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HISTORIC GRAND PRIX CARS ASSOCIATION

THE INTERNATIONAL ASSOCIATION FOR
OWNERS & DRIVERS OF HISTORIC GRAND PRIX CARS

NL3 July 2016

Silverstone Classic

If you're coming to the Classic but not racing with the HGPCA - please get in touch if you'd like to have lunch at the Red Truck

COPPA INTEREUROPA - MONZA 17-19 JUNE

La Dolce Vita de Italia

Members have been requesting a return to Italy and, in particular, to the iconic track at Monza and we were pleased to see that thirty seven of you - the maximum allowable grid - made the trip for the Coppa Intereuropa last month. It's a meeting we've been to previously but was then run with the help of Member, Jason Wright, and was a more intense experience - particularly in the paddock. Many of you will remember the individual marquees each car was allocated that became shower curtains during the many downpours! However, this year the event was run by the circuit and, although the atmosphere was less vibrant, the HGPCA were able to benefit with generous pit garage allocation and space for all our trucks and motorhomes to park up behind the pits.

The weather was kinder than forecast - the heavy rain that threatened to fall over our second race on Sunday afternoon, held off until after the race and prizegiving were finished.

We welcomed two new Members in Cooper T51s - Matteo Tullio in his ex John Surtees/Bib Stilwell car, currently running in Tasman spec and Thierry Chanoine in the ex Mario Cabral car that ran in Centro Sud livery and was, more recently owned by Jason Wright and Robert Burt. Both cars not seen in Association races for several years so excellent to see them back out on track again.

Guy Plante was looking forward to a first outing in his 2 litre Cooper T45 - more recently owned by John Davies and,



Monza 2016 HGPCA Race 2 start photo Maurizio Rigato (inset scrutineering label photo Lillo Falletta)

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Barry Cannell's Cooper T51 and Rod Jolley's Lister Monzanapolis photo Maurizio Rigato



Sunday afternoon - Race 2 start and the weather closes in! photo Maurizio Rigato



The Fangio bronze photo Chris Bland



Front engine podium photo Chris Bland

before that, successfully raced by Miles Griffiths in the ownership of John Bond-Smith. He enjoyed learning his way around the 'different experience' a rear engine car affords.

Monza is a very fast and demanding circuit and our grid lost three cars ahead of qualifying when Andy Middlehurst, John Evans and Andrea Guarino suffered mechanical failures that could not be rectified. More failures during qualifying included excess crankcase pressure on Sid Hoole's T66, Barry Cannell's T51 and Tom Dark's Bugatti suffered gearbox problems and Martin Eyre's Cooper Bristol was having problems with electrics.

It was agreed that yellow flags would be waived for the first corner at the start of both races although one driver complete missed them on Race One to the surprise of the rest of the grid!

Sadly, Geraint Owen couldn't get the Kurtis to start and, by the time he'd solved the problem, decided he'd save his energy and the car for Sunday's race. There were notable scraps between Steve Hart and Guillermo Fierro in their 250Fs and Eddy Perk's Heron dived with Brian Jolliffe's Cooper. Matteo Tullio managed 5th

fastest time on his debut in the car until the crown wheel and pinion failed - he hopes to get the car ready to race at Silverstone.

We combined with the Formula Juniors for a dinner on Saturday evening at the Villa Reale in Le Cucine di Villa Reale. Are we a more sociable lot? We outnumber the Juniors by three to one!! It was a fun evening despite the unbelievably slow service at the bar and the food and atmosphere worked well. It felt extremely grand to be arriving in front of the Royal Villa originally built in the late eighteenth century for the Archduke Ferdinand of Austria when Lombardy was part of the Austrian Empire.

