2600	Helmut Marko, A	2873	V6	Div. 3	75 laps, 1:49.40,36	3	1.25,6
3	3	82	Ford Köln Ford Capri RS 2600	Alex Soler-Roig, E	2873	V6	Div. 3	75 laps, 1:50.06,85	4	1.26,3
4	4	73	Team Schnitzer BMW 2800 CS	Ernst Furtmayr, D	2996	L6	Div. 3	74 laps, 1:50.06,85	6	
5	5	87	Steinmetz Automobiltechnik Opel Commodore GS	Dieter Fröhlich, D	2998	L6	Div. 3	73 laps, 1:49.25,48	5	
6	6	78	Chevrolet Camaro	Ivo Grauls, B	7000	V8	Div. 3	73 laps, 1:49.45,05		
7	7	75	Écurie Azur BMW 2800 CS	Raymond Mathay, B	2996	L6	Div. 3	69		
8	8	89	BMW 2800 CS	Waldemar Warmbold, D	2996	L6	Div. 3	68		
		84	Comet Racing Team Ford Mustang	Rolf Kienen, D	4728	V8	Div. 3			
		85	VATC Dornbirn Ford Mustang	Hans Furian, A	6400	V8	Div. 3			
		77	Chevrolet Camaro	Robert Eberhard, D		V8	Div. 3			
		90	Chevrolet Camaro	Unknown		V8	Div. 3			
DNF		76	Chevrolet Camaro	Franz Albert, A		V8	Div. 3	13	1	
DNF		70	BMW-Alpina BMW 2800 CS	Dieter Quester, A	2996	L6	Div. 3			
DNF		72	BMW-Alpina BMW 2800 CS	Dieter Basche, D	2996	L6	Div. 3			
DNF		71	BMW-Alpina BMW 2800 CS	Gunther Huber, A	2996	L6	Div. 3			



Start-Nr.	Bewerber / Fahrer	Nat.	Wohnort	Fahrzeug
91	OASC Racing Team Krammer Gerhard	A	Wien	
		A	Sollenau	Alfa Romeo GTA m
92	Schall Andreas	D	Dornstadt	BMW 2002 ti
93	Döring Werner	D	Frankfurt- Fechenheim	BMW 2002
94	Team Schnitzer May Wolfgang	D	Freilassing	
		D	Bad Reichenhall	BMW 2002
95	MSC Aalen Fischer Gustav	D	Aalen	
		D	Oberkochen	BMW 2002 ti
96	Bosch Racing Team Bussek Walter	A	Wien	
		A	Wien	Alfa Romeo Giulia
97	Lehmann Siegfried	D	Berlin	BMW 2002 ti
98	Biesinger Manfred	D	Lindau	BMW 2002
99	Steinbauer Helmut	D	Deggendorf	BMW 2002
100	GS-Tuning Basche Dieter	D	Freiburg	
		D	Schleißheim	BMW 2002 ti
101	Herlitze Bernd	D	München	BMW 2002
102	Groß Harry	D	München	BMW 2002
103	Reiter Alfons	D	Tengling	BMW 2002

Spezial-Tourenwagen — Gruppe 2 — bis 3000 ccm

110	Forster Martin	D	Bad Reichenhall	Opel Commodore
111	Team Schnitzer Furtmayr Ernst	D	Freilassing München	BMW 2800 CS
112	Renngemeinschaft Allgäu Kutter Hans	D	Kempten Memmingen	Opel Commodore
113	Bosch Racing Team Vienna Hirschmann Peter	A	Wien Wien	Opel Commodore





19/06/71: Bavaria Rennen, Salzburgring - Ernst Furtmayr - 1st

2800CS - 2202572

1971 Bavaria Rennen



19/06/71: Bavaria Rennen, Salzburgring - Ernst Furtmayr - 1st

2800CS - 2202572

1971 Bavaria Rennen



19/06/71: Bavaria Rennen, Salzburgring - Ernst Furtmayr - 1st



19/06/71: Bavaria Rennen, Salzburgring - Ernst Furtmayr - 1st

ADAC-Bavaria-Rennen Salzburgring

Salzburgring, Austria

Date: 19/6/1971 to: 20/6/1971

Track length: 4.255 m

Attendance:

Entries accepted:

Starters:

Finishers:

Pole position:

Fastest lap: May in 1.35,1 (Gr 2 2000) ; Furtmayer in 1.32,80 (Gr 2 +2000)

Distance: 12 laps

Average speed:

Weather: Rainy in practice (and race?)

Ruleset: Group 1-4/70

Sometimes a race that seem to be less important have a surprise in store. What turned up was a big red Mercedes 300 SEL 6.3 that qualified second fastest in its race. The driver was someone called "Enrico" but his identity couldn't be made out. The car was entered by AMG, the tuning company specialised in Mercedes. It was rumoured that Mercedes itself had a hand in it (I don't think they had, but they didn't stop it either). The engine was said to have 500 HP, but then it would have been much faster - more accurate would be something like a little over 350 HP. The earlier tire troubles were cured by wing extensions and fat wheels. It looks like the car didn't make the start, but it would turn up two weeks later in Hockenheim and in just over a month it would race at Spa. This was neither the first racing 6.3 nor the first AMG car, but this one looked more serious than ever before.

Gerhard Krammer on Alfa Romeo GTAm won the most interesting race for Group 2 under 2000 cc in front of a strong group of BMW 2002s, while the 1300 class was won by Alfa Romeo too, with Karl Wendlinger Sr winning.

Group 2 1000-1300 cc and over 2000 cc

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time	Qualifying position
1	1	111	Team Schnitzer BMW 2800 CS	Ernst Furtmayr, D	2996	L6	Group 2 3000		
2	2	112	Renngemeinschaft Allgäu Opel Commodore	Hans Kutter, D		L6	Group 2 3000		
	3	114	BMW 2800 CS	Renate Pfenninger, D	2996	L6	Group 2 3000		
	1	68	Alfa Romeo 1300 GTA Junior	Karl Wendlinger Jr, A	1290	L4	Group 2 1300		
	2	78	Auto König Alfa Romeo 1300 GTA Junior	Dieter Schmid, D	1290	L4	Group 2 1300		
	3	69	Renngemeinschaft Allgäu NSU 1200 TT	Josef Schmelzenbach, D		L4	Group 2 1300		
	4	66	Motorsportclub Wüstenrot Austin Mini Cooper S	Manfred Eder, A	1293	L4	Group 2 1300		
	5	76	Rallye und Racing Team Linz Ford Escort 1300 GT	Wolfgang Kowarik, A	1298	L4	Group 2 1300		
	6	70	Elan Racing Team Morris Mini Cooper S	Eduard Kronlachner, A	1293	L4	Group 2 1300		
	7	105	NSU 1200 TT	Ludwig Wallrapp, D		L4	Group 2 1300		
DNF		7	Renault R 12	Peter Kaml, D	1289	L4	Group 2 1300		
DNF		72	Morris Mini Cooper S	Josef Chalupa, A	1293	L4	Group 2 1300		
DNF		74	Alfa Romeo 1300 GTA Junior	Toni Fischhaber, D	1290	L4	Group 2 1300		
DNF		71	NSU 1200 TT	Josef Schaffner, D		L4	Group 2 1300		
DNS		116	Chevrolet Camaro	Robert Eberhard, D		V8	Group 2 +3000		
DNS?		117	AMG Ingenieurbüro + Motorenbau Mercedes 300 SEL 6.3	Erich Waxenberger ("Enrico"), D	6834	V8	Group 2 +3000		2
DNS		109	Keiper-Recaro Racing Team Opel Ascona 19 S	Karlhorst Müller, D	ca. 2000	L4	Group 2 2000		
DNS		65	Alfa Romeo - Hubert Ascher Tirol Alfa Romeo 1300 GTA Junior	Florian Falkner, A	1290	L4	Group 2 1300		





26/06/71: Nurburgring 24 Hours, Germany





Nürburgring 24 hours

Nürburgring Nordschleife, BRD

Date: 26/6/1971 to: 27/6/1971

Track length: 22.835 m

Attendance: unknown

Entries accepted: 98

Starters: 96

Finishers: 43 classified

Pole position: Stuck/Huber in 9.26,2
Fastest lap: Nauhaus/Treser in 9.42,2

Distance: 24 hours
Average speed: 118,9 kmh
Weather: Dry start, later rain showers
Ruleset: Group 2/70

After last years' BMW victory, the Munich manufacturer was again favourite for overall honours. Fastest in practice was the Alpina 2002 of Stuck and Huber, second the Koepchen car of Kelleners/Kauhsen, third the Escort TC of Schommers/Menzel.

Alpina entered a second 2002, while the Faltz team brought two CS coupés; Grab brought a beautiful Capri with had a mildly tuned AVO engine of 180 HP. Steinmetz entered two cars, but only the Kadett of Schüler/Fröhlich took the start. No Alfa GTAs here, only a few Juniors took part.

The first car to retire was the Grab Capri. After two laps, the Faltz coupé of Neuhaus was in the lead, followed by Kelleners, Fröhlich, Schultze-Oversohl, Huber and Von Hohenzollern. Fröhlich retired: after fiddling with the fuel system before the race, the Kadett lost 50 litres of its fuel, but Fröhlich tried to drive the normal stint with predictable results. Steinmetz went mad.

After three hours, the cars in the same lap were Neuhaus/Treser, Pankl/von Hohenzollern, Schommers/Menzel, Stuck/Huber, Peitz/Breinsberg and Eisenschenk/Stoffel.

8 o'clock in the evening and the rain started. The lap times rose, and small or big repairs were done in the pits. The change of a gearbox lasted 49 minutes instead of the 45 minutes maximum, Neuhaus and Treser were out.

After 12 hours, 64 cars were still in the race. Stuck and Huber were in the lead now, Bergner/Jaeger (BMW) second, followed by Pankl, Kuhlmann, Faltz and Hoffmann/Breuer with their Manta.

Six hours later, five BMWs were up front: Stuck, Pankl, Faltz, Eisenschenk and Bergner. But three hours later, higher oil consumption than usual set the alarm bells for Stuck and Huber. It slowed and came to a standstill just 1,5 hours before the end, handing the victory to teammates Pankl and Von Hohenzollern.

Division 1, 2 and 3

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	29	BMW-Alpina BMW 2002	Ferfried von Hohenzollern, D Gerold Pankl, A	1990	L4	Div. 2/2000	125 laps, 24:00.09,2
2	1	2	Faltz-Alpina Essen BMW 2800 CS	Rüdiger Faltz, D Hans-Jürgen Schulte-Oversohl, D	2996	L6	Div. 3/+2500	125 laps, 24:00.56,2
3	2	8	Schnitzer BMW 2800 CS	Karl-Heinz Eisenschenk, D Hans-Günther Stoffel, D	2788?	L6	Div. 3/+2500	125 laps, 24:05.01,2
4	2	45	Opel Manta 19 SR	Udo Hoffmann, D Johannes Breuer, D	1897	L4	Div. 2/2000	123 laps, 24:10.24,0
5	1	62	Vorbrüggen KG BMW 1600/2	Eckart Meding, D Willi Mücher, D	1600	L4	Div. 2/1600	118 laps, 24:00.10,6
6	3	4	Ford Odenthal Ford Capri RS 2600	Waltraud Odenthal, D Bernd Terbeck, D	2900?	V6	Div. 3/+2500	118 laps, 24:04.45,3
7	2	58	Koepchen BMW Tuning BMW 1600/2	Günther Mohrs, D Horst Bins, D	1600	L4	Div. 2/1600	118 laps, 24:10.24,1
8	3	26	AC Mayen BMW 2002 TI	Kurt Hens, D Hans-Werner Brohl, D	1990	L4	Div. 2/2000	117 laps, 24:01.09,3
9	1	92	Alfa Romeo 1300 GTA Junior	Lutz Busch, D Karl-Ernst Brune, D	1290	L4	Div. 1/1300	116 laps, 24:00.56,5
10	3	53	AC Mayen BMW 1602	Heinz Mundorf, D Hans Wendel, D	1600	L4	Div. 2/1600	115 laps, 24:00.33,0
4	??		Ford Capri RS 2600	Bernd Borkhoff, D Norbert Hahne, D	2900?	V6	Div. 3/+2500	2603 km
5	10		BMW 2800	Robert Leysieffer, D Klemens Kammann, D	2788	L6	Div. 3/+2500	2534 km
1	21		BMW 2500	Georg Jonas, D Helmut Kuhl, D	2494	L6	Div. 3/2500	2586 km
2	18		Opel Commodore GS/E	Ulrich Dressel, D Artur-Gerd Sauer, D	2784	L6	Div. 3/2500	2568 km
3	20		Mercedes 250/8	Helmut Eck, D Friedhelm Gaupp, D	2496	L6	Div. 3/2500	2191 km
4	28		Auto Wedel Alpina Tuning BMW 2002 TI	Friedhelm Meier, D Franz Renner, D	1990	L4	Div. 2/2000	
5	37		MSC Paffrath Volvo 122 S	Axel Kaske, D Willibald Graul, D	1985?	L4	Div. 2/2000	



11/07/71: Nurburgring 6 Hours, Germany - Official Programme Cover



Grosser Preis der Tourenwagen - 12. Int. ADAC 6-Stunden Rennen Nordschleife Nürburgring

Nürburgring Nordschleife, BRD

Date: 11/7/1971
Track length: 22.835 m
Attendance: unknown
Entries accepted: unknown
Starters: 102?
Finishers: 49

Pole position: Stommelen/Soler-Roig in 8.54,9
Fastest lap: Stommelen in 8.58,0

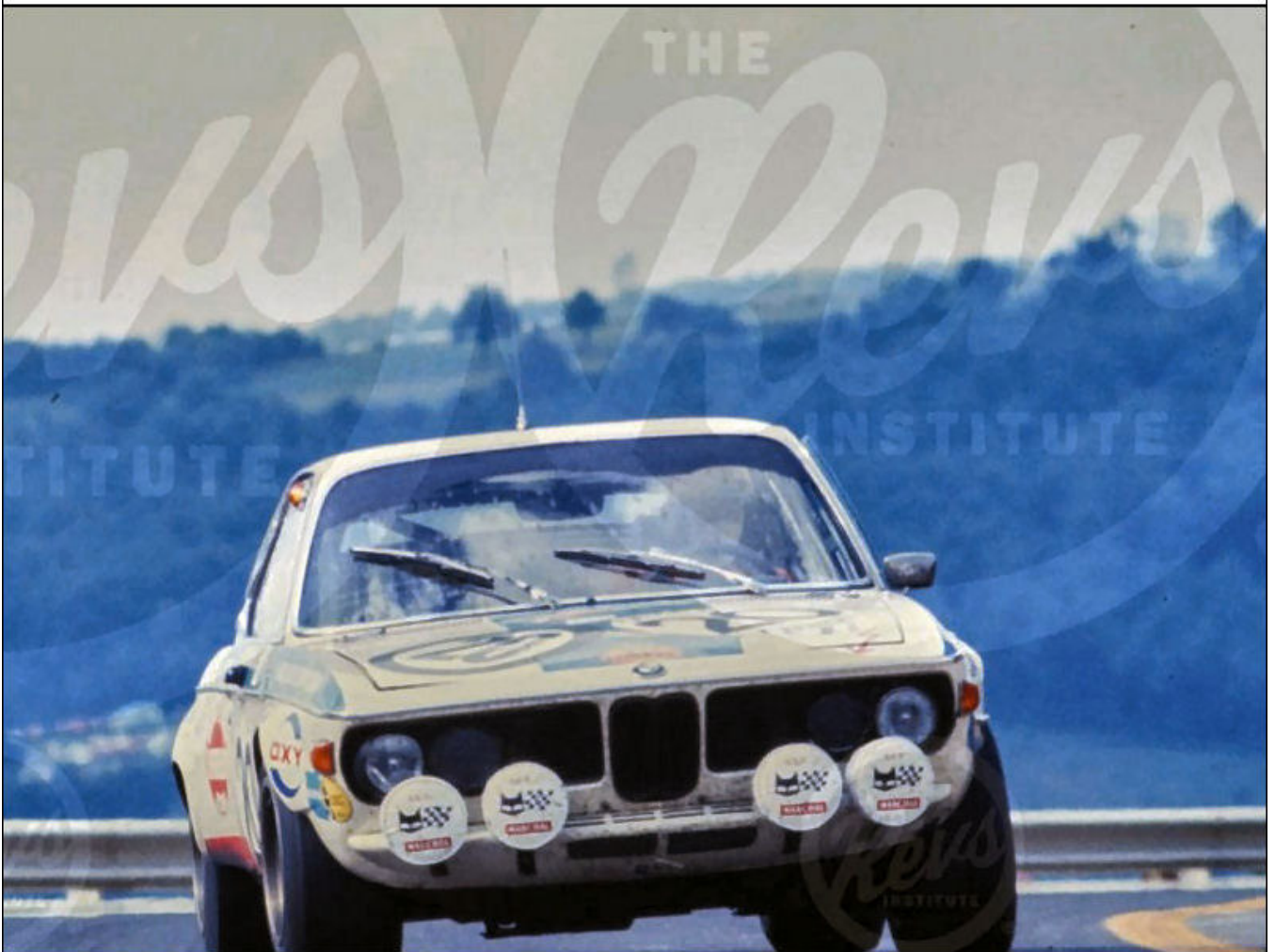
Distance: 6 hours
Average speed: 143,200 kmh
Weather: sunny, very hot
Ruleset: Group 2/70

Division 1, 2 and 3

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group
1	1	14	Ford Köln Ford Capri RS 2600	Dieter Glemser, D Helmut Marko, A	2935	V6	Div. 3/3000
2	1/1	27	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Gijs van Lennep, NL Toine Hezemans, NL (Liane Engeman, NL) (Han Akersloot, NL)	1985	L4	Div. 2/2000
3	2	5	BMW-Alpina BMW 2800 CS	Gunther Huber, A Niki Lauda, A	2996	L6	Div. 3/3000
4	2/2	51	Ford Köln Ford Escort RS 1600	Gerry Birrell, GB Yvette Fontaine, B	1701	L4	Div. 2/2000
5	3/3		BMW 2002	Alex Aebersold, CH Peter Wiederkehr, CH	1990	L4	Div. 2/2000
6	3		Opel Commodore GS	Chris Tuerlinx, B Joost Byttebier, B	2998	L6	Div. 3/3000
7	4/4		BMW 2002	Jürgen Geysler, D Hartmut Bauer, D	1990	L4	Div. 2/2000
8	5/5		GS Tuning BMW 2002	Werner Christmann, D Heinz-Dieter Werner, D	1990	L4	Div. 2/2000
9	4	7	Team Schnitzer Motul BMW 2800 CS	Ernst Furtmayr, D Rauno Aaltonen, SF	2996	L6	Div. 3/3000
10	6/1		BMW-Alpina BMW 1600/2	Bernd Henne, D Detlef Basche, D	1600	L4	Div. 2/1600
11	1/1	81	Alfa Romeo 1300 GTA Junior	Massimo Larini, I Luigi Colzani, I	1290	L4	Div. 1/1300
	5		Ford Odenthal Ford Capri RS 2600	Waltraud Odenthal, D Klaus Fritzingler, D	2873?	V6	Div. 3/3000
	6		AC Mayen Ford Capri RS 2600	Hans Jürgen Bartelt, D Franz Kneczourek, D		V6	Div. 3/3000
	7		MSC Siegerland Opel Commodore	Ernst-Dieter Klotzeck, D Joachim Utsch, D		L6	Div. 3/3000
	8		Renngemeinschaft Sieglar Ford Capri	Hubert Richarz, D Reinhold Girndt, D		V6	Div. 3/3000
	9		Keiper-Recaro Racing Team Opel Commodore	Ulrich Dressel, D Helmut Eck, D	2490	L6	Div. 3/3000
	/6		BMW 2002	Robert Derom, B Dominique Moorkens, B	1990	L4	Div. 2/2000
	/7		Auto Wedel Alpina Tuning BMW 2002	Friedhelm Meier, D Dieter Eymann, D	1990	L4	Div. 2/2000
	/8	46	Vereinigung Süddeutscher Automobilisportler BMW 2002	Beppe Mayer, D Henning Schmidt, D	1990	L4	Div. 2/2000
	/9		BMW Alpina Essen, R. Faltz BMW 2002	Thomas Fervers, D Peter Kuhlmann, D	1990	L4	Div. 2/2000
	/10	54	Autohaus Ernst Rath KG Opel Manta 19 SR	Udo Hoffmann, D Johannes Breuer, D	ca. 2000	L4	Div. 2/2000
DNF		8	BMW 2800 CS	Karl-Heinz Eisenschenk, D Hans-Günther Stoffel, D	2996	L6	Div. 3/3000
DNF		9	BMW Alpina Essen, R. Faltz BMW 2800 CS	Hans-Peter Joisten, D Walter Treser, D	2996	L6	Div. 3/3000
DNF			BMW 2800 CS	Raymond Mathay, B Jean Xhenceval, B	2996	L6	Div. 3/3000
DNF			Ford Capri	Helmut Eichberg, D Klaus Wilschrey, D		V6	Div. 3/3000
DNF			BMW 2002	Richard Peitz, D Erich Breinsberg, A	1990	L4	Div. 2/2000







24/07/71: Spa 24 Hours, Belgium - KH.Eisenschenk/HG.Stoffel - Rtd





24 h Spa-Francorchamps

Spa-Francorchamps, Belgium

Date: 24/7/1971 to: 25/7/1971

Track length: 14.100 m

Attendance: 80.000/180.000?

Entries accepted: unknown

Starters: 60? 62?

Finishers: 19 (18 classified)

Pole position: Grauls in 4.04,5

Fastest lap: Grauls in 4.06,2 = 206,341 kmh

Distance: 24 hours

Average speed: 182,69 kmh

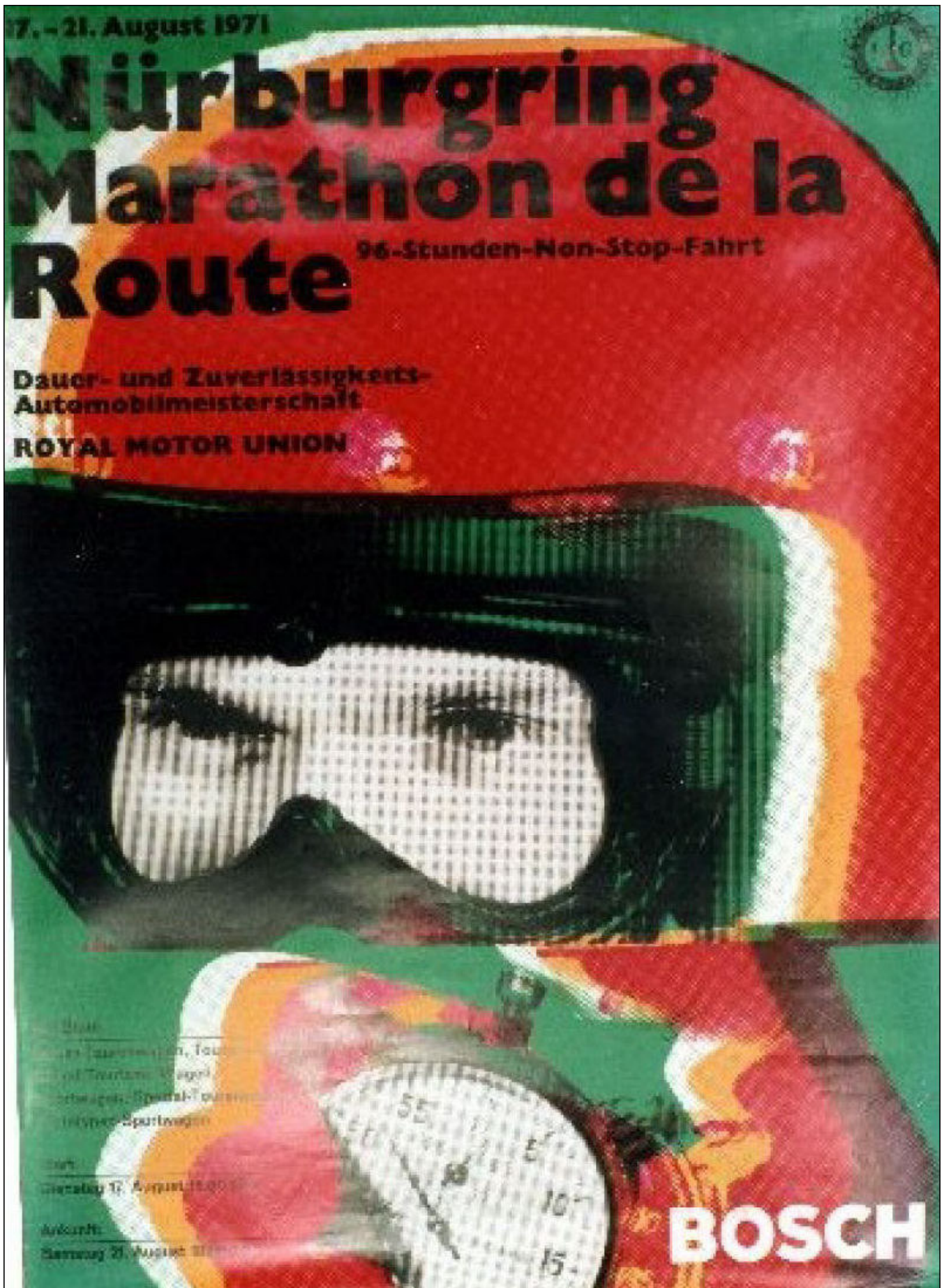
Weather: overcast, later rain showers

Ruleset: Group 2/70

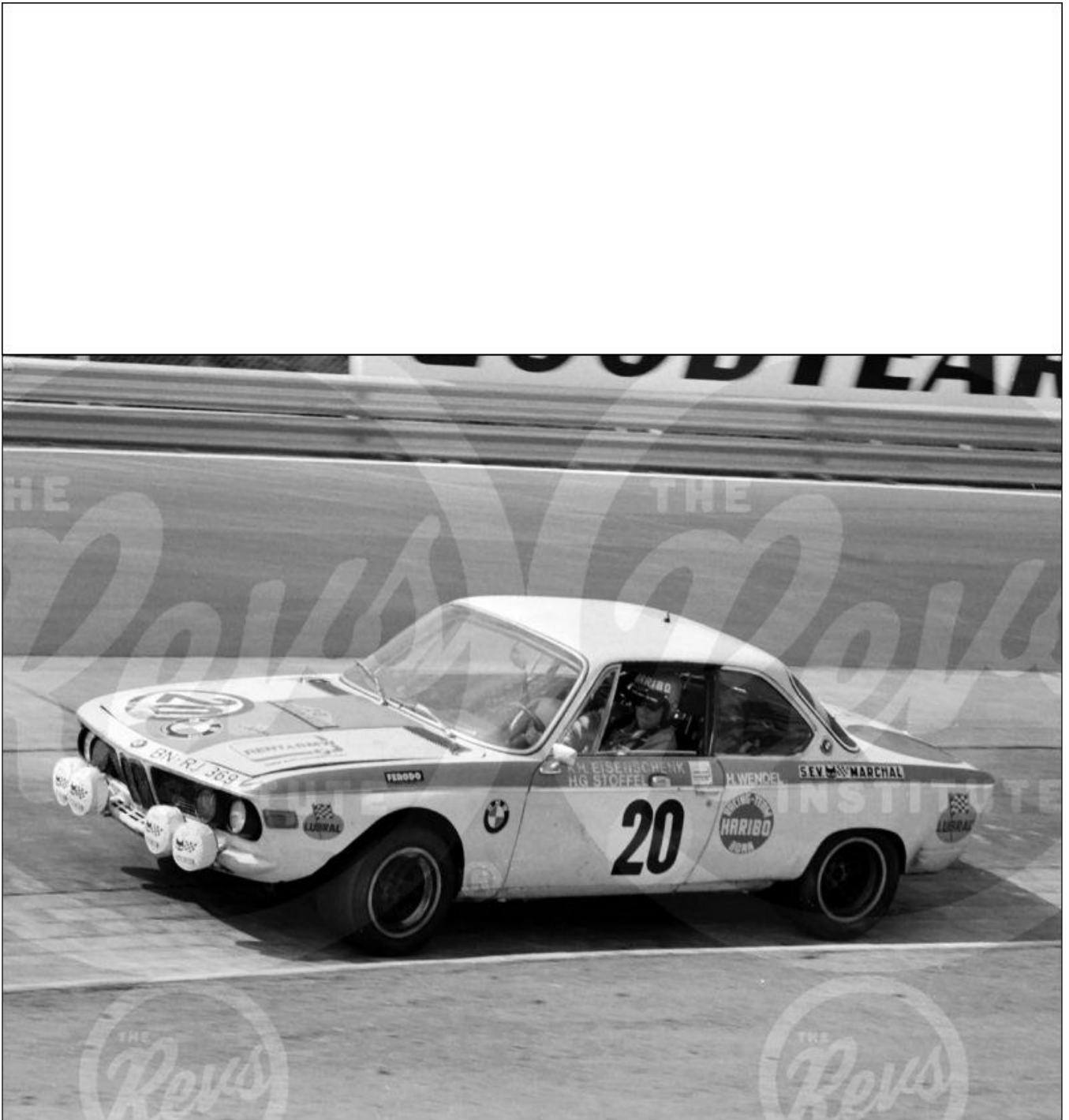
Division 1, 2 and 3

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	22	Ford Köln Ford Capri RS 2600	Dieter Glemser, D Alex Soler-Roig, E	2873	V6	Gr. 2 Div. 3	311 laps
2	2	35	AMG Mercedes 300 SEL 6.3	Hans Heyer, D Clemens Schickentanz, D	6834	V8	Gr. 2 Div. 3	308
3	1	42	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Carlo Facetti, I Toine Hezemans, NL	1985	L4	Gr. 2 Div. 2	289
4	2	40	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Nino Vaccarella, I Jacques Berger, B	1985	L4	Gr. 2 Div. 2	289
5	3	41	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Philippe Toussaint, B Pierre-Yves Bertinchamps, B	1985	L4	Gr. 2 Div. 2	289
6	3	23	Luigi Racing BMW 2800 CS	Alain Peltier, B Noël Van Assche ("Pedro"), B	2788	L6	Gr. 1 Div. 3	280
7	4	25	BMW 2800 CS	Pierre Maublanc, F Nicolas Koob, L	2788	L6	Gr. 1 Div. 3	276
8	5	34	Opel Commodore GS	Dany Wauters, B Rick Coemans, B	2998	L6	Gr. 1 Div. 3	275
9	6	24	BMW 2800 CS	Achim Warmbold, D Rainer Braun, D	2788	L6	Gr. 1 Div. 3	269
10	7	33	BMW 2800 CS	Helmut Gall, D Eckard Babenderde, D	2996	L6	Gr. 1 Div. 3	262
11	1	94	NSU 1000 TTS	Lucien Guitteny, F Jean-Claude Boucher, F	996	L4	Gr. 2 Div. 1	255
12	4	52	Ken Coffey/Westune Ford Escort TC	Ken Coffey, GB John Myerscough, GB	1594	L4	Gr. 2 Div. 2	254
13	2	73	Fernand Neri Fiat 128 1300	Fernand Néri, B Raffaele Pinto, I	1290	L4	Gr. 2 Div. 1	253
14	3	87	East Belgian Racing Team Alfa Romeo 1300 GTA Junior	Edgar Gillessen, B Emmanuel Remion, B	1290	L4	Gr. 2 Div. 1	244
15	4	82	NSU 1200 TT	Lubbenz, D Bernhard Niehaus, D	1296	L4	Gr. 2 Div. 1	243
16	5	57	Moskvitch 412	Claude Collaer, B Jean-P. Moers, B	1479	L4	Gr. 2 Div. 2	237
17	6	58	Moskvitch 412	Willy Segers, B Emile Businaro, B	1479	L4	Gr. 2 Div. 2	236
18	5	71	Team Broadspeed Ford Escort 1300 GT	Robin Searle, GB Vic Sanders, GB	1298	L4	Gr. 2 Div. 1	222
NC		79	Alfa Romeo 1300 GTA Junior	Pierre Rubens, B Charles van Rijn, B	1290	L4	Gr. 2 Div. 1	191
DNF		18	Transeurop Racing/Gulf Opel Commodore GS	Paul Joossens, B Joost Byttebier, B	2998	L6	Gr. 2 Div. 3	
DNF		19	Écurie Azur BMW 2800 CS	Raymond Mathay, B Jean Xhenceval, B	2996	L6	Gr. 2 Div. 3	
DNF		1	Chevrolet Camaro Z28	Ivo Grauls, B Peter Hoffmann, D	7443	V8	Gr. 2 Div. 3	
DNF		21	Ford Köln Ford Capri RS 2600	Jochen Mass, D Gerry Birrell, GB	2873	V6	Gr. 2 Div. 3	
DNF		77	Autodelta S.p.A. Alfa Romeo 1300 GTA Junior	Gianluigi Picchi, I Teodoro Zeccoli, I	1290	L4	Gr. 2 Div. 1	
DNF		27	Marabout Racing Opel Commodore GS	Vincent Gaye, B René Tricot, B	2784?	L6	Gr. 1 Div. 3	
DNF		47	BMW-Alpina BMW 2002	Gerold Pankl, A Hans-Joachim Stuck, D	1990	L4	Gr. 2 Div. 2	
DNF		15	Steinmetz Automobiltechnik Opel Commodore GS	Taf Gosselin, B Teddy Pilette, B	2998	L6	Gr. 2 Div. 3	
DNF		74	Fernand Neri Fiat 128 1300	Marco de Tomasi, I Antonio Vimercati, I	1290	L4	Gr. 2 Div. 1	

