

Enjoy the Volume!

Thunderstruck in the Ardennes – Spa Classics Part 1 – The Races

by Matthias Urban

To be honest, we went to the event with a portion of mixed feelings. Remembering last year's special event hosting the FF60-celebrations we had some doubts about the quality of the event and regarding the weather prediction it was clear that it would not be an easy ride: 9°C and constant rain have been expected. What would have been your thoughts on that?

However, an early departure at cool temperatures but sunny and dry conditions gave a little hope. Still dry when reaching Francorchamps, recognizing the signs of the previous wet days in the parking lanes, any doubt was abandoned when the familiar sound of cars racing the probably most interesting track beside the Nürburgring occurred.

To cut a long story short, the participants of the Spa Classic-races have been the same more or less than in previous years what made it easy to write down the Serial Numbers –remember, folks, that's what we are in for- and it was once again the big party of the car that has –in everyone's individual perception- increased its value over the last two years what seems to be especially concisely with the 275 GTB.



Since the Factory's Historic Challenge doesn't exist anymore, some of the former participants have changed to Trofeo Nastro Rosso to enjoy their classic race cars. Amongst those have been six 275 GTB with #s 6881, 7037, 7651, 8061, 9057 and 9247. The field was complemented by 250 GT SWB #3401, the well known yellow Boano #0541 and another SWB with S/N 1811. This car was entered in the Sixties Endurance Race as well but didn't start.



Vincent Gaye took the wins in both races with his 275 GTB/C #9057 on race #55. He also achieved the pole position (2:54.072, to compare it to Jenson Button's last year's F1-pole, this was 1:47.573) and the fastest laps in both races (2:57.102 on Saturday in dry conditions and 3:33.398 in the wet on Sunday).



Jan Gijzen 275 GTB/4 (#9247) with r# 41 and Grégory Noblet's #8061, 275 GTB, #7, followed in 4th and 5th position on Saturday. They came in 2nd and 4th in Sunday's race.



The first 250 GT SWB, the car of Christian Dumolin with r# 20 reached p7 on Saturday and # 3401GT achieved a 6th place on Sunday.



Philippe Gertsch with 250 GT Boano r#68 became 9th on Saturday and stayed in the pits on Sunday as Erich Traber did with his 250 GT Europa # 0357GT, 11th on Saturday, and Kilian Konig did in both races with the second SWB, 1811GT. The Spaniards Carlos de Miguel and Luis Delso with their 275 GTB/2 #6881 on r#35 came in on p10 and p8 respectively. Eric Everard and Christophe van Riet raced only 3 laps on Saturday and managed to come in 5th on Sunday. Jeremy Lancksweert (275 GTB #7651, r#17) was a non-starter on Saturday and achieved the 7th position in Sunday's race.



The armada of the LM-Boxers participated again in the CER 2-Class race. Four of those bestial loud cars could have been spotted at the event: #28601, #30559, #35525 and #38181.



The best lap in the 1 h race was achieved by Mr. John of B with # 28601 with 3:04.404. He came in 5th (3rd in class) on r#69.



David Ferrer's BBLM with r#44 came in on p7, whilst Christian Bouriez (r#46) and Nicolas Comar (r#18) both didn't finish the race.



Our next report will cover the street cars present and a review of Bonhams' Spa Classic Auction.

