



Rebeca and Josef Rettenmaier

# Hot Competition at the Trophées d'Auvergne

It had been eight years since the HGPCA had last visited the Charade circuit – described by Stirling Moss as the world's most beautiful track. In 2018, the weather was a major feature with monsoon conditions flooding the circuit and causing the cancellation of a whole day of racing. We managed to time this year's visit to coincide with a significant heatwave, with paddock temperatures rising to the low 40s!

Having had a huge number of entries for Motor Racing Legends' inaugural running of the Trophées d'Auvergne race meeting, we were able to convince MRL to let us have more time enabling us to run separate front and rear engine grids. To balance numbers we opted to include class 7c with the front engine cars which gave us a grid of 21 cars, and a rear engine grid of 26.

We had been allocated a huge, tarmacked paddock space which was not only able to accommodate all of our race cars – but all support vehicles and private cars too!

The Red Truck set up in the corner of the paddock, providing gratefully received shade and lots of cold drinks. Tim and Donna regularly cleared out the local supermarkets of bottled water throughout the weekend and did a magnificent job juggling rather limited fridge space to ensure cold drinks were always available. (Our original drinks fridge which had done sterling service for many years, decided this was the weekend to finally give up the ghost and stopped working altogether!)

With the race management team at Charade speaking very little English, MRL had allocated us the services of their delightful young Northern Irish Race Director, Phillip Dunlop, who gave a very thorough and clear driver briefing, after which everyone prepared for our late afternoon qualifying sessions.

**PRESIDENT:** DAVID BRABHAM **CHAIRMAN:** PETER HORSMAN **TREASURER:** ANDREW BEAUMONT

**BOARD OF DIRECTORS:** STEVE HART, EDDY PERK, STEPHAN RETTENMAIER, MARK SHAW, NICK TOPLISS, RICHARD WILSON

**ROD JOLLEY (DRIVING STANDARDS); WILL NUTHALL (ELIGIBILITY); COMPETITION SECRETARY:** LINDSEY WARREN **MEMBERSHIP SECRETARY:** STEPH CLEMENTS



Above & below: Pre-Grid



Below: out for Qualifying



Front Engine Race 1 – rolling start

## QUALIFYING

First out were the front engine cars – assembling in the narrow road behind the pit garages in the blazing sunshine although we could see dark clouds beginning to appear on the far horizon. The cars streamed out on to the circuit to start their 20-minute session. On his second lap, John Spiers (Maserati 250F) set a very quick time of 2:16:033 which wasn't to be bettered. Sadly, he then suffered a spin on the very next lap, ending up marooned in deep gravel and unable to take any further part in the session.

Second on the grid was Elliott Hann (250F) with a respectable 2:21:52. Second row of the grid, 3 seconds behind, was taken by Erik Staes' Cooper Bristol, alongside the fastest of the 7c cars – Jean De Mestral in his Cooper T51.

The rear engine cars were next out on track – and by now, storm clouds were gathering, and forked lightning could be seen in the distant hills all around the circuit. Luckily, the 20-minute session was over and the cars making their way back to the paddock before the first drops of rain fell.

Pole was set by Rudi Friedrichs (Cooper T53) with a 2:07:724, with Tim Child (Brabham BT3/4) on his heels less than a second behind. Michael Gans' Cooper T79 was third and Mark Shaw's Lotus 21 in fourth. 25 cars set times but unfortunately new member Paul Thomas who recently acquired the Scirocco F1 car previously owned by Paul Woolley, was unable to join the session with ignition issues that kept him in the paddock.

## RACE 1: FRONT ENGINE

Saturday dawned with clear blue skies; the storm from the previous night by now a distant memory. The temperature started to rise considerably once again and by the time the first Front Engine race left the assembly area for its rolling start, it was feeling very hot!

We had lost Syd Fraser's T43 with engine gremlins and Chris Phillips had opted not to race so 19 cars took the start. At the very end of the first lap, an incident involving Eddie McGuire's Scarab and Ian Nuthall's Cooper Bristol saw the former side-lined at the penultimate turn and unable to continue in the race.

A ding dong of a race ensued for the remaining nine laps between the leading 250Fs – John Spiers being chased all the way by Elliott Hann, who led briefly on the penultimate lap before Spiers took back his lead to pass the chequered flag first. Taking the final step of the podium was Jean De Mestral some ten seconds behind in his Cooper T51 having passed the Cooper Bristols of Erik Staes and Ian Nuthall who finished within 0.02 secs of each other.

Unfortunately, we also lost Tony Smith's Ferrari Dino after he sustained damage to a wheel whilst trying to avoid Hans Ciers' spinning T45. Tony limped back to the pits and retired from the weekend's racing. Both Hans and Klaus Lehr in his 250F also withdrew from any further racing.

Following a podium presentation in MRL's very smart tented paddock area, everyone adjourned to the Red Truck for a delicious lunch prepared by the team at Abbotts Events.

## RACE 1: REAR ENGINE

Next up mid-afternoon was the Rear Engine race and 23 cars left the assembly area on their green flag lap. We were missing Paul Thomas in the Scirocco and Michael Gans who had had an issue with his Cooper T79 in qualifying that couldn't be repaired at the circuit. Geoff Underwood's Cooper T53 was also missing from the starting line-up as Geoff was unwell.