DNF		76	Alfa Romeo 1300 GTA Junior	Massimo Larini, I Luigi Colzani, I	1290	L4	Gr. 2 Div. 1	
DNF		90	Alfa Romeo 1300 GTA Junior	Daniel Dezy, B Dino Pizzinato, L	1290	L4	Gr. 2 Div. 1	
DNF		51	Racing Team BP/British Vita Ford Escort RS 1600	Han Akersloot, NL Yvette Fontaine, B	1701	L4	Gr. 2 Div. 2	
DNF		48	Team Schnitzer Motul BMW 2800 CS	Rauno Aaltonen, SF Helmut Kelleners, D	2996	L6	Gr. 2 Div. 3	
DNF		53	Ford Köln Ford Escort RS 1600	John Fitzpatrick, GB François Mazet, F	1701	L4	Gr. 2 Div. 2	
DNF		32	Grab Ford Siegen Ford Capri RS 2600	Harald Menzel, D Bernd Blank, D	2873	V6	Gr. 2 Div. 3	
DNF		75	Écurie Grafo Alfa Romeo 1300 GTA Junior	"Jean Hex", B Claude Collignon, B	1290	L4	Gr. 2 Div. 1	
DNF		81	Écurie Van Stolle Alfa Romeo 1300 GTA Junior	Charles Van Stalle ("Chavan"), B Guy Chasseuil, F	1290	L4	Gr. 2 Div. 1	
DNF		64	BMW 2002 TI	Bernd Henne, D Helmut "Helle" Bein, D	1990	L4	Gr. 2 Div. 2	
DNF		10	BMW-Alpina BMW 2800 CS	Niki Lauda, A Gérard Larrousse, F	2996	L6	Gr. 2 Div. 3	
DNF		17	Steinmetz Automobiltechnik Opel Commodore GS	Claude Bourgoignie, B Yves Deprez, B	2998	L6	Gr. 2 Div. 3	
DNF		44	Écurie Grafo Alfa Romeo 2000 GTAm	Gérald Simonis, B Luc Goris, B	1985	L4	Gr. 2 Div. 2	
DNF		43	Écurie Grafo Alfa Romeo 2000 GTAm	Jean-Claude Franck, B Robert Derom, B	1985	L4	Gr. 2 Div. 2	
DNF		26	Team Lucien Bianchi Citroën SM	Roland De Jamblinne, B Jacques Bigrat ("Bagrit"), F	2670	V6	Gr. 2 Div. 3	
DNF		16	Steinmetz Automobiltechnik Opel Commodore GS	Willy Braillard, B Paul Verbeeck, B	2998	L6	Div. 3	
DNF		12	BMW-Alpina BMW 2800 CS	Liane Engeman, NL Christine Beckers ("Christine"), B	2996	L6	Gr. 2 Div. 3	
DNF		30	Chevrolet Camaro	Jean-Pierre "Pino" Ortman, B Edouard Duvigneaud, B	6500	V8	Gr. 1 Div. 3	
DNF		9	Castrol BMW Team BMW 2800 CS	Dominique Moorkens, B Jean-Louis Haxhe, B	2996	L6	Gr. 2 Div. 3	
DNF		54	Team Broadspeed Ford Escort RS 1600	Mike Crabtree, GB Trevor Taylor, GB	1701?	L4	Gr. 2 Div. 2	
DNF		55	Alfa Romeo 1300 GTA Junior	Vincenzo Cazzago ("Pooky"), I Umberto Grano, I	1290	L4	Gr. 2 Div. 1	
DNF		60	BMW 2002 TI	Rudy Host ("MacIntosh"), B Pieter Cath, B	1990	L4	Gr. 2 Div. 2	
DNF		70	BMC Mini Cooper S	Jacques Hendrickx, B Philippe Verdeyen, B	1293	L4	Gr. 2 Div. 1	
DNF		80	Team Broadspeed Ford Escort 1300 GT	Dave Matthews, GB Rod Mansfield, GB	1298	L4	Gr. 2 Div. 1	
DNF		78	Scuderia Palladio Fiat 128	Jacopo "Pino" Trivellato, I Angelino Lepri, I	1290	L4	Gr. 2 Div. 1	
DNF		50	Racing Team BP Ford Escort RS 1600	Hughes de Fierlant, B Pierre Dieudonné, B	1800	L4	Gr. 2 Div. 2	
DNF		20	BMW 2800 CS	Karl-Heinz Eisenschenk, D Hans-Günther Stoffel, D	2996	L6	Gr. 2 Div. 3	
DNF		7	VDS Racing team Ford Mustang Boss	Serge Trosch, B Martin Birrane, IRL	4965	V8	Gr. 1 Div. 3	
DNF		72	Fernand Neri Fiat 128	Frank van der Mast, NL Man Bergsteijn, NL	1148	L4	Gr. 2 Div. 1	7
DNF		66	BMW 2002 TI	Alex Aebersold, CH Cuno Ackermann, CH Peter Wiederkehr, CH	1990	L4	Gr. 2 Div. 2	
DNF		56	Moskvitch 412	Jean-Marie Lagae, B Etienne Staipaert, B	1479	L4	Gr. 2 Div. 2	
DNF		2	Chevrolet Camaro Z28	Marie-Claude Charmasson ("Beaumont"), F Gabrielle König, GB	5736	V8	Gr. 1 Div. 3	
DNF		14	Steinmetz Automobiltechnik Opel Commodore GS	Chris Tuerlinx, B Henri Greder, F	2998	L6	Gr. 2 Div. 3	
DNS		11	BMW-Alpina BMW 2800 CS	Gunther Huber, A Willi Kauhsen, D	2996	L6	Gr. 2 Div. 3	
DNS		61	BMW 2002 TI	Guy Brunninghausen, B Maurice Lenaif ("Alix"), B	1990	L4	Gr. 2 Div. 2	
DNS		3	Roger Lamoral Chevrolet Camaro	Roger Lamoral, F Sylvain Garant, F	7000	V8	Gr. ? Div. 3	



17/08/71: Marathon de la Route, Nurburgring 96 Hours, Germany - Official Programme Cover



17/08/71: Marathon de la Route, Nurburgring 96 Hours, Germany - KH.Eisenschenk/HG.Stoffel - Rtd



41. Marathon de la Route - Nürburgring 96 hours

Nürburgring Nordschleife, BRD

Date: 17/8/1971 to: 21/8/1971

Track length: 22.835 m

Attendance: unknown

Entries accepted: unknown

Starters: 39

Finishers: 16

Pole position: unknown

Fastest lap: unknown

Only 39 starters this year, and none of the favourites got onto the rostrum. The Alpine of Nussbaumer was not taken very seriously at the start, but helped by limited works support it won the race.

Pre-race favourite was for instance the group 2 BMW coupé of Eisenschenk/Stoffel/Wendel, which had already raced at the Spa 24 hours; or the Dino of Ecurie Francorchamps; or the BMW 2002 of Koob/Lagodny/Konz.

The Dino was out within seconds when a half shaft broke, the 2002 BMW retired on Friday with a broken engine mount - while leading. The BMW coupé was the last one to retire (!) when the clutch gave up.

The race itself, which attracted only a few spectators, was dull. Wendel took the lead, Koob and Thérier followed and passed the BMW soon.

The pace was set, and the cars rolled on - finishing was more important than pure speed. After day 1, 8 cars had retired already.

Wednesday night, and the BMW coupé was in front again, with the Alpine second and the 2002 third. Fourth was the German Eifelland Porsche, fifth a French Porsche.

Thursday night little had changed. The Alpine was now in front of the coupé, the 2002 was still third, the Porsches had changed position, but later the French Porsche broke its half shaft as well and retired. Behind them, the Marabout Opel was followed by the Hennerci family in the BMW 2002 and then the prototype 1300 cc DAF, the most interesting car of the race really. Ninth were Gellert/Bins/Bialas with a Capri RS, which had first and fourth gear available - and nothing else.

On Friday we lost the Belgian BMW 2002, Saturday morning came the end of the BMW coupé. So the final order was the Alpine in first, the Hennerci family with Kuhl second, the prototype DAF third, a battered Eifelland Porsche fourth, and between fifth and sixth the gap was only 90 seconds.

Touring cars, GTs and prototypes

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	2	Nusbaumer Alpine A 110 1600S	Jacques Henry, F Jean-Luc Thérier, F Maurice Nusbaumer, F	1600	L4	GT	487/461 laps
2		22	Eifelland Caravanning BMW 2002 T1	Heinz Hennerici, D Helmut Kuhl, D Mercedes Hennerici, D	1990	L4		457/453
3	1		Daf 55	Jean-Louis Haxhe, B Pierre-Yves Bertinchamps, B Philippe Toussaint, B	1255	L4	Prototype	448/446
4		25	Eifelland Caravanning Porsche 911 T	Franz-Josef Rieder, D Heinz Degen, D Hans-Werner Brohl, D	1991	B6	GT	443
5		21	Koepchen BMW Tuning BMW 1600	Günther Mohrs, D Karl H. Königshofer, D Alexander Güttes, D	1600	L4		435
6		35	MSC Paffrath Volvo 142	Willibald Graul, D Axel Kaske, D Richard Bremmekamp, D	1985	L4		433
7			Alfa Romeo Duetto Spider	Hanno Schumacher, D Horst Klauke, D Heinz-Hans Heicker, D		L4		427
8			Datsun 2000	Charles Van Stalle ("Chavan"), B Robert Loyens, B van Gutschoven, B	ca. 2000			416
9	1	44	STAR Daf 55	Wim Luijbrechts, NL Maurice Gatsonides, NL Govert de Jong, NL	1148	L4		411/411
10		12	Team Zakspeed Ford Capri RS 2600	Heinz Gellert, D Horst Bins, D Georg Bialas, D		V6		410
11			Opel Kadett 1900	Binder, D Meger Huber	1897	L4		410
12			Opel	F. Kerschbaumer, A Castellik Fischer				407
13			Fiat 124 Spider	Didi Lopes Heinz-Jürgen Dahmen, D		L4		401

14	2	Daf 55	Christian Delferier, B Jacques Marché, F Dany Delettre, B	1108	L4		399/398
15		NSU Ro 80	X. Ide, B Detre Taburiaux	2 x 498	R2		365
16		Opel Commodore GS/E	Maurice Timsonet, B Luc Noël, B ? José Capelle, B	2784?	L6		348
		Dutch National Racing Team Simca Rallye	Rien Frankenhout, NL Jim Vermeulen, NL Loek Vermeulen, NL	1118	L4		
	23	AC Mayen BMW	Kurt Hens, D Josef Traben, D Hans Schell, D				
	24	Eifelland Caravaning BMW	Rüdiger Schumacher, D Hans Schell, D				
		V-10 Kléber Team Daf 55	Werner Geller, D Herbert Schuster, D Heinz-Jakob Helten, D	1108	L4		
		Elan Racing Team Daf 55	Günther Olschewski, D Willi Miebach, D Raimund Raab, D	1108	L4		
DNF	20	BMW 2800 CS	Karl-Heinz Eisenschenk, D Hans-Günther Stoffel, D Hans Wendel, D	2996	L6		
DNF	1?	Écurie Francorchamps Ferrari Dino	Hughes de Fierlant, B John Goossens, B Yves Deprez, B	2418?	V6		
DNF		BMW 2002 T1	Nicolas Koob, L John Lagodny, L Henri Konz, L	1990	L4		
DNF		Porsche 911 S	Gilbert Courthiade, F Jean-Paul Bodin, F Guy Gentis, F		B6	GT	
DNF	4	Marabout Racing Opel Commodore GS/E	Vincent Gaye, B René Tricot, B Alain Peitier, B	2784?	L6		



17/06/72: Estoril STC, Portugal - Inaugural Event

1972, 17 de Junho, Estoril
BMW 2800 CS Schnitzer
Mário Araújo Cabral
1º Classificado



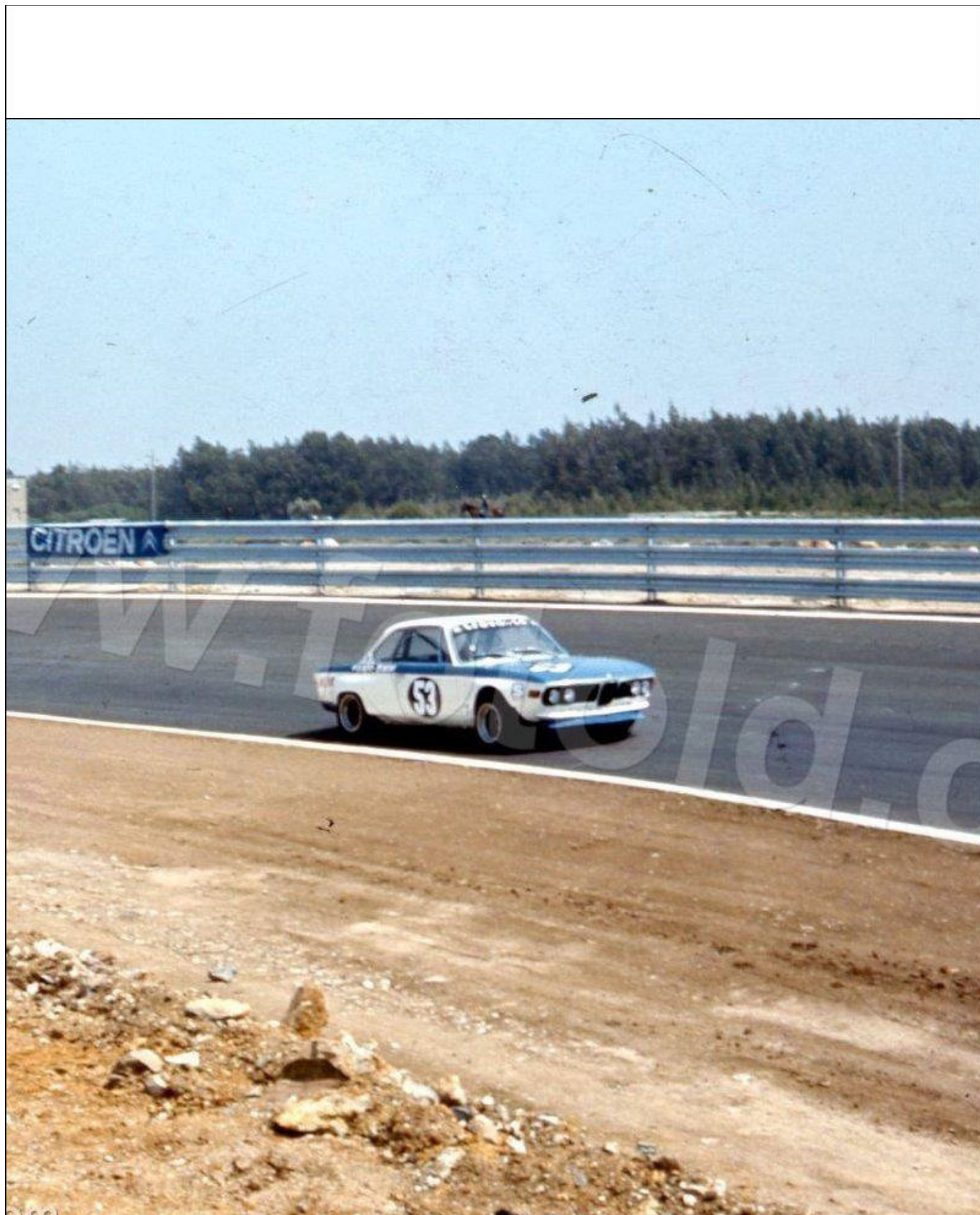


17/06/72: Estoril STC, Portugal - M.Cabral - 1st



17/06/72: Estoril STC, Portugal - M.Cabral - 1st





17/06/72: Estoril STC, Portugal - M.Cabral - 1st





Inauguração do Circuito de Estoril**Estoril, Portugal**

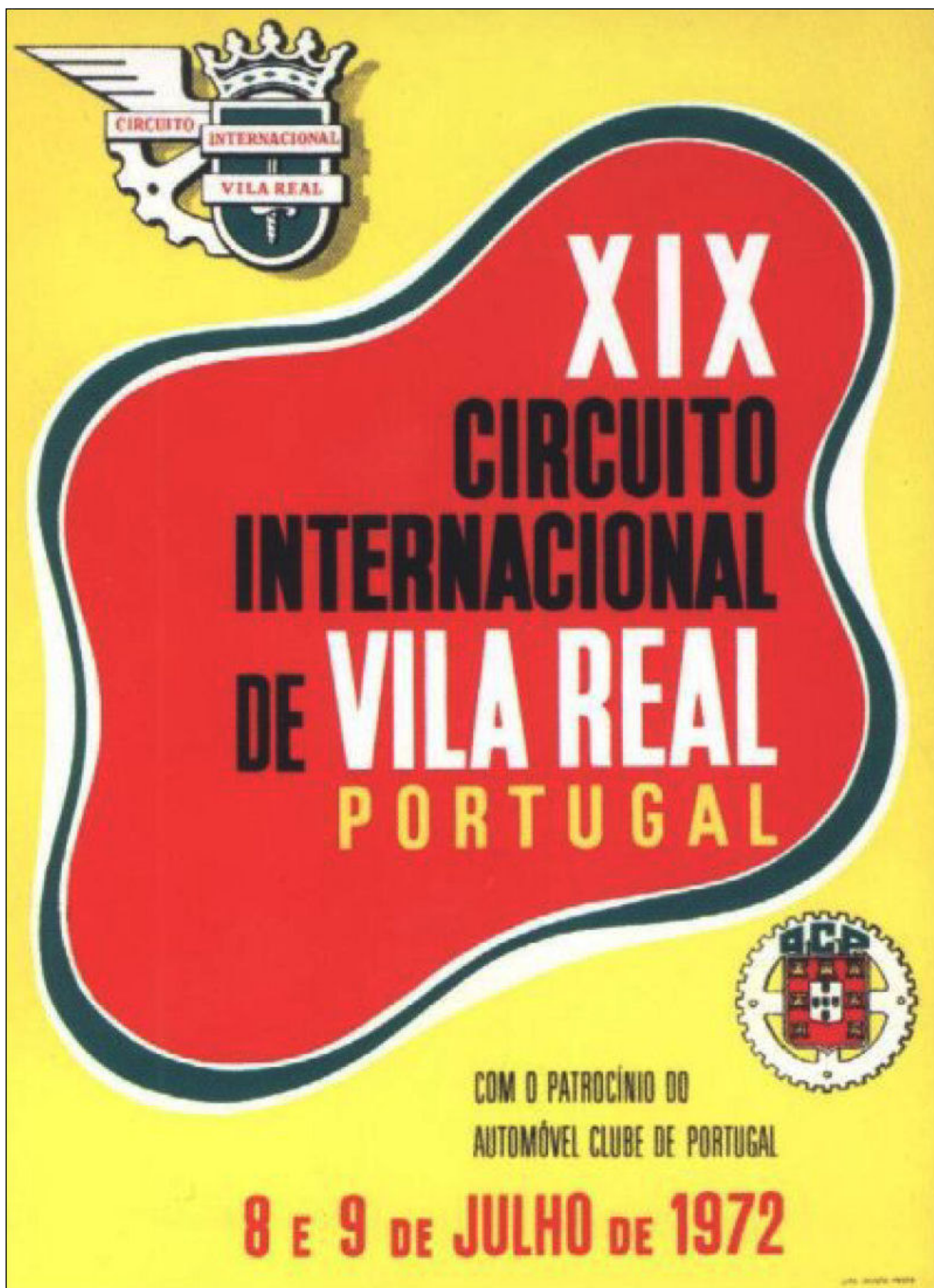
Date: 17/6/1972
 Track length: 2.915 m
 Attendance:
 Entries accepted: 27
 Starters: 20
 Finishers: 14

Pole position: Cabral in 1.11,36
 Fastest lap: Cabral

Distance: 40 laps, 116,64 km
 Average speed: 148,239 kmh
 Weather: Sunny
 Ruleset: Group 2/70

Overall result

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time	Reason out, remarks
1	1	53	BMW 2800 CS	Mário de Araújo "Nicha" Cabral, P	2996	L6	Group 2	40 laps, 47.37,86	
2	2	56	Ford Capri RS 2600	Alberto Ruiz Giménez, E	2873	V6	Group 2	40 laps, 48.18,77	arrived too late for practice
3	3	55	Ford Capri RS 2600	Jaime Mesia, E	2873	V6	Group 2	39 laps, 47.46,70	
4	4	47	Ford Escort RS 1600	José Maria de Uriarte, E		L4	Group 2	38 laps, 48.00,92	
5	5	44	BMW 2002	Mário Figueiredo, P	1990	L4	Group 2	36 laps, 48.23,93	
6	6	48	Opel Manta 19 SR	Manuel Gomes Pereira, P	ca. 2000	L4	Group 2	34 laps, 47.53,49	
7	1	28	Austin Mini Cooper S	"Fipó", P	1293	L4	Group 2	34 laps, 48.28,58	
8	2	30	Austin Mini Cooper S	Alcino Ferreira ("Cinoco"), P	1293	L4	Group 2	34 laps, 48.28,58	
9	3	24	Fiat 128	Luis Neto, P		L4	Group 2	32 laps, 48.05,35	
10	4	37	Morris Mini Cooper S	Camilo de Vasconcelos, P	1293	L4	Group 2	31 laps, 48.42,86	
11	5	36	Morris Mini Cooper	Jorge Pegado Liz, P	998	L4	Group 2	31 laps, 48.55,32	
12/NRF6	26	26	Austin Mini 1275GT	Mário Gonçalves, P	1293	L4	Group 2	29	Engine
13	7	51	Ford Capri 1600	António Silva Pereira, P	1599	L4	Group 2	29	
14	7	34	Austin Mini Cooper	António Silva, P	998	L4	Group 2	28	
DNF		32	Renault R 8 Gordini	M. Barata, P	1255	L4	Group 2	24	Overheating
DNF		43	Ford Escort RS 1600	Erik Høyer, DK		L4	Group 2	21	Accident while lapping Barrios
DNF		45	Alfa Romeo 2000 GTAm	Rafael Barrios, E	1999	L4	Group 2	20	Accident with Høyer
DNF		38	Austin Mini Cooper S	Eduardo Oliveira Duarte, P	1293	L4	Group 2	15	Spin
DNF		49	Opel ?Ascona 16 S	Pedro Queiroz Pereira ("Pêquêpê"), P	1584	L4	Group 2	5	Engine
DNF		39	Austin Mini Cooper S	Expedito Silva Almeida, P	1293	L4	Group 2	4	Overheating
DNS		52	BMW 1600/2	Armando Macedo, P	1573	L4	Group 2		
DNS		50	Ford Escort TC	"Thomas Price", P?	1594	L4	Group 2		









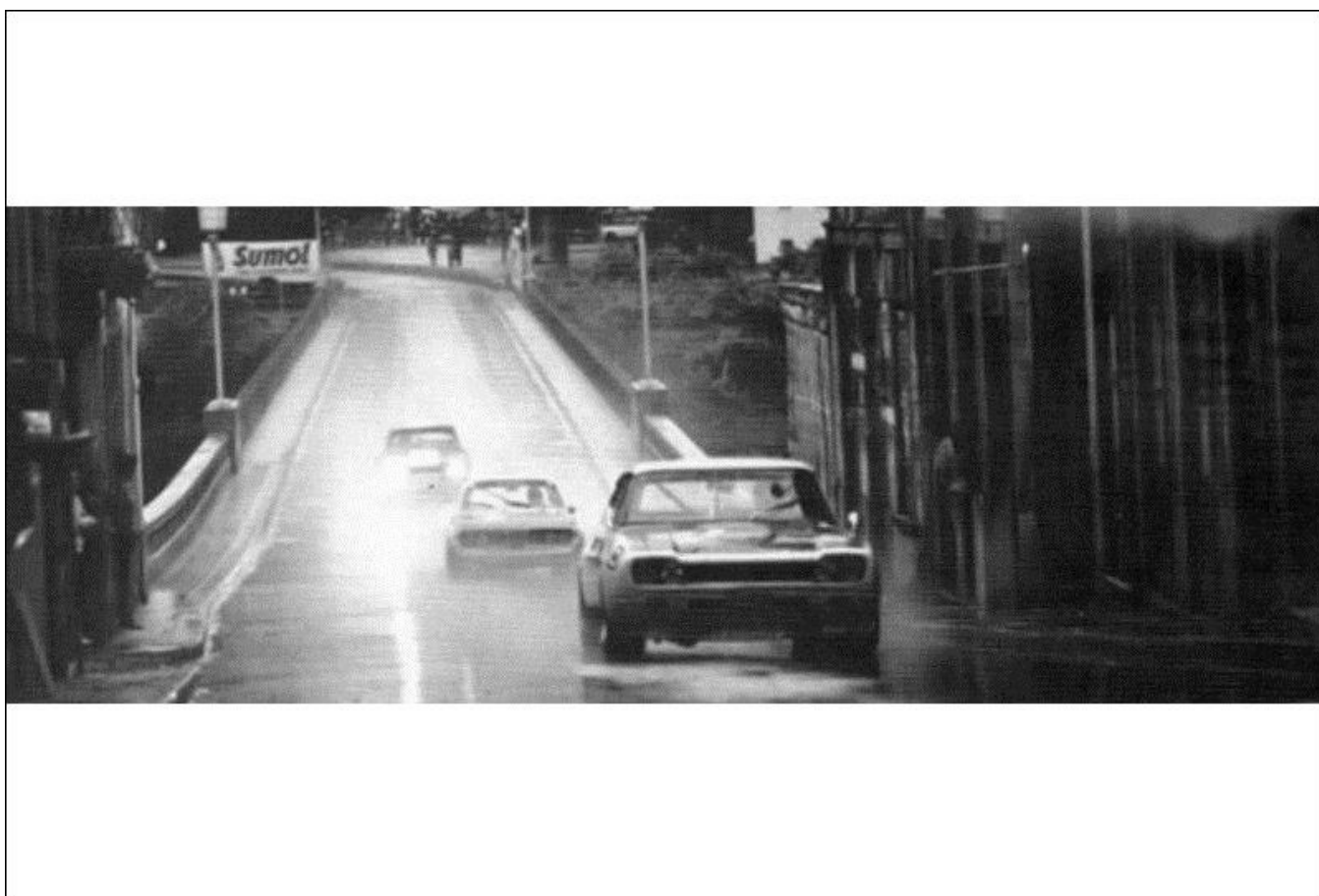
09/07/72: Vila Real, Portugal - Mario Cabral - Rtd



VILA REAL, PORTUGAL, 1972
CAMPEONATO IBERICO
FORD ESCORT BROADSIDE

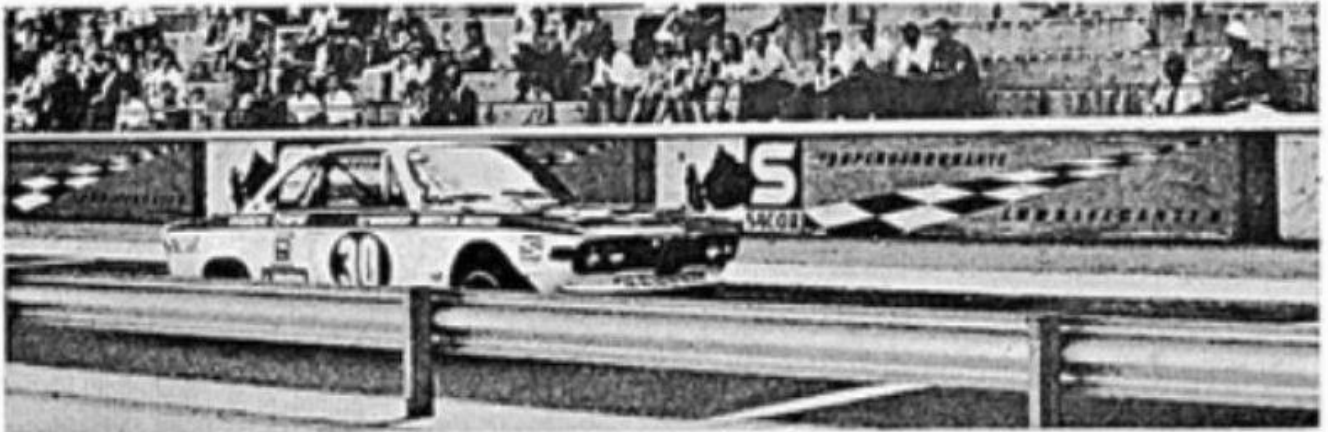


09/07/72: Vila Real, Portugal - Mario Cabral - Rtd





MAIS TRIUNFOS DOS NOVOS óleos SACOR



XIX CIRCUITO INTERNACIONAL DE VILA REAL

GRUPO 1

- 1.º Ernesto Neves — Chevrolet
- 2.º Carlos Santos — BMW

FÓRMULA V

- 1.º A. Portela de Morais — Palma V

Todos os concorrentes, quer nacionais quer estrangeiros, usaram gasolina SACOR



IV RAMPA DE MONSANTO

GRUPO 1

- 1.º Ernesto Neves — Chevrolet
- 2.º L. Ribeiro de Souza — Alfa Romeo

GRUPO 2

- 1.º Mário Araújo Cabral — BMW

GRUPOS 3, 4 e 5

- 1.º Ernesto Neves — Lotus
- 2.º Carlos Santos — Porsche

FÓRMULA FORD

- 1.º Ernesto Neves — Lotus

FÓRMULA V

- 1.º A. Portela de Morais — Palma V

Todos estes concorrentes usaram exclusivamente combustíveis e lubrificantes SACOR

RAMPA DA PENHA

GRUPO 1

- 1.º Ernesto Neves — Chevrolet

GRUPO 2

- 1.º Mário Araújo Cabral — BMW

GRUPOS 3, 4 e 5

- 1.º Ernesto Neves — Lotus
- 2.º Carlos Santos — Porsche 907

FÓRMULA FORD

- 1.º Ernesto Neves — Lotus

FÓRMULA V

- 1.º A. Portela de Morais — Palma

Vila Real

Vila Real street track, Vila Real, Portugal

Date: 9/7/1972

Track length: 6.925 m

Attendance:

Entries accepted:

Starters: 15 (Group 1); 11 (Group 2)

Finishers: 13 (Group 1); 7 (Group 2)

Pole position: Neves (Group 1); Cabral in 2.49,37 (Group 2)

Fastest lap: Neves in 3.17,92 (Group 1);

Distance: 20 laps

Average speed:

Weather: Very hot, heavy rain during races

Ruleset: Group 2/70

Portugal's race of the year was packed with spectators despite the infernal heat. Neves dominated the Group 1 race with his impressive and well-prepared Chevrolet Camaro. His main rivals were the two BMWs of the Portuguese BMW importer, driven by Santos and Melville and the three Alfa Romeos backed by official importer Mocar. Few competitors had sourced rain tires, so the Camaro had an easy run on its Michelins. The race for Group 2 was really exciting. Cabral (BMW 2800 CS) clocked the fastest time in practice, but the Portuguese wanted to postpone the race because of the appalling conditions. The organisers decided to go ahead, but the start was very late and it was almost dark. Mesia won since Cabral broke his fuel pump, and Sa Nogueira retired too. The Mini of Gonçalves managed to pass the Capri a few times, but in the end could not anything against the strength of the Spanish Ford.