Peter Horsman started his Lotus 18/21 at the back of the grid having suffered an engine oil filter leak in Race One which prevented him finishing. Unfortunately, the problem hadn't been solved and, despite passing many cars, had to pull off again in clouds of smoke. Excellent recovery



Andrew Beaumont's Lotus 24 ahead of Thierry Chanoine's Cooper photo Maurizio Rigato



It was a weekend where everyone lent a hand where it was needed Here Ian Nutball helps new Member Thierry Chanoine photo Julia Muledda

routines by Race control and marshals ensured that the safety car deployed to cover rescuing the car on lap one did not engage with the field and pulled into the pits before the leaders arrived.

Guillermo had started the race with a worn camshaft lobe which prevented him from mixing it with Steve Hart but he managed to keep ahead of Rod Jolley to the chequered flag.

Thirty-two cars started Race Two and, according to the results, thirty-two cars were classified although it's possible that seven of them didn't pass the chequered flag! Most of the drivers and some of the teams made it to the podium for a 'photo finish'.

Apologies for lack of a proper report and any mistakes - we hope the excess of photos will compensate!!!



left to right: Heinz Backmann in ERA R9B, Albert Streminski in his Emeryson and Geraint Owen in his Kurtis photo Maurizio Rigato



Race winner, Jon Fairley's Brabham BT11/19 ahead of Andrew Beaumont's Lotus 24 photo Maurizio Rigato



The HGPCA 'team' and drivers take over the podium after Sunday's race photo Maurizio Rigato



Steve Hart in Gerry Hann's Maserati 250F ahead of Francesco Baldanza's Lola photo Maurizio Rigato



Guillermo Fierro's 250F ahead of John Bussey's Cooper photo Maurizio Rigato



Sepban Rettenmaier's Osca and Tony Smith's Ferrari Dino photo Maurizio Rigato



The HGPCA 'relax' area spread into the paddock in the Italian sunshine photo Julia Muledda



Alan Baillie's Cooper T71/73 ahead of Guy Plante's Cooper T45 photo Maurizio Rigato



Ian Nutball's Alfa and Steve Russell's Cooper Bristol photo Maurizio Rigato



Chris Phillips in his Cooper Bristol photo Maurizio Rigato



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John Romano's Brabham and Steve Hart in Gerry Hann's 250F photo Maurizio Rigato



Arbutnot Latbam's Amanda Weston presents Heinz Bachmann with front engine Driver of the Day photo Julia Muledda



Class 8: Julian Bronson (2nd), Amanda, Rod Jolley (winner) and Geraint Owen (3rd) photo Julia Muledda



Class 10: Alan Baillie (winner), Amanda and Eddy Perk (2nd) photo Julia Muledda



Class 12: Jon Fairley (winner), Scotty Taylor (2nd) and Peter Horsman (3rd) photo Julia Muledda



Amanda Weston and Stephan Rettenmaier photo Julia Muledda



Amanda Weston with Class 7b winner Thierry Chanoine and Barry Cannell photo Julia Muledda



Class 6: Klaus Lebr (3rd), Amanda Weston, Steve Hart (winner) and Guillermo Fierro (2nd) photo Julia Muledda