From pole position, Rudi Friedrichs streaked away from the rest of the field and proceeded to drive an immaculate race untroubled by any other competitors, finishing a clear 15 seconds ahead of Tim Child in his Brabham BT3/4 who'd had an exciting race with Tommy Waterfield in Tim Ross's T53. The pair crossed the finish line just 0.03 seconds apart.

From his seventh-place qualifying position, expectations were high that Will Nuthall in Giorgio Marchi's Cooper T53 would be racing through the field, but unfortunately the car was seen to be smoking heavily and after just a couple of laps, the car was retired and returned to the paddock.

Clinton McCarthy (Lotus 18) and Tom Dark (Cooper T51) had a great tussle, Tom having worked his way up from 9<sup>th</sup> on the grid to challenge for fifth place.

Unfortunately, the heat got the better of both of the BRMs. Philipp Bühofer's P261 and Andy Willis in Charles McCabe's P57 only managed about half race distance before retiring to the pits.

The podium saw Rudi Friedrichs take the top step, Tim Child second and Tom Waterfield in third place.

## RACE 2: FRONT ENGINE

On Sunday morning, MRL had revised the timetable following the cancellation of one of their races and the front engines were now scheduled for first race of the day at 10am. If anything, it was even hotter than the previous days with the breeze having completely disappeared!

Our grid of 16 cars roared through the final turn on their green flag lap to take the race start very neatly bunched and once again the leading 250Fs streaked away. As the red duo came through the final corner at the start of the second lap, Elliott Hann was ahead of John Spiers, and remained there for the next three laps before John took his first place back and the order remained the same to the finish.

Eddie McGuire's Scarab had started at the back following his incident in race one and he was up to eighth by the end of the first lap! Sadly, his race was short-lived and he stopped track-side half-way through with a broken rotor arm.

Unfortunately, Jim Chapman's Aston Martin DBR4 completed just two laps before being brought into the pits. Jack Williamson and his team are working hard to get the car running smoothly and are trying all sorts of 'fixes' to enable Jim to select all the gears available to him!

The three Cooper Bristols of Ian Nuthall, Erik Staes and Paul Grant with Jean De Mestral's Cooper T51 raced closely together throughout the 10 laps. The Cooper taking third step of the podium once more whilst Ian and Erik finished fourth and fifth respectively; Paul having dropped back towards the final laps, finishing 20 seconds behind.

One memorable sight in the race was the Rettenmaier brothers Stephan and Josef in their Maserati 6CM and 8CM respectively blasting down the start finish straight side-by-side, Josef eventually coming out ahead for his 10<sup>th</sup> place finish. The Rettenmaier family were out in force with Jakob driving the Alta F2 superbly well all weekend, and both Klara (Cooper Bristol) and Rebeca (Maserati 250F) having the time of their lives.

It was great to have Ivo Smutny out with the HGPCA once again in his Alfa Romeo Tipo B P3; having probably driven the furthest to get to Charade from his Czech home. He had suffered some major oil leaks but had pressed on in a steaming hot paddock and stripped the engine down after both previous track sessions to try and keep at least some of his oil contained!

After the podium presentations, we presented the Class Awards for the Front Engine race with Josef Rettenmaier taking Class 1; Stephan – Class 3; Ian Nuthall – Class 5; John Spiers – Class 6 and Jean de Mestral – Class 7c. Driver of the day was awarded to Steve Banham who had driven superbly all weekend.



Klaus Bergs



Nick Taylor & Rod Jolley



Erik Staes & Ian Nuthall



Stuart Tizzard, Steve Banham  
& Jakob Rettenmaier



Rebeca & Klara Rettenmaier



Ivo Smutny & Stephan Rettenmaier



John Spiers leads the way



Clinton McCarthy & Mark Shaw



Rear Engine race start

## RACE 2: REAR ENGINE

After yet another terrific lunch, the rear engine cars assembled and by now thermometers were reading in the low 40s – it was truly stifling! Nick Topliss had opted to withdraw to preserve his T53's engine as the high temperatures in race one had seen his gauges climbing rather too high for his liking. Max Castelein was also missing from the start – his Lotus 18 proving troublesome. Starting at the back because of Saturday's DNFs (and in Geoff's case a DNS) were the two BRMs of Philipp Bühofer and Andy Willis, and two T53s of Will Nuthall and Geoff Underwood.

Once again, Rudi Friedrichs' T53 streaked away at the start with Tim Child's Brabham hard on his heels. The Brabham then coasting to a halt at the side of the track on the second lap (Tim was pleased to have one of the circuit team come out to his very hot and unshaded position to deliver a cold bottle of water!)

Mark Daniell in his T45 suffered a nasty accident coming through one of the fast downhill sections when the rear of the Cooper struck the wall on lap three. With no possibility of getting the safety car out and the only other option to red flag the race, the race management team decided that waved yellow flags on the two previous corners to the stricken car would suffice and the race continued.

Two retirements due to overheating were the Buhofer BRM and Christian Lange in Michel Wanty's Lotus 24 on laps 4 and 5 respectively.

Inheriting second and third place following the Brabham's demise were Michel Kuiper and Tom Waterfield who raced hard with Michel's BT4 finishing in second and Tom's T53 third. Mark Shaw's Lotus 21 ended the race in fourth with Clinton McCarthy fifth and Tom Dark sixth. Will Nuthall had managed to climb the order to finish seventh with Geoff Underwood in 10<sup>th</sup> place. Bumping in to Andy Willis after the race – he was delighted to report that he'd managed to nurse the BRM P57 through to the chequered flag – albeit finishing in 16<sup>th</sup> position!