Group 2

Pos	Pos in class	#	Team / Entrant Car - Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time	Qualifying position	Qualifying time	Fastest lap	Reason out, remarks
1	1	22	Ford Capri RS 2600	Jaime Mesia, E	2873	V6	Group 2	20 laps, 1:10.32	2	2.52,88		
2	2	8	BMC Mini Cooper S	Mário Gonçalves, P	1293	L4	Group 2	20 laps, 1:11.34	7	3.08,17		
3	3	18	Opel Manta 19 SR	Manuel Gomes Pereira, P	ca. 2000	L4	Group 2	20 laps, 1:13.10	9	3.31,10		
4	4	26	BMW 2002 Ti	Camilo Figueiredo, P	1990	L4	Group 2	19 laps, 1:11.06	6	3.04,98		
5	5	20	Ford Escort RS 1600	José Maria de Uriarte, E		L4	Group 2	18 laps, 1:10.59	4	2.56,00		
6	1	6	Renault R 8 Gordini	Manuel Inácio, P	1255	L4	Group 2	16 laps, 1:11.48	13	no time		
7	2	2	Morris Mini Cooper	Jorge Pegado Liz, P	998	L4	Group 2	16 laps, 1:14.07	12	3.52,37		
DNF		16	Ford Escort RS 1600	Domingos Sá Nogueira, P		L4	Group 2	9	5	2.59,81		Oil pipe
DNF		14	Ford Escort TC	João Carlos Ferreira, P	1594	L4	Group 2	6	8	3.14,72		Engine
DNF		30	BMW 2800 CS	Mário de Araújo "Nicha" Cabral, P	2996	L6	Group 2	3	1	2.49,37		Fuel pump
DNF		12	Austin Mini Cooper S	"Fipó", P	1293	L4	Group 2	1	11	3.36,74		
DNF			Ford Capri RS 2600	Alberto Ruiz Giménez, E	2873	V6	Group 2		3	2.53,07		Broken camshaft
DNS			Morris Mini Cooper	Alcino Ferreira ("Cinoco"), P		L4	Group 2		10	3.33,42		Oil pressure





26-27/08/72: Vila do Conde Portugal - Mario Cabral - 1st

Circuito Nacional ACP



AUTÓDROMO DO ESTORIL

24/09/72









24/09/72: Circuito Nacional ACP, Estoril - M.Cabral - 1st





III Grande Prémio do A.C.P.

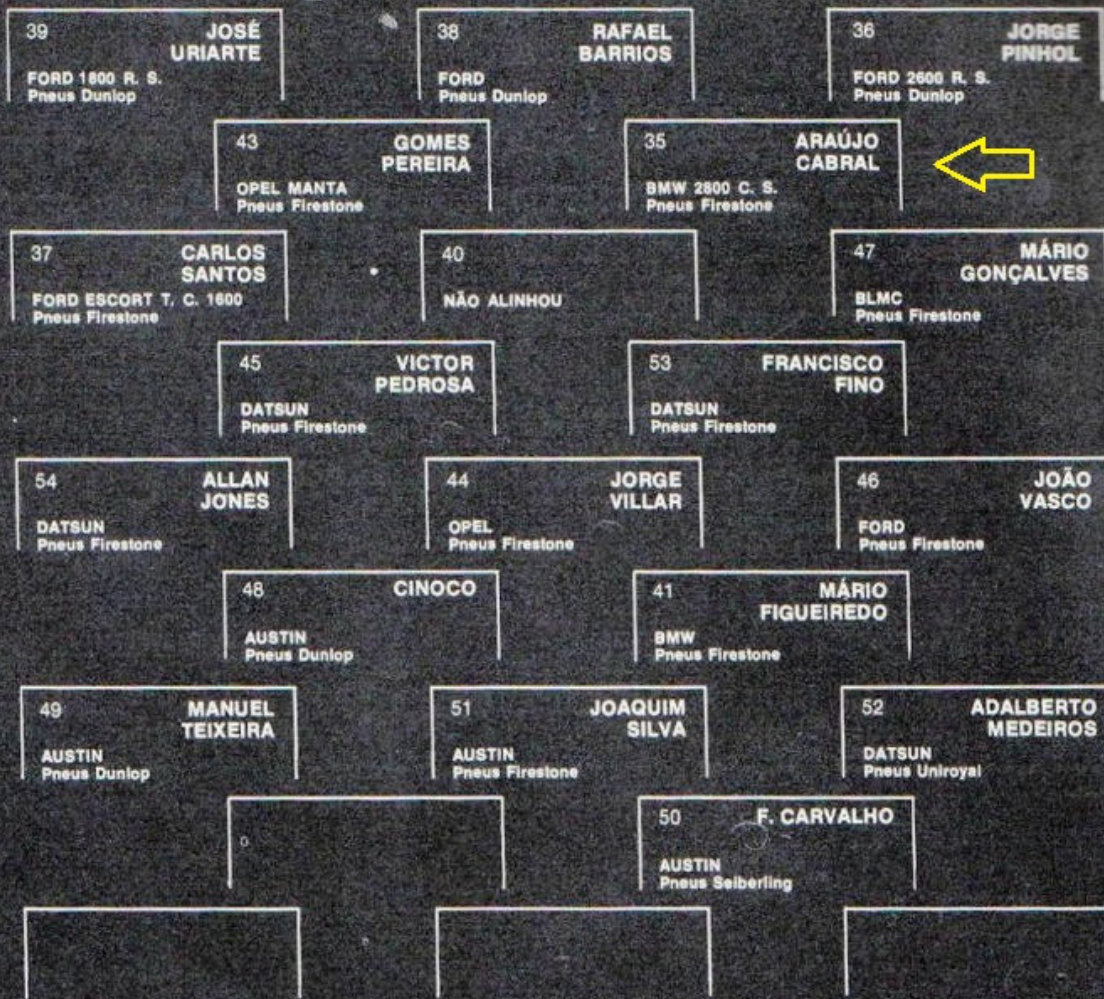


12.11.72



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grelha de partida - GRUPO 2



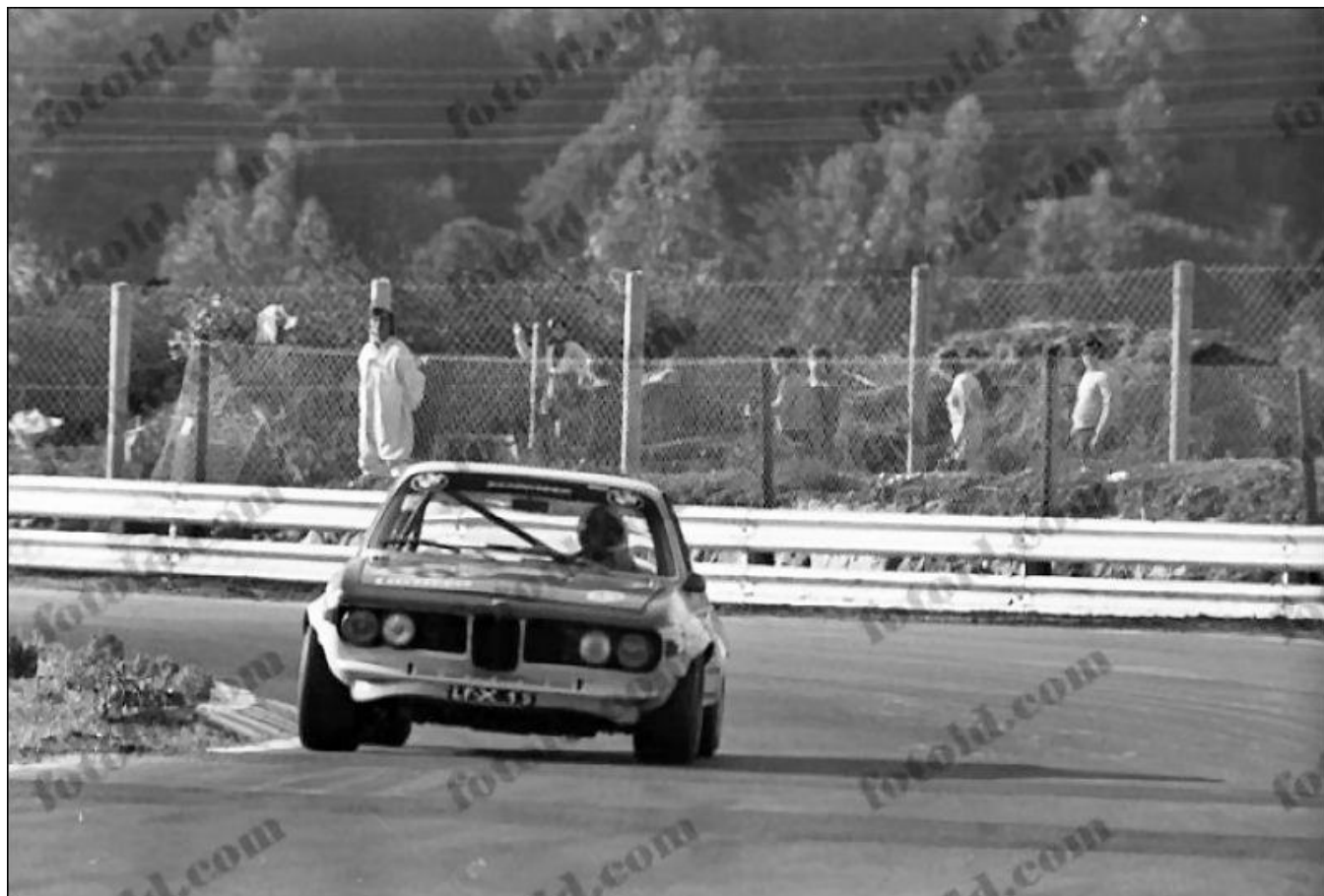
classificações

n.º	CONCORRENTE	NOME	AUTOMÓVEL	Volts	Tempo Total		VOLTA MAIS RÁPIDA	CLASSIFICAÇÕES
39	José Maria Uriarte	Escort RS	30	35.56,60	146,036	6	1.08,90	152,359 1.º 1.º
35	Araújo Cabral	B. M. W. 2800 CS	30	36.01,71	145,684	3	1.10,20	140,538 2.º 1.º
37	Carlos Santos	Escort TC	28	36.21,30	134,750	7	1.14,92	140,117 3.º 2.º
43	Manuel Gomes Pereira	Opel 1904 SR	28	36.22,54	134,674	28	1.15,20	139,595 4.º 3.º
47	Mário Gonçalves	Austin 1275 GT	28	36.34,32	133,951	27	1.16,63	136,990 5.º 1.º
53	Francisco Fino	Datsun 1200	28	36.55,10	132,694	7	1.17,13	136,102 6.º 2.º
46	João Vasco Rodrigues	Cortina Lotus	28	37.10,92	131,753	8	1.17,15	136,067 7.º 4.º
45	Vítor Pedrosa	Datsun 1600 SSS	28	37.13,87	131,579	26	1.17,99	134,601 8.º 5.º
54	«Allan Jones»	Datsun 1200	26	36.07,48	125,923	2	1.19,71	131,697 9.º 3.º
41	Mário Figueiredo	BMW 2002 TI	26	37.32,74	121,157	6	1.17,70	135,104 10.º 6.º
52	C. Ribeiro da Silva	Datsun 1200	25	37.22,65	117,022	13	1.27,80	119,562 11.º 4.º
44	R. George Villar	Opel Manta 1.9 SR	25	36.36,21	119,496	2	1.20,36	130,632 12.º 7.º
50	F. Carvalho	Austin Cooper S	23	37.14,88	108,034	18	1.34,95	110,559 13.º 5.º
51	Oliveira e Silva	Austin Cooper S	22	33.04,46		13	1.27,58	119,862 14.º 6.º
49	Martins Teixeira	Austin Cooper S	21	37.10,00		16	1.39,09	105,940 15.º 7.º
36	Jorge Pinhol	Capri 2600 RS	11	12.50,96		4	1.08,27	153,765 * *
38	Rafael Barrios	Escort RS	11	12.51,26		11	1.08,63	152,959 * *
42	Walter Germann	BMW 2002 Tii	8	10.45,01		6	1.15,39	139,243 * *
48	«Cinoco»	Austin Cooper S	4	08.12,42		2	1.45,68	99,333 * *

* - Não se classificaram por não terem completado o número de voltas.



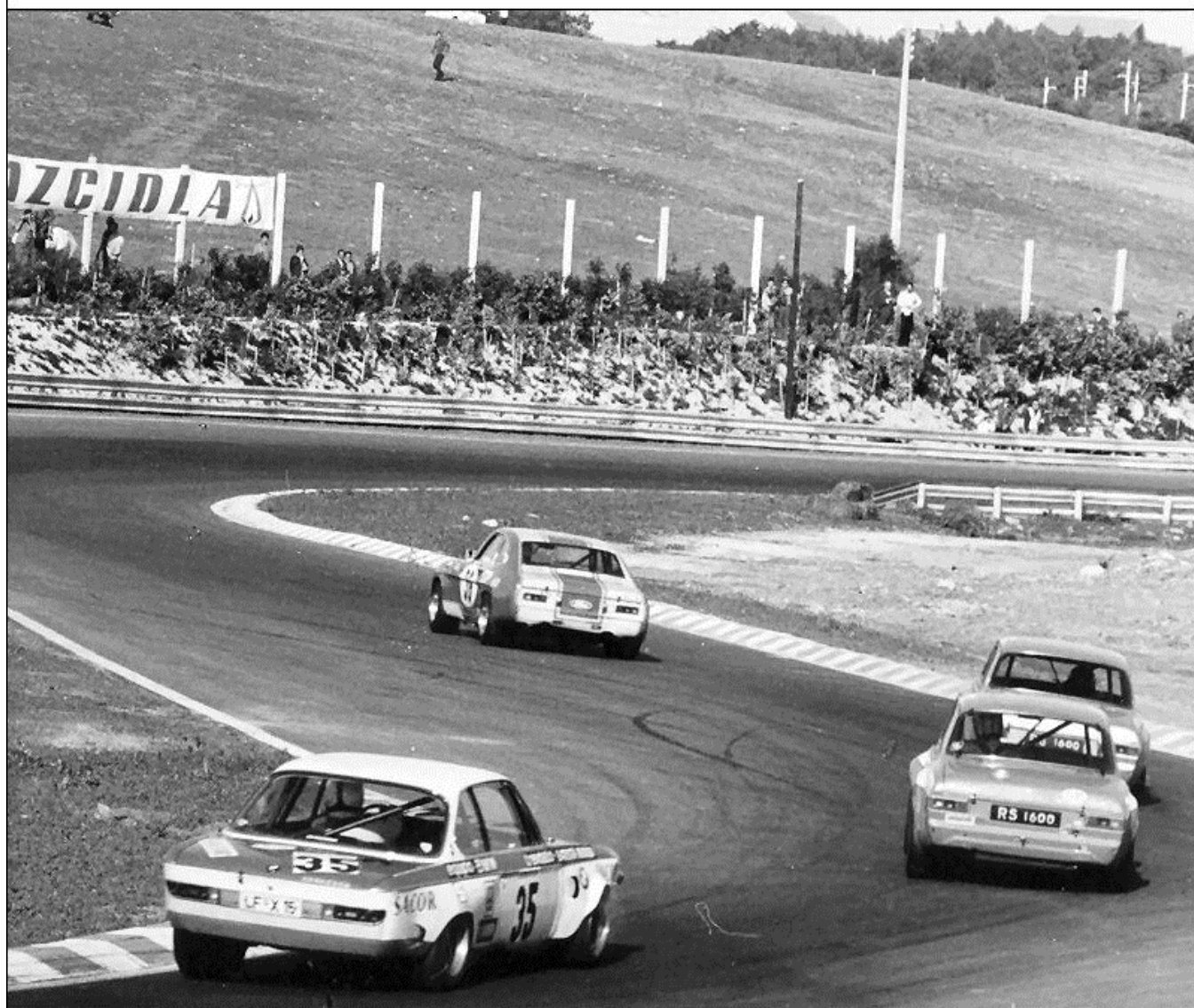
12/11/72: Gran Premio ACP, Estoril - M.Cabral - 2nd



12/11/72: Gran Premio ACP, Estoril - M.Cabral - 2nd



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12/11/72: Gran Premio ACP, Estoril - M.Cabral - 2nd





12/11/72: Gran Premio ACP, Estoril - M.Cabral - 2nd



III Grande Prémio do A.C.P.**Estoril, Portugal**

Date: 12/11/1972
 Track length: 2.916 m
 Attendance:
 Entries accepted:
 Starters:
 Finishers:

Pole position: Fitzpatrick in 1.07,90
 Fastest lap: Neuhaus in 1.07,94 (GT); Neves in 1.18,43 (Gr. 1); Pinhol or Uriarte? (Gr. 2)
 Distance: 65 laps
 Average speed: 151,792 kmh (GT)
 Weather:
 Ruleset: Group 4/71
 Car info:

Apart from the Euro GT race, this weekend on the new Estoril track saw a race for Group 1 touring cars as well as a Spanish Championship race for group 2.

Neves dominated the Group 1 race with his Camaro, finishing three seconds clear of Nogheira in the Alfa GTV. Gerry Marshall, the Englishman, was favourite before the race but was surprised by the level of competition - he finished no better than seventh.

The Spanish championship race was led by Barrios but he collided with Pinhol (Fritzinger Capri) whose car was nearly destroyed, while the driver suffered a broken leg and arm. The Spaniard Uriarte with a Escort 1800 won the race ahead of Cabral (with a BMW prepared by Schnitzer).

The most important event was the Euro GT race of course, with John Fitzpatrick on pole with 1.07,90. He would dominate the race from beginning to the end, only Ekberg managing to stay close in the first few laps. The Swede lost second to Neuhaus, who recovered well after a bad start while Haldi lost a lap with a puncture.

Group 2 Spanish Championship

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1		Ford Escort RS 1600	José Maria de Uriarte, E	1800	L4	2000	30 laps, 35.56,50
2	1		BMW 2800 CS	Mário de Araújo "Nicha" Cabral, P	2996	L6	+2000	30 laps, 36.01,61
3	2		Ford Escort TC	Carlos Santos, P	1594	L4	2000	28
4	3		Opel Ascona 19 SR	Manuel Gomes Pereira, P	1897	L4	2000	28
5	1		BMC Mini 1275GT	Mário Gonçalves, P	1293	L4	1300	28
6	2		Datsun 1200	? Hermano de Medeiros		L4	1300	28
7	4		Ford Lotus Cortina	Rodrigues, P	1594	L4	2000	28
8	5		Datsun 1600	Pedrosa	1595	L4	2000	28
9	3		Datsun 1200	"Allan Jones", P		L4	1300	26
10	6		BMW 2002 TI	Mário Figueiredo, P	1990	L4	2000	26
11	7		Opel Manta 1900	Miguel Vilar, P		L4	2000	25
12	4		Austin Mini Cooper S	Fernando Carvalho, P	1293	L4	1300	23
13	5		Austin Mini Cooper S	Oliveira	1293	L4	1300	22
DNF			Ford Escort RS 1600	Rafael Barrios, E	1800	L4	2000	
DNF			Ford Capri RS 2600	Jorge Pinhol, P	2873	V6	+2000	



24H DE FRANCORCHAMPS

21 et 22 JUILLET 1973

40 FRANCS



BUREAU TECHNIQUE INTERNATIONAL S.A.

LISTE OFFICIELLE DES ENGAGES

OFFICIELE LIJST DER DEELNEMERS

N°
Nrs

CONCURRENTS
DEELNEMERS

VOITURES — WAGENS

PILOTES — PILOTEN

plus de 2000 cc :

meer dan 2000 cc :

1 X	FORD	Ford Capri RS 2600	Gr. 2	X. - J. MASS (D) ②
2	FORD	Ford Capri RS 2600	Gr. 2	X. - J. FITZPATRICK (GB)
3 X	FORD	Ford Capri RS 2600	Gr. 2	J. SCHECKTER - H. HEYER (GB/D)
4	FORD B.P. R.T.	Ford Capri RS	Gr. 2	C. BOURGOIGNIE - D. MATTHEWS (B/GB)
5	FORD GERSTMAN RT	Ford Capri	Gr. 2	H. KAUTZ - J. SCHUPPAN (D)
6	WISHARTS GARAGE	Ford Capri GT	Gr. 1	J. HINE - G. SPICE (GB)
7 X	NIGEL CLARKSON	Ford Capri	Gr. 1	J. WALTON - N. CLARKSON (GB)
8	WOLF LEVI'S R.T.	Chrysler Hemicuda	Gr. 1	P.Y. BERTINCHAMPS - Y. DEPRez (B)
9	BMW Imp. France Marabout	BMW 3.0 SI	Gr. 1	F. LACROIX - H. SONVEAU (B)
10 X	BMW MOTORSPORT GmbH	BMW 3.0 CSL	Gr. 2	A. HEZEMANS - D. QUESTER (NL/B) ①
11	BMW MOTORSPORT GmbH	BMW 3.0 CSL	Gr. 2	C. AMON - H.-J. STUCK (NZ/D)
12	BMW DEALER TEAM GB	BMW 3.0 SI	Gr. 1	R. BELL - A. DRON (GB)
14	BMW DEALER TEAM GB	BMW 3.0 SI	Gr. 1	J. HANDLEY - P. HANSON (GB)
15	BMW DEALER TEAM GB Alpina	BMW 3.0 CSL	Gr. 2	B. MUIR - A. PELTIER (GB/B)
16 X	R.T. BIRAL	BMW 3.0 CS	Gr. 1	S. LAURENT - « PEDRO » (F/B)
17	MARABOUT R.T.	BMW 3.0 CSL	Gr. 2	J. XHENCEVAL - W. BRAILLARD (B)
19	TEAM SCHNITZER MOTUL	BMW 3.0 CSL	Gr. 2	B. WOLLEK - J.P. JEAUSSAUD (F)
20	BMW ALPINA	BMW Alpina	Gr. 2	W. BRUN - C. COCHER (CH)
21	BMW ALPINA	BMW Alpina	Gr. 2	N. LAUDA - H. P. JOISTEN (A)
22	S.A. PRECISION LIEGEOISE	BMW 3.0 CSL	Gr. 2	V. GAYE - H. de FIERLANT (B)
23	A.G. RIVERS RACING LTD.	Chevrolet Camaro Z28	Gr. 1	J. HUNT - D. BRODIE (GB)
24 X	RESEARCH CONSULTANTS	Chevrolet Camaro Z28	Gr. 2	T. STANGER - J. BUNCOMBE (GB)
25	ROBERT EBERHARDT	Chevrolet Camaro	Gr. 2	R. EBERHARDT - M. BARRETTA (D)
26	OPEL GULF R.T.	Opel Commodore	Gr. 1	T. PILETTE - X.
27 X	OPEL GULF R.T.	Opel Commodore	Gr. 1	RAVENEL - D. WAUTERS (F/B)
28 X	OPEL GULF R.T.	Opel Commodore	Gr. 1	« CHRISTINE » - L. ENGEMAN (B/NL)
29	OPEL GULF R.T.	Opel Commodore	Gr. 1	H. VERMEULEN - F. FRANKENHOUT (NL)
30 X	OPEL GULF R.T.	Opel Commodore GSE	Gr. 1	B. DE DRIJVER - B. de St. HUBERT (B)
31 X	MARLBORO R.T.	Opel Commodore GSE	Gr. 1	R. FRANKENHOUT - J. VERMEULEN (NL)
32	MARABOUT R.T.	Opel Commodore	Gr. 1	R. TRICOT - J.-L. HAXHE (B)
33	A. STEINMETZ	Opel Commodore	Gr. 2	W. CHRISTMAN - P. HOFFMANN (D)

N ^o Nrs	CONCURRENTS DEELNEMERS	VOITURES — WAGENS	PILOTES — PILOTEN
moins de 2000 cc :		minder dan 2000 cc :	
50	AUTODELTA SPA	Alfa Romeo GTAM	Gr. 2 DONA - POOKY (I)
51	AUTODELTA SPA	Alfa Romeo GTAM	Gr. 2 V. CAZZAGO - V. VENTURI (I)
52	JOLLY CLUB AUTODELTA	Alfa Romeo GTAM	Gr. 2 M. FINOTO - X.
53	AUTODELTA SPA	Alfa Romeo GTV	Gr. 1 C. FACETTI - M. LARINI (I)
54	AUTODELTA SPA	Alfa Romeo GTV	Gr. 1 T. ZECCOLI - D. SPARTACO (I)
55	AUTODELTA SPA	Alfa Romeo GTV	Gr. 1 J.C. LAGNIEZ - J. BERGER (F/B)
56	AUTODELTA SPA	Alfa Romeo GTV	Gr. 1 P. TOUSSAINT - C. BALLOT LENA (B/F)
57	X RAY GULSON	Alfa Romeo GTV	Gr. 1 R. GULSON - P. BROWN (Aust)
58	PROMOTEAM	Alfa Romeo GTV	Gr. 1 R. IMBERT - J. BYTTEBIER (F/B)
59	X PROMOTEAM	Alfa Romeo GTV	Gr. 1 E. MANDRON - E. GILLESSEN (B)
60	X PROMOTEAM	Alfa Romeo GTV	Gr. 1 E. JOOSEN - E. STALPAERT (B)
61	X EUR OIL R.T.	Alfa Romeo GTV	Gr. 1 R. DUBOS - « JAMES » (F/B)
62	X TOYOTA A.G.	Toyota Celica	Gr. 2 O. ANDERSON - F. KOTTULINSKY (GB/S)
63	TOYOTA A.G.	Toyota Celica	Gr. 2 R. SCOTT - D. WALKER (GB)
64	YVETTE FONTAINE	Ford Escort	Gr. 2 Y. FONTAINE - P. BRODIE (B/GB)
65	X KEN COFFEY	Ford Escort	Gr. 2 K. COFFEY - E. WORSWICK (GB)
66	X AUDI NSU FRANCE	Audi 100 S	Gr. 2 D. DUPRE - J.C. BOUCHER (F)
67	A. STEINMETZ	Opel Ascona	Gr. 2 K. MIERSCH - R. EBERHARDT (D)
68	R. VANDERSCHRICK	BMW 2002	Gr. 2 J.-P. RIEU - R. VANDERSCHRICK (B)
69	NICOLAS KOOB	BMW 2002	Gr. 2 N. KOOB - LAGODNY (L)
70	X HERMES DELBAR	BMW 2002	Gr. 2 H. DELBAR - M. DELCOURT (B)
71	PETER KOEPCHEN	BMW 2002	Gr. 2 H. HIRTH - G. MOHRS (D)
72	X A.S.A. RACING TEAM	Simca Rallye 2	Gr. 2 MARQUET - VANDERHEYDEN (B)
73	X A.S.A. RACING TEAM	Simca Rallye 2	Gr. 2 J.L. GOBLET - R. LAINE (B/F)
74	A.S.A. RACING TEAM	Simca Rallye 2	Gr. 2 J.M. HERMAN - G. DELHAES (B)
75	R.T. SIGMA	Renault Gordini	Gr. 2 « GERONIMO » - « CHAVAN » (B)
76	X R.T. SIGMA	Renault Gordini	Gr. 2 J.-P. TOUBEAU - C. NAVEAU (B)
77	R.T. SIGMA	Renault Gordini	Gr. 2 P. DELBROUCK - J. DEGEY (B)

UNE PENDULE **ATMOS** PERPÉTUELLE

est offerte par

Jaeger-Le Coultre...

suivant décision du Comité

NUMERO DE VOITURE ET EQUIPAGE NUMMER VAN WAGEN EN PLOEGEN

Groupe : plus de 2000 cc
Groep : meer dan 2000 cc

- 1 J. MASS (D) - J. FITZPATRICK (GB)
- 2 H. HEYER - H. KOINIGG (A)
- 3 X. - X.
- 4 C. BOURGOIGNIE - D. MATTHEWS (B/GB)
- 5 H. KAUTZ - J. SCHUPPAN (D)
- 6 J. HINE - G. SPICE (GB)
- 7 J. WALTON - N. CLARKSON (GB)
- 8 P.Y. BERTINCHAMPS - Y. DEPRez (B)
- 9 F. LACROIX - H. SONVEAU (B)
- 10 A. HEZEMANS - D. QUESTER (NL/B)
- 11 C. AMON - H.-J. STUCK (NZ/D)
- 12 R. BELL - A. DRON (GB)
- 14 J. HANDLEY - P. HANSON (GB)
- 15 B. MUIR - A. PELTIER (GB/B)
- 16 S. LAURENT - « PEDRO » (F/B)
- 17 J. XHENCEVAL - W. BRAILLARD (B)
- 19 B. WOLLEK - J.P. JEAUSSAUD (F)
- 20 W. BRUN - C. COCHER (CH)
- 21 N. LAUDA - H. P. JOISTEN (A)
- 22 V. GAYE - H. de FIERLANT (B)
- 23 J. HUNT - D. BRODIE (GB)
- 24 T. STANGER - J. BUNCOMBE (GB)
- 25 R. EBERHARDT - M. BARRETTA (D)
- 26 T. PILETTE - X. (B)
- 27 RAVENEL - D. WAUTERS (F/B)
- 28 « CHRISTINE » - L. ENGEMAN (B/NL)
- 29 H. VERMEULEN - F. FRANKENHOUT (NL)
- 30 B. DE DRIJVER - B. de St. HUBERT (B)
- 31 R. FRANKENHOUT - J. VERMEULEN (NL)
- 32 R. TRICOT - J.-L. HAXHE (B)
- 33 W. CHRISTMAN - P. HOFFMANN (D)

Suppléants — Plaatsvervangers

- 34 « WELLY » - R. JONES (GB)
- 35 F. GOLDSTEIN - C. DEWAELE (B)
- 38 M. DAMSEAUX - « BAGRIT » (B/F)

Conformément à l'Article 11/3 du règlement, des voitures suppléantes seront sélectionnées en fonction du forfait éventuel de voitures qualifiées, en fonction notamment des temps réalisés. L'ordre de la liste des voitures suppléantes ne doit dès lors pas être prise en considération.

Overeenkomstig artikel 11/3 van het reglement zullen de plaatsvervangende wagens aangeduid worden naargelang de eventuele forfaits van de reeds weerhouden wagens en met inachtneming van de verwezenlijkte tijden. Het is dus klaar dat U geen rekening moet houden met de volgorde die voorkomt op de lijst van de plaatsvervangende wagens.