Coppa Intereuropa - Monza - 18/19 June, 2016

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Name	Car	cc	Year	Colour
Class 2 - 1935 - 1951 Grand Prix cars running on 18" or 19" wheels						
	25	44 Stephan Rettenmaier	Osca Tip G 4500	4496	1951	Red
DNF	73	Tom Dark	Bugatti T37C	1500s	1945	Blue
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels						
	13	36 Heinz Bachmann	ERA R9B	1484	1936	White
Class 5 - 1952/53 2 litre Grand Prix cars						
	14	21 Ian Nuthall	Alta F2	1980	1952	BRG
	15	4 Steve Russell	Cooper Bristol Mk II	1971	1953	Green - light
	17	33 Chris Phillips	Cooper Bristol Mk II	1971	1953	Green/Yellow
	26	19 Paul Grant	Cooper Bristol Mk II	1971	1953	Blue
	30	6 Martin Eyre	Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels						
	4	22 Steve Hart (Gerry Hann)	Maserati 250F CM7	2494	1958	Red
	5	31 Guillermo Fierro	Maserati 250F 2523	2493	1954	Red
	12	248 Klaus Lebr	Maserati 250F CM5	2500	1957	Red
	19	17 Marc Valvekens	Gordini 16	2479	1956	Blue
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels						
	29	5 Tony Smith	Ferrari Dino	2500	1960	Red
Class 8 - Formula Libre, Indianapolis & Intercontinental cars						
	6	2 Rod Jolley	Lister Jaguar Monza GP	3781	1958	Silver
	7	30 Julian Bronson	Scarab Offenhauser	2500	1960	Blue/White
	8	77 Geraint Owen	Kurtis 500C	4454	1954	Maroon
Class 7b - Pre 1961 Grand Prix cars on 15" wheels						
	22	7 Thierry Chanoine	Cooper T51	2200	1959	Green/White
DNF	3	Barry Cannell	Cooper T51	2500	1960	Green/Red
DNS	69	Andrea Guarino	Lotus 18 370	2495	1960	Green
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres						
	16	125 Albert Streminski	Emeryson F1	1475	1960	Green
	20	34 John Bussey	Cooper T43	1460	1957	Blue
	24	41 Brian Maile	Cooper T41	1460	1956	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
	9	47 Brian Jolliffe	Cooper T45	1960	1958	BRG
	18	32 Guy Plante	Cooper T45	1998	1958	Black
	31	43 Malcolm Cook	Cooper T43	1960	1957	Blue
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars						
	3	71 Alan Baillie	Cooper T71/73	1498	1964	BRG
	10	37 Eddy Perk	Heron F1	1488	1960	Red/Gold
	23	10 Francesco Baldanza	Lola Mk 3	1475	1961	Blue
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
	2	14 Andrew Beaumont	Lotus 24	1500	1962	Green
	21	9 John Romano	Brabham BT11	1500	1964	Green
	28	66 Sid Hoole	Cooper T66 F1	1495	1963	Blue/White
DNS	25	Andy Middlehurst (John Bowers)	Lotus 25	1500	1963	Green/Yellow
Class 12 - Pre '66 Tasman & Intercontinental 4 cyl cars of not more than 2.7 litres						
	1	11 Jon Fairley	Brabham BT11/19	2700	1964	Green
	11	53 Scotty Taylor	Cooper T53	2700	1960	Green/White
	32	122 Peter Horsman	Lotus 18/21	2500	1961	Dk Blue/Black
DNF	51	Matteo Tullio	Cooper T51	2500	1960	Blue
DNS	99	John Evans	Brabham BT4	2700	1963	Red

Driver of the Day: Front engine - **Heinz Bachmann** Rear engine - **Alan Baillie**

HGPCA AT HSCC'S LEGENDS OF BRANDS HATCH SUPERPRIX - 1-3 JULY

Fairley fast at Brands Hatch

Five weeks after our Pre-1961 front-engined pack tackled the challenging climbs and swoops of Brands Hatch's long circuit, the Pre-'66 rear-engined group relished its turn to compete on MSV's flagship track which first staged the British Grand Prix – also honoured with the Grand Prix d'Europe title – in 1964. While Miles Griffiths (exercising May victor Philip Walker's Lotus-BRM 24 impressively first time out with the Association) and Nick Fennell (in a sister Lotus-Climax 25 to Jim Clark's winner 52 years ago) gave spectators a taste of the shrill 1500cc V8-engined Formula 1 cars of the period, Jon Fairley prevailed in two close-fought races in his 2.7-litre Tasman-spec Brabham BT11 over the July 1-3 weekend.

Half a century after 'Black Jack' Brabham landed his third World Championship title – driving a car of his own manufacture, designed by the great Ron Tauranac (now 91), as opposed to the Cooper-Climaxes of '59 and '60 – it was perhaps poetic that Fairley triumphed in a machine in which the skilled Australian from Wagga Wagga had competed on home soil. Nonetheless, the ever-combative Peter Horsman pressured him all the way in the Reg Parnell-built 2.5-litre Tasman Lotus 18/21 which promising New Zealander Tony Shelly also raced in 1.5-litre F1 guise.