Podium over, the rear engined class awards took place in the red truck with presentations to Rudi Friedrichs – Class 7b; Mark Shaw – Class 10a; Tom De Gres – Class 10b; Andy Willis – Class 11 and Michel Kuiper – Class 12. Rear Engine Driver of the Day was awarded to Rudi for his exemplary drives throughout the weekend.

By late afternoon, the temperature in the paddock was reading 44 degrees and we were a very sweaty bunch of people packing the Red Truck away. I for one was glad to get into my Volvo with its 'cool seats' and icy air-conditioning to start the long drive home!

But what a weekend! Circuit de Charade certainly lives up to its reputation. It's a charming, slightly old-fashioned place, run by total enthusiasts and we very much hope that they find a way out of the financial straits they're currently experiencing and we can return again one day soon.



Arnold Herreman & Alex Morton



Christian Lange



Mark Daniell



Tony Lees, Tom Dark, Mark Daniell & Wolfgang Henseler



Above left: Front Engine Race 1 podium Above right: Rear Engine Race 1 podium  
Below left: Rear Engine race 2 podium Below right: Front Engine race 2 podium



Above L to R: Ian Nuthall (Class 5)  
Paul Denman and Steve Hart on behalf of John Spiers (Class 6)  
Jean De Mestral (Class 7c)  
Steve Banham - Driver of the Day  
Far Left: Josef Rettenmaier (Class 1)  
Left: Stephan Rettenmaier (Class 3)  
Below L to R: Hans Ciers on behalf of Tom De Gres (Class 10b)  
Chris Wilson on behalf of Rudi Friedrichs (Class 7b)  
Mark Shaw (Class 10a)  
Michel Kuiper (Class 12)  
Rear Engine Driver of the Day: Rudi Friedrichs



