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Challenge Formule Storiche 2014 – Mugello 25/27 April 2014

Mugello Circuit has hosted during the weekend 25-27 April the first round of 2014 Challenge Formule Storiche 2014. The weather, in spite of the forecasts, was good during all the interesting and exciting weekend. For this occasion the Italian series hosted the first race of the Historic Trophy F3 1000 cc. The F3 1000cc drivers stood out in both races: in the first, the French Francois Derossi won after the pole position in the qualifying session, second was Bruno Ferrari and third the European Champion F3 1000 cc, the Swiss Christoph Widmer. In the second race the Swiss Christian Traber, that was forced to drop out in race one due to a head gasket failure fixed overnight, won easily in front of the French Maurice Slotine and Christoph Widmer. The first Italian driver, Ferrari, was in the fourth position. "I was in the second place, said the driver of the Branca Formula Junior, but I did a spin because of the oil on the track and I lost two positions. Then the red flag stopped me to regain the positions. Nothing is changed for the Challenge Formule Storiche ranking but my satisfaction would have been different. In the first race, after my good start, Derossi overtook me and ran away. I couldn't do anything. I was able to pass him in the faster section of the track but in the other sections he was impossible to catch". De Rossi in the second race was the protagonist of a jump start and although he gave way immediately, he was penalized with a drive through and ended up at the fifth place. De Rossi tried hard for several laps to regain his position making the fastest lap of the race but due to some oil on the track he also lost control and went out of the track. At that point the Race Director stopped the race to avoid further problems that the oil was causing to many drivers. The other Italian protagonists of the Challenge Formule Storiche were: Daniele Salodini in class A, Luigi Baulino in class B, and Federico Buratti in class D. For the cars with the front engine, Salodini with his Taraschi FJ showed to be the fastest car in the field. The other drivers of the Class A, Di Egidio with the Stanguellini FJ, Beolchi with the American Apache and Gecchelin with the other Stanguellini FJ, tried hard to stay behind Salodini for some laps but it was impossible to catch the black Taraschi. In the second race the same scenario till Gecchelin broken the engine of his car, at only three laps to the end. The driver Paolo Chersevani was for the first time racing a Taraschi FJ. He was enthusiastic for the experience, "very fun and with the thrill of the flag because of the oil on the track. It is a pity, I would have done the other two laps". Baulino didn't start the second race for some problems at the rear brakes. And Buratti, in Class D in the reliable Chevron F3, after the last season with a Lotus 20/22, won the class of race two. In the first race it was Cesare Delea the winner of the class D, despite a problem with rear brakes. "Just before the last turn, a rubber transmission join broke and cut the brake hoses pipe. I tried to control the car but I was not able to avoid the crash and so my weekend is finished." Of the other Italians, Andrea Guarino wasn't really happy of his personal performances: "After changing the suspensions set up before the second race, I started well. Then I lost two position for two mistakes for the oil on the track". For Francesco Baldanza the debut with the Lotus 22 was positive: "I had thought that the car would have been more difficult. In both races the tiredness prevented me for doing better". At the end Tommaso Gelmini admitted "Two very interesting races in this very important circuit with 28 cars at the start that delivered an interesting show for both the drivers and for the public that unfortunately was not so numerous." **ANGELO SENECI**

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