



Francois Derossi held on to win Sunday's 1000cc F3 thriller, but Roland Fischer (fourth in picture) won the Peter Hanson Trophy on aggregate

BRANDS HATCH GP HSCC
June 3/4
DEROSSI'S CHEVRON WINS AN F3 GRIPPER

THE GOLDENERA of Formula 3, the one-litre screamers of the 1960s, stole the show at the HSCC's Summer Festival. Frenchman Francois Derossi just hung on in a nail-biting finish to Sunday's thriller to pip Saturday winner Roland Fischer.

With the race being staged in memory of former Chevron F3 racer Peter Hanson, it was fitting that Derossi was driving one of the Bolton marque's machines, a B17 from 1970. But this win wasn't enough to deny Tecno 69 driver Fischer the aggregate victory.

Fischer set the pace on Sunday and, following a Safety Car period, the German had to fight off the bold advances of Geoffroy Rivet in his Brabham BT21.

Side-by-side through Surtees on lap eight, their scrap came to a head at Druids a lap later when Rivet clipped Fischer into a spin, delaying himself as well.

Derossi squeezed past the pair as they fumbled for first gear. Max Blees and a detached Simon Diffey (the leading Formula Junior driver) were now his closest rivals. Rivet resumed fourth while the hapless Fischer rejoined one place behind.

Blees briefly ousted Derossi, who retaliated immediately at Druids and went on to repel an oh-so-late surge on a resurgent

Fischer who outbraked Blees superbly into Clearways on the final lap to snatch second.

Derossi just managed to close the door on Fischer, who arrived at breakneck pace yet in total control on the brakes. Rivet was a close fourth. "Very hard at the end," was the breathless winner's summary.

Fischer and Rivet finished 1-2 on Saturday after a place swapping tussle. Diffey was a clear third, about a second clear of Derossi who had stormed up from 20th grid spot, legacy of a problematic gear linkage that left him stuck in second throughout qualifying.

The HSCC Derek Bell Trophy double header was billed as a retrospective of the circuit's Race of Champions, which ran from

1965-'83. Only once did an F5000 conquer the F1s in period, but Simon Hadfield added to that tally with a brace of very easy wins in the unique Team VDS Chevron B37. He beat team mate Michael Schryver (Trojan T101) both times.

Last month's DBT winner Tony Trimmer overcame a broken clutch to finish third on Saturday, but two stripped gears forced his retirement on Sunday when Frank Lyons upheld F1 honour by finishing third in his McLaren M26.

Simon Diffey made an eye-catching F5000 debut in John Monson's ex-Mike Hailwood Surtees TS8, but wilting brakes left him fifth, behind Mark Dwyer who had forged his F2 March 742 ahead of Lyons on Saturday.

A mouthwatering field of Orwell Supersports Cup machinery had no answer to the pace of Richard Piper's McLaren M8F, although an unwell Frank Bradley (March 707/717) took the fight to the reigning champ while he could.

A Safety Car period turned Saturday's race into a six-minute dash for glory, but Piper picked up where he left off, while a tiring Bradley slipped back almost in the clutches of Silvio Kalb's BMW-engined March 76S.

Kalb earned third following a clash with '70s F2 driver Cosimo Turizio who'd left an inviting gap at Surtees, then tried to close the door far too late, resulting in contact and the Italian spinning his Osella into retirement.

Bradley gave up the unequal struggle with nature halfway through Sunday's race, having slipped to third behind a flying John Burton, who started his Chevron B26 from the back after ignition failure on Saturday.

A strong second place marked an upturn in Burton's fortunes, the Worcester man having endured a wretched season with a string of DNFs due to mechanical woes.

Simon Hadfield drove David Clark's Elva-BMW Mk8 to a 42-second win over a quartet of Ford GT40s—headed by Adrian Newey's—in the first of the World Sports Racing Master races, once Jon Minshaw had retired his Lola T70 Spyder with a holed sump.

While Minshaw rewarded his crew's late-night repair with a clutchless victory on Sunday, Clark's steady drive to fifth earned aggregate victory over Newey and Richard Meins who was pipped by Leo Voyazides on Sunday after another splendid GT40 duel.

The Minshaw brothers, Jason relayed by Jon, drove the perfect race to win the 75-minute Gentleman Drivers encounter which closed the meeting in style.

The result would have been different had not Danny Wright made an unscheduled (and unnecessary, since he had remembered to switch fuel tanks) stop in Philip Walker's Lotus 15. Closing fast at the end, Wright was just 4.4sec away from glory.

A heavy shunt at Hawthorns brought an early end to the BRDC Sports & Jaguar XK race. Winner Gary Pearson, whose Lister-Jaguar



Richard Piper staved off Frank Bradley for Supersports glory