

Ford GT40s were the cars to have at Spa. Bryant/Cottingham lead on way to a top-five lockout



Bryant and Cottingham survive gearbox woes to triumph in GT40

SPA SIX HOURS ROADBOOK
1-3 OCTOBER

Goodwood Revival stars Oliver Bryant and James Cottingham ticked the Spa Six Hours crown from their 'to win' list last weekend, driving the Bryant family's Ford GT40 to a one-lap victory over the similarly mounted Craig Davies/Mike Jordan/Andy Newall and Richard Meins, Chris Lillingston-Price/Andrew Bentley crews. Bryant and Cottingham triumphed against the odds, for fourth gear stripped 25 minutes into Bryant's marathon opening stint. Following the podium ceremony, the ZF 'box seized!

Having watched runaway poleman Frank Stippler straight-line the Les Combes chicane on lap one in 2018 victor Marcus Graf von Oeynhausen's GT40, then spin at the Bus Stop – due to fuel leaking onto the front tyres, which erupted when Stippler pitted after eight laps – Bryant was content to let Nicky Pastorelli go in David Hart's GT40, although the Dutchman attracted a drivethrough penalty for exceeding track limits. That car was sidelined when second driver Olivier Hart selected reverse gear at the fuel station and couldn't disengage it.

Meanwhile, Bryant had acclimatised himself to the missing cog. "Jumping from third to fifth and back wasn't great, but enabled us to save a huge amount of fuel, a lap's worth for every 10, in a race with only three safety cars," he said.

In a race which, unusually, only featured light rain in the final minutes, there was another shock in store for Bryant. Tony Wood, heading for a probable second with Miles Griffiths, crashed his GT40 at Pouhon. He nursed the car back to the pits, but lost part of its damaged body en route and Bryant collected it. "It took out my spotlamps and I felt sure it must have done the radiator, so I watched the temperature gauge like a hawk," he said. "Fortunately the needle didn't move!"

Travel and non-EU transport logistics, which meant Six Hours starters were down 20%, hit the other races too. One grid that did well, though, was Historic Formula Junior in which Alex Ames and Manfredo Rossi di Montelera, guesting in Andrew Beaumont's Lotus 22, won a race apiece in the company of Mark Shaw (Brabham BT6). Kieft racer Nic Carlton-Smith secured the UK title, but former powerboat racer Stuart Tizzard (Cooper T56) almost ended his unbeaten class run in Sunday's wet stanza.

Rossi also aced the Masters Historic Sportscar event in an Abarth-Osella PA1, beating Tom Bradshaw (Chevron B19) after flat batteries stopped Bryant's and Olivier Hart's Lola T70s. Will Nuthall (Cooper T53) and single-seater returnee Phil Keen – the 2002 Formula Renault UK racer in Beaumont's UDT/Laystall Lotus 18 – earned Historic Grand Prix Cars Association glory. Thin Historic F1 fields were topped by Jamie Constable's Tyrrell 011 and Michael

WEEKEND WINNERS

SPA HISTORIC SIX HOURS

Oliver Bryant/James Cottingham (Ford GT40)

HISTORIC FORMULA JUNIOR

Race 1 Alex Ames (Brabham BT6)

Race 2 Manfredo Rossi di Montelera (Lotus 22)

MASTERS HISTORIC SPORTSCARS

Manfredo Rossi di Montelera (Abarth-Osella PA1)

HISTORIC GRAND PRIX CARS ASSOCIATION

Race 1 Will Nuthall (Cooper-Climax T53)

Race 2 Phil Keen (Lotus-Climax 18)

MASTERS HISTORIC F1

Race 1 Jamie Constable (Tyrrell 011)

Race 2 Michael Cantillon (Williams FW07C)

MASTERS ENDURANCE LEGENDS

Races 1 & 2 Shaun Lynn (Peugeot 908)

MRL PRE-WAR SPORTSCARS

Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash TT Replica)

MRL HISTORIC TOURING CAR CHALLENGE

Race 1 Ric Wood/Jake Hill (Nissan Skyline)

Race 2 Simon Garrad (Nissan Skyline)

MASTERS PRE-'66 TOURING CARS

Richard Dutton (Ford Lotus Cortina)

MASTERS GENTLEMEN DRIVERS

Roy Alderslade/Andrew Jordan (AC Cobra Daytona Coupe)

MRL WOODCOTE/STIRLING MOSS TROPHY

James Cottingham/Harvey Stanley (Tojeiro-Jaguar)

For full results: roadbook.alkamelsystems.com



Cantillon's Williams was a Historic F1 winner at Spa

Cantillon's Williams FW07C. Constable also featured in the Endurance Legends races, won by Shaun Lynn's Peugeot 908, the opener from son Max (BR01).

Justin Maeers (GN Parker Special) and winners Fred Wakeman/Pat Blakeney-Edwards (Frazer Nash) enthralled onlookers in the Pre-War race before the Six Hours.

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