Groupe : moins de 2000 cc
Groep : minder dan 2000 cc

- 50 DONA - POOKY (I)
- 51 V. CAZZAGO - V. VENTURI (I)
- 52 M. FINOTO - X. (I)
- 53 C. FACETTI - M. LARINI (I)
- 54 T. ZECCOLI - D. SPARTACO (I)
- 55 J.C. LAGNIEZ - J. BERGER (F/B)
- 56 P. TOUSSAINT - C. BALLOT LENA (B/F)
- 57 R. GULSON - P. BROWN (Aust.)
- 58 R. IMBERT - J. BYTTEBIER (F/B)
- 59 E. MENDRON - E. GILLESSEN (B)
- 60 E. JOOSEN - E. STALPAERT (B)
- 61 R. DUBOS - « JAMES » (F/B)
- 62 O. ANDERSON - F. KOTTULINSKY (GB/S)
- 63 R. SCOTT - D. WALKER (GB)
- 64 Y. FONTAINE - P. BRODIE (B/GB)
- 65 K. COFFEY - E. WORSWICK (GB)
- 66 D. DUPRE - J.C. BOUCHER (F)
- 67 K. MIERSCH - R. EBERHARDT (D)
- 68 J.-P. RIEU - R. VANDERSCHRICK (B)
- 69 N. KOOB - LAGODNY (L)
- 70 H. DELBAR - M. DELCOURT (B)
- 71 H. HIRTH - G. MOHRS (D)
- 72 MARQUET - VANDERHEYDEN (B)
- 73 J.L. GOBLET - R. LAINE (B/F)
- 74 J.M. HERMAN - G. DELHAES (B)
- 75 « GERONIMO » - « CHAVAN » (B)
- 76 J.-P. TOUBEAU - C. NAVEAU (B)
- 77 P. DELBROUCK - J. DEGEY (B)

Suppléants — Vervangers

- 78 R. BARIOS - J. URIATE (I)
- 79 L. VERMEULEN - A. MATTHIJSSSEN (NL)
- 80 D. THORNE - H. BLACKBURN (GB)
- 81 A. BOUCKENAERE - J.J. FEIDER (B)
- 82 J.M. DETRIN - R. RAUS (B)
- 83 Miss W. MARKEY - Miss J. DELL (GB)
- 84 M. DEMOL - T. CARPENT (B)
- 85 M. BEVIAIRE - « MIR » (B)
- 86 « MAC KINTOSH » - F. HELSEN (B)
- 87 A. KRIDEL - X. (L)
- 88 F. NERI - « FIFI » (B)
- 89 M. LENAIF - E. REMION (B)
- 90 WILLER - A. LEPRI (I)
- 91 A. SOULARD - L. GUITTENY (F)
- 92 F. COENEN - P. SIEBEN (D)
- 93 MAGALHAES - J. WANSART (B)
- 94 M. ENGELS - M. DE DEYNE (B)
- 95 R. MATTOZZA - D. PIZZINATO (B/L)
- 96 R. MARQUET - S. FEITLER (B)



21/07/73: Spa 24 Hours, Belgian - W.Brun/C.Kocher - Rtd





21/07/73: Spa 24 Hours, Belgian - W.Brun/C.Kocher - Rtd





21/07/73: Spa 24 Hours, Belgian - W.Brun/C.Kocher - Rtd



21/07/73: Spa 24 Hours, Belgian - W.Brun/C.Kocher - Rtd



21/07/73: Spa 24 Hours, Belgian - W.Brun/C.Kocher - Rtd



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Spa 24-hour

ETC round 5 to Hezemans/Quester and BMW.

Toine Hezemans and Dieter Quester completed a brilliant double for the BMW works team of 3.0 CSLs, winning both the Spa 24 hr. race on July 21st-22nd and the Zandvoort 4 hr. race on August 12th. BMW thus take a 20 point lead from Ford in the European Touring Car Championship, with 110 points to 90, while Hezemans leads Brian Muir in the drivers' section of the Championship by 85 points to 65.

At Spa the opening stages had featured a fantastic fight between the works BMW CSLs of Hezemans/Quester, Chris Amon/Hans-Joachim Stuck and the Alpina CSLs of Brian Muir/Hans-Peter Joisten and Alain Peltier/Harald Menzel. The battle continued well into the night until terminated tragically when Joisten's leading CSL spun at Malmedy and was hit by the Autodelta Gp 1 Alfa Romeo GTV of Roger Dubos. Both drivers were killed instantly. Half-an-hour later, Massimo Larini's Autodelta Alfa Romeo GTAm jumped the Armco at Les Combes, Larini receiving critical injuries from which he has since died. Alpina subsequently withdrew the Peltier/Menzel car and Autodelta withdrew the rest of their team.

Jochen Mass/John Fitzpatrick and Hans Heyer/Helmuth Koinigg found the Works Capris outclassed by the be-winged BMW CSLs and by 3 am. on the Sunday morning were some 10 laps behind the Hezemans/Quester leading BMW. It was little consolation to them when the Stuck/Amon car retired with valve trouble. The final straw to Ford Cologne came early in the morning when the Heyer/Koinigg Capri retired with a mysterious cylinder head stud failure. Not long afterwards the Mass/Fitzpatrick Capri suffered the same problem but the pushrods, injection and plug were removed on one cylinder and the Capri continued as a V5 in second place.

Third overall by 9 am. on Sunday morning was the incredible Tricot/Haxhe Gp 1 Opel Commodore, with the Spaniard Barrios' Escort fourth, the latter's gallant efforts coming to nought an hour later when the starter motor fell apart.

The final results were pointedly remarkable for the fact that out of the first 10 cars seven were Gp 1, the only other Gp 2 car besides the winning BMW and second placed Capri being the Andersson/Kottulinsky Toyota Celica in ninth place. First Britons home were Jonathan Buncombe and Mike Crabtree at 11 in Terry Sanger's very sick Gp 2 Camaro.

24 h Spa-Francorchamps

Spa-Francorchamps, Belgium

Date: 21/7/1973 to: 22/7/1973

Track length: 14.100 m

Attendance: 100.000

Entries accepted: unknown

Starters: 60

Finishers: 27

Pole position: Stuck in 3.49,1 = 221,876^{kmh}
 Fastest lap: Amon in 3.49,4 = 221,586^{kmh}

Distance: 24 hours

Average speed: 184,290 kmh

Weather: cloudy, rainy, cool

Ruleset: Group 2/70

Division 1 and 2

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	10	BMW Motorsport BMW 3.0 CSL	Toine Hezemans, NL Dieter Quester, A	3303	L6	Div. 2	313 laps, 4423 km
2	2	1	Ford Köln Ford Capri RS 2600 LW	Jochen Mass, D John Fitzpatrick, GB	2983	V6	Div. 2	298 laps, 4208 km
3	3	32	Marabout Racing Opel Commodore GS/E Gr. 1	René Tricot, B Jean-Louis Haxhe, B	2784	L6	Div. 2	290 laps, 4092 km
4	4	16	Racing Team Biral BMW 3.0 Si Gr. 1	Serge Laurent, B Noël Van Assche ("Pedro"), B	2985	L6	Div. 2	286 laps, 4057 km
5	5	27	Opel Gulf Racing Team Opel Commodore GS/E Gr. 1	Dany Wauters, B Francis Polak, B	2784	L6	Div. 2	286 laps, 4046 km
6	6	31	DNRT Marlboro Team Opel Commodore GS/E Gr. 1	Jim Vermeulen, NL Jelle Hingst, NL (Rien Frankenhout, NL)	2784	L6	Div. 2	279 laps, 3938 km
7	7	28	Opel Gulf Racing Team Opel Commodore GS/E Gr. 1	Christine Beckers ("Christine"), B Patrick Nève, B Huub Vermeulen, NL (Liane Engeman, NL)	2784	L6	Div. 2	275 laps, 3873 km
8	8	35	Ford Capri 3000 GXL Gr. 1	Francois Goldstein, B Claude De Wael, B	2993	V6	Div. 2	274 laps, 3866 km
9	1	62	Toyota Celica GT	Ove Andersson, S Freddy Kottulinsky, S	1958	L4	Div. 1	274 laps, 3865 km
10	2	58	Promoteam-GB Entreprises Alfa Romeo 2000 GTV Gr. 1	Roland Imbert, F Joost Byttebier, B	1962	L4	Div. 1	273 laps, 3854 km
11	9	24	Research Consultants Ltd. Chevrolet Camaro Z28	Mike Crabtree, GB Jonathan Buncombe, GB Terry Sanger, GB	5736	V8	Div. 2	3784 km
12	3	66	Audi-NSU France Audi 100 coupé S	Daniel Dupré, F Jean-Claude Boucher, F	1871	L4	Div. 1	3754 km
13	10	7	Ford Capri 3000 GXL Gr. 1	Jeremy Walton, GB Nigel Clarkson, GB	2993	V6	Div. 2	3739 km
14	4	79	DNRT Marlboro Team Opel Manta 19 SR	Loek Vermeulen, NL Aloys Mattijssen, NL	1900	L4	Div. 1	3727 km
15	5	59	Promoteam-GB Entreprises Alfa Romeo 2000 GTV Gr. 1	Eric Mandron, B Edgar Gillessen, B	1962	L4	Div. 1	3727 km
16	6	60	Promoteam-GB Entreprises Alfa Romeo 2000 GTV Gr. 1	Eddy Joosen, B Etienne Stalpaert, B	1962	L4	Div. 1	3885 km
17	7	57	Alfa Romeo 2000 GTV Gr. 1	Peter Brown, AUS Ray Gulson, AUS	1962	L4	Div. 1	3674 km
18	8	91	Alfa Romeo 2000 GTV Gr. 1	Lucien Guitteny, F A. Soulard, F	1962	L4	Div. 1	3584 km
19	9	61	Euro Oil Racing Team Alfa Romeo 2000 GTV Gr. 1	J. Beckers ("James"), B Claude Crespin, B	1962	L4	Div. 1	3581 km
20	10	72	Simca Racing Team Simca Rallye 2	Remy Marquet, B John Vanderheyden, B	1294	L4	Div. 1	3527 km
21	11	73	Simca Racing Team Simca Rallye 2	Jean-Louis Goblet, B Robert Laine, B	1294	L4	Div. 1	3499 km
22	12	74	Simca Racing Team Simca Rallye 2	Jean-Marie Herman, B Jacky Delhaes, B	1294	L4	Div. 1	3483 km
23	13	80	Vauxhall Firenza SL	Dennis Thorne, GB Holman "Les" Blackburn, GB	1975	L4	Div. 1	3459 km
24	14	77	Racing Team Sigma Renault R 12 Gordini	Paul Delbrouck, B Jean Degey, B	1565	L4	Div. 1	3403 km
25	15	90	Trivellato Fiat 128 coupé 1300	Angelino Lepri, I Germano Prenol ("Willer"), I	1290	L4	Div. 1	3390 km
26	16	75	Racing Team Sigma Renault R 12 Gordini	"Geronimo", B Jeannot Sauvage, B	1565	L4	Div. 1	3304 km

27	11	8	Chrysler Hemicuda Gr.1	Yves Deprez, B Pierre-Yves Bertinchamps, B	7000	V8	Div. 2	3162 km
DNF		78	Scuderia Brescia Corse Ford Escort RS 1600 Broadspeed	José Maria de Uriarte, E Rafael Barrios, E Emilio Rodriguez Zapico, E	1840	L4	Div. 1	
DNF		65	Ford Escort TC	Ken Coffey, GB Ted Worswick, GB	1594	L4	Div. 1	
DNF		30	Opel Gulf Racing Team Opel Commodore GS/E Gr. 1	Bernard De Dryver, B Bernard De St. Hubert, B	2784	L6	Div. 2	
DNF		3	Ford Köln Ford Capri RS 2600 LW	Hans Heyer, D Helmut Koinigg, A	2983	V6	Div. 2	ca. 180 laps
DNF		11	BMW Motorsport BMW 3.0 CSL	Hans-Joachim Stuck, D Chris Amon, NZ	3303	L6	Div. 2	
DNF		26	Opel Gulf Racing Team Opel Commodore GS/E Gr. 1	Roger Berndtson, B Jean-Louis Ravenel, F	2784	L6	Div. 2	
DNF		68	BMW 2002	Jean-Paul Rieu, B Roger Vanderschrick, B	1990	L4	Div. 1	
DNF		5	Pepsi-Cola Ford Capri RS 2600	Jaime Mesia, E Alberto Ruiz Giménez, E	2983?	V6	Div. 2	
DNF		51	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Spartaco Dini ("Paco"), I Walter Dona, I	1999	L4	Div. 1	
DNF		52	Autodelta-Jolly Club Alfa Romeo 2000 GTV Gr. 1	Philippe Toussaint, B Michel Noé, B	1962	L4	Div. 1	
DNF		53	Autodelta S.p.A. Alfa Romeo 2000 GTV Gr. 1	Umberto Grano, I Vincenzo Cazzago ("Pooky"), I	1962	L4	Div. 1	
DNF		82	BMW 2002	Raymond Raus, B Jean-Marie Detrin, B	1990	L4	Div. 1	
DNF		15	BMW-Alpina BMW 3.0 CSL	Alain Peltier, B Harald Menzel, D	3303	L6	Div. 2	ca. 105
DNF		50	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Massimo Larini, I Carlo Facetti, I	1999	L4	Div. 1	ca. 110
DNF		71	BMW 2002	Heinrich Hirth, D Günther Mohrs, D	1990	L4	Div. 1	
DNF		29	Opel Gulf Racing Team Opel Commodore GS/E Gr. 1	Huib Vermeulen, NL Fred Frankenhout, NL	2784	L6	Div. 2	
DNF		55	Autodelta S.p.A. Alfa Romeo 2000 GTV Gr. 1	Roger Dubos, F Jacques Berger, B	1962	L4	Div. 1	
DNF		56	Autodelta S.p.A. Alfa Romeo 2000 GTV Gr. 1	Claude Ballot-Léna, F Jean-Claude Lagniez, F	1962	L4	Div. 1	
DNF		96	Simca Racing Team Simca Rallye 2	Simon, B ? Roman Feitler, L	1294	L4	Div. 1	
DNF		81	BMW 2002	Jean-Jacques Feider, B Francois Haid, B	1990	L4	Div. 1	
DNF		6	Wisharts Garages Ford Capri 3000 GXL Gr. 1	Gordon Spice, GB John Hine, GB	2993	V6	Div. 2	
DNF		21	BMW-Alpina/Malcolm Gartian BMW 3.0 CSL	Hans-Peter Joisten, D Brian Muir, AUS	3303	L6	Div. 2	ca. 100
DNF		64	Norman Reeves Ltd. Ford Escort RS 1600	Yvette Fontaine, B Frans Lubin, NL	1996	L4	Div. 1	
DNF		9	BMW 3.0 CSI Gr. 1	Francy Lacroix, B Henri Sonveau, B	2985	L6		
DNF		86	BMW 2002	Fred Helsen, B Rudy Host ("MacIntosh"), B	1990	L4	Div. 1	
DNF		89	East Belgian Racing Team Fiat 128	Emmanuel Remion, B Maurice Lenaif ("Alix"), B	1290	L4	Div. 1	
DNF		20	BMW-Alpina BMW 3.0 CSL	Walter Brun, CH Cox Kocher, CH	3303	L6	Div. 2	
DNF		69	BMW 2002	Nicolas Koob, L John Lagodny, L	1990	L4	Div. 1	
DNF		76	Racing Team Sigma Renault R 12 Gordini	Charles Van Stalle ("Chavan"), B Charles Naveau, B	1565	L4	Div. 1	
DNF		93	Alfa Romeo 2000 GTV Gr. 1	Jean-Pierre Magalhaes, B Pierre Rubens, B	1962	L4	Div. 1	
DNF		22	Précision Liegeoise BMW 3.0 CSL	Hughes de Fierlant, B Vincent Gaye, B	3303	L6	Div. 2	
DNF		23	A.G. Rivers Racing Ltd. Chevrolet Camaro Z28	James Hunt, GB Richard Lloyd, GB	5736	V8	Div. 2	
DNF		17	Luigi/Racing Team Marabout BMW 3.0 CSL	Jean Xhenceval, B Willy Braillard, B	3303	L6	Div. 2	
DNQ/DSQ			Ford Capri 3000 GXL Gr. 1	Richard Jones, GB George "Welly" Potter, GB	2993?	V6	Div. 2	

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ZANDVOORT TROPHY

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VAN DE NEDERLANDSE
AUTORENSPORT
VERENIGING



f2.50

NR.5

Zandvoort 4-hour

ETC round 6 to Hezemans/Quester and BMW.

The story was a very different one at Zandvoort where the tighter circuit put the Capris on much more of a par with the BMWs. The heavy CSLs were troubled by overheated left-hand front tyres on the abrasive new surface in the hot weather. So close were the CSLs and the Capris matched that the lead changed continuously for the first 30 laps between the Jochen Mass/Dieter Glemser Capri, the Hezemans/Quester BMW CSL, and the Stuck/Amon CSL. Mass had held the advantage for several laps when on the 30th lap Stuck tried to pass him under braking at the Tarzancurve, misjudged things and ploughed straight on. He lost almost a lap having the flatted tyres replaced.

A lap later Mass retired with a broken half-shaft, and the Schnitzer CSL of Henri Pescarolo and Harald Ertl took the lead, which it was to hold for another 90 laps. The second works Capri of John Fitzpatrick/Gerard Larrousse lay three laps down on the leaders, delayed when a plug electrode fell out. After one hour only Pescarolo, Hezemans and Brian Muir in the Alpina CSL shared with Hesketh March Formula One driver James Hunt, having his first Gp 2 race, were on the same lap. Stuck and Amon pulled back their deficit and challenged for the lead again, but retired after 2 hr. 20 min. with a broken gearbox.

At three hours Pescarolo/Ertl held a commanding lead from Hezemans, Muir, Larrousse, Klaus Fritzingler/Han Akersloot (Capri RS), and Walter Brun/Cox Kocher (BMW-Alpina CSL). Sixth was the very fast Brian Hart 2-litre alloy-engined Escort RS of Hans Heyer/Manfred Mohr, which eventually finished sixth after a fine, reliable drive.

With only 35 min. to go, Pescarolo lost the lead to Hezemans when a front tyre blew. Later, when trying to make up his deficit, the gearbox had selector problems and caused Pescarolo to spin the Schnitzer CSL into the Armco at Gerlachbocht. Thus Hezemans sped to the flag unchallenged, with Muir/Hunt second one lap down, after nursing a very tired practice engine throughout the race (the race engine had blown a head gasket), and the remaining works Capri third, another bad day for Cologne. - C.R.









Zandvoort Trophy

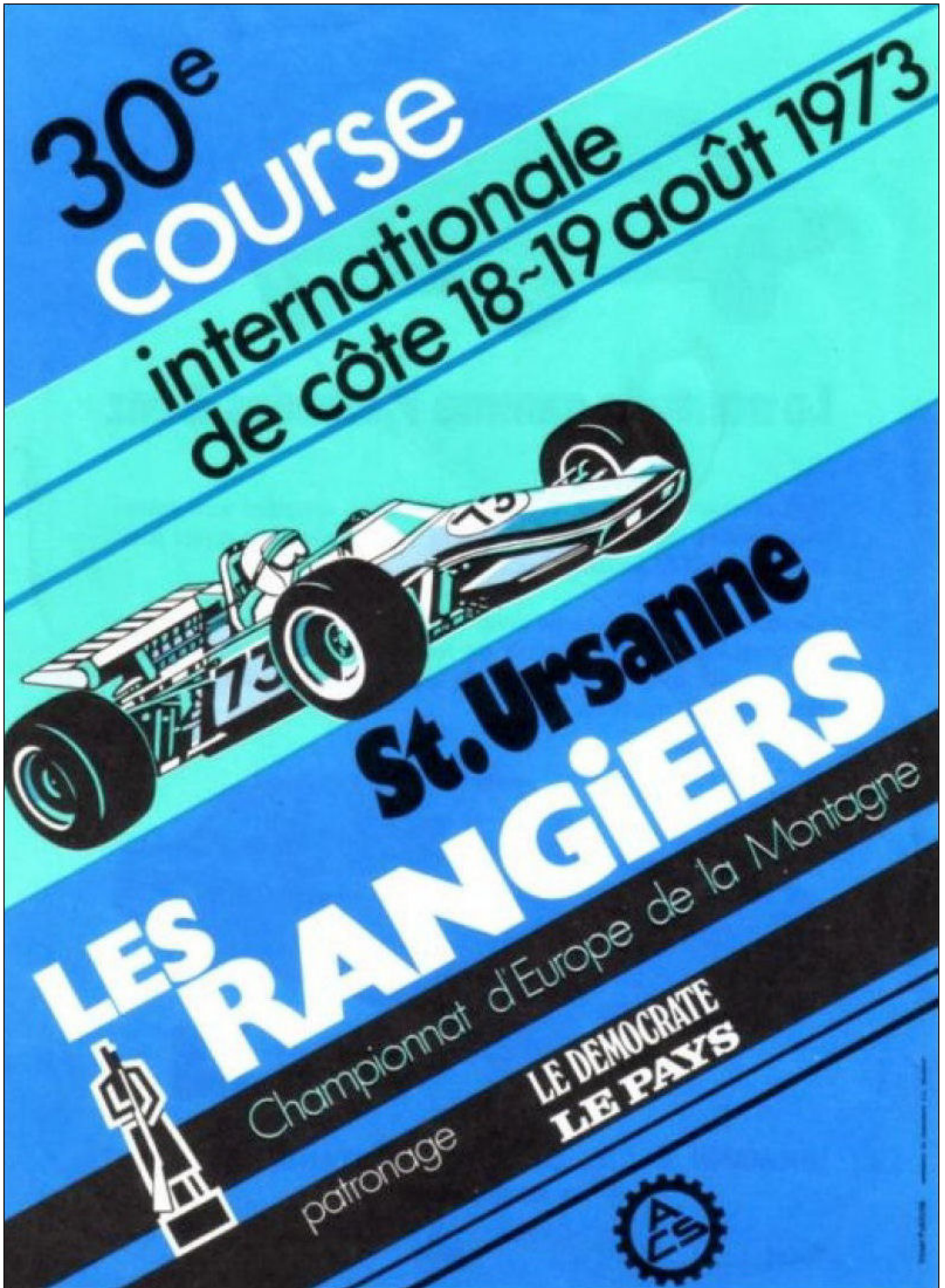
Zandvoort, Netherlands

Date: 12/8/1973
 Track length: 4.226 m
 Attendance: 20.000
 Entries accepted: unknown
 Starters: 26
 Finishers: 14 classified

Pole position: Amon in 1.35,2
 Fastest lap: Mass and Hezemans in 1.36,3 = 157,979 kmh
 Distance: 4 hours
 Average speed: 150,911 kmh
 Weather: sunny and hot
 Ruleset: Group 2/70

Division 1 and 2

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	9	BMW Motorsport GmbH BMW 3.0 CSL	Toine Hezemans, NL Dieter Quester, A	3498	L6	Div. 2	143 laps, 4:00.16,0
2	2	12	Jägermeister Alpina Racing BMW 3.0 CSL	Brian Muir, AUS James Hunt, GB	3303	L6	Div. 2	142
3	3	1	Ford Köln Ford Capri RS 2600 LW	John Fitzpatrick, GB Gérard Larrousse, F	2999	V6	Div. 2	141
4	4	3	NMB Racing Team Ford Capri RS 2600	Klaus Fritzingler, D Han Akersloot, NL	2980	V6	Div. 2	140
5	5	14	BMW-Alpina BMW 3.0 CSL	Walter Brun, CH Cox Kocher, CH	3303	L6	Div. 2	136
6	1	25	Zakspeed RTL Ford Escort RS 1600	Hans Heyer, D Manfred Mohr, D	1975	L4	Div. 1	134
7	2	33	Koepchen BMW Tuning BMW 2002	Helmut Kelleners, D Harald Menzel, D	1990	L4	Div. 1	131
8	3	22	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Hans Deen, NL Teodoro Zeccoli, I	1985	L4	Div. 1	131
9	4	23	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Spartaco Dini ("Paco"), I Walter Dona, I	1985	L4	Div. 1	130
10	6	10	Team Schnitzer Motul BMW 3.0 CSL	Harald Erti, A Henri Pescarolo, F	3498	L6	Div. 2	129
11	5	29	The Barbarians Ford Escort RS 1600	Peter Hanson, GB John Hanson, GB	1996	L4	Div. 1	126
12	6	31	Team Broadspeed Ford Escort RS 1600	Rafael Barrios, E Emilio Rodriguez Zapico, E	1850	L4	Div. 1	122
13	7	24	Opel Manta	Franz Heine, D Gerrit de Vries, NL	2000?	L4	Div. 1	120
14	7	7	Opel Gulf Racing Team Opel Commodore GS/E	René Tricot, B Patrick Nève, B	2784	L6	Div. 2	119
DNF		8	BMW Motorsport GmbH BMW 3.0 CSL	Hans-Joachim Stuck, D Chris Amon, NZ	3498	L6	Div. 2	90
DNF		37	BMW 1602	Karl-Heinz Tibor, D Dieter Hegels, D	1600	L4	Div. 1	83
DNF		5	Pepsi-Cola Ford Capri RS 2600	Jaime Mesia, E Alberto Ruiz Giménez, E	ca. 2900	V6	Div. 2	72
DNF		35	Balafre Lancome BMW 2002	Lothar Wagner, D Paul Verheij, NL	1990	L4	Div. 1	57
DNF		6	DNRT Marlboro Team Opel Commodore GS/E	Fred Frankenhout, NL Huub Vermeulen, NL	2784	L6	Div. 2	53
DNF		41	Alfa Romeo Deutschland Alfa Romeo 1300 GTA Junior	Hartwig Bertrams, D Hans Hessel, D	1290	L4	Div. 1	49
DNF		20	Toyota AG Schweiz Toyota Celica GT	Herbert Müller, CH Jürg Dubler, CH	1588	L4	Div. 1	40
DNF		2	Ford Köln Ford Capri RS 2600 LW	Jochen Mass, D Dieter Glemser, D	2999	V6	Div. 2	31
DNF		39	Hannen Alt Racing Team BMW 2002	Manfred Verkühlen, D Peter Kuhlmann, D	1990	L4	Div. 1	14
DNF		21	Autodelta S.p.A. Alfa Romeo Alfetta Berlina	Rolf Stommelen, D Carlo Facetti, I	1800	L4	Div. 1	10
DNF		30	Ford Escort RS 1600	Karl-Heinz Leibold, D Armand Müller, D	1975	L4	Div. 1	9
DNF		27	Ford Escort RS 1600	Ernst Berg, NL Bert Dolk, NL	1800	L4	Div. 1	2
DNS		34	BMW 2002	Wilhelm Uribauer, D Günther Scherf, D	1990	L4	Div. 1	
DNS		48	Datsun Radio Noordzee Racing Team Datsun Sunny coupé	Han Tjan, NL Ernst Antonides, NL	1295	L4	Div. 1	







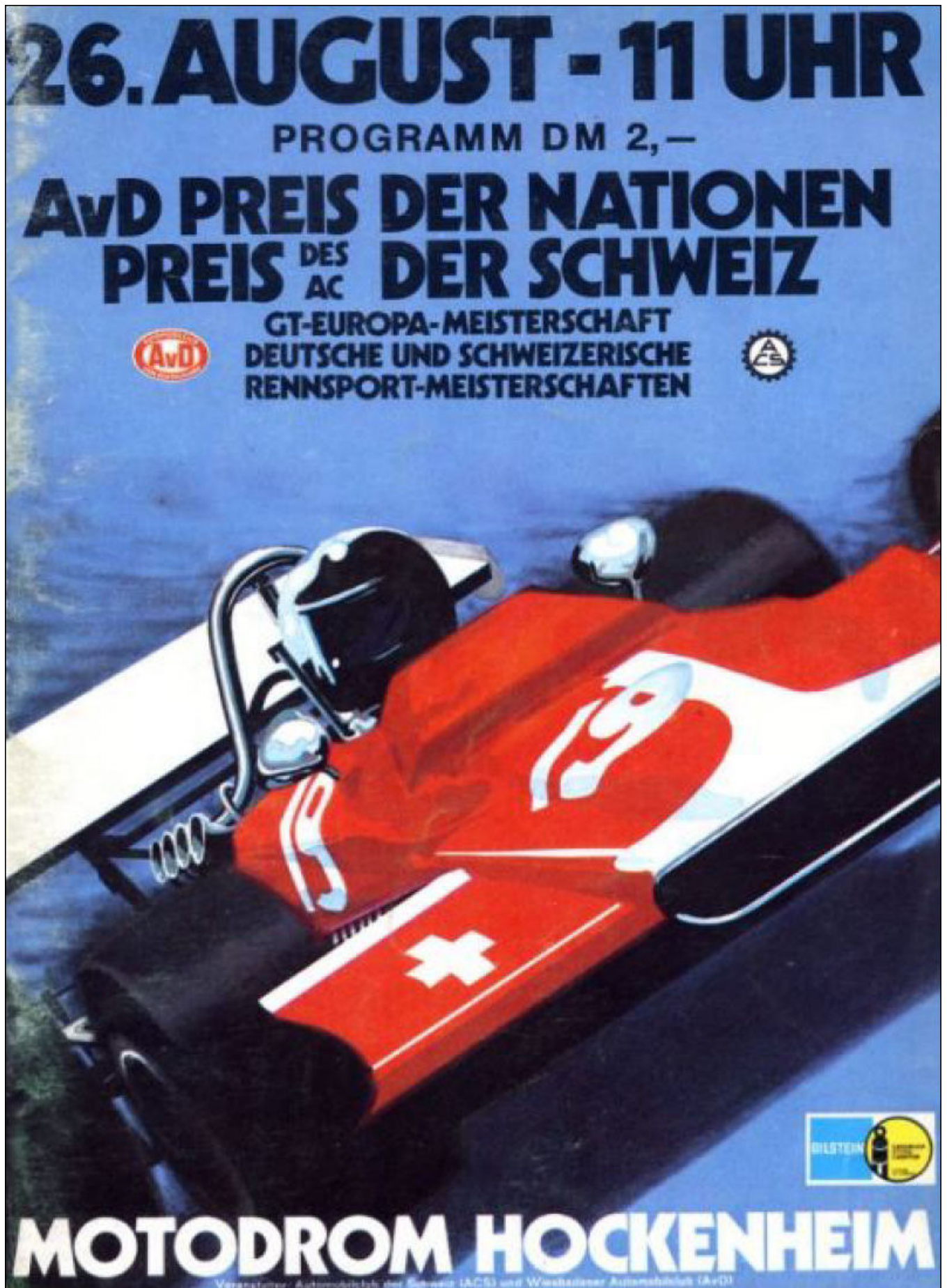
1973-08-19

30. Int.Bergrennen St. Ursanne-Les Rangiers

St. Ursanne/CH

Classified

1.	Roland Salomon/CH	Chevron	04:07,170	02:03,140	1. gr. Gr.8+9
2.	Pierre Maublanc/F	Chevron B25	04:11,890	02:05,690	2. gr. Gr.8+9
3.	Jimmy Robert Mieuses/F	March 722	04:12,460	02:05,200	3. gr. Gr.8+9
4.	Jacques Joliat/CH	March 732	04:13,270	02:06,550	4. gr. Gr.8+9
5.	Yves Martin/F	McLaren	04:15,670	02:07,740	5. gr. Gr.8+9
6.	Fredy Amweg/CH	Brabham BT38	04:16,330	02:07,430	6. gr. Gr.8+9
7.	Coarasa/	March F2	04:17,630	02:08,800	7. gr. Gr.8+9
8.	Jo Vonlanthen/CH	GRD 273	04:17,890	02:07,840	8. gr. Gr.8+9
9.	Andreas Hängärtner/CH	March 712	04:19,880	02:09,000	9. gr. Gr.8+9
10.	Herbert Müller/CH	Ferrari 512M	04:23,350	02:10,510	1. gr. Gr.5+7
11.	Patrick Studer/CH	March 722	04:24,320	02:10,540	10. gr. Gr.8+9
12.	Jacques Henry/F	Lola T292	04:26,140	02:12,030	2. gr. Gr.5+7
13.	Pete Etmüller/CH	Chevron B23	04:27,470	02:13,090	3. gr. Gr.5+7
14.	Heinz Schulthess/CH	Grac MT14	04:31,920	02:11,500	4. gr. Gr.5+7
15.	243 Paul Keller/CH	Porsche Carrera RSR	04:33,400	02:15,900	1. gr. Gr.4
16.	Charly Kiser/CH	Abarth 2000	04:36,490	02:18,110	5. gr. Gr.5+7
17.	Fritz Basler/CH	Horag Super V	04:37,510	02:18,540	11. gr. Gr.8+9
18.	Anton Fischhaber/D	Porsche Carrera RS	04:43,010	02:21,010	2. gr. Gr.4
19.	Hans Ulrich Wyss/CH	Sauber C1	04:43,260	02:19,870	6. gr. Gr.5+7
20.	Sepp Greger/D	Porsche Carrera RSR	04:43,960	02:21,850	3. gr. Gr.4
21.	Huber/	Tecno	04:44,120	02:21,640	12. gr. Gr.8+9
22.	Hubert Ihle/CH	Horag Super V	04:45,100	02:22,040	13. gr. Gr.8+9
23.	Christian Blanc/CH	McLaren M14	04:45,340	02:20,990	14. gr. Gr.8+9
24.	Walter Brun/CH	BMW 3.0CSL Alpine	04:45,460	02:22,550	1. gr. Gr.2
25.	Frei/	Merlyn Mk.10	04:46,140	02:22,750	15. gr. Gr.8+9
26.	Alain Jaccard/F	Zarri F. libre	04:46,200	02:23,100	16. gr. Gr.8+9
27.	Rolf Hadorn/CH	Sauber C2	04:46,640	02:22,840	7. gr. Gr.5+7
28.	Lemmenmeier/	Brabham	04:49,530	02:23,600	17. gr. Gr.8+9
29.	Ruedi Helbling/CH	Ford Escort 2000	04:49,580	02:24,720	2. gr. Gr.2
30.	Dany Thourot/F	Pygmeé	04:49,810	02:24,720	18. gr. Gr.8+9
31.	Rolf Egger/CH	Kaiman Super V	04:50,750	02:25,060	19. gr. Gr.8+9
32.	Rolf Göring/D	Porsche Carrera RSR	04:51,210	02:25,220	4. gr. Gr.4
33.	Philippe Carron/CH	Porsche 910	04:51,420	02:25,630	8. gr. Gr.5+7
34.	Peter Arm/CH	BMW Keiser	04:52,610	02:24,880	3. gr. Gr.2
35.	Henri Bürgisser/CH	Griffon	04:53,500	02:26,150	9. gr. Gr.5+7
36.	Hans Ruedi Portmann/CH	Sauber C1B	04:54,440	02:27,150	10. gr. Gr.5+7
37.	Fritz Straumann/CH	Porsche Carrera RS	04:55,090	02:26,880	1. gr. Gr.3
38.	Heinz Martin/D	Commodore	04:55,620	02:24,520	4. gr. Gr.2
39.	Jacques Boillat/CH	Zebra Sport	04:57,350	02:27,600	11. gr. Gr.5+7
40.	Charly Schirmer/CH	Porsche 911S	04:57,350	02:28,380	5. gr. Gr.4
41.	Nicolas Claude Bühler/CH	Ferrari 365GTB	04:57,780	02:28,320	6. gr. Gr.4
42.	H. Keller/	De Tomaso Pantera	04:57,860	02:27,660	7. gr. Gr.4
43.	Peter Pauli/CH	Giger Pauli V	04:58,040	02:28,550	20. gr. Gr.8+9
44.	William Vollery/CH	Porsche Carrera	05:00,250	02:30,060	8. gr. Gr.4
45.	Claude Francois Jeanneret/CH	BMW Heidegger	05:01,370	02:28,860	5. gr. Gr.2
46.	Peter Wolf/CH	Opel GT Irmscher	05:03,640	02:31,810	9. gr. Gr.4
47.	Hans Peter Kaufmann/	Brabham BT28	05:03,730	02:31,520	21. gr. Gr.8+9
48.	Oscar Müller/CH	Alpine 1300S	05:04,150	02:31,820	10. gr. Gr.4
49.	Heinz Wiprächtiger/CH	Austro V	05:04,790	02:32,060	22. gr. Gr.8+9
50.	Rodolfo Cescato/CH	Sunoco Alfa 23	05:05,450	02:32,110	12. gr. Gr.5+7