| RESULTS                                                                             | Class | Race No | Driver                  | Owner                  | Car                      | Chassis No<br>Asserted | cc   | Year | Colour         | Nationality     |
|-------------------------------------------------------------------------------------|-------|---------|-------------------------|------------------------|--------------------------|------------------------|------|------|----------------|-----------------|
| <b>PRE 1961 GRAND PRIX CARS</b>                                                     |       |         |                         |                        |                          |                        |      |      |                |                 |
| <b>Class 1: 1925-1934 Grand Prix Cars</b>                                           |       |         |                         |                        |                          |                        |      |      |                |                 |
| 10                                                                                  | 1     | 14      | Josef Otto Rettenmaier  | Josef Otto Rettenmaier | Maserati 8CM             | 3011                   | 2995 | 1933 | Blue           | German          |
| 12                                                                                  | 1     | 8       | Ivo Smutny              | Ivo Smutny             | Alfa Romeo Tipo B P3     | SF39T                  | 2905 | 1934 | Red            | Czech           |
| <b>Class 3: Pre 1939 1.5 litre Voiturette Cars</b>                                  |       |         |                         |                        |                          |                        |      |      |                |                 |
| 11                                                                                  | 3     | 6       | Stephan Rettenmaier     | Stephan Rettenmaier    | Maserati 6CM             | 1552                   | 1493 | 1937 | Red            | German          |
| <b>Class 5: 1952/53 2 Litre Grand Prix Cars</b>                                     |       |         |                         |                        |                          |                        |      |      |                |                 |
| 4                                                                                   | 5     | 21      | Ian Nuthall             | Ian Nuthall            | Cooper Bristol MkII      | IN-1-CB                | 1971 | 1953 | BRG            | British         |
| 5                                                                                   | 5     | 36      | Erik Staes              | Erik Staes             | Cooper Bristol T23 Mk II | CB-7-53                | 1971 | 1953 | Green          | Belgian         |
| 6                                                                                   | 5     | 19      | Paul Grant              | Paul Grant             | Cooper Bristol Mk 2      | CB-3-53                | 1971 | 1953 | Blue/Red       | British/Belgian |
| 7                                                                                   | 5     | 27      | Jakob Rettenmaier       | Stephan Rettenmaier    | Alfa F2                  | F2/5                   | 1980 | 1952 | BRG            | German          |
| 13                                                                                  | 5     | 53      | Klara Rettenmaier       | Stephan Rettenmaier    | Cooper Bristol Mk II     | CB-4-53                | 1971 | 1953 | Green - light  | German          |
| DNS                                                                                 | 5     | 33      | Chris Phillips          | Chris Phillips         | Cooper Bristol Mk II     | CB-6-53                | 1971 | 1953 | Green/Yellow   | British         |
| <b>Class 6: 1954-1958 Grand Prix Cars</b>                                           |       |         |                         |                        |                          |                        |      |      |                |                 |
| 1                                                                                   | 6     | 34      | John Spiers             | John Spiers            | Maserati 250F            | 2516                   | 2494 | 1955 | Red            | British         |
| 2                                                                                   | 6     | 22      | Elliott Hann            | Anne Hann              | Maserati 250F            | CM7                    | 2494 | 1958 | Red            | British         |
| 14                                                                                  | 6     | 4       | Rebecca Rettenmaier     | Rebecca Rettenmaier    | Maserati 250F            | 2508                   | 2500 | 1954 | Red            | German          |
| DNF                                                                                 | 6     | 248     | Klaus Lehr              | Klaus Lehr             | Maserati 250F            | CM5                    | 2500 | 1957 | Red            | German          |
| <b>Class 7a: Pre 1961 Front Engine Grand Prix Cars</b>                              |       |         |                         |                        |                          |                        |      |      |                |                 |
| DNF                                                                                 | 7a    | 5       | Tony Smith              | Tony Smith             | Ferrari 246 Dino         | 4                      | 2471 | 1960 | Red            | British         |
| <b>Class 8: Formula Libre, Indianapolis &amp; Intercontinental Cars</b>             |       |         |                         |                        |                          |                        |      |      |                |                 |
| 15                                                                                  | 8     | 28      | Eddie McGuire           | Eddie McGuire          | Scarab                   |                        | 2441 | 1960 | Blue/White     | Irish           |
| 16                                                                                  | 8     | 10      | Jim Chapman             | Jim Chapman            | Aston Martin DBR4/250    | DBR4/2R                | 2892 | 1959 | Green          | USA             |
| <b>Class 7c: Pre 1961 Grand Prix/Formula 2 Cars under 1.5 litres</b>                |       |         |                         |                        |                          |                        |      |      |                |                 |
| 3                                                                                   | 7c    | 63      | Jean De Mestral         | Jean De Mestral        | Cooper T51               | F2-10-57               | 1475 | 1958 | Blue/Yellow    | Swiss           |
| 8                                                                                   | 7c    | 92      | Stephen Banham          | Stephen Banham         | Cooper T45               | F2-8-58                | 1475 | 1958 | Silver         | British         |
| 9                                                                                   | 7c    | 43      | Stuart Tizzard          | Stuart Tizzard         | Cooper T43               | F2-27-57               | 1500 | 1957 | Green          | British         |
| DNF                                                                                 | 7c    | 45      | Hans Ciers              | Hans Ciers             | Cooper T45               | F2-28-58               | 1500 | 1958 | Green          | Belgian         |
| DNS                                                                                 | 7c    | 25      | Simon (Syd) Fraser      | Simon (Syd) Fraser     | Cooper T43               | F2-11-57               | 1500 | 1957 | BRG            | British         |
| <b>PRE 1966 GRAND PRIX CARS</b>                                                     |       |         |                         |                        |                          |                        |      |      |                |                 |
| <b>Class 7b: Pre 1961 Grand Prix Cars</b>                                           |       |         |                         |                        |                          |                        |      |      |                |                 |
| 1                                                                                   | 7b    | 12      | Rudi Friedrichs         | Rudi Friedrichs        | Cooper T53               | F2/8/60                | 2462 | 1960 | Green          | German          |
| 5                                                                                   | 7b    | 18      | Clinton McCarthy        | Clinton McCarthy       | Lotus 18                 | 372                    | 2496 | 1960 | Green          | British         |
| 6                                                                                   | 7b    | 101     | Tom Dark                | Tom Dark               | Cooper T51               | F2-1-59                | 2500 | 1960 | Green/Red      | British         |
| 7                                                                                   | 7b    | 10      | Will Nuthall            | Giorgio Marchi         | Cooper T53               | F2/5/60                | 2495 | 1960 | Green/White    | British         |
| 9                                                                                   | 7b    | 87      | Tony Lees               | Tony Lees              | Cooper T53               | F1-53-60               | 2495 | 1960 | Green/White    | British         |
| 10                                                                                  | 7b    | 59      | Geoff Underwood         | Geoff Underwood        | Cooper T53               | F2-16-60               | 2495 | 1960 | Green          | British         |
| 18                                                                                  | 7b    | 90      | Olivier Huez            | Olivier Huez           | Cooper T51               | F2-21-59               | 2085 | 1959 | Green/White    | French          |
| <b>Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litres</b>                   |       |         |                         |                        |                          |                        |      |      |                |                 |
| 21                                                                                  | 9     | 9       | Mark Daniell            | Mark Daniell           | Cooper T45               | F2-21-58               | 2000 | 1958 | BRG            | British         |
| <b>Class 10a: Pre 1964 1.5 litre Formula 1 Cars</b>                                 |       |         |                         |                        |                          |                        |      |      |                |                 |
| 4                                                                                   | 10a   | 99      | Mark Shaw               | Mark Shaw              | Lotus 21                 | 937                    | 1495 | 1961 | Green/Yellow   | Scottish        |
| 11                                                                                  | 10a   | 8       | Nick Taylor             | Nick Taylor            | Lotus 18 914             | 914                    | 1495 | 1961 | White          | British         |
| 12                                                                                  | 10a   | 75      | Alex Morton             | Alex Morton            | Lotus 21                 | 939/952                | 1498 | 1961 | Green/gold     | British         |
| 13                                                                                  | 10a   | 13      | Wolfgang Henseler       | Wolfgang Henseler      | Lotus 18                 | 375                    | 1489 | 1960 | Maroon         | German          |
| 15                                                                                  | 10a   | 44      | Klaus Berge             | Klaus Berge            | Lotus 18                 | 908                    | 1500 | 1961 | White/Blue     | German          |
| 17                                                                                  | 10a   | 6       | Arnold & Harold Herrema | Arnold Herrema         | LDS F1                   | 6                      | 1470 | 1961 | Dark Blue      | Belgian         |
| <b>Class 10b: 1964/65 Formula 1 Cars &amp; 1964-66 Formula 2 Cars under 1 litre</b> |       |         |                         |                        |                          |                        |      |      |                |                 |
| 14                                                                                  | 10b   | 72      | Tom De Gres             | Tom De Gres            | Brabham BT14             | F Libre-8-65           | 1498 | 1965 | White/Blue     | Belgian         |
| <b>Class 11: Pre 1966 1.5 litre Formula 1 Cars</b>                                  |       |         |                         |                        |                          |                        |      |      |                |                 |
| 16                                                                                  | 11    | 5       | Andy Willis             | Charles McCabe         | BRM P57/3                | P57/3                  | 1498 | 1961 | Green          | British         |
| 19                                                                                  | 11    | 24      | Christian Lange         | Michel Wauty           | Lotus 24                 | 942                    | 1500 | 1962 | Green          | Belgian         |
| 20                                                                                  | 11    | 50      | Philipp Buhöfer         | Philipp Buhöfer        | BRM P261                 | 261-2                  | 1498 | 1964 | Green          | Swiss           |
| DNS                                                                                 | 11    | 15      | Paul Thomas             | Paul Thomas            | Scirocco F1              | SP-1-63                | 1498 | 1963 | White/Blue     | British         |
| <b>Class 12: Pre 1966 Tasman and Intercontinental Cars under 2.7 litres</b>         |       |         |                         |                        |                          |                        |      |      |                |                 |
| 2                                                                                   | 12    | 63      | Michel Kuiper           | Michel Kuiper          | Brabham BT4              | F1-4-63                | 2500 | 1963 | Red            | Dutch           |
| 3                                                                                   | 12    | 40      | Tom Waterfield          | Tim Ross               | Cooper T53               | F1-2-61                | 2500 | 1961 | Green/red      | British         |
| 8                                                                                   | 12    | 2       | Rod Jolley              | Tim Ross               | Cooper T53               | F1/4/61                | 2495 | 1961 | Blue/Orange    | British         |
| 22                                                                                  | 12    | 76      | Tim Child               | Tim Child              | Brabham BT3/4            | F1-2-62                | 2497 | 1962 | Red/Green      | British         |
| DNF                                                                                 | 12    | 7       | Nick Topliss            | Nick Topliss           | Cooper T53 Low Line      | F1/07/61               | 2498 | 1961 | Blue           | British         |
| DNF                                                                                 | 12    | 49      | Maxime Castelein        | Maxime Castelein       | Lotus 18                 | 915                    | 2500 | 1961 | Laystall Green | Belgian         |
| DNS                                                                                 | 12    | 17      | Michael Gans            | Michael Gans           | Cooper T79               | FL/1/64                | 2500 | 1964 | White          | Luxembourg      |