Jon and Peter were joined on the HSCC's Legends of Brands Hatch Superprix podium after both races by the irrepressible Rod Jolley, whose virtuoso tricycling demonstrations in his beloved ex-Brabham/Bruce McLaren Cooper T45/51, which he has owned for almost 25 years, wowed onlookers. We are delighted that Ronnie Loan and John Mahoney of Supagard were there to present the trophies, winners' caps and champagne on Sunday, ably supported, of course, by Arbuthnot Latham's Amanda Weston.

As part of the social side of the event – based around the Red Truck in the paddock – Amanda, Chris Bland and several drivers plus their partners/crews joined Stella and Martin Grant Peterkin for a convivial dinner at the extraordinary flower-festooned Hilltop Hotel, a couple of miles from Brands, on Friday evening. Host Daren looked after proceedings in his inimitable style and a fine evening was enjoyed by all.

QUALIFYING

A key fixture on the HSCC's calendar for 26 of its 50 years, the 2016 'Superprix' expanded to fill three days with 450 competitors subscribing to 23 races on the undulating Kentish 2.43-mile switchback. Following



Alan Baillie ahead of Rudi Friedrichs and Will Nuball photo Richard Hampson

the usual late 'old car' dramas the HGPCA contingent numbered a solid 20, notable among which was Tony Smith debuting his ex-Rob Walker/Stirling Moss Cooper T51 having hit gearbox woes first time out at our Silverstone test day in April.

Miles Griffiths set Friday's qualifying pace in the shrieking white Lotus-BRM, annexing pole with a 1m41.764s (86.05mph) best in just six laps. The midlander's impressive performance prompted veteran commentator Ian Titchmarsh (London-based Dutch florist Jimmy Twisk's travelling Tulip Stable Formula Junior Team 'gofer' between law studies at the time!) to remark that German privateer Wolfgang Seidel never made it go that quickly in period!

Jon Fairley was just over a quarter of a second adrift on 1:42.052, but the versatile Rudi Friedrichs (Cooper T53), locally-domiciled Dutchman Eddy Perk (ex-Ernie Pieterse 1.5 Heron-Alfa Romeo) and Rod Jolley were hot on their heels. The trio was locked together in the 1m43s bracket with Nick Fennell also well in the hunt with a conservative 1:44.454 aboard his

diminutive Classic Team Lotus 25.

Thirty miles from their Surbiton birthplace, the mid-grid was solid Cooper territory. Perk's class rival Alan Baillie (ex-John Taylor T71/73 twin-cam), indefatigable German Rainer Ott – who entered his T53 following a successful test – and two-litre class topper Malcolm Cook (ex-Alec Mildren T43) were bunched within a second. Tonys Ditheridge (2.0 T45) and Smith (2.5 T51 'Walker Special') were in the '50s,' with front-engined invitee David Wenman (running his iridescent green T20 Bristol for the hell of it, despite being the only front-engined car present), Brian Jolliffe (2.0 T45) and Dundee University Professor Paul Griffin (ex-Stirling Moss/Maurice Trintignant 2.5 T51) packed within six tenths.

American commuter Charles McCabe lined his ex-Tony Brooks BRM P57 – with bespoke V8 engine these days in place of the underpowered interim Climax fours – in 15th place, ahead of a frustrated Peter Horsman whose gear linkage broke after just two laps. Engineer Andrew Tart (the reigning UK Historic Formula Junior champion, whose team has fettled Peter's Loti for years) fixed it overnight, while the owner girded his loins for a charge through the field on Saturday.