26/08/73: Preis der Nationen, Hockenheim DRM, Germany - Official Programme Cover





Preis der Nationen und Preis des AC der Schweiz

Hockenheim Motodrom, BRD

Date: 26/8/1973

Track length: 6.789 m

Attendance:

Entries accepted: unknown

Starters: 14 (Div. 1), 10 (div. 2)

Finishers: unknown

Pole position: Menzel in 2.18,4 (div. 1), Glemser in 2.24,7 (div. 2)

Fastest lap: Schickentanz in 2.19,3 (div. 1), Stuck in 2.25,3 (div. 2)

Distance: 20 laps

Average speed: 173,52 kmh (div. 1), 163,82 kmh (div. 2)

Weather: Dry

Ruleset: Group 2/70, group 4/71

Division 1

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	39	Ford Köln Ford Capri RS 2600 LW	Hans Heyer, D	2983	V6	Div. 1	20 laps, 46.57,0
2	2		Porsche Kremer Porsche Carrera RSK	Clemens Schickentanz, D	2940	B6	Div. 1	20 laps, 47.03,5
3	3		Porsche Carrera RSR	Günther Steckkönig, D	2940	B6	Div. 1	20 laps, 47.51,9
4	4		Ford Köln Ford Capri RS 2600 LW	John Fitzpatrick, GB	2983	V6	Div. 1	20 laps, 48.21,3
5	5		BMW 3.0 CSL	Walter Brun, CH	3303?	L6	Div. 1	20 laps, 48.43,1
6	6		Porsche Carrera RSR	Eugen Kiemele, D	2808	B6	Div. 1	19
7	7		Ford Capri RS 2600	Klaus Fritzing, D	2940?	V6	Div. 1	19
8	8		Grab Ford Siegen Ford Capri RS 2600	Karl-Ludwig Weiss, D	2940?	V6	Div. 1	19
9	9		BMW 3.0 CSL	Moritz Gerny, CH	3303?	L6	Div. 1	19
DNF			Gelo Racing Team Porsche Carrera RSR	Georg Loos, D	2808?	B6	Div. 1	18
DNF			Porsche Carrera RSR	Reinhard Stenzel, D	2808?	B6	Div. 1	13
DNF		36	BMW Motorsport BMW 3.0 CSL	Harald Menzel, D	3498	L6	Div. 1	8
DNF			Chevrolet Camaro	Peter Hoffmann, D		V8	Div. 1	3
DNF			Ford Capri RS 2600	Wilhelm Siegle, D	2940?	V6	Div. 1	1

ETC Round 7: 6-hr Grand Prix Paul Ricard

VICTORY for Toine Hezemans/Dieter Quester (BMW 3.0 CSL) in the Paul Ricard 6-Hour race in the Castellet district of the South of France on September 2nd gave BMW an unassailable lead in the European Touring Car Championship. With one round remaining at the time of writing, the Tourist Trophy at Silverstone on September 23rd, BMW held 150 points to the 100 each of Ford and Alfa Romeo, while the maximum points score per marque per event is 20 for a win.

The win confirmed also Hezemans as Drivers' Champion, the Dutch driver having won the previous two rounds with Quester and been placed second with various partners in another three rounds.

Paul Ricard saw BMW dominate a race completely once again, as might be expected when seven CSLs are pitted against a mere three Ford Capri RSs. Four CSLs remained at the finish—in the first four positions— before the remaining one of two works Capri RSs of Jackie Stewart/Jochen Mass limped across the line on five cylinders in fifth position. John Fitzpatrick/Gerard Larrousse had retired the other works Capri with a dropped valve with little more than a third of the race completed.

Jackie Ickx/James Hunt had a good run through to second place, troubled only by fluctuating oil pressure and a flat tyre on the brand-new Jagermeister-Alpina CSL, while Chris Amon/Hans Stuck lost a one-lap lead when their works CSL stuck in fifth gear and relegated them to third. They had enjoyed a tremendous battle for the lead with the Schnitzer BMW CSL of Henri Pescarolo/Bob Wollek until this car's crankshaft broke. Brian Muir/John Miles retired the Malcolm Gartlan Racing Alpina CSL, entered by Jagermeister-Alpina, with a blown head gasket, possibly encouraged by a hectic dice with the Fitzpatrick/Larrousse Capri. The Swiss-pairing of Walter Brun/Cox Kocher finished fourth with a third Alpina CSL, using a 3.3-litre engine rather than the 3.5 of the other CSLs.

Peter and John Hanson, from Ilkley, drove superbly and consistently to finish sixth and win Division One for cars up to 2-litres in their ultra-reliable, Broadspeed-built Escort RS with 2-litre alloy engine. — C.R.

Results : Paul Ricard Six Hours—Paul Ricard, France Group 2:

1st : T. Hezemans/D. Quester (3.0 BMW CSL) 924.616 kms. (154.102 k.p.h.)

2nd : J. Ickx/J. Hunt (3.0 BMW-Alpina CSL) 923.798 kms.

3rd : C. Amon/H-J. Stuck (3.0 BMW CSL) 895.346 kms.

4th : W. Brun/C. Kocher (3.0 BMW Alpine CSL) .. 870.066 kms.

5th : J. Stewart/J. Mass (3.0 Ford Capri RS) 858.324 kms.

6th : P. Hanson/J. Hanson (2.0 Ford Escort RS) 847.511 kms.

7th : j-C. Geurie/S. Godard (3.0 Ford Capri RS) 846.878 kms.

Fastest Lap : Henri Pescarolo (3.0 BMW-Schnitzer CSL) and Amon, 2 min. 9.9 sec. (161.016 k.p.h.).



6 hours of Paul Ricard

Paul Ricard circuit, Le Castellet, France

Date: 2/9/1973

Track length: 5.809 m

Attendance: 19.000

Entries accepted: unknown

Starters: 25

Finishers: unknown

Pole position: Stuck/Amon in 2.08,4

Fastest lap: Pescarolo and Amon in 2.09,9 = 161,016 kmh

Distance: 6 hours

Average speed: 154,1 kmh

Weather: sunny and hot

Ruleset: Group 2/70

Division 1 and 2

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	4	BMW Motorsport BMW 3.0 CSL	Toine Hezemans, NL Dieter Quester, A	3498	L6	Div. 2	159 laps, 6:00.00,0
2	2	2	Jägermeister Alpina Racing BMW 3.0 CSL	Jacky Ickx, B James Hunt, GB	3498	L6	Div. 2	159 laps, 6:00.19,0
3	3	3	BMW Motorsport BMW 3.0 CSL	Hans-Joachim Stuck, D Chris Amon, NZ	3498	L6	Div. 2	154
4	4	15	BMW-Alpina BMW 3.0 CSL	Walter Brun, CH Cox Kocher, CH	3303	L6	Div. 2	150
5	5	10	Ford Köln Ford Capri RS 2600 LW	Jochen Mass, D Jackie Stewart, GB	2999	V6	Div. 2	148
6	1	28	The Barbarians Ford Escort RS 1600	Peter Hanson, GB John Hanson, GB	1996	L4	Div. 1	146
7	6	9	Ford Capri RS 2600	Jean-Claude Geurie, F Serge Godard, F	ca. 2900	V6	Div. 2	146
8	2	46	Opel Manta	Franz Heine, D Gerrit de Vries, NL	ca. 2000	L4	Div. 2	131
9	3	39	Opel Ascona	Jacques Panciatici, F Jacques Colombo, F	ca. 2000	L4	Div. 2	126
10	4	32	Racing Team Michel Vaillant Ford Escort RS 1600	Freddy Semoulin ("Alain Dex"), B Pierre Dieudonné, B	1850	L4	Div. 1	114
11	5	30	Jolly Club Ford Escort RS 1600	Luigi Colzani, I Manfred Mohr, D	1800	L4	Div. 1	
12	6	22	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Carlo Facetti, I Spartaco Dini ("Paco"), I	1999	L4	Div. 1	
NC		43	Gouden Gids Racing Team Alfa Romeo 1300 GTA Junior	Rob Redeker, NL Peter van Zwam, NL	1290	L4	Div. 1	
DNF		29	VMW Motors - Team Esso Unifilo Ford Escort RS 1600	Vince Woodman, GB Andy Rouse, GB	1840	L4	Div. 1	
DNF		33	Motor Tuning Ford Escort RS 1600	Rafael Barrios, E Emilio Rodriguez Zapico, E	1996	L4	Div. 1	11
DNF		40	Audi NSU France Audi 100 coupé S	Daniel Dupré, F Jean-Claude Boucher, F	1871	L4	Div. 1	
DNF		38	BMW 2002	José Torre, F (Paul Condriker, F)	1990	L4	Div. 1	
DNF		47	Trivellato Fiat 128 coupé 1300	Bruno Pescia, CH Cosimo Turizio, I	1290	L4	Div. 1	
DNF		45	BMC Mini Cooper S	Gérard Masset, F Robins	1293	L4	Div. 1	
DNF		34	Ford Escort RS 1600	José Maria de Uriarte, E Hervé Le Guellec, F	1996	L4	Div. 1	
DNF		8	Faltz-Alpina Essen BMW 3.0 CSL	Sigmund Ogrodowczyk, D Siegfried Müller Sr, D	3303	L6	Div. 2	150
DNF		7	Team Schnitzer Motul BMW 3.0 CSL	Henri Pescarolo, F Bob Wollek, F	3498	L6	Div. 2	ca. 80
DNF		23	Autodelta S.p.A. Alfa Romeo 2000 GTAm	Teodoro Zeccoli, I Walter Dona, I	1999	L4	Div. 1	ca. 75
DNF		1	Jägermeister Alpina Racing BMW 3.0 CSL	Brian Muir, AUS John Miles, GB	3498	L6	Div. 2	
DNF		11	Ford Köln Ford Capri RS 2600 LW	John Fitzpatrick, GB Gérard Larrousse, F	2999	V6	Div. 2	
DNS		26	Ernst Berg Racing Ford Escort RS 1600	Hans Deen, NL Han Akersloot, NL	1800	L4	Div. 2	
DNQ		36	Ford Escort RS 1600	Karl-Heinz Leibold, D Siegfried Müller Sr, D	1996	L4	Div. 1	
DNQ/DNS?		21	Autodelta S.p.A. Alfa Romeo Alfetta Berlina	Rolf Stommelen, D	1990	L4	Div. 1	

SILVERSTONE



Sunday 23 September



RAC TOURIST TROPHY



Organised by the
British Racing Drivers' Club

Official Programme 25p

RAC TOURIST TROPHY SILVERSTONE Sunday 23 September



Organised by the
British Racing Drivers' Club

2.

<u>No.</u>	<u>Entrant</u>	<u>Driver(s)</u>	<u>Car</u>
<u>Division 2 - Over 2000 c.c.</u>			
41	United Service Garages Portsmouth	Denis Thorne (GB)	Vauxhall Firenza
42	Ford Gerstmann Racing Team	Jaine Mesia (E)	Ford Capri RS2600
43	Ford-Werke AG	Jochen Mass (D)	Ford Capri RS2600
44	Ford-Werke AG	Dieter Glenser (D)	Ford Capri RS2600
45	Ford-Werke AG	John Fitzpatrick (GB) Gerard Larrousse (F)	Ford Capri RS2600
46	Hernetite Products	Holman Blackburn (GB) John Moss (GB)	Ford Capri
47	Duckhans Oils	Barrie Boulton (GB) John Brindley (GB)	Ford Capri
48	Ed McDonough	Ed McDonough (USA)	Ford Capri
51	BMW Motorsport GMBH	Chris Anon (NZ) Hans-Joachim Stuck (D)	BMW 3.0 CSL
52	BMW Motorsport GMBH	Toine Hezemans (NL) Dieter Quester (A)	BMW 3.0 CSL
53	Dealer Team BMW	Brian Muir (AUS)	BMW 3.0 CSL Alpina
54	Herbert Mueller Racing	Cox Kocher (CH) Walter Brun (CH)	BMW 3.0 CSL Alpina
55	BMW Alpina (2nd Reserve)	Derek Bell (GB)	BMW 3.0 CSL Alpina
57	Research Consultants Ltd. Automotive Division	Terry Sanger (GB) Mike Crabtree (GB)	Chevrolet Camaro
58	SCA European Road Services	Frank Gardner (AUS)	Chevrolet Camaro
59	Howes Motors AMC & Jeep Distributors	David Howes (GB) to be nominated	American Motors Javelin
60	Dennis Leech	Dennis Leech (GB)	Ford Boss Mustang

Key to Nationalities:

A - Austria. AUS - Australia. CH - Switzerland. D - Germany. E - Spain.

F - France. GB - Great Britain. I - Italy. IRL - Irish Republic.

NL - Netherlands. NZ - New Zealand. S - Sweden. USA - United States.

THIS LIST SUPERCEDES ANY PREVIOUSLY ISSUED LIST

Issued on 13.9.73.

R.A.C. Tourist Trophy

Burkard Bovensiepen's Alpina company's 3.0 CSI.. vanquished the works Fords and BMWs in the 37th 'tourist Trophy Race at Silverstone on September 23rd. Unlike the rest of the ETC. series the TT is split into two 2-hour heats, a total of 150 laps, and Bovensiepen's CSL made sure of the aggregate prize by winning both heats. Harald Ertl, 25-year-old Austrian journalist and Formula 3 and Super Vee driver, dominated the first heat with the superb handling, orange Alpina machine. Derek Bell, having Isis first saloon car race since his Mini days of 1966, won the second by default when a sad refuelling miscalculation robbed the leading works CSL of European Touring Car Drivers Champion Toine Hezemans with Dieter Quester from completing the pair's fourth win in a row – the fuel-starved engine spluttered to a halt on the circuit just three laps from the end.

This race was the final round of the European Touring Car Championship, which BMW had won in the seventh round at Paul Ricard, and the penultimate round of the British Touring Car Championship, led by Frank Gardner in the SCA Chevrolet Camaro. Tyre troubles caused Gardner to retire in both two-hour heats of the TT, which allowed 1390 cc class winner Peter Hanson (Broadspeed Escort BDA) to close up to within six points of Gardner overall, with just the Brands Hatch Motor Show 200 round remaining.

On this occasion the Capris and CSLs had their usual straight fight interfered with by several big British-entered, American-conceived, V8s, of which the 7-litre GM example of Gardner was the most worrying to the German supremacy. Gardner's existing lap record of 1 min. 34.4 Sec, Set last Autumn with a 5.7-litre small-block Chevrolet engine installed, was blown to pieces by the BMWs and Capris in practice and even Gardner could do nothing to keep the brilliant Flans-Joachim Stuck's works CSI. from pole position on the grid. Stuck's time of 1 min. 32.7 sec. excelled the Australian's best by a mere 0.2 sec.

But as the cars sped away from the flag after a surprisingly gentle and well-behaved rolling start behind the BRDC's Jaguar V12 E-type pace car, Gardner powered into a simply enormous lead on the first lap. Hezemans came next followed by Stuck, Ertl, Jochen Mass (works Capri RS), Andy Rouse (Broadspeed Capri RS), Dieter Glemser (works Capri) and Brian Muir (Malcolm Gartlan Racing BMW-Alpina 3.0 CSL). Stuck made a superhuman effort on the second lap to take second place and in so doing reduced the lap record to an astounding 1 min. 32.4 sec. (114.04 m.p.h.). By the fifth lap Gardner remained well in the lead from the bunched-up Hezemans, Stuck, Ertl and Mass, with Muir leading the next group. As the lap came to an end at Woodcote there was almost a re-enactment of that memorable British Grand Prix pile-up: the front spoiler fell off Muir's CST., causing sudden understeer which put the skilled Australian onto the grass on the outside. He held the car magnificently in a 130-40 m.p.h. powerslide, but as he regained the circuit opposite the pits Glemser was forced to brake hard, Rouse hit the works Capri square up the rear and Glemser skated onto the grass, slewing to a halt below the bridge, where the car remained for the rest of the heat. Rouse retired later when part of the damaged front wing fell off, bringing out the black flag, at which point the crankshaft broke in sympathy. Muir continued at diminished speed to finish ninth in the heat: the Gartlan car had been hastily repaired overnight after Muir had contacted the nose against the Copse sleepers during the heavy rain of the previous day's practice.

Gardner continued to extend his lead, but within a couple more laps the tremendous pace caused the Goodyear tyres to deteriorate. By the seventh lap he had fallen to third behind Ertl and Mass and ahead of Hezemans and Stuck and was to make many more pit stops, costing 13 laps. Mass headed Ertl briefly at 14 laps, but the Austrian BMW driver remained firmly in command for the rest of the race. Stuck's BMW fell out of the running with tyre troubles and finally retired with a broken clutch, while tyre troubles cost Hezemans two pit stops. Fitzpatrick took second place from Mass when a plug failed on Mass's car and time was lost regaining the sixth cylinder, though later he repassed Fitz, when the latter made a pit stop for fuel.

So Ertl won from Mass, Fitzpatrick and Hezemans, whilst an impressive fifth and sixth were the two Escorts of Guiseppi Risi's Spanish team driven by Jose Uriarte/Herve Leguellec and Rafael Barrios/Emilio Zapico, firmly ahead of the three Autodelta Alfa-Romeo GTAMs in the 2-litre class.

Only 19 of the original 32 cars remained in a fit state to start the second heat, but the reduced numbers did little to reduce the spectacle. Derek Bell led from the line in the Alpina car, a good effort by the Pagham driver who was suffering acute discomfort from a nasty head wound received when he banged his head in the transporter before the race; his Bell helmet rested painfully on two stitches. At the end of the first lap Mass led from Bell, Quester, Glemser and Gardner, who'd come through from the ninth row. Mass forced a tremendous pace, equalling Stuck's new lap record on the second lap.

On the tenth lap Gardner forged through to the lead, but within four laps was back in the pits with tyre chunking. He finally retired after flailing rubber had damaged the front bodywork again. Meanwhile Mass lost second place when the Capri mysteriously overheated. He rejoined the fray just behind Quester which resulted in one of the best two-car battles seen this season as Mass tried to hamper the BMW to enable Fitzpatrick to catch up. At this point Quester lay first from Bell and Fitzpatrick, though Bell remained first on aggregate. The bank ended when Quester was pulled in for fuel. Bell stopped next, allowing Fitzpatrick into second place, but Ford's chance of victory ended when the Capri dropped a valve. A few laps later Muir (who'd been delayed at the start by a burst oil cooler took third place when the CSL of Cox Kocher stopped for fuel. Mass had moved up to sixth on the road and third on aggregate while Quester's leading CSL was catching the second-placed Bell car on aggregate.

Only 4 sec separated Quester and Bell on aggregate just three laps from the end and with the works CSL gaining on the Alpina car all the time it looked like the fourth Hezemans/Quester victory in a row was at hand. But on its 147th aggregate lap, the works CSL drained the last drop from its 120-litre tank, leaving a furious Quester stranded on the circuit. Bell cruised home to an unchallenged win, the Alpina car's second of the day and another full 20 points for BMW in the ETC. Brian Muir had soldiered on steadily to finish second by default, while Cox Kocher made the heat an Alpina 1-2-3 with his CSI.. Mass finished fifth, but his total of 147 laps to the winner's to was sufficient to place him second on aggregate ahead of Muir and the two Spanish Escorts, an excellent result for them tiller a troubled season.



23/09/73: Tourist Trophy, Silverstone - W.Brun/C.Kocher - 7th





23/09/73: Tourist Trophy, Silverstone - W.Brun/C.Kocher - 7th

RAC TOURIST TROPHY SILVERSTONE Sunday 23 September

Organised by the
British Racing Drivers' ClubRace 3RAC TOURIST TROPHYPart 1

Start:

Provisional Results

Weather: Sunny/overcast

Circuit: Dry

Pos.	No.	Driver	Car	Class	Laps comp.	Time h.m.s.	Speed	
							m.p.h.	Km/h.
1	55	Ertl/Bell	BMW 3.0 CSL Alpina	B	76	2.01.29.8	109.86	176.79
2	43	Mass	Ford Capri RS2600	B	75	2.01.41.4		
3	45	Fitzpatrick	Ford Capri RS2600	B	75	2.01.01.6		
4	52	Hezemans/ Quester	BMW 3.0 CSL	B	74	2.00.27.2		
5	22	Uriate/ Lequellec	Ford Escort RS1600	A	71	2.00.31.0	103.46	166.50
6	31	Barrios	Ford Escort RS1600	A	71	2.01.15.2		
7	59	Howes	AMC Javelin	B	70	2.00.56.4		
8	35	Facetti	Alfa Romeo GTAm	A	69	2.01.10.0		
9	53	Muir	BMW 3.0 CSL Alpina	B	68	2.00.05.6		
10	17	Woodman	Ford Escort RS1600	A	68	2.00.07.2		
11	18	Hanson P.	Ford Escort GT	A	67	2.00.30.6		
12	57	Sanger/ Crabtree	Chevrolet Camaro	B	66	2.01.17.0		
13	24	Hegels/Tibor	BMW 1600/2	A	66	2.01.41.4		
14	56	Ogrodowcyk/ Muller	BMW 3.0 CSL Alpina	B	65	1.48.53.6	not running at finish	
15	21	Heine/ de Fries	Opel Manta	A	64	2.00.24.6		
16	1	McGovern	Sunbeam Imp	A	63	2.00.19.8		
17	58	Gardner	Chevrolet Camaro	B	63	2.00.47.0		
18	6	Nash	Sunbeam Imp	A	61	2.00.23.0		
19	12	Mowatt	Morris Cooper S	A	61	2.00.50.6		
20	54	Cocker	BMW 3.0 CSL Alpina	B	61	2.01.27.4		
21	19	Poole/ Walkinshaw	Datsun Sunny	A	61	2.01.37.3		
22	37	Dona	Alfa Romeo GTAm	A	56	2.01.09.4		
23	7	Burrows	BLMC Mini	A	54	1.50.33.0	not running at finish	
24	36	"Dini"	Alfa Romeo GTAm	A	53	2.00.46.0		
<u>Not running at finish:-</u>								
25	11	Drinkwater	BLMC Mini	A	49			
26	30	Emanuelsson	Ford Escort RS1600	A	35			
27	60	Leech	Ford Mustang	B	34			
28	28	Rouse	Ford Capri RS2600	B	24			
29	51	Stuck	BMW 3.0 CSL	B	21			
30	27	May	Ford Escort RS1600	A	6			
31	44	Glemser	Ford Capri RS2600	B	55			
32	5	Adams	Sunbeam Imp	A	3			

RAC TOURIST TROPHY SILVERSTONE Sunday 23 September



Organised by the
British Racing Drivers' Club

Race 5

RAC TOURIST TROPHY
PART TWO - PROVISIONAL RESULTS

Start: 14.57
2 hours

Weather: Overcast
Circuit: Dry

Pos.	No.	Driver	Car	Cl.	Comp.	Laps	Time h.m.s.	Speed mph	Speed kmh
1	55	Bell/Ertl	BMW 3.0 CSL Alpina	B	74	74	2.00.39.8	107.70	173.33
2	53	Muir	BMW 3.0 CSL Alpina	B	74	74	2.01.08.8		
3	54	Kocher/Brun	BMW 3.0 CSL Alpina	B	73	73	2.00.25.4		
4	52	Hezemans/ Quester	BMW 3.0 CSL	B	72	72	1.55.12.4		Not running at finish
5	43	Mass	Ford Capri RS2600	B	72	72	2.01.16.0		
6	22	Uriate/ Lequellec	Ford Escort RS1600	A	69	69	2.00.03.2	100.94	162.44
7	35	Facetti	Alfa Romeo GTAm	A	69	69	2.01.07.6		
8	31	Barríos/ Zapico	Ford Escort RS1600	A	69	69	2.01.21.4		
9	19	Poole/ Walkinshaw	Datsun Sunny	A	67	67	2.01.05.6		
10	18	Hanson	Ford Escort GT	A	66	66	2.01.52.4		
11	21	Heine/DeFries	Opal Manta	A	61	61	2.01.37.6		
12	1	McGovern/Nash	Sunbeam Imp	A	61	61	2.01.44.6		
13	37	Dona	Alfa Romeo GTAm	A	57	57	2.01.57.2		
14	36	"Dini"	Alfa Romeo GTAm	A	54	54	2.01.00.6		
15	45	Fitzpatrick/ Larrousse	Ford Capri RS2600	B	53	53	1.26.05.0		Not running at finish
16	24	Hegels/Tibor	BMW 1600/2	A	52	52	2.00.59.6		
17	57	Sanger/ Crabtree	Chevrolet Camaro	B	49	49	2.00.07.6		
18	6	Nash/McGovern	Sunbeam Imp	A	48	48	2.01.35.6		

Not running at finish:

12	Mowatt	Morris Cooper S	A	39	1.14.34.0
59	Howes	AMC Javelin	B	24	1.07.17.8
58	Gardner	Chevrolet Camaro	B	13	21.17.0

Fastest Lap:

43	Mass	Ford Capri RS2600	B	1.32.4	114.04	183.53
22	Uriate/ Lequellec	Ford Escort RS1600	A	1.41.2	104.12	167.57

Car 43 - Mass- equals lap record

BULLETIN NO: 28

23rd September 1973

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Aggregate results

R.A.C Tourist Trophy 2x2 hours - Silverstone, England, September 23rd

Group 2

1st: D Bell / H. Ertl (3.5 BMW-Alpina CSL) 4 hrs 2 min 9.6 sec. 150 laps

2nd: J. Mass (3.0 Ford Capri RS) 147 laps

3rd: B. Muir (3.5 BMW-Alpina CSL) 142 laps

4th: J. Unarte / H. Leguellec (2.0 Escort RS) 140 laps

5th: R. Barrios / E. Zapico (1.8 Escort RS) 140 laps

6th: C. Facetti (2.0 Alfa Romeo GTAm) 138 laps

7th: C. Kocher (3.5 BMW Alpina CSL) 154 laps

8th: P. Hanson (1.3 Escort RS) 133 laps

9th: A. Poole / T. Walkinshaw (1.3 Datsun Sunny) 128 laps

10th: F. Heine / G. De Vries (1.9 Opel Manta) 125 laps

Fastest lap: H.-J. Stuck (3.5 BMW CLS) and J. Mass (3.0 Capri RS) 1 min. 32.4 sec.



PROGRAMM

**3. Int. ADAC-RMSC-
Rundstreckenrennen**

**10. u. 11. Nov. 1973
Hockenheim**



www.bmw21fansclub.it

AUTODROMO NAZIONALE
MONZA

4 ORE

**MARLBORO WORLD
CHAMPIONSHIP TEAM**

TROFEO MARIO ANGIOLINI

**CAMPIONATO
EUROPEO
TURISMO
SPECIALE**

DOMENICA **24** MARZO
ORE **13,30**

VENERDI 22
E SABATO 23 MARZO
PROVE DI
QUALIFICAZIONE



PROGRAMMA

« 4 ORE »

venerdì 22 ore 14,30 - 18
prove di qualificazione
sabato 23 ore 14,30 - 18
prove di qualificazione
domenica 24 ore 13,30
partenza della gara

CAMPIONATO ITALIANO

sabato 23 ore 8,30 - 12,40
prove di qualificazione
domenica 24 ore 8,30
partenza classe 500
9,30 partenza
classi 600 - 700 - 850
10,30 partenza
classi 1000 - 1150
11,30 partenza
classi 1300 - 1600

PREZZI

venerdì 22 marzo
interi L. 1.000
(ridotti 500)
autovetture L. 500
(ridotti 300)

sabato 23 marzo
interi L. 1.500
(ridotti L. 1.000)
autovetture L. 1.000
(ridotti 500)

domenica 24 marzo
tribuna centrale,
tribuna Shell,
tribuna Lesmo esterna:
L. 5.000 (4.000)
Ingresso: L. 2.000 (1.500)
Autovetture: L. 1.000
(500)

4 Hours of Monza

Private BMWs Sweep

ETCC Opener

The 1974 European Touring Car Championship started with a closely contested yet strangely disappointing race at Monza. Neither the Ford nor the BMW works teams entered owing to their severely curtailed competition budgets, whilst the SCA Chevrolet Camaro that Frank Gardner and Brian Muir were to drive fell foul of engine problems in practice and withdrew.

A strong contingent of last year's works and Alpina BMWs were entered by privateers, however, and although none had the latest 24-valve, 400 b.h.p. engines these filled the first four places on the grid. Harald Ertl was fastest in the Alpina coupe he was to share with Rikky Von Opel, with the Schnitzer CSL of Walter Brun and Paul Keller next quickest.

Ertl led Brun from the start, both initially under great pressure from the BMWs of Manfred Mohr and Alain Peltier. Mohr fell back to retire with a broken clutch, while Peltier circulated a safe third, but Brun stayed within a second of Ertl until the first round of pit-stops after ninety minutes' racing. Soon afterwards a wheel bearing collapsed on the Ertl/Von Opel car and no sooner had this been repaired than it blew its engine. Keller and Brun were left with a secure lead but after 85 laps they too retired when they lost a wheel at Lesmo. This incident handed victory to Peltier/Lafosse, although they won by barely a minute from Werner Schommer/Ernst Kraus, who had passed Siegfried Mueller/Sigmund Ogrodowczik an hour from the finish.