Erik Staes & Jim Chapman



Klara Rettenmaier



Jean De Mestral



Josef Rettenmaier, Chris Phillips, Elliott Hann



Tom De Gres & Christian Lange



Tony Smith



Michel Kuiper & Michael Gans



Rod Jolley & Geoff Underwood



Glorious countryside!

Photographs: Veronica Strucelj @veromotorsportsphotos



Elliott Hann & John Spiers



Clockwise from top left: Rod Jolley; Steph and Assembly Marshal; Nick Taylor; Bertie Gilbert-Smith; Clinton McCarthy & Sam Wilson; Philipp Buhofer & Lindsey; Steve Hart & Klaus Lehr; Ian Nuthall; Andy Willis; Tim Child



Steve Banham, Stuart Tizzard & Klaus Lehr



Race start



Ivo Smutny



John Spiers



Rear Engine race start



Rear Engine race start



Rear Engine green flag lap



Andy Willis

Capital at risk.



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View over the circuit and paddock from Nürburg Castle

## Sunshine at the 'Ring

The beautiful scenery that greets you as you approach the 'Ring was looking pretty parched as, like most of Europe, this region of Germany has also been suffering from a lack of rain combined with very hot temperatures for most of the summer. With the weather set fair and very warm for the weekend – we were all looking forward to the 53 Belmot Oldtimer Grand Prix on the Grand Prix circuit at the iconic Nürburgring.

Having suffered lengthy queues collecting passes at the very fancy new Welcome Centre last year, we were delighted to see the old Portacabin back in service - with no queuing, a great welcome and cold drinks offered the minute you stepped inside! Sometimes, the old ways are the best...

The HGPCA had been allocated the end block of garages in the paddock and we had plenty of room for everyone to spread themselves out. Including it seemed, space for private cars, despite the dire warnings issued in advance that anything other than classic cars would be towed away.

Sadly, it soon became clear that the usual D10 campsite for competitors just outside the circuit was not available this year; with those arriving in motorhomes being given passes for the Competitor Car Park instead. This area, 'D5' has a 2m height restriction barrier (and neither water nor power) so was completely useless. It then transpired that everyone with a motorhome was expected to buy a pass to park by the circuit – all very well until the limited space was completely filled and there was little else on offer. This was very disappointing when the D10 campsite has always been so popular and one of the reasons that members have had such a good time at this meeting.

Several cars made use of Thursday's Test Sessions although we sadly lost one car due to engine issues – new member Andreas Bayer had to pack up and take his Cooper T53 home rather than risk racing it when it was suffering an unidentified oil leak. We lost a second car from the rear engine grid when the Neisius's Cooper T51 failed scrutineering – the German scrutineers taking a dim view of a poorly repaired wishbone.