Tasmanian Scotty Taylor's shiny Cooper T45, raced in period F2 events by racing school pioneer Jim Russell, and omni-present enthusiast Brian Maile in



Rod Jolley's Cooper three-wheels around Paddock Hill Bend followed by Nick Fennell and Tony Ditheridge photo Richard Hampson



Jon Fairley's Brabham BT11/19 alongside Miles Griffiths in Philip Walker's Lotus 24 photo Richard Hampson



Eddy Perk's Heron ahead of Will Nuthall in Wulf Goetze's Cooper T53 photo Richard Hampson

the little ex-Roy Salvadori (et al) Cooper T41 were the last drivers to record times, both circulating inside two minutes.

Will Nuthall (sportingly loaned Wulf Goetze's ex-Salvadori Yeoman Credit 2.5 Cooper T53) and Anthony Goddard (ex-Trevor Blokdyk FJ-derived 1.5 Cooper-Alfa T56/59) would have loved the opportunity to get up to speed. A flailing driveshaft took other components with it on the T53. Without spares at the track IN Racing stripped a corner from a sister car back at base in Nottingham and sent it down to get Will going - sadly not for the entire weekend's racing though. Anthony, meanwhile, set to work replacing the oil breather pipe which had snagged the exhaust and filled the catch tank smokily.



Tony Smith's first outing in his stunningly shiny Cooper T51 - not seen for years - and Rainer Ott's Cooper T53 photo Richard Hampson

RACE 1:

A full complement of 20 cars turned out in warm sunshine for Saturday afternoon's race, although four retired early on. Will Nuthall (whose luck was definitely out as his Formula Ford engine also dropped a valve) managed but two laps before stopping with low oil pressure. The German duo lasted little longer, Rainer and Rudi falling to brake issues and a sheared fuel pump drive respectively, the latter wisely pulling-off at Clearways. Poor 'Dithers' doubtless wished he'd done similarly for he suffered a massive blow-up as he entered the pits with an oil leak.

As the red lights went out to signal the start Fairley used his larger four-cylinder engine's torque to get alongside Griffiths on the rise to Paddock Hill Bend. Far from intimidated, Miles held his ground, clinging tenaciously to the inside kerb and screaming into the apex to keep his advantage. It couldn't last... indeed Jon shadowed him out through Surtees [known as South Bank in period], growled past as they plunged into the compression at Pilgrim's Drop then climbed to the deceptively fast Hawthorn's right-hander.



Miles Griffiths in Philip Walker's Lotus 24 ahead of Rod Jolley's trusty Cooper T45/51 photo Richard Hampson



The HSCC introduced a new assembly area for this year's Superprix event to allow spectators a better access to the cars all photos Richard Hampson



Class 11 winner, Charles McCabe with Arbutnot Latham's Amanda Weston photo Richard Hampson



Anthony Goddard - Driver of the Day with Ronnie Loan and Amanda Weston photo Richard Hampson



Supagard's Ronnie Loan with Amanda Weston present awards to Class 10 winner Alan Baillie and runner up Anthony Goddard photo Richard Hampson

Friedrichs and Fennell led the chasing peloton, with Jolley and Perk fifth and sixth ahead of Horsman, head down, elbows out and already two-thirds of the way up the order from the back. Peter swept round Eddy into Paddock on lap 2, then inspired Nick – who had demoted Rudi from third place – to chase down the leaders.

The dark Lotus with its white noseband made light work of gobbling up the 1500cc V8s to go second next time round, albeit already 7.8 seconds behind Fairley. Fennell was now a class-leading third, Griffiths' engine having lapsed onto seven cylinders due to a sticking valve in its fuel metering unit. Far from over-awed, Nick set the best long middle sector time of all, and when Peter slithered wide on 'Dithers' oil at Clearways, briefly clawed back past him. Alas a broken alternator drive belt stopped the svelte green and yellow machine on lap 11. Miles' engine had chimed-in on all eight again by then, thus he turned his attentions to Jolley and the ill-starred Friedrichs fighting in his mirrors.