The two-litre class-winning Escort of Heyer/Kautz was the first Ford home in fifth place behind another BMW CSL driven by Mattli/Zondler, but only after the Capri of Hezemans and Akersloot had first run a wheel bearing and then broken the drive to its oil pump. - J.C.T.

4 hours of Monza—April 24th—Group 2—Monza

1st : A. Peltier/J-L. Lafosse (3.5 BMW CSL) 128 laps, 738.560 kms.-183.817 k.p.h.

2nd: W. Schommer/E. Kraus (3.5 BMW CSL) 128 laps

3rd: S. Mueller/S. Ogrodowczik (3.5 BMW Alpine) 127 lap

4th : P. Mattli/U. Zondler (3.5 BMW CSL) 127 laps

5th : H. Heyer/H. Kautz (2.0 Ford Escort BDA) 125 laps

6th : W. May/T. Herlitze (2.0 BMW 2002) 120 laps

Luciano Passoni



Luciano Passoni



Monza 4 hours

Autodromo Nazionale di Monza, Italy

Date: 24/3/1974

Track length: 5.774 m

Attendance: unknown

Entries accepted: unknown

Starters: 25

Finishers:

Pole position: Erti in 1.44,9

Fastest lap: Brun in 1.44,4 (ETCC); Squarise in 2.38,5 (500); Bernero in 2.19,9 (850); Amighini in 2.08,9 (1150); Litrico in 2.03,2 (1600)

Distance: 4 hours (ETCC), 14 laps (CIdT)

Average speed: 183,8 kmh (ETCC), 129,362 kmh (500); 145,644 kmh (850); 157,619 kmh (1150); 166,900 (1600)

Weather: dry

Ruleset: Group 2/70

Division 1 and 2

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time	Qualifying position
1	1	1	Précision Liegeoise BMW 3.0 CSL	Alain Peltier, B Jean-Louis Lafosse, F	3498	L6	Div. 2	128 laps, 4:01.04,2	4
2	2	11	Faltz-Alpina Essen BMW 3.0 CSL	Ernst Kraus, D Werner Schommers, D	3498	L6	Div. 2	128 laps, 4:02.05,2	6
3	3	9	BMW-Alpina BMW 3.0 CSL	Sigmund Ogradowczyk, D Siegfried Müller Sr, D	3498	L6	Div. 2	127	9
4	4	6	Team Schnitzer Motul BMW 3.0 CSL	Urs Zondler, CH Peter Mattli, CH	3498	L6	Div. 2	127	10
5	1	35	Castrol Team Zakspeed RTL Ford Escort RS 1600	Hans Heyer, D Hartmut Kautz, D	1996	L4	Div. 1	125	8
6	2	26	Team Schnitzer Motul BMW 2002	Wolfgang May, D Bernd Herlitze, D	1990	L4	Div. 1	120	16
7	3	31	Jolly Club Ford Escort RS 1600	Martino Finotto, I Vincenzo Cazzago ("Pooky"), I Gabriele Gottifredi, I	1975	L4	Div. 1	120	12
8	5	7	Shark Team Ford Capri RS 2600	Jean-Claude Geurie, F Serge Godard, F	2999	V6	Div. 2	119	11
9	4	19	Alfa Romeo 2000 GTAm	Drago Regvar, YU Nosse	1999	L4	Div. 1	109	24
10	6	18	Firenze Corse Biondetti Opel Commodore GS 2800	Ricciardo Ricci, I Ciro Nappi, I	2998	L6	Div. 2	108	19
11	7	16	Scuderia Città dei Mille Ford Capri RS 2600	"Il Ragno", I Rossi, I	2564	V6	Div. 2	97	25
12	5		Ford Escort RS 1600	Giuseppe Confortola, I Giordano Perego, I Dulio Ghislotti, I	1975	L4	Div. 1	91	17
DNF		23	Scuderia Mirabelle Alfa Romeo 2000 GTAm	Renato Benusiglio, I Giorgio Francia, I Bruzzeze, I	1999	L4	Div. 1		18
DNF		21	Scuderia Città dei Mille Alfa Romeo 2000 GTAm	Pedotti, I Giuseppe Zarpellon, I	1999	L4	Div. 1		22
DNF		28	BMW 2002	Angelo Pallavicini, CH Edy Welti, CH	1990	L4	Div. 1		20
DNF		24	Scuderia Città dei Mille Alfa Romeo 2000 GTAm	Ademaro Massa, I Romano Bellina, I	1999	L4	Div. 1		21
DNF		8	Shark Team Ford Capri RS 2600	Dominique Fornage, F Patrick Faurie, F		V6	Div. 2		23
DNF		34	Helbling Racing Team Ford Escort RS 1600	Ruedi Helbling, CH Harry Blumer, CH	1975	L4	Div. 1		15
DNF		33	Scuderia Città dei Mille Ford Escort RS 1600	Gianfranco Palazzoli ("Pal Joe"), I Ugo Locatelli, I	1975	L4	Div. 1		14
DNF		32	Scuderia Città dei Mille Ford Escort RS 1600	Aldo Valtellina ("Alval"), I Luigi Pozzo, I	1975	L4	Div. 1		13
DNF		4	BMW-Alpina BMW 3.0 CSL	Peter Arm, CH Cox Kocher, CH Harald Erti, A	3498	L6	Div. 2		7
DNF		15	Toine Hezemans Ford Capri RS 2600 LW	Han Akersloot, NL Toine Hezemans, NL	2999	V6	Div. 2		5



„AUSTRIA-TROPHÄE“



4 STUNDEN SALZBURGRING

SALZBURGRING, 14. APRIL 1974



Werkbild BILSTEIN

**EUROPA-MEISTERSCHAFT DER TOURENWAGEN DER FIA FÜR MARKEN
EUROPA-POKAL FÜR TOURENWAGEN DER FIA FÜR FAHRER
AUSTRIA-TROPHÄE FÜR GRAND-TOURISME-WAGEN
ZENTRALEUROPAISCHE MEISTERSCHAFT der Formel VW – 1300 ccm
MEXICO MOTORCRAFT TROPHY**

OFFIZIELLES PROGRAMM S 20,-



Austria-Trophäe Salzburgring

Salzburgring, Austria

Date: 21/4/1974

Track length: 4.255 m

Attendance: unknown

Entries accepted: unknown

Starters: 21

Finishers: unknown

Pole position: Stuck/Ickx in 1.17,14

Fastest lap: Stuck in 1.16,91 = 198,37 kmh

Distance: 4 hours

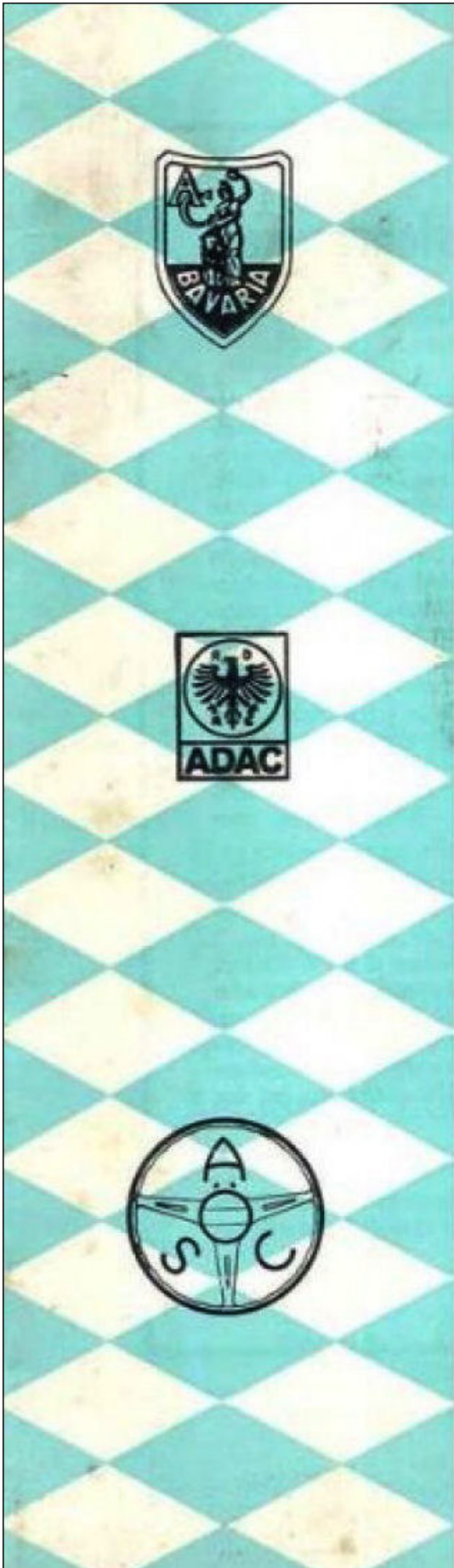
Average speed: 183,8 kmh

Weather: unknown

Ruleset: Group 2/70

Division 1 and 2

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	1	BMW Motorsport BMW 3.0 CSL	Hans-Joachim Stuck, D Jacky Ickx, B	3498	L6	Div. 2	180 laps, 4:00.00,44
2	2	10	Jolly Club BMW 3.0 CSL	Martino Finotto, I Manfred Mohr, D	3498	L6	Div. 2	170
3	3	9	Précision Liegeoise BMW 3.0 CSL	Alain Peltier, B Hughes de Fierlant, B	3498	L6	Div. 2	169
-		36	Rallye Gemeinschaft Ulm Porsche Carrera RSR	Eugen Kiemele, D Eberhard Sindel, D	2994	B6	GT	169
-		35	Stroh-Edelgebrände Racing Porsche Carrera RSR	Hanno Maurer-Stroh, A Werner Ausserhofer, A	2994	B6	GT	167
4	1	23	Castrol Team Zakspeed RTL Ford Escort RS 1600	Hans Heyer, D Hartmut Kautz, D	1996	L4	Div. 1	163
5	4	11	Escuderia Tibidabo Ford Capri RS 2600	Francisco Torredemer, E Luis Rosal, E	2999	V6	Div. 2	158
6	5	6	BMW-Alpina BMW 3.0 CSL	Sigmund Ogradowcyk, D Siegfried Müller Sr, D	3498	L6	Div. 2	151
7	2	20	Team Schnitzer BMW 2002	Wolfgang May, D Sepp Manhalter, A	1990	L4	Div. 1	149
8?	6?	17	Faltz-Alpina Essen BMW 3.0 CSL	Cleef Werner ("Heinz Werner"), D Karl-Heinz Tibor, D	3498	L6	Div. 2	121? 145?
NC	-	16	Chevrolet Camaro	Robert Eberhard, D Heinrich Keller, CH	7400	V8	Div. 2	106
DNF		31	Ford Escort RS 1600	Karl-Heinz Leibold, D Peter Hennige, D	1996	L4	Div. 1	
DNF		5	BMW-Alpina/Brun Motorsport BMW 3.0 CSL	Peter Arm, CH Cox Kocher, CH Harald Ertl, A	3498	L6	Div. 2	
DNF		4	BMW-Alpina BMW 3.0 CSL	Harald Ertl, A Thomas Betzler, D	3498	L6	Div. 2	
DNF		8	Team Schnitzer/Brun Motorsport BMW 3.0 CSL	Walter Brun, CH Urs Zondler, CH	3498	L6	Div. 2	
DNF		15	Faltz-Alpina Essen BMW 3.0 CSL	Ernst Kraus, D Werner Schommers, D	3498	L6	Div. 2	
DNF		7	SCA Freight Ltd. Chevrolet Camaro Z28	Frank Gardner, AUS Brian Muir, AUS	7000	V8	Div. 2	
DNF	3?	22	Team Europa-Möbel GS BMW Tuning BMW 2002	Dieter Basche, D Helmut Koinigg, A	1990	L4	Div. 1	
DNF		3	Ford Köln Ford Capri RS 3100	Dieter Glemser, D Toine Hezemans, NL	3412	V6	Div. 2	ca. 135
DNF		2	Ford Köln Ford Capri RS 3100	Jochen Mass, D Niki Lauda, A	3412	V6	Div. 2	ca. 175
DNF		21	Team Schnitzer BMW 2002	Bernd Siller, D Bernd Herlitze, D	1990	L4	Div. 1	
WDN		14	Team Schnitzer BMW 3.0 CSL	Urs Zondler, CH Peter Mattli, CH	3498	L6	Div. 2	
DNQ		24	BMW Rischer BMW 2002	Franc Convalexius, A Franc	1990	L4	Div. 1	
DNQ		30	BMW 2002	Gustav Fischer, D Anton Barth, D	1990	L4	Div. 1	
DNQ		32	Opel Manta 19 SR	Franz Heine, D Klaus Assmuth, D	2000	L4	Div. 1	
DNQ		26	HDS Racing Team Alfa Romeo 1600 GT Junior	Hans Dieter Seitscheck, A Gerhard Schlosser, A	1570	L4	Div. 1	
DNQ		27	HDS Racing Team Alfa Romeo 2000 GTV	Kurt Vesely, A Peter Benovic, A	1962	L4	Div. 1	
DNQ		25	ARBÖ St. Johann Austin Mini Cooper S	Erich Foidl, A Josef Schwaiger, A	1293	L4	Div. 1	



ADAC BAVARIA RENNEN 1974

**AUF DEM SALZBURGRING
25./26. Mai**



**OFFIZIELLES
PROGRAMM S 20,-**





27/05/74: Bavaria Rennen, Salzburgring - Bernd Herlitze - 1st



27/05/74: Bavaria Rennen, Salzburgring - Bernd Herlitze - 1st



27/05/74: Bavaria Rennen, Salzburgring - Bernd Herlitze - 1st

Int. ADAC-Bavaria-Rennen Salzburgring

Salzburgring, Austria

Date: 26/5/1974 to: 27/5/1974

Track length: 4.238 m

Attendance:

Entries accepted:

Starters:

Finishers:

Pole position:

Fastest lap:

Distance: 24 laps

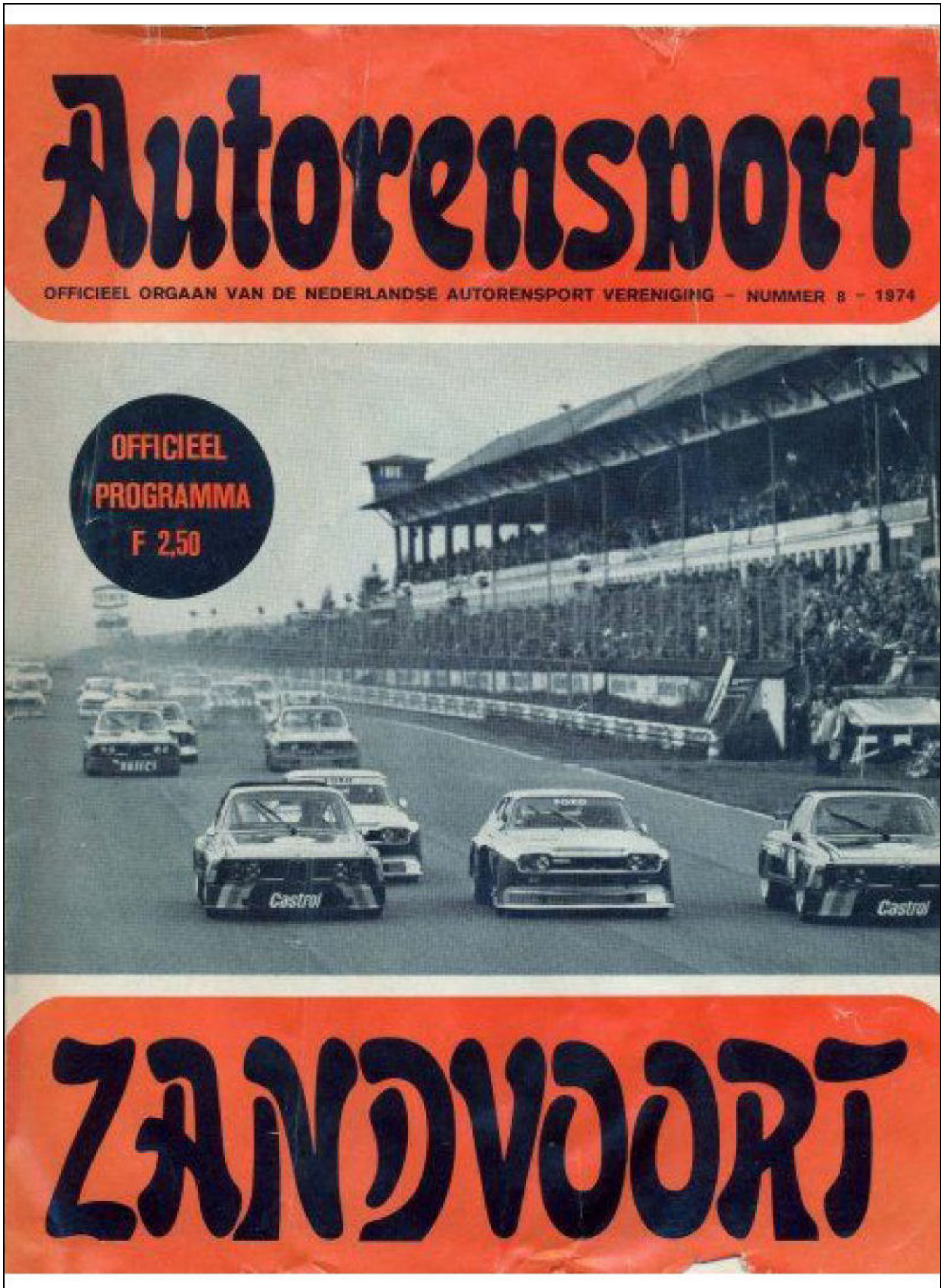
Average speed:

Weather:

Ruleset: Group 1-4/70

Group 2 class results

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group
	1	72	Jägermeister Racing Team BMW 3.0 CSL	Bernd Herlitze, D	3498	L6	Group 2 +2000
	2	60	Ford Mustang	Josef "Sepp" Reiter, D		V8	Group 2 +2000
	3	59	Ford Capri RS 2600	Gerhard Janetscheck-Borst, A		V6	Group 2 +2000
	4	70	Ford Capri RS 2600	Harald Hinz, D		V6	Group 2 +2000
	5	67	Ford Racing Team Diermeier Ford Capri	Werner Ogiermann, D		V6	Group 2 +2000
	6		Ford Racing Team Diermeier Ford Capri	Detlef Heise, D		V6	Group 2 +2000
	7		MSC Stuttgart Ford Capri RS 2600	Hans Peter Balke, D		V6	Group 2 +2000
	8		Ford Racing Team Diermeier Ford Capri	Rolf Schnurr, D		V6	Group 2 +2000
	9		MSC Kirchheim/Teck Ford Capri RS 2600	Fritz Hausmann, D		V6	Group 2 +2000
	1		BMW 2002 T1	Willi Siller, A	1990	L4	Group 2 2000
	2	48	BMW 2002	Sepp Manhalter, A	1990	L4	Group 2 2000
	3		BMW 2002	Kurt Mayer, D	1990	L4	Group 2 2000
	4		BMW 2002 T1	Heiner Doll, D	1990	L4	Group 2 2000
	5	44	Alfa Romeo 2000 GTV	Willi Schaer, D	1962	L4	Group 2 2000
	1	54	AC Nürtingen BMW 1602	Erich Ott, D	1573	L4	Group 2 1600
	2	52	BMW 1602	Carl Busch, D	1573	L4	Group 2 1600
	3	56	BMW 1602	Knut Jäger, D	1573	L4	Group 2 1600
	4		Drei-Flüsse RG NSU 1200 TT	Hans Jäger, D	1296	L4	Group 2 1300
	5		Fiat 128	Richard Roittner, A	1290	L4	Group 2 1300
	1	11	Fritz Lochmann Racing Team Fiat 128 Berlina	Henning Schmidt, D	1148	L4	Group 2 1150
	2	14	Fiat 128 coupé 1100	Günther Benneman, D	1148	L4	Group 2 1150
	3	12	Scuderia München Fiat 128 Berlina	Peter Schöller, D	1148	L4	Group 2 1150
	4		Fiat 128	Hans Allgaier, D	1148	L4	Group 2 1150
	1		Fritz Lochmann Racing Team Fiat Abarth 1000 TCR	Fritz Patscheider, D	982	L4	Group 2 1000
	2		MSC Heilbronn NSU 1000 TTS	Walter Kraiss, D	996	L4	Group 2 1000
	3		Drei-Flüsse RG NSU 1000 TTS	Josef Schaffner, D	996	L4	Group 2 1000
	4		NSU 1000 TTS	Siegfried Siebenbürger, D	996	L4	Group 2 1000



ZANDVOORT TROPHY TOERWAGENS GROEP 2/ GT'S GROEP 4

Starttijd 13.45 uur
4-uurs race

Race meetellend voor het Europees Kampioenschap Toerwagens Groep 2

		cc					
4. Ford	1) Niki Lauda (A) 2) Jochen Mass (D)	Ford Capri 3100 RS	3400	29. BMW Alpina	1) Harald Ertl (D) 2)	BMW Alpina 2002	1998
5. Ford	1) Toine Hezemans (NL) 2) Dieter Glemser (D)	Ford Capri 3100 RS	3400	30. Balafre Lancome for men	1) Lothar Wagner (D) 2) Eckard Babendererde (D)	BMW 2002 Schnitzer	1990
7. Ford Gerstmann Racing Team	1) Albrecht Krebs (D) 2) Nico Chiotakis (NL)	Ford Capri 2600 RS	2980	31. Georges Decoster	1) Jean-Marie Detrin (B) 2) Jean Jaques Feider (B)	BMW 2002 Tii	1995
8. Team Nederlandse Middenstands Bank	1) Han Akersloot (NL) 2) John Fitzpatrick (GB)	Ford Capri 2600 RS	2980	32. Rheydyter Club für Motorsport	1) Walter Prüser (D) 2) Peter Sieben (D)	BMW 2002	1990
9. Escuderia Tibidabo	1) Francisco Torredemer (E) 2) Luis Rosal (E)	Ford Capri 2600 RS	2980	33. BMW Fighter Tuning	1) Dieter Hegels (D) 2) Karl-Heinz Tibor (D)	BMW 2002	1990
10. Alpina	1) Siegfried Müller (D) 2) Siegmund Ogradowczyk (D)	BMW Alpina 3.0 CSL	2980	34. Toyota AG	1) Walter Frey (CH) 2) Manfred Schurti	Toyota Celica	1588
11. BMW Alpina	1) Peter Arm (CH) 2) Cox Cocher (CH)	BMW Alpina 3.0 CSL	3500	35. Datsun Nederland BV	1) Han Tjan (NL) 2) Tom Coronel (NL)	Datsun 1200 Coupé	1290
12. S.A. La Précision Liégeoise	1) Alain Peltier (B) 2) Jean Louis Lafosse (F)	BMW 3.5 CSL	3500	36. Franz Heine	1) Franz Heine (D) 2) Gerrit de Vries (NL)	Opel Manta	1875
17. BMW-Faltz Alpina- Tuning Essen	1) Werner Schommers (D) 2)	BMW 3.0 CSL	3500	37. Rob Redeker	1) Rob Redeker (NL) 2) Peter van Zwam (NL)	Wrangler Alfa Romeo GTA	1990
18.	1) Finotto (I) 2) Manfred Mohr (D)	BMW 3.0 CSL	3500	38. East Belgian Racing Team	1) Edgard Gillissen (B) 2) Eric Mandron (F)	Alfa Romeo 1300 GTA	1290
19. SCA European Road Services	1) Frank Gardner (AUS) 2) Brian Muir (AUS)	Chevrolet Camaro	6995				
DIVISIE I TOT 2000 CC				GT's GROEP 4			
25. Castrol Team Zak- speed	1) Hans Heyer (D) 2) Klaus Ludwig (D)	Zakspeed Escort	1980	50. Gelo Racing Team	1) Gijs van Lennep (NL) 2) Clemens Schickentanz (D)	Porsche Carrera RSR	3000
26. Castrol Team Zakspeed	1) 2)	Zakspeed Escort	1980	51. Gelo Racing Team	1) Tim Schenken (AUS) 2) Georg Loos (D)	Porsche Carrera RSR	3000
27. John MacDonald	1) John MacDonald (GB) 2) Richard Roberts (GB)	Ford Escort RS 1600	1996	52. Polifao Racing Team	1) Jürgen Barth (D) 2) Cees Siewertsen (NL)	Porsche Carrera RSR	3000
28. Jolly Club	1) Umberto Grono (I) 2) Giovanni Lise (I)	Ford Escort RS 1600	2000	53. Team STP Schwe- den	1) Helmut Kelleners (D) 2) Anton Stocks (D)	Porsche Carrera RSR	2952



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FUSINA * sportuitlaten: ANSA * jackets: APOLLO * spoorverbreeders: BWA *



Zandvoort Trophy

Zandvoort, Netherlands

Date: 11/8/1974

Track length: 4.226 m

Attendance: 10.000

Entries accepted: unknown

Starters: 33?

Finishers: 23

Pole position: Hezemans/Glemser in 1.33,9

Fastest lap: Hezemans in 1.34,1 = 1.35,1 kmh

Distance: 4 hours

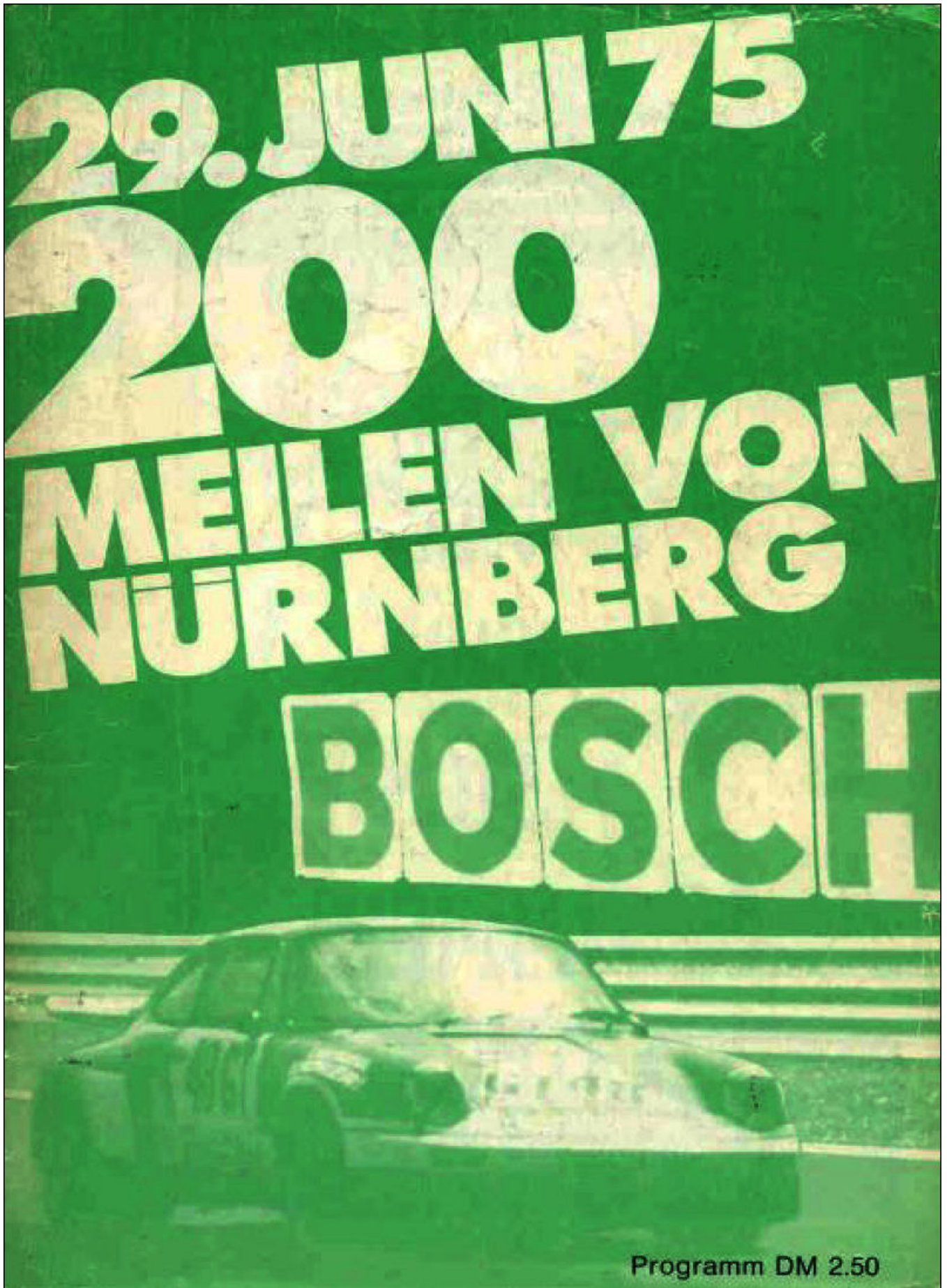
Average speed: 132,868 kmh

Weather: Dry start, later heavy rain

Ruleset: Group 2/70

Division 1 and 2

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	4	Ford Köln Ford Capri RS 3100	Jochen Mass, D Rolf Stommelen, D	3412	V6	Div. 2	126 laps, 4:00.21,0
-		54	Tebernum Racing Team Porsche Carrera RSR	Hartwig Bertrams, D Gijs van Lennep, NL	2994	B6	GT	125
2	2	51	Dutch National Racing Team BMW 3.0 CSL	Huub Vermeulen, NL Rob Slotemaker, NL	3498	L6	Div. 2	123
3	3	11	Brun Motorsport BMW 3.0 CSL	Peter Arm, CH Cox Kocher, CH	3498	L6	Div. 2	122
4	4	8	NMB Racing Team Ford Capri RS 2600	Han Akersloot, NL John Fitzpatrick, GB	2999	V6	Div. 2	122
5	5	5	Ford Köln Ford Capri RS 3100	Dieter Glemser, D Toine Hezemans, NL	3412	V6	Div. 2	121
6	1	25	Castrol Team Zakspeed Ford Escort RS 1600	Hans Heyer, D Klaus Ludwig, D	1975	L4	Div. 1	120
7	6	12	Précision Liegeoise BMW 3.0 CSL	Alain Peltier, B Hughes de Fierlant, B	3498	L6	Div. 2	120
8	2	29	BMW-Alpina BMW 2002	Harald Ertl, A Thomas Betzler, D	1990	L4	Div. 1	119
9	7	20	Ford Capri RS 2600	Jean-Claude Geurie, F Claude Barboza, F Dominique Fornage, F	2999	V6	Div. 2	117
10	8	21	Grab Ford Siegen Ford Capri RS 2600	Waltraud Odenthal, D Karl-Ludwig Weiss, D	2999	V6	Div. 2	117
11	3	35	Datsun Nederland Datsun Sunny coupé GX	Han Tjan, NL Tom Coronel, NL	1295	L4	Div. 1	114
12	9	17	Faltz-Alpina Essen BMW 3.0 CSL	Werner Schommers, D Bert Dolk, NL	3498	L6	Div. 2	113
13	10	18	Jolly Club BMW 3.0 CSL	Martino Finotto, I Manfred Mohr, D	3498	L6	Div. 2	112
14	4	40	BMW 2002	Peter Ochs, D Peter Kuhlmann, D	1990	L4	Div. 2	110
15	4	39	BMW 2002	Wolfgang Dimmendaal, D Norbert Jülicher, D	1990	L4	Div. 2	109
16	6	30	Balafre Lancome BMW 2002	Lothar Wagner, D Eckard Babendenderde, D	1990	L4	Div. 2	109
17	7	38	East Belgian Racing Team Alfa Romeo 1300 GTA Junior	Edgar Gillissen, B Eric Mandron, B	1290	L4	Div. 2	106
18	8	33	BMW Fighter Tuning BMW 2002	Dieter Hegels, D Karl-Heinz Tibor, D	1990	L4	Div. 2	106
19	11	9	Escuderia Tibidabo Ford Capri RS 2600	Francisco Torredemer, E Luis Rosal, E	2999	V6	Div. 2	103
20	9	26	Castrol Team Zakspeed Ford Escort RS 1600	Wim Boshuis, NL Ernst Berg, NL	1975	L4	Div. 1	101
21	10	36	Opel Manta	Franz Heine, D Gerrit de Vries, NL	ca. 2000	L4	Div. 1	101
22	12	16	Schnitzer BMW 3.0 CSL	Moritz Gerny, CH Peter Mattli, CH	3301	L6	Div. 2	98