With the early evening sun shining, everyone decamped from the modern pit garages down to the Old Fahrerlager and the traditional Rettenmaier party in their garages. Stephan and Josef and their respective families hosted a lovely evening with copious quantities of wine, beer, lurid orange Aperol Spritz and the most delicious Chilli con Carne!



The Rettenmaiers' Party in the Old Fahrerlager



Stephan Rettenmaier



Richard Wilson & Josef Rettenmaier



John Gillett & Syd Fraser



Mark Shaw, John Romano & Erik Staes



Tony Smith & Paul Grant

### FRIDAY COMBINED QUALIFYING

On Friday, after a rather quiet morning... we had our driver briefing in the beautifully air-conditioned Media Room before preparing for the combined Qualifying session. With separate races for front and rear engine cars on Saturday and a combined grid on Sunday, the grids for all three races would be set by qualifying times.

31 cars in total left the Pit Boxes and streamed out on to the circuit. Unfortunately, Mark Shaw on his first outing with the ex-Minshaw Brabham BT4 which he'd acquired last winter, did not manage to complete the required single lap to set a qualifying time, meaning he'd be starting from the back in his two races after Tom Smith had managed to find and fix the issue. However, Mark had fortunately brought his Scarab to run in the Front Engine race so, once he'd pushed the Brabham down the pit lane, he jumped into the roarty blue car and blasted out of the pits to qualify that car.

Another new member, Georg Hallau, also failed to join the qualifying session after his engineers were unable to start his Cooper. Luckily, he had completed enough laps during the Test Sessions the previous day for the stewards to grant permission for him to start at the back of the grid too.

A short full course yellow period (when all cars must slow to 60kph under DMSB regulations) enabled the retrieval of Eddie McGuire's Scarab which was quickly towed off the circuit and the session went 'green' again. Two drivers were penalised for overtaking during the FCY and dropped 3 grid places each. Barry Cannell (Lola T60) and John Romano (Brabham BT11) had both swept past Erik Staes' Cooper Bristol having not seen any of the FCY signals or yellow flags which had already been in operation for nearly 20 seconds!

Pole for the rear engine and combined race was set by Rudi Friedrichs (Cooper T53) with a 1:58:277 – the only driver to set a sub-2-minute lap time. Second on the grid would be Tim Child's Brabham BT3/4 with 2:00:052. The third fastest lap and setting pole position for the front engines was Joachin Folch (Lotus 16) in 2:02:537.

Friday evening's social gathering was at Hubertus von Dönhoff's rosé wine and finger food 'do' in the hospitality marquee. A very congenial early evening party to which all HGPCA teams, drivers, mechanics et al were warmly welcomed by Hubertus, who also issued an invitation for those with classic cars and sports cars to drive the Nordschleife on Saturday morning. An opportunity taken up by several members who had appropriate cars, including HGPCA scrutineer Bertie Gilbert-Smith who took his glorious purple Ferrari out to stretch its legs. Judging by the huge grin on his face when he returned to the paddock; he'd had a ball!

### SATURDAY - REAR ENGINE RACE

At noon on Saturday morning, our remaining 15 rear engine cars were ready and waiting in the pre-grid area for their green flag lap and rolling start. In the driver briefing, the Clerk had been emphatic about the need for all cars to drive through the grid boxes on their approach to the start and two drivers were penalised for being out of position when the lights went green. Wolfgang Henseler and Nick Taylor (both in Lotus 18s) were both given driven through penalties; later converted to 30 second penalties when they failed to come in for their drive-throughs despite being shown their race numbers and penalty boards on three consecutive laps.

Back in the race, and Rudi Friedrichs' T53 was showing blinding pace followed by Tim Child, but Mark Shaw's Brabham was hunting them down, first taking Tim's Brabham and then in a move whilst both were lapping back markers, getting ahead to take the chequered flag by just over 1 second with Tim in third place some 19 seconds behind and the rest over the field well over a minute back.

Another brilliant battle that had been very entertaining to watch, was the 'ding, dong' between Eddy Perk (Heron F1) and Sid Hoole (Cooper T66) who both looked to be having a great time out on track. Not so good was losing Steve Banham's Cooper T45 for the rest of the weekend, after his crown wheel and pinion failed between taking the chequered flag and exiting the circuit after turn 1!

At the podium after the race, the Driver of the Day award was given to Tom Smith for all his hard work in getting the Brabham sorted after Friday's qualifying issues.

## SATURDAY - FRONT ENGINE RACE

Late on Saturday afternoon, it was the turn of the front engine cars and 17 made it to the Assembly Area. Unfortunately, the Alfa Romeo P3 was missing after Ivo Smutny had had an unfortunate accident with a GT40 in the old paddock on his way to the Nordschleife that morning and subsequently had decided not to race and had left the circuit for the long drive home.

After a clean start with all drivers staying in their grid format until the lights went green, Joachin Folch's Lotus 16 roared away to lead from start to finish. Alarming, rather a lot of oil smoke was seen coming from the back of the Lotus (subsequently found to be a cracked gear box housing which the Classic Team Lotus team spent a very late night fixing) Joachin half spinning on his own oil at one stage, but the 16 did make it to the end.

Mark Shaw's Scarab had meanwhile stopped just out of the assembly area and once the engine had been re-started, he started the race from the pit lane. Sadly, the Scarab managed only half distance, pulling off the circuit on lap seven.