By this time Horsman had slashed Fairley's once comfortable lead to less than a second. "It all went wrong for a few laps. I was slipping and sliding, missing gears everywhere, then got my head back together," explained Jon, who crossed the line 1.126s ahead,



Jon Fairley, flanked by Uncle Joe (left) and dad David (right) with his trophy - the lead in to several days of Jack Brabham celebrations at Brooklands and in London at the Grand Prix Ball where David Brabham drove the car photo Richard Hampson



Class 7b - winner Rod Jolley, 3rd Tony Smith and 2nd Rudi Friedrichs with Arbutnot Latham's Amanda Weston photo Richard Hampson



Invitation Class driver, David Wenman, with Amanda Weston photo Richard Hampson



Supagard's Ronnie Loan with Amanda Weston present awards to Class 9 winner Brian Jolliffe and runner up Malcolm Cook photo Richard Hampson

both having cut their best laps – deep into the 1m39s – last time round. Jolley and the re-energised Griffiths enjoyed a super scrap for third, finishing together in that order half a minute behind. Class 10 winner Eddy Perk's Heron – with a curious grey diesel-like emis-

sion from its exhaust – and Alan Baillie also managed to make the distance.

Cook eventually outran Smith for seventh, the pair clear of Griffin and 'Chuck' McCabe's BRM, with Jolliffe and Goddard squabbling over 11th, both lapping in times which would have put them there had they been recorded in qualifying. Wenman, Taylor



An excellent location - trackside adjacent to Hailwood Cafe - afforded great viewing whatever weather photo Richard Hampson



David Pratley and Andy popped in to watch the races from the Red Truck photo Richard Hampson



Young Perks modelling HGPCA baseball caps in the Red Truck photo Richard Hampson

and Maile were the last to take the chequer, Scotty 16 seconds clear of his classmate.

RACE 2:

Twenty four hours later 17 of our boys were back in action, the grid unfortunately minus Griffiths (the Mick Mobberley-headed Hi-Tech team having discovered a water leak), Perk (head gasket/cylinder liner) and of course 'Dithers.' Nuthall and his fellow IN Racing mechanics had replaced both the pressure relief valve and oil gauge on the Yeoman Credit Cooper which had managed only four laps to that

point. Fennell's was a simpler fix.

Fairley, Horsman and Jolley led the field away and that is how they stayed. Jon plumped out a cushion of two seconds inside a couple of laps, whereupon Peter came back at him, but the status quo remained. Apart from one hairy tail-slide out of Graham Hill Bend on lap 13, which Jon collected on reflex with a wristful of opposite-lock. Horsman, whose 1:39.218s lap was the weekend's quickest, never gave up but came up 1.739s short. Rod's wheel-wagging antics provided huge entertainment, meriting a bottle of champagne as 'Three-Wheeler of the Weekend.'

Nuthall had abandoned his unwilling steed once more, this time with gear selection bothers after a strong ascent to fourth on the charts. Fellow T53 runners Friedrichs – who reeled Jolley in as the race went on – and Ott claimed fourth and fifth though, the latter (lapped by the leaders on the final tour) having outgrunted determined class 10 victor Baillie.

Smith got the better of Cook this time, bagging seventh, while Jolliffe and Goddard – who improved their lap times to '49s' and '50s' respectively – completed the top 10. Anthony, having finally wrung a result from the red Cooper-Alfa which has been something of a fickle mistress since the former Isle of Wight microbrewer acquired it, was unanimously accorded the Driver of the Event award.

Once CWP failure halted Fennell's Lotus on lap 2, McCabe's BRM was the sole survivor of the 1500cc V8 trio. The old warrior from Bourne got him home 11th, just ahead of Wenman's lofty Cooper-Bristol. Taylor and Maile both covered 13 laps again, with a wider gap. Griffin's Cooper was a late retirement, gearbox failure putting it into the gravel between Clearways and the front straight.