29/06/75: Norisring 200, Germany - Official Programme Cover

200 MEILEN VON NÜRNBERG, Norisring

(ONS-Reg.-Nr. 201)

am 29. Juni 1975

Wertung: Deutsche Rennsport Meisterschaft

Rennen 2

TW Gr. 1 + 2 und GT Gr. 3 + 4 bis 2000 ccm

Streckenlänge: 2300 m

66 Runden = 151,80 km

Start: 11.00 Uhr

Start-Nr.	Bewerber / Fahrer	Land/Ort	Fahrzeug
30	BMW MOTORSPORT GMBH Ronnie Peterson	München Schweden	BMW 3.0 CSL
31	FORD Jochen Mass	Köln Junkersdorf	Ford Capri RS 3100
32	FOTO-QUELLE MAX MORITZ RACING TEAM Reinhardt Stenzel	Nürnberg München	Porsche Carrera RSR
33	SCHNITZER GMBH Albrecht Krebs	Freilassing Hanau	BMW Schnitzer 3,5 CSL
34	SCHNITZER GMBH Urs Zondler	Freilassing Schweiz	BMW Schnitzer 3,5 CSL
35	JÄGERMEISTER KREMER TEAM Helmut Kelleners	Köln Moers	Porsche Carrera RSR
36	BMW-FALTZ ALPINA-ESSEN Harald Grohs	Essen Essen	BMW 3.5 CSL ALPINA
37	BMW-FALTZ ALPINA-ESSEN Alain Peltier	Essen Belgien	BMW 3.5 CSL ALPINA

200 MEILEN VON NÜRNBERG am 29. Juni 1975

Rennen 2

(Fortsetzung von Seite 50)

Start-Nr.	Bewerber / Fahrer	Land/Ort	Fahrzeug
38	TEAM FORD GRAB — WEISBERG-WERKZEUGE Werner Schommers	Siegen Remscheid	Ford Capri RS 3100
39	AUTOHAUS MAX MORITZ GMBH Jürgen Lässig	Reutlingen Reutlingen	Porsche Carrera RSR
40	VÄSTKUST-STUGAN Rune Toblasson	Schweden Schweden	BMW 3.0 CSL
41	JOSEF BRAMBRING ders.	Köln	Porsche Carrera RSR
42	FRC Fredy Schnarwiler	Schweiz Schweiz	BMW 3.0 CSL
43	PORSCHE KANNACHER Heinz-Jürgen Dahmen	Krefeld Krefeld	Porsche Carrera RSR
44	PORSCHE KANNACHER Jürgen Kannacher	Krefeld Krefeld	Porsche Carrera RSR
45	AMC DUISBURG Anton Stocks	Duisburg Duisburg	Porsche Carrera RSR



Harry Maurer





29/06/75: Norisring 200, Germany - Fredy Schnarwiler - at the very back of the field

200 Meilen von Nürnberg

Norisring, Nürnberg, BRD

Date: 29/6/1975

Track length: 2.300 m

Attendance: 60.000-80.000

Entries accepted: unknown

Starters: 13 (div. 1), 14 (div. 2), 18 (Geldrennen)

Finishers: 8 (div. 1), 6 (div. 2), unknown (Geldrennen)

Pole position: Stuck in 56,5 (div. 1); Heyer in 59,0 (div. 2)

Fastest lap: Mass in 55,6 (div. 1); Obermoser in 59,5 (div. 2)

Distance: 66 laps = 151,8 km; Geldrennen 73 laps

Average speed: 144,93 kmh (div. 1), 133,85 kmh (div. 2), 141,30 kmh (geldrennen)

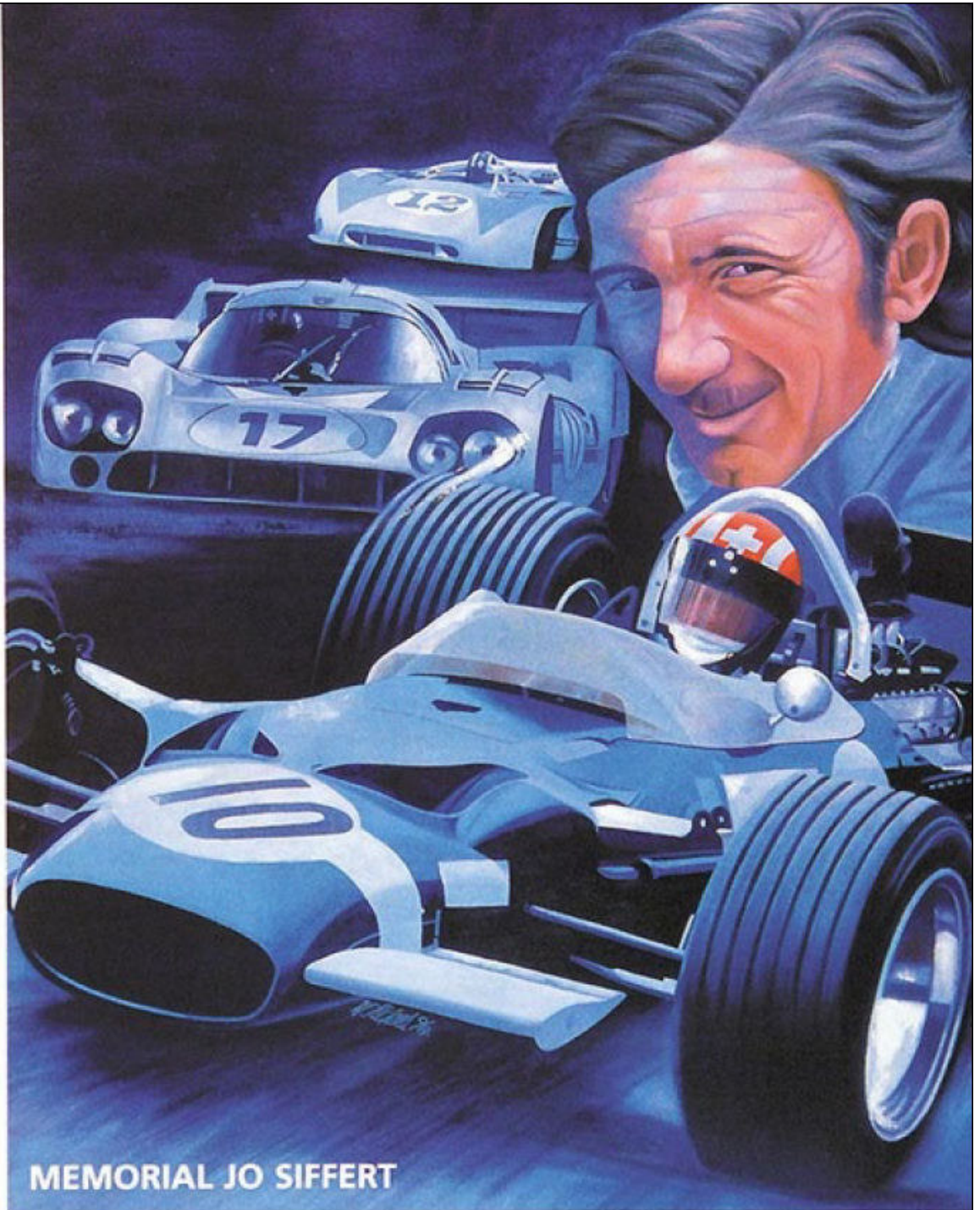
Weather:

Ruleset: Group 2/70, group 4/71

Division 1

Pos	Pos in class	#	Team / Entrant Car- Engine	Drivers, Nationality	Engine vol. (cc)	Engine Type	Group	Distance, time
1	1	31	Ford Köln Ford Capri RS 3100	Jochen Mass, D	3412	V6	Div. 1	66 laps, 1:02.50,0
2	2	32	Team Foto-Quelle Max Moritz Porsche Carrera RSR	Reinhard Stenzel, D	2994	B6	Div. 1	66 laps, 1:03.47,0
3	3	35	Jägermeister Kremer Racing Porsche Carrera RSR	Helmut Kelleners, D	2994	B6	Div. 1	65
4	4	36	Faltz-Alpina Essen BMW 3.0 CSL	Harald Grohs, D	3498	L6	Div. 1	65
5	5	8	Tebernum Racing Team Porsche Carrera RSR	Reine Wisell, S	2994	B6	Div. 1	64
6	6	33	Schnitzer/Memphis Team International BMW 3.0 CSL	Albrecht Krebs, D	3498	L6	Div. 1	64
7	7	39	Autohaus Max Moritz Porsche Carrera RSR	Jürgen Lässig, D	2994	B6	Div. 1	64
8	8	18	Porsche Carrera RSR	Eugen Kiemele, D	2994	B6	Div. 1	60
DNF		40	Västkost-Stugan BMW 3.0 CSL	Rune Tobiasson, S	3498	L6	Div. 1	57
DNF		30	BMW Motorsport BMW 3.0 CSL	Hans-Joachim Stuck, D	3498	L6	Div. 1	55
DNF		42	Formel Rennsport Club der Schweiz BMW 3.0 CSL	Fredy Schnarwiler, CH	3498?	L6	Div. 1	44
DNF		19	Porsche Carrera RSR	Richard Leder, D	2994	B6	Div. 1	19
DNF		34	Schnitzer/Memphis Team International BMW 3.0 CSL	Urs Zondler, CH	3498	L6	Div. 1	19
DNS?		43	Porsche Carrera RSR	Heinz-Jürgen Dahmen, D	2994	B6	Div. 1	
DNS		6	Tebernum Racing Team Porsche Carrera RSR	Clemens Schickentanz, D	2994	B6	Div. 1	

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MEMORIAL JO SIFFERT

EUROPA - 17 AUGUST 1975
BERGMEISTERSCHAFT



OPEL



le Quotidien Jurassien



FiA SANCTIONED EVENT



COURSE INTERNATIONALE DE COTE AUTOS - MOTOS
ST-URSANNE - LES RANGIERS - 17 août 1975

Chronométrage : LONGINES
Patronage : LE DEMOCRATE - LE PAYS

CLASSEMENT OFFICIEL AUTOS

<u>Licenciés C (SKRATCH)</u>	<u>1ère m.</u>	<u>2ème m.</u>	<u>TOTAL</u>
1. GREPPIN Gérard, Delémont - NSU TT	2'42'22	2'42'35	5'24'57
2. SCHLUCHTER Maurice, Saignelégier-NSU TT	2'44'54	2'45'20	5'29'74
3. RIAT Patrick, Porrentruy - NSU TTS	2'50'82	2'49'91	5'40'73
4. JOLIDON André, Delémont - Simca Rallye	3'01'57	2'58'32	5'59'89
5. FRESARD Chs-André, Muriaux - Fiat 128	3'08'23	3'07'95	6'16'18
6. GRAF Charles, Muriaux - Opel Manta	3'14'67	3'17'41	6'32'08
- CHOULAT J.-P., Miécourt - Opel Comm.	-	2'42'90	-

TOURISME DE SERIE - GROUPE 1

0 - 1300 cm3

1. GUNTARDT Urs-B., Boudry - Simca Rallye	2'56'64	2'55'65	5'52'29
2. SCEMAMA Michel, Le Landeron - Simca R.2	3'01'74	3'00'12	6'01'86
3. ZELLER Jo., Dettwil am See - Simca Rall.	3'00'78	3'03'40	6'04'18
4. FISCHER J.-Cl., Bettlach - Simca Rall.	3'04'13	3'01'97	6'06'10
5. JEANNERET Philippe, Lausanne - Simca R.	3'03'76	3'04'89	6'08'65
6. BLOCH Aimé, Lutter - Simca Rallye 2	3'08'80	3'09'56	6'18'36

1300 - 2000 cm3

1. HOLLINGER René, Aesch - Alfa Romeo	2'43'99	2'42'78	5'26'77
2. KOHLER Kurt, Zullwil - Alfa Romeo	2'45'82	2'43'73	5'29'55
3. BACHMEIER Louis, D - BMW 2002 TII	2'45'65	2'45'19	5'30'84
4. MANTOVANI Renato, Zurich - Alfa Romeo	2'45'72	2'45'87	5'31'59
5. DURIG Hans-Jörg, Riggisberg - BMW 2002	2'46'16	2'47'10	5'33'26
6. SCHMITT Pierre, Schiltigheim - BMW 2002	2'51'43	2'54'07	5'45'50

2000 - 3000 cm3

1. EOS Jean-Louis, Moûtiers - BMW 3,0 CSI	2'38'19	2'37'71	5'15'90
2. GUENIN Charly, Nidau - Opel Comm. GSE	2'38'44	2'39'06	5'17'50
3. BEVER G., Roche-les-Beaupré - BMW 3,0	2'38'99	2'40'44	5'19'43
4. EBERHARD Willy, Schänis - Opel Comm.	2'40'80	2'39'92	5'20'72
5. APPENZELLER Frank, Urdorf - Opel Comm.	2'41'42	2'40'71	5'22'13
6. LACHENAL Guy, Gilly D'Isère - BMW 3,0	2'41'72	2'41'13	5'22'85
7. DANTEC Jacqueline, Saint-Quentin - Opel	2'50'33	2'49'33	5'39'66
- RAMUZ René, Vevey - Opel Comm. GSE	2'52'09	-	-

GRAND TOURISME DE SERIE - GROUPE 3

0 - 1600 cm3

1. ERARD Philippe, Saignelégier - Renault	2'40'04	2'39'69	5'19'73
2. MATTER Kurt, Thoun - Lotus Europa	2'42'87	2'43'34	5'26'21
3. BREGNARD Willy, Bôle - Renault Alpine	2'50'11	2'47'55	5'37'66

1600 - 3000 cm3

1. BERING J.-Cl., La Chaux-de-Fonds-Porsche	2'22'28	2'21'25	4'43'53
2. STRAUMANN Frédéric, Breitenbach - Porsch	2'24'34	2'22'72	4'47'06
3. ALMERAS Jacques, Montpellier - Porsche	2'25'04	2'24'50	4'49'54
4. MAURER Gerhard, Uitikon - Porsche Carr.	2'25'50	2'25'55	4'51'05
5. GORING Rolf, Lörrach - Porsche Carr.	2'28'11	2'29'38	4'57'49
6. PALLAVICINI Angelo, Dietikon - Porsche	2'30'70	2'30'77	5'01'77

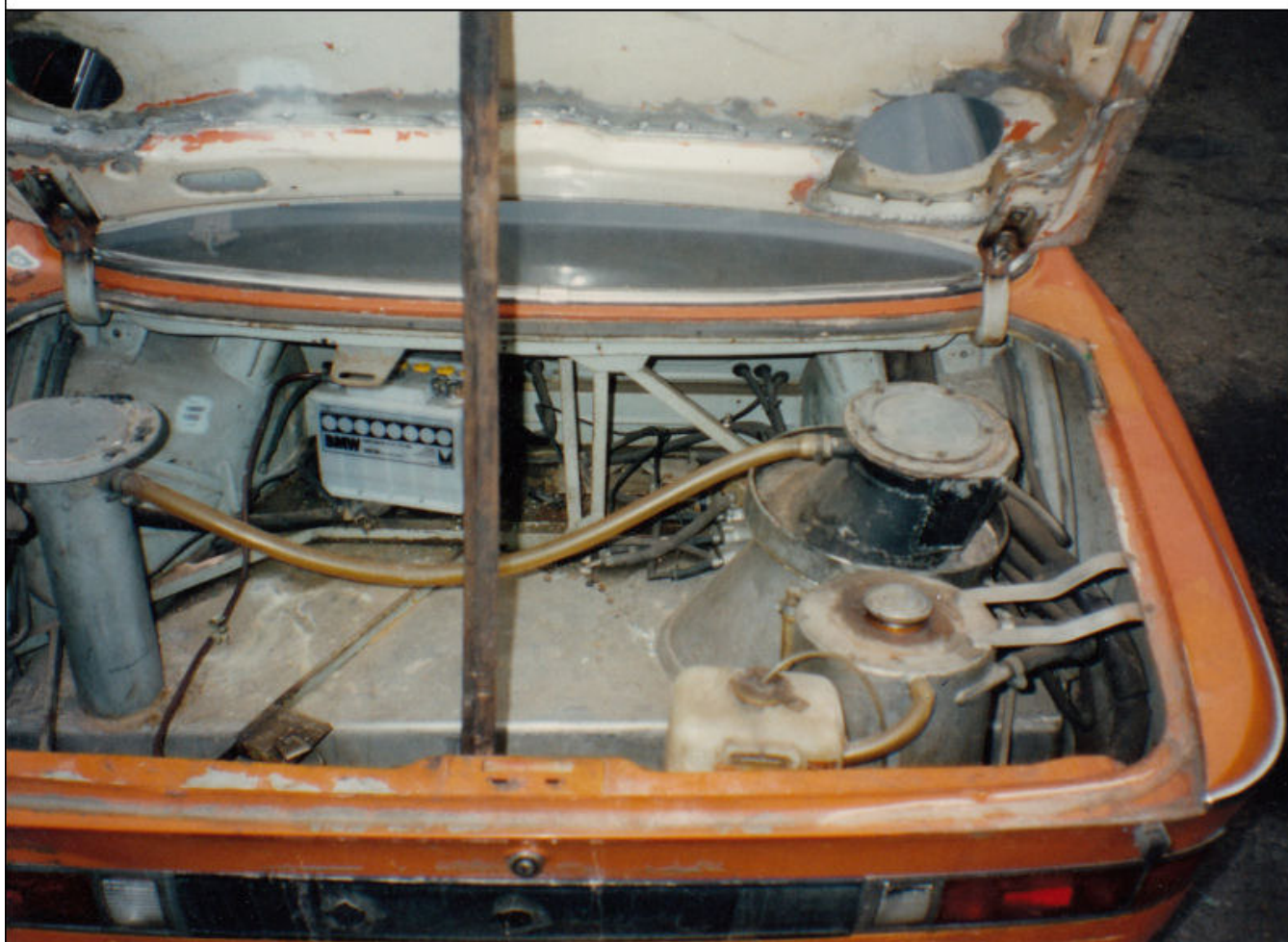
<u>Plus de 3000 cm3</u>	<u>1ère m.</u>	<u>2ème m.</u>	<u>TOTAL</u>
1. FRIEDRICH Walter, Winterthur - De Tomasi	2'42'56	2'38'16	5'20'72
<u>TOURISME SPECIAL - GROUPE 2</u>			
<u>0 - 1000 cm3</u>			
1. MOOR Niklaus, Siglistorf - Fiat Abarth	2'41'39	2'41'97	5'23'36
2. SCHAUFELBERGER Jakob, Wald - NSU TTS	2'41'70	2'42'67	5'24'37
3. HUETER Claude, Neuchâtel - NSU TTS	2'43'93	2'43'89	5'27'82
4. JECK Bernard, Zeiningen - NSU TTS	2'46'54	2'46'29	5'32'83
5. CHABOUDEZ Charles, Porrentruy - NSU TTS	2'49'07	2'48'87	5'37'94
6. SUTTER Ernst, Pratteln - NSU Friedlin TTS	2'56'50	2'42'47	5'38'97
7. HINTERMANN Ernst, Zurich - NSU TTS	2'50'09	2'49'77	5'39'86
8. ARBER Mario, Deitingen - NSU TTS	2'57'40	2'55'57	5'52'97
<u>1000 - 1300 cm3</u>			
1. CHABOUDEZ René, Porrentruy - NSU TT	2'35'60	2'34'85	5'10'45
2. NUSSBAUMER Marcel, Courrendlin - NSU TT	2'40'20	2'39'03	5'19'23
3. LIPS Celesta, Zurich - Alfa Romeo GTA	2'40'28	2'42'71	5'22'99
4. FURRER Werner, Ammannsegg - NSU Spiess TT	2'48'76	2'37'61	5'26'37
5. JAKOB Max, Roggwil - Ford Escort	2'46'64	2'44'32	5'30'96
<u>1300 - 1600 cm3</u>			
1. ETTMUELLER Peter, Safenwil - Toyota Corolla	2'34'88	2'30'95	5'05'83
2. KNECHT Urs, Lenzburg - BMW 1602	2'35'21	2'33'54	5'08'75
3. MIRER Kurt, Wöschnau - BMW 1602	2'37'42	2'35'34	5'12'76
4. MAIBACH Ernst, Wildegg - Graphax Escart TC	2'38'64	2'35'75	5'14'39
5. RICHE Guy, Joncherey - Ford Escort TC	2'38'96	2'37'32	5'16'28
6. HUG Max, Hegnau - Toyota Celica	2'46'28	2'45'00	5'31'28
7. BARBEZAT Michel, La Chaux-de-Fonds - R 12	2'56'48	2'53'23	5'49'71
<u>1600 - 2000 cm3</u>			
1. SILLER Willy, A. - BMW 2002	2'21'03	2'21'13	4'42'16
2. JEANNERET Claude, Vevey - BMW 2002	2'26'98	2'26'03	4'53'01
3. FREY Walter, Safenwil - Toyota Celica	2'26'62	2'26'46	4'53'08
4. SOLDINI Giorgio, Cenestrerio - BMW 2002	2'45'42	2'42'58	5'28'00
5. PERRET François, La Chaux-de-Fonds - Opel	2'49'25	2'46'65	5'35'90
<u>Plus de 2000 cm3</u>			
1. BRUN Walter, Lucerne - BMW 3,0 CSL	2'22'43	2'14'00	4'36'43
2. MARTIN Heinz, Pirmasens - Opel Comm.	2'28'09	2'28'07	4'56'16
3. LANZ Peter, Merzlingen - Chevrolet	2'40'42	2'36'65	5'17'07
- SCHNARWILLER Frédy, Ballwil - BMW 3,0 CSL	2'53'17	-	-
<u>GRAND TOURISME SPECIAL - GROUPE 4</u>			
<u>0 - 1300 cm3</u>			
1. LEUENBERGER Markus, Langenthal - Renault	2'34'91	2'34'67	5'09'58
2. MUELLER Oscar, Schwanden - Renault Alp.	2'35'83	2'36'83	5'12'66
<u>1300 - 2000 cm3</u>			
1. BOREL Samuel, Marin - Renault Alpine	2'28'32	2'29'33	4'57'65
2. DEUTSCH Horst, Freiburg - Renault Alpine	2'30'70	2'30'99	5'01'69
3. BLASER Charly, Buchs - Renault Alpine	2'30'19	2'32'39	5'02'58
4. BUBECK Oscar, Zurich - Renault Alpine	2'34'11	2'33'86	5'07'97
5. BUECHI Werner, Rapperswil - Opel GT	2'37'50	2'33'85	5'11'35
6. VANOLI Marco, Zofingue - Renault Alpine	2'40'01	2'42'24	5'22'25
7. PEGGER Emilio, Lattigno - Porsche 914/6	2'46'14	2'44'36	5'30'50
8. GRUENIG Pierre, Liebefeld - Porsche 914/6	2'48'08	2'46'89	5'34'97
9. PIOTTON Denis, Petit-Lancy - Renault Alpine	2'47'53	2'54'84	5'42'37
- ORTELLI Jean, Hyères - Renault Alpine	2'31'40	-	-



1994: Recovery from long term storage



1994: Recovery from long term storage



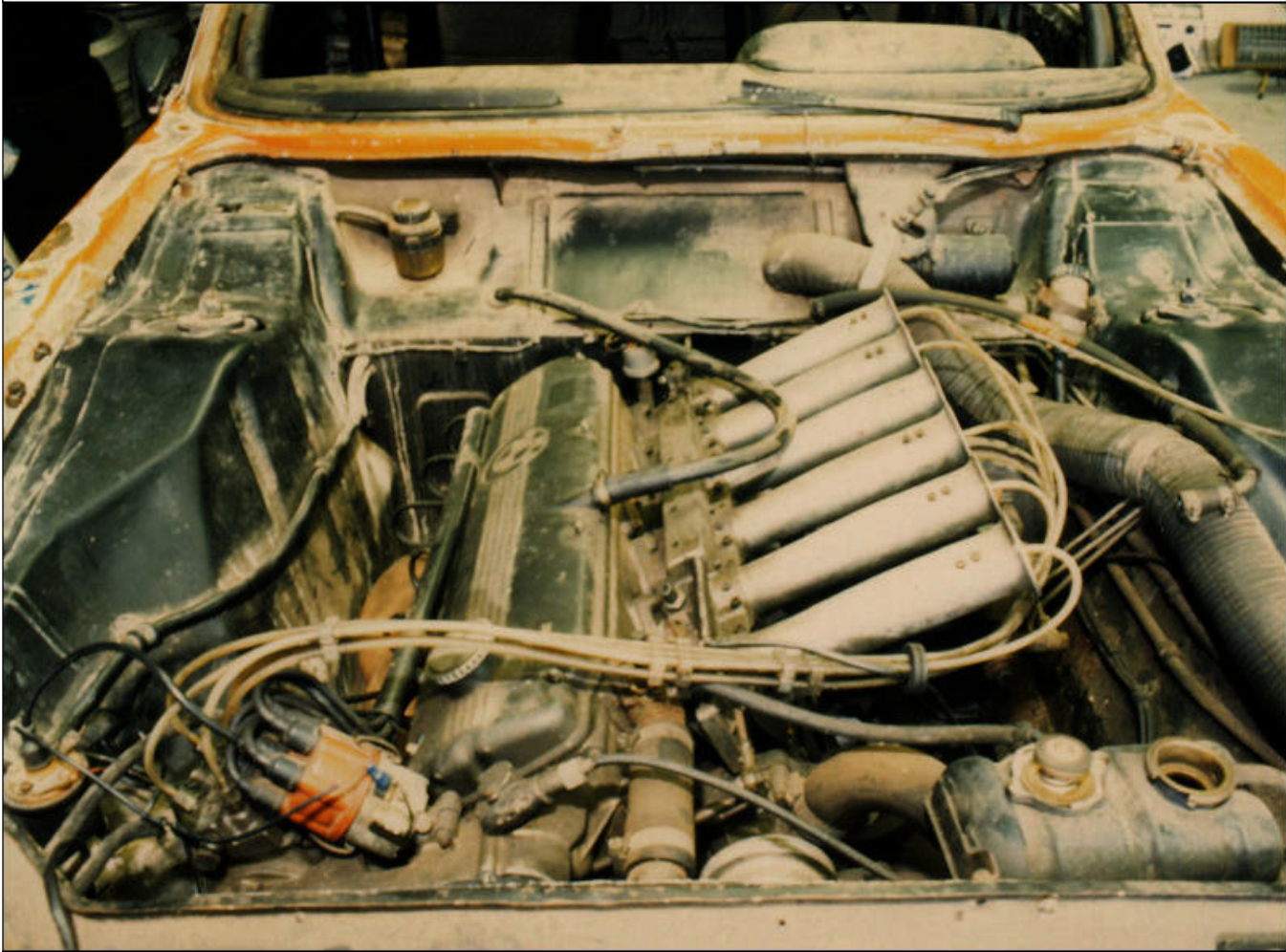
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1994: Recovery from long term storage



1994: Recovery from long term storage



1994: Recovery from long term storage



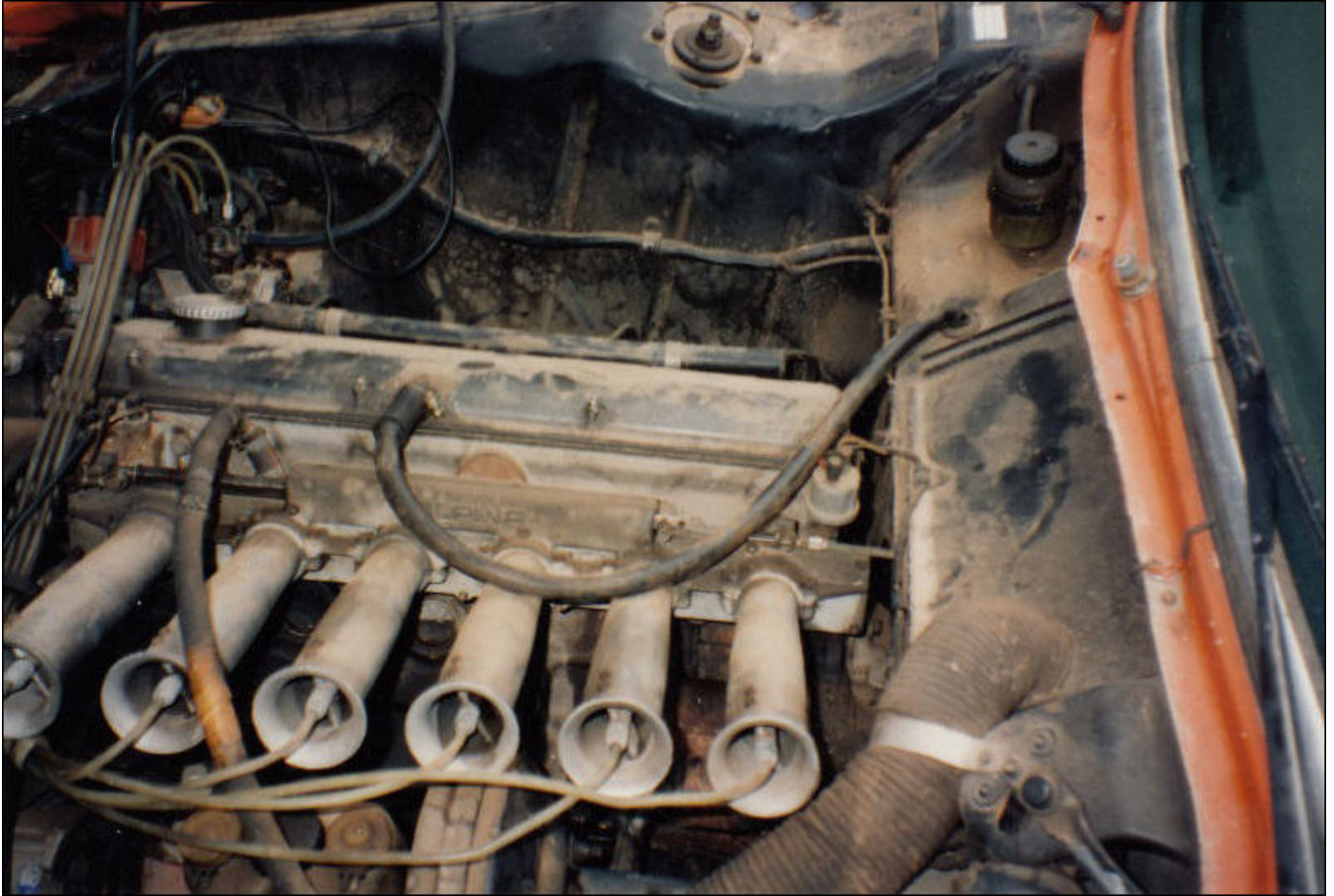
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1994: Recovery from long term storage