We also lost Tony Smith's lovely Ferrari. The octogenarian coming into the pits at the end of the first lap with gear selection issues. Having thought that was 'it' for the weekend; Tony's engineer George Fowles decided to make an early start on Sunday morning and found a small burr which he filed away, meaning that Tony could take the start of the combined race.

Rod Jolley in his Lister drove a rather lonely race to come in second place (and being awarded the Driver of the Day) some 25 seconds behind, with Eddie McGuire's Scarab 21 seconds further back taking the third step.

## SUNDAY - COMBINED RACE

At 14.45 on Sunday, 29 cars left the pre-grid area on their green flag lap to take the rolling start. 28 of the cars streamed round the chicane after turn one but a very slow-moving Walker Special with Russell McCarthy at the wheel, was seen coasting round close to the wall to come to a halt just after the turn. With split-second timing, a tow car was sent across the circuit under the briefest of Full Course Yellow periods, quickly hitching up the stricken car and towing it off the track. After the race, several drivers said they'd thought the FCY had been a mistake as it was operational for such a short time, but it just proves that using this tool in the race director's box can be extremely effective; saving so much time over deploying a safety car to neutralise the race.

Once again, Rudi Friedrichs had sped away at the start and was driving an exemplary race keeping a safe distance out in front. By lap two, Mark Shaw's Brabham was up to 11<sup>th</sup> and he was consistently putting in lap times of 1:57s, working his way quickly through the field. One by one, we were losing cars out on the circuit as no less than 6 cars either pulled into the pits or pulled safely off the circuit with various issues over the next few laps.

Mark had made his way past everyone up to and including fourth-placed Max Bles's very quick Brabham BT7A and was quickly catching Tim Child's BT3/4 – albeit the pair still nearly 20 seconds back from leader Rudi. On the last of the 13 laps, Mark had got ahead but Tim didn't let him get away. Then a momentary clash of wheels caused a spin for both cars, from which Tim came away in front to take the chequered flag in second place with Mark a close third.

First of the front engine cars was Joachin Folch once again coming in 5<sup>th</sup> overall, with Eddie McGuire's Scarab in second place and 8<sup>th</sup> overall, Rod Jolley taking the third step of the front engine podium.

Drivers of the Day on Sunday were awarded to Klaus Lehr for an immaculate drive all through the weekend in his Maserati 250F, and Eddy Perk for driving like a demon and entertaining us so thoroughly in the process!

Having supported the Oldtimer Grand Prix for many, many years, the HGPCA will be taking a break next year and our annual trip to the Nürburgring will be earlier in the season for a change. The circuit is celebrating its Centenary in 2027 and we look forward to being there in some style!



Eddie McGuire front engine race start



Ian Nuthall, Erik Staes & Paul Grant



Klaus Lehr



Rear Engine race start



Erik Staes & John Romano



Above: Syd Fraser Below: Russell McCarthy





Above: Rudi Fridrichs leads the way. Below left: Mark Shaw & Tim Child. Below right: Sid Hoole & Eddy Perk



Above left: Rod Jolley. Above right: Klara Rettenmaier  
Below left: Joachin Folch smoking heavily! Below right: The MGA course car on the green flag lap



Left: Richard Wilson, Josef Rettenmaier, & Wolfgang Henseler

Below: Max Blees





Above left: Rear Engine Race Podium Rudi Friedrichs, Mark Shaw & Tim Child



Above right: Front Engine Race Podium Paul Denman, Eddie McGuire, Joachin Folch & Rod Jolley



Pictured Left: Combined Race Overall Podium – Paul Denman, Tim Child, Rudi Friedrichs & Mark Shaw  
Above: Classic Team Lotus – Team Folch

Below: Class Winners (L to R)  
Eddie McGuire (Class 8); Klaus Lehr (Class 6), Ian Nuthall (Class 5) & for Syd Fraser (Class 7c), Joachin Folch (Class 7a), Rudi Friedrichs (Class 7b), Jackie Denyer for Nick Taylor (Class 10a), Barry Cannell (Class 10b), Richard Wilson (Class 11), Tim Child (Class 12)