Was this meeting better than the Masters Historic - you should let us know for 2017 words Marcus Pye

Legends of Brands Hatch Superprix HGPCA race for rear engine Grand Prix cars

Pos	No	Name	Car	cc	Year	Colour
Class 7b - Pre 1961 Grand Prix cars on 15" wheels						
3	2	Rod Jolley	Cooper T45/51	2495	1958	BRG/White
4	12	Rudi Friedrichs	Cooper T53	2462	1960	Green
7	5	Tony Smith	Cooper T51	2500	1959	
DNF	7	Paul Griffin	Cooper T51	2495	1958	Dark Blue
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres						
13	45	Scotty Taylor	Cooper T45	1475	1958	Silver
14	41	Brian Maile	Cooper T41	1460	1956	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
8	14	Malcolm Cook	Cooper T43	1960	1957	Blue
9	47	Brian Jolliffe	Cooper T45	1960	1958	BRG
DNF	8	Tony Ditheridge	Cooper T45	1960	1958	Green
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars						
6	71	Alan Baillie	Cooper T71/73	1498	1964	BRG
10	28	Anthony Goddard	Cooper/Alfa T56/59	1500	1961	Red
DNF	37	Eddy Perk	Heron F1	1488	1960	Red/Gold
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
11	16	Charles McCabe	BRM P57	1500	1960	Green
DNF	29	Nick Fennell	Lotus 25	1498	1962	BRG
DNF	24	Miles Griffiths (Philip Walker)	Lotus 24	1500	1962	White
Class 12 - Pre '66 Tasman & Intercontinental 4 cyl cars of not more than 2.7 litres						
1	11	Jon Fairley	Brabham BT11/19	2700	1964	Green
2	22	Peter Horsman	Lotus 18/21	2500	1961	Dk Blue/Black
5	61	Rainer Ott	Cooper T53	2700	1961	BRG
DNF	18	Will Nuthall (Wulf Goetze)	Cooper T53	2699	1961	Green
Invitation Class						
12	15	David Wenman	Cooper Bristol MkI	1971	1952	Green

Driver of the Day: **Anthony Goddard**

44 AvD Oldtimer Grand Prix

12-14 August, 2016

HUBERTUS DONHOFF has asked if we might promote entries for Race 5 - which is open to 2-seater race cars (TSRC) as well as GT-Prototypes, GTS and GT of the years 1947 up to and including 1960 (Sports Cars); or 1961 (GTP, GTS and GT). Upon special invitation, cars of Period F (with limitation to 31.12.1965) are admitted.

The grid - which has a 65 minute/two driver race on Saturday and a 30 minute/one driver race on Sunday - is always well supported but would very much like to see some 'new blood' this year.

If you have a suitable car, get in touch (stella@hgpcanet.net) and we will pass on the details and send you an entry form.



HGPCA Member Books

Two HGPCA Members have published books this Summer.

Life Member, Colin Crabbe, tells us that he has written an autobiography called **'Thrill of the Chase'** which is a somewhat unorthodox story of his life in 450 pages. He will be on the Chaters Bookstall on the Saturday of the Silverstone Classic signing copies and would love to meet up with old friends and HGPCA Members.

Mac Hulbert - long time owner of **ERA R4D** - has written its autobiography which is available direct from Porter Press International. (<http://porterpress.co.uk/era-r4d--the-autobiography-of-r4d.html>) The famous cars made by ERA (English Racing Automobiles) epitomise British motor racing during the 1930s and have a very special place in the affections of patriotic enthusiasts.

This magnificent book tells the story of a uniquely historic example that has competed almost without a break for 80 years and achieved innumerable successes. R4D was campaigned extensively before and after the Second World War by Raymond Mays, the leading light of the ERA company, before passing through a succession of subsequent owners who have kept this famous car at the forefront of competition to the present day. The extraordinary life of R4D, a formidably powerful and charismatic racing car, is told in fascinating detail in this long-awaited book - the sixth book in their Great Cars Series.

Cars for Sale



Camoradi Cooper T53 - ex Masten Gregory car.

1.5 Litre Climax engine, Cooper C55 gearbox. Spare bare engine. New 10 year HTP. 2 Monaco class wins. Contact: Alan Baillie +44(0)118 9722541



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