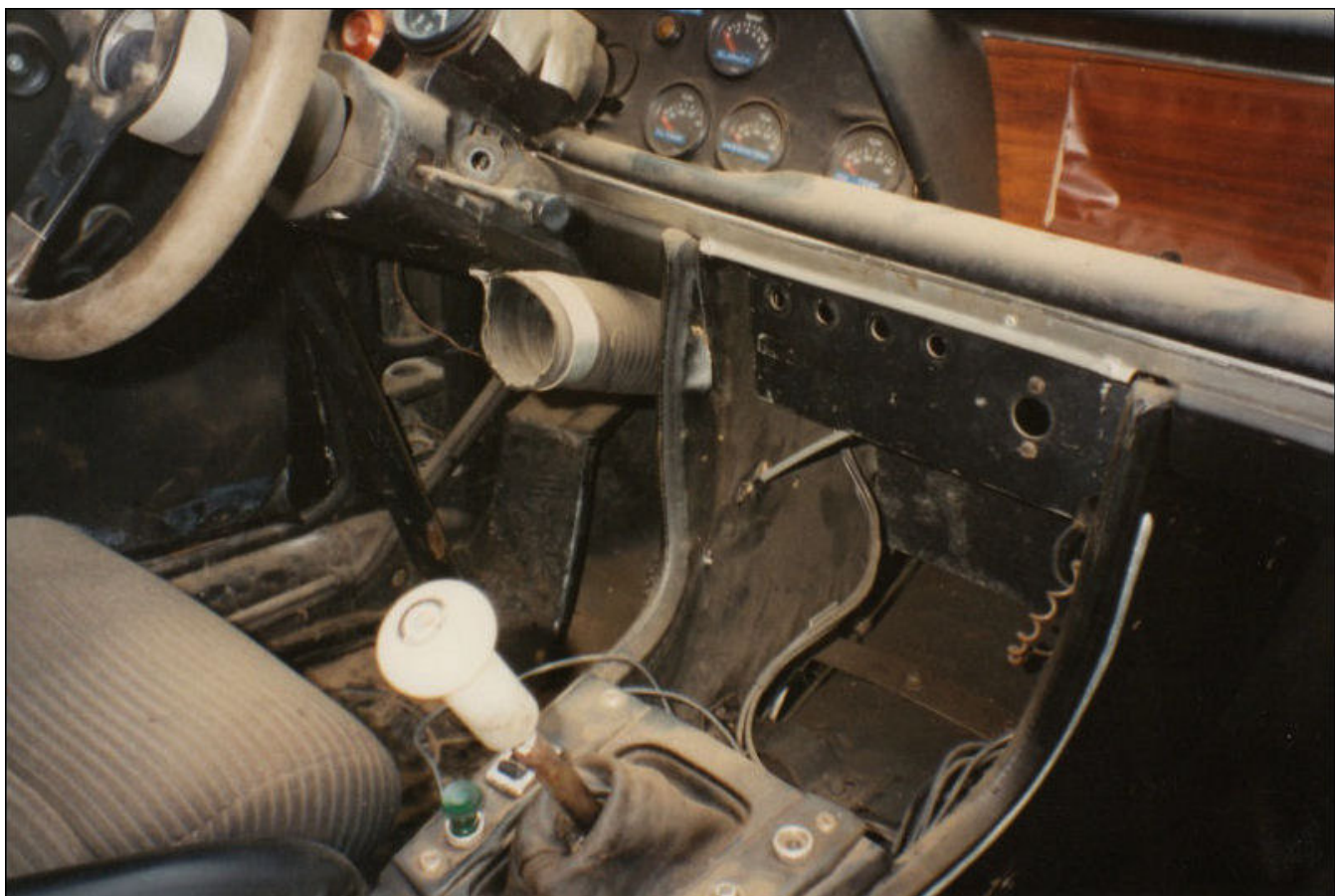
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1994: Recovery from long term storage



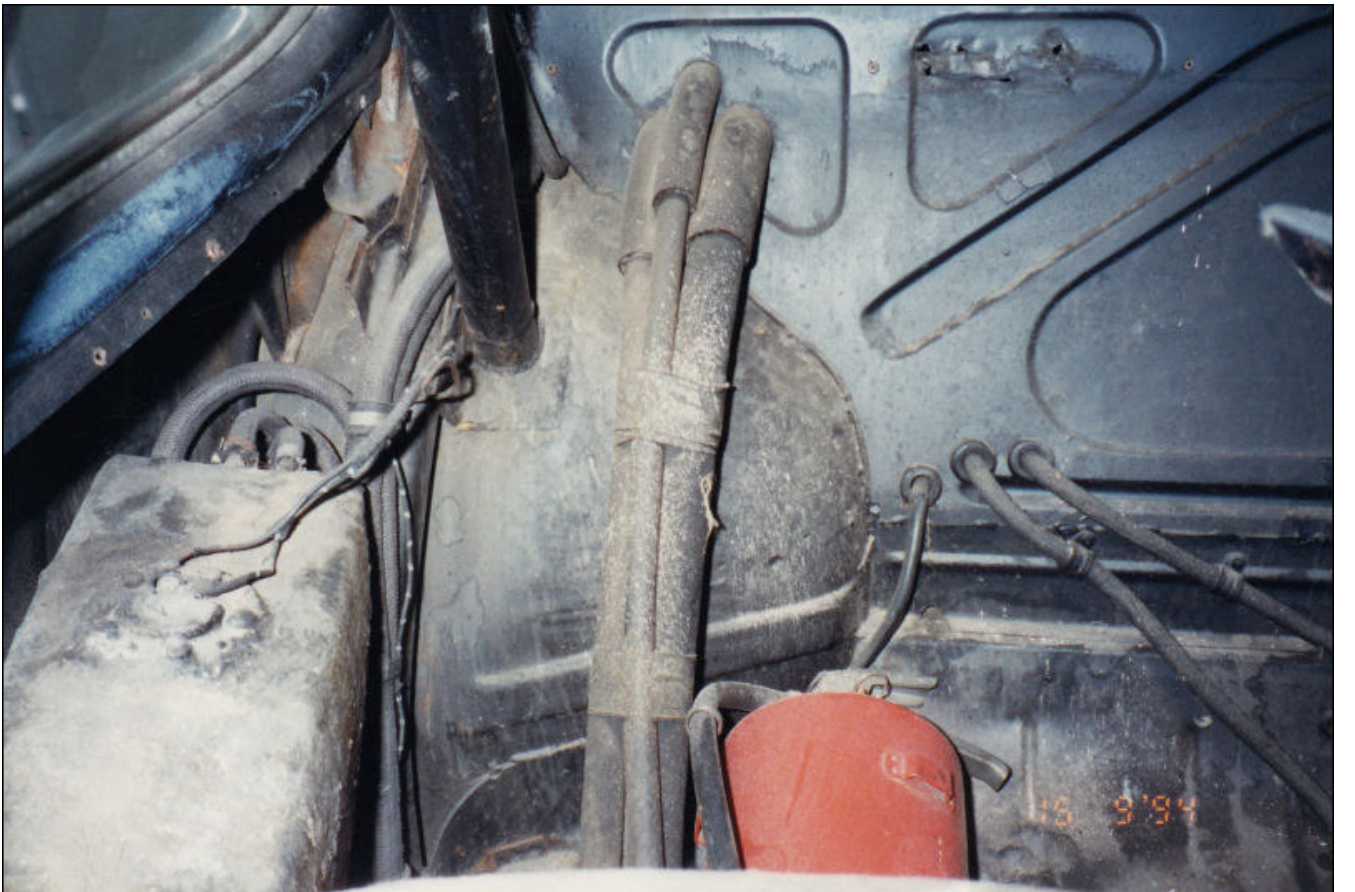
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1994: Recovery from long term storage



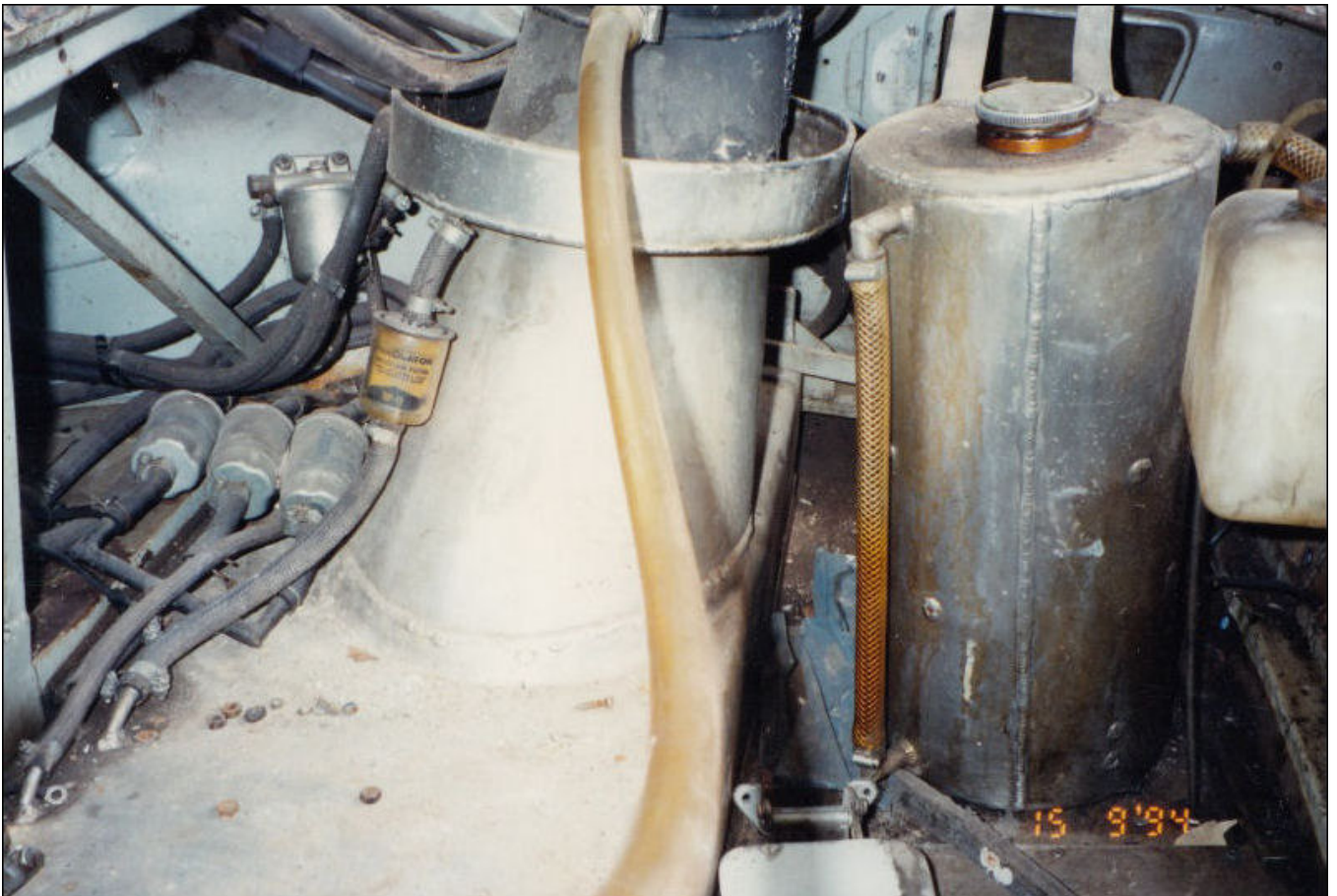
1994: Recovery from long term storage



1994: Recovery from long term storage



1994: Recovery from long term storage



1994: Recovery from long term storage



1994: Recovery from long term storage - date on tag 25/09/69



THE BUNTINGFORD CLASSIC

2014

"A quirky classic event held in the old town of Buntingford - well worth a day out"

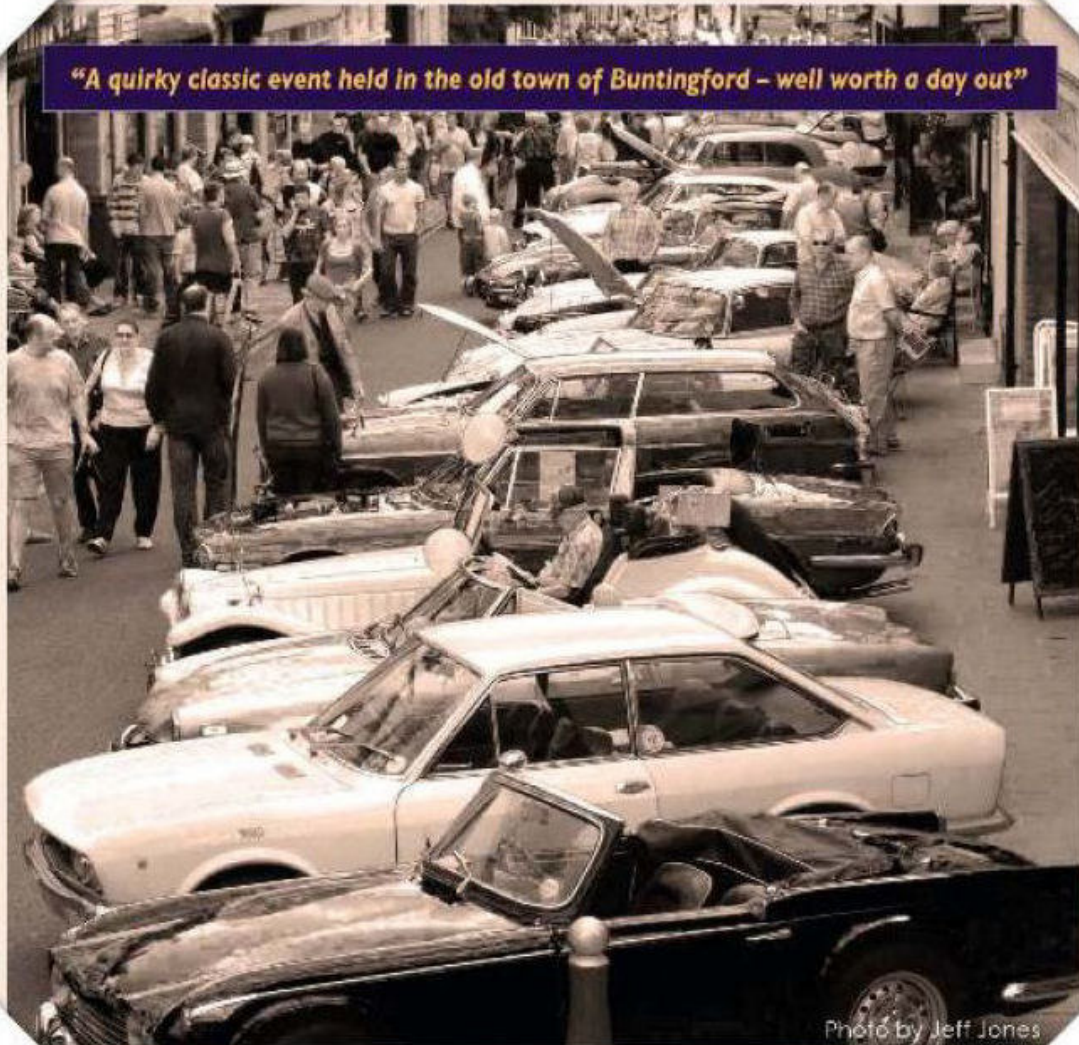


Photo by Jeff Jones

Saturday 6 September

11am to 4pm

Cars, Bikes, Trucks & Tractors
Live music, food, stalls and entertainment

www.buntingfordclassic.com

 Designed by Marketing Zone









06/09/14: Buntingford Car Show, England





24-26/07/15: Silverstone Classic - Official Programme Cover











26/07/15: Silverstone Classic - Peter Mullen







26/07/15: Silverstone Classic - Peter Mullen





26/07/15: Silverstone Classic - Peter Mullen

Silverstone Classic - 24th-26th July

Race Results

Silverstone Circuit Length = 3.6393 miles.

RACE 6 - CLASSIFICATION

POS	NO		DRIVER	NAT	CAR	TIME	LAPS	GAP	KPH	BEST
1	39	ST4	Frank WRATHALL		Audi 80 Quattro	21:04.315	9		93.02	2:13.251
2	1	ST1	James DODD		Honda Accord	21:08.733	9	4.418	92.70	2:14.042
3	70	ST1	Stewart WHYTE		Honda Accord	21:29.579	9	25.264	91.20	2:15.174
4	4	ST1	Graeme DODD		Nissan Primera	21:34.014	9	29.699	90.88	2:16.121
5	97	ST1	Neil SMITH		Alfa Romeo 156	21:34.404	9	30.089	90.86	2:16.408
6	79	ST1	Mark JONES		Renault Laguna	21:37.265	9	32.950	90.66	2:16.814
7	12	ST1	Patrick WATTS		Peugeot 406	21:50.217	9	45.902	89.76	2:15.727
8	37	ST1	Simon GARRAD		Opel Astra Vectra	21:53.893	9	49.578	89.51	2:16.200
9	44	GA2	Chris WARD		Jaguar XJS	21:54.713	9	50.398	89.45	2:17.891
10	30	GA2	Jan BOT		BMW E30 M3	21:54.984	9	50.669	89.43	2:18.374
11	66	GA2	Harry WHALE		BMW M3	22:05.265	9	1:00.950	88.74	2:19.971
12	53	ST1	Mark HAZELL		BMW M3	22:05.850	9	1:01.535	88.70	2:20.825
13	20	ST1	Jon FINNEMORE		Honda Accord	22:11.338	9	1:07.023	88.34	2:21.068
14	17	GA2	Mark SMITH		BMW M3	22:13.160	9	1:08.845	88.22	2:21.617
15	60	GA5	Mark WRIGHT		Ford RS1800	22:21.263	9	1:16.948	87.68	2:21.216
16	93	GA4	Ollie HANCOCK		BMW 3.0CSL	22:22.329	9	1:18.014	87.61	2:21.260
17	27	INV	Adam MORGAN		Mazda	22:30.347	9	1:26.032	87.09	2:21.971
18	11	ST4	Steve DYMOKE		Alfa Romeo 156	22:37.588	9	1:33.273	86.63	2:21.782
19	123	GA4	Ric WOOD		Ford Capri	22:42.831	9	1:38.516	86.29	2:20.752
20	67	ST2	Tony ABSOLOM		Vauxhall Cavalier	22:48.955	9	1:44.640	85.91	2:24.841
21	9	GA2	Guy MINSHAW		BMW E30 M3	22:50.952	9	1:46.637	85.78	2:25.026
22	16	GA4	Steve DANCE		Ford Capri RS2600	21:05.229	8	1 LAP	82.60	2:25.977
23	55	GA4	Peter MULLEN		BMW 3.0 CSL	21:05.352	8	1 LAP	82.59	2:27.141
24	14	ST1	Malcolm HARRISON		Peugeot 406	21:06.160	8	1 LAP	82.54	2:23.849
25	10	GA4	David CUFF		Ford Capri	21:06.938	8	1 LAP	82.49	2:30.039
26	19	GA1	Andrew KIRKLEY		Ford Sierra Cosworth	22:00.007	8	1 LAP	79.17	2:31.964
27	33	ST1	Alan STRACHAN		Ford Mondeo	22:01.267	8	1 LAP	79.09	2:31.144
28	98	ST1	John CLELAND		Vauxhall Vectra	22:06.074	8	1 LAP	78.81	2:16.379
29	24	ST1	Alvin POWELL		Ford Mondeo	22:40.617	8	1 LAP	76.81	2:19.194
30	84	GA2	Tom HOULBROOK		BMW E30 M3	22:50.021	8	1 LAP	76.28	2:29.160



23-26/06/16: Goodwood Festival of Speed - Official Programme Cover



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Silverstone Classic
29 | 30 | 31 JULY 2016



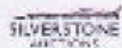
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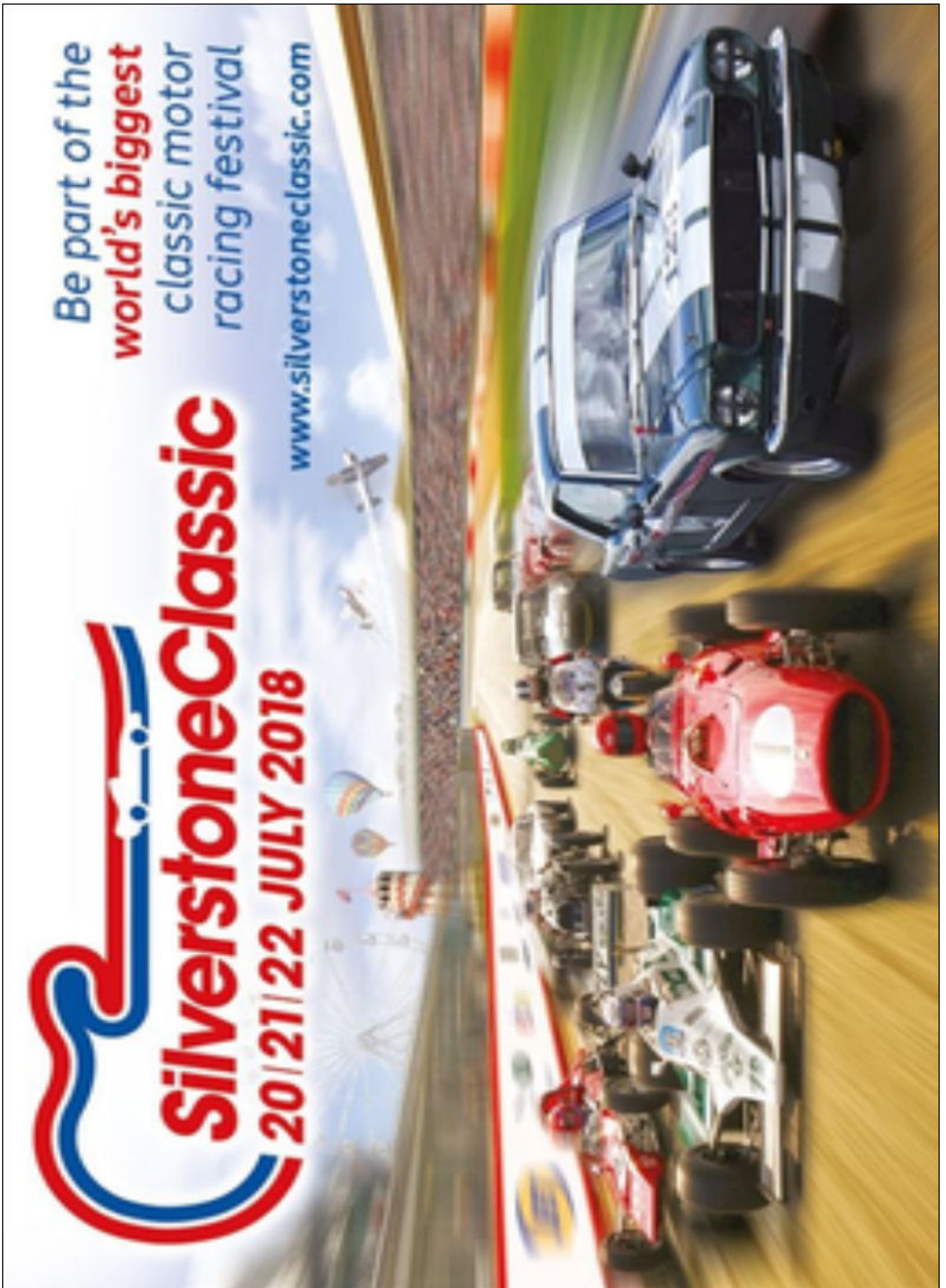


SILVERSTONE CLASSIC 2016

Historic Touring Car Challenge ('66-'90)

POS	NO		DRIVER	CAR	TIME	LAPS	GAP	MPH	BEST
1	66	T4B	Whale N-Whale H	BMW M3 E30	40:27.065	15	-- 15 laps --	92.54	2:21.576
2	36	T2C	Tromans-Meaden	Ford Capri	40:42.149	15	15.084	93.06	2:20.789
3	68	T2B	David Tomlin	Ford RS 1800	41:07.535	15	40.470	91.13	2:23.764
4	27	T3C	Richard Postins	Austin Rover	41:19.180	15	52.115	90.54	2:24.706
5	16	T2C	Steve Dance	Ford Capri	41:22.004	15	54.939	89.91	2:25.727
6	7	T3C	Garrett-Hall	Rover SD1	41:22.489	15	55.424	89.29	2:26.727
7	72	T2C	Dominik Roschmann	BMW 3.0 CSL	41:23.535	15	56.470	89.77	2:25.941
8	37	T2C	Walker-Griffiths	Ford Capri RS2600	41:52.308	15	1:25.243	88.70	2:27.704
9	4	T3C	Williams Chr-Williams Cha	Rover SD1	42:00.956	15	1:33.891	88.47	2:28.087
10	51	T2B	Lockie-Luck	BMW 2002 Ti	42:03.158	15	1:36.093	88.70	2:27.709
11	62	T4B	Roger Townsend	BMW M3	42:19.725	15	1:52.660	87.17	2:30.293
12	2	T2C	Devis-Kennard	AMC Javelin	42:20.112	15	1:53.047	90.35	2:25.008
13	15	T1A	Henry Mann	Ford Escort Mk1	42:39.112	15	2:12.047	86.82	2:30.906
14	14	D2C	Meins-Huff	Ford Capri 3.0S	42:42.555	15	2:15.490	86.66	2:31.184
15	21	D2D	Grahame Bryant	Chevrolet Camaro Z28	42:43.555	15	2:16.490	85.98	2:32.379
16	94	T3B	Till Bechtolsheimer	MG Metro Turbo	40:21.463	14	-- 14 laps --	85.66	2:32.943
17	26	T3C	White-Bussell	Rover Vitesse	40:49.166	14	27.703	85.93	2:32.469
18	1	D2C	Gary Feakins	Ford Capri	40:58.259	14	36.796	84.24	2:35.521
19	24	INV	Robert Crofton	Datsun 240Z	41:04.674	14	43.211	84.09	2:35.812
20	95	D1B	James Wood	Triumph Dolomite Sprint	41:09.918	14	48.455	83.42	2:37.055
21	74	D2C	Andrew Bruce	Rover SD1	41:19.735	14	58.272	82.98	2:37.888
22	19	D2C	Peter Mallett	Rover SD1 3500S	41:24.796	14	1:03.333	82.67	2:38.489
23	43	INV	Guest-Whale	Alfa Romeo GTV6	41:25.474	14	1:04.011	83.30	2:37.278
24	48	T2C	Robin Benn	Ford Capri	42:15.890	14	1:54.427	80.75	2:42.252
25	52	D2B	Ryan-Bell	Ford Escort RS2000	42:58.953	14	2:37.490	80.12	2:43.517
26	46	D1B	Bennett-Baggs-Frankel	Triumph Dolomite Sprint	43:01.233	14	2:39.770	79.15	2:45.537
27	111	D2C	Allam-McKay	Ford Capri	43:20.032	14	2:58.569	81.29	2:41.176
28	41	D2B	Paul Clayson	Alfa Romeo GTV6	40:27.305	13	-- 13 laps --	79.85	2:44.076
29	140	D2A	Mark Wilson	Volkswagen Golf	40:33.939	13	6.634	78.75	2:46.377
30	22	D1B	Edwards J-Edwards A	Triumph Dolomite Sprint	40:44.770	13	17.465	78.52	2:46.867
31	11	D1B	Allen-Roberts	Alfa Romeo 2000 GTV	40:45.813	13	18.508	78.01	2:47.944
32	58	T1C	Andrew Strachan	Rover P6	41:56.398	13	1:29.093	80.55	2:42.645

33	34	T3B	Watts-Swift	MG Metro Turbo	43:20.452	12	-- 12 laps --	88.06	2:28.787
NC	123	T2C	Ric Wood	Ford Capri	33:45.809	12	-- 12 laps --	91.51	2:23.174
NC	42	T2C	Tom Pochciol	Ford Capri	30:27.226	10	-- 10 laps --	90.52	2:24.734
NC	31	T2B	Lés Ely	BMW 2000	31:09.512	10	42.286	83.80	2:36.352
NC	71	T3B	Tony Hart	Renault 5 GT Turbo	32:54.801	10	2:27.575	81.73	2:40.312
NC	9	D2D	Clark-Wills	Chevrolet Camaro	15:29.944	5	-- 5 laps --	85.72	2:32.845
NC	53	T2C	Ludovic Lindsay	Ford Capri	15:32.916	5	2.972	85.94	2:32.452
NC	63	D2A	Steve Jones	Mini 1275GT	16:25.660	5	55.716	78.45	2:47.016
NC	45	D2C	Green-Waghorn	Ford Capri	13:39.212	4	-- 4 laps --	80.65	2:42.445
NC	61	T4B	Houlbrook-Smith	BMW M3 E30	32:45.213	4	19:06.001	82.90	2:38.047
NC	55	T2C	Mullen-Blakeney-Edwards	BMW 3.0 CSL	2:30.453	1	-- 1 laps --	87.08	2:30.453
NC	49	T3B	Harrison-Taft	MG Metro Turbo	0.000	0			
NC	60	T3C	Jarrah Venables	Rover SD1	0.000	0			





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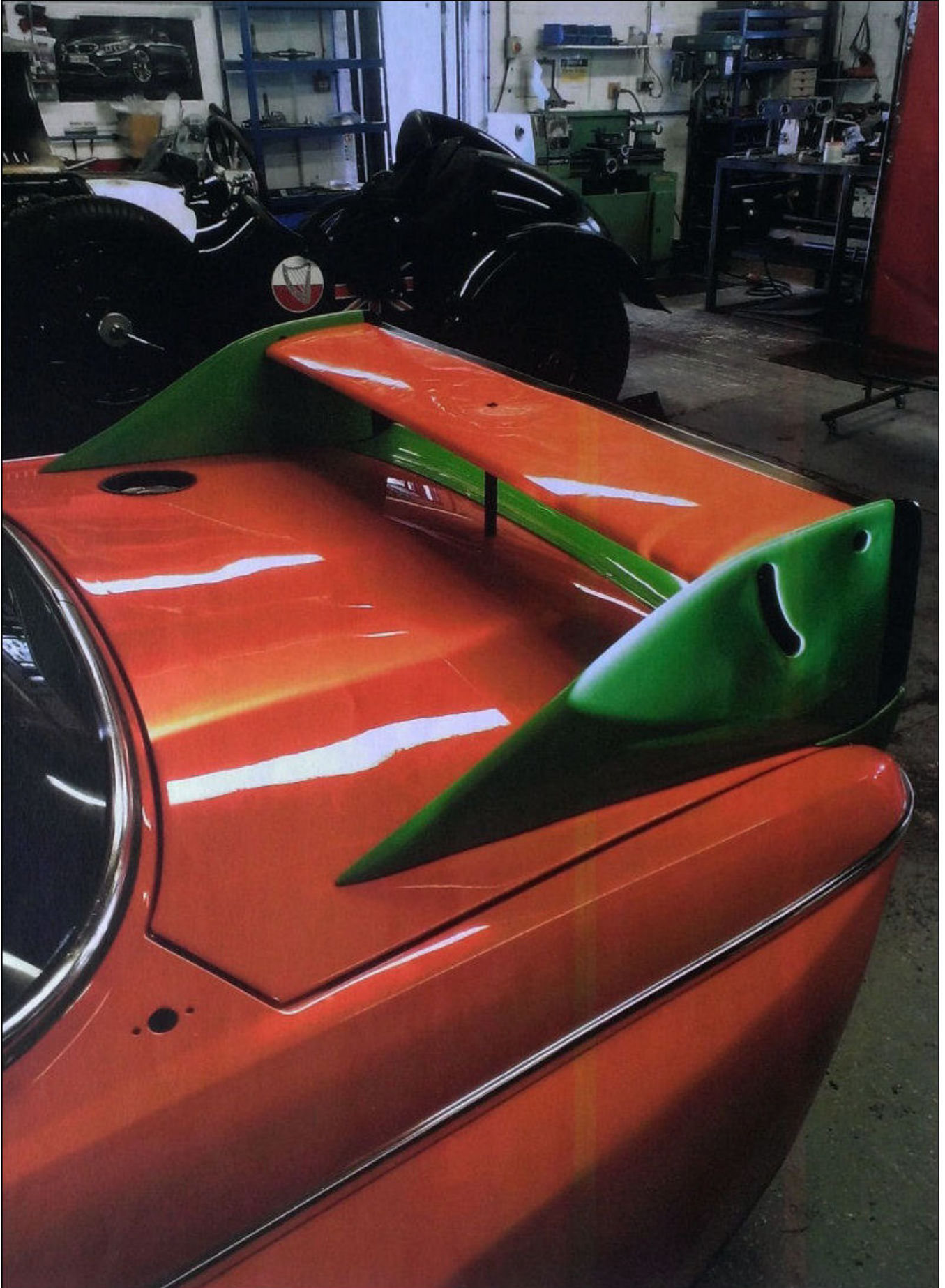








August 2018: Blakeney Motorsport



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