| RESULTS                                                                             | Class | Race No | Driver                 | Owner                          | Car                      | Chassis No<br>Asserted | cc    | Year | Colour         | Nationality     |
|-------------------------------------------------------------------------------------|-------|---------|------------------------|--------------------------------|--------------------------|------------------------|-------|------|----------------|-----------------|
| <b>RACE 6: HOPCA FRONT ENGINE</b>                                                   |       |         |                        |                                |                          |                        |       |      |                |                 |
| <b>Class 1: 1925-1934 Grand Prix Cars</b>                                           |       |         |                        |                                |                          |                        |       |      |                |                 |
| 9                                                                                   | 1     | 11      | Josef Otto Rettenmaier | Josef Otto Rettenmaier         | Maserati BCM             | 3011                   | 2992  | 1933 | Blue           | German          |
| 10                                                                                  | 1     | 41      | Stephan Rettenmaier    | Stephan Rettenmaier            | Maserati BCM             | 3020                   | 2992  | 1934 | Red            | German          |
| DNF                                                                                 | 1     | 22      | John Gillett           | John Gillett                   | MG K3                    | K3030                  | 1086s | 1934 | Blue           | Australian      |
| DNS                                                                                 | 1     | 8       | Ivo Smutny             | Ivo Smutny                     | Alfa Romeo Tipo B P3     | SF39T                  | 2905  | 1934 | Red            | Czech           |
| <b>Class 5: 1952/53 2 Litre Grand Prix Cars</b>                                     |       |         |                        |                                |                          |                        |       |      |                |                 |
| 5                                                                                   | 5     | 21      | Ian Nuthall            | Ian Nuthall                    | Cooper Bristol MkII      | N-1-CB                 | 1971  | 1953 | BRG            | British         |
| 6                                                                                   | 5     | 19      | Paul Grant             | Paul Grant                     | Cooper Bristol Mk 2      | CB-3-53                | 1971  | 1953 | Blue/Red       | British/Belgian |
| 7                                                                                   | 5     | 36      | Erik Staes             | Erik Staes                     | Cooper Bristol T23 Mk II | CB-7-53                | 1971  | 1953 | Green          | Belgian         |
| 11                                                                                  | 5     | 53      | Klara Rettenmaier      | Stephan Rettenmaier            | Cooper Bristol Mk II     | CB-4-53                | 1971  | 1953 | Green - light  | German          |
| DNF                                                                                 | 5     | 33      | Chris Phillips         | Chris Phillips                 | Cooper Bristol Mk II     | CB-6-53                | 1971  | 1953 | Green/Yellow   | British         |
| DNF                                                                                 | 5     | 52      | Will Nuthall           |                                | Cooper Bristol Mk1       | CB-3-52                | 1971  | 1952 | Green          | British         |
| <b>Class 6: 1954-1958 Grand Prix Cars</b>                                           |       |         |                        |                                |                          |                        |       |      |                |                 |
| 4                                                                                   | 6     | 248     | Klaus Lehr             | Klaus Lehr                     | Maserati 250F            | CM5                    | 2500  | 1957 | Red            | German          |
| 8                                                                                   | 6     | 88      | Glenn Loxton           | Glenn Loxton                   | Maserati 250F            | CM8                    | 2496  | 1955 | Red            | ZAP/British     |
| 12                                                                                  | 6     | 4       | Rebecca Rettenmaier    | Rebecca Rettenmaier            | Maserati 250F            | 2508                   | 2500  | 1954 | Red            | German          |
| <b>Class 7a: Pre 1961 Front Engine Grand Prix Cars</b>                              |       |         |                        |                                |                          |                        |       |      |                |                 |
| 1                                                                                   | 7a    | 29      | Joaquin Folch          | Joaquin Folch-Rusinol Corachan | Lotus 16                 | 16/4/365               | 2000  | 1958 | Green          | Spanish         |
| DNF                                                                                 | 7a    | 5       | Tony Smith             | Tony Smith                     | Ferrari 246 Dino         | 4                      | 2471  | 1960 | Red            | British         |
| <b>Class 8: Formula Libre, Indianapolis &amp; Intercontinental Cars</b>             |       |         |                        |                                |                          |                        |       |      |                |                 |
| 2                                                                                   | 8     | 28      | Eddie McGuire          | Eddie McGuire                  | Scarab                   |                        | 2441  | 1960 | Blue/White     | Irish           |
| 3                                                                                   | 8     | 2       | Rod Jolley             | Rod Jolley                     | Lister Jaguar Monza GP   | BHL 109                | 3781  | 1958 | Silver         | British         |
| DNS                                                                                 | 8     | 99      | Mark Shaw              | Mark Shaw                      | Scarab Offenhauser       | 3                      | 2500  | 1960 | Blue/White     | Scottish        |
| RESULTS                                                                             | Class | Race No | Driver                 | Owner                          | Car                      | Chassis No<br>Asserted | cc    | Year | Colour         | Nationality     |
| <b>RACE 7: HOPCA REAR ENGINE</b>                                                    |       |         |                        |                                |                          |                        |       |      |                |                 |
| <b>Class 7b: Pre 1961 Grand Prix Cars</b>                                           |       |         |                        |                                |                          |                        |       |      |                |                 |
| 1                                                                                   | 7b    | 12      | Rüdiger Friedrichs     | Rüdiger Friedrichs             | Cooper T53               | F2/8/60                | 2452  | 1960 | Green          | German          |
| DNF                                                                                 | 7b    | 44      | Russell McCarthy       | Richard Parnell                | Walker Special Tipo 10   | TecMec                 | 2495  | 1960 | Blue/White     | British         |
| <b>Class 7c: Pre 1961 Formula 2 Cars under 1.5 litre</b>                            |       |         |                        |                                |                          |                        |       |      |                |                 |
| 10                                                                                  | 7c    | 25      | Simon (Syd) Fraser     | Simon (Syd) Fraser             | Cooper T43               | F2-11-57               | 1500  | 1957 | BRG            | British         |
| DNF                                                                                 | 7c    | 92      | Stephen Barham         | Stephen Barham                 | Cooper T45               | F2-8-58                | 1475  | 1958 | Silver         | British         |
| <b>Class 10a: Pre 1964 1.5 litre Formula 1 Cars</b>                                 |       |         |                        |                                |                          |                        |       |      |                |                 |
| 5                                                                                   | 10a   | 55      | Nick Taylor            | Nick Taylor                    | Lotus 18                 | 914                    | 1495  | 1961 | White          | British         |
| 6                                                                                   | 10a   | 37      | Eddy Perk              | Eddy Perk                      | Heron F1                 | F1                     | 1488  | 1960 | Red/Gold       | Dutch           |
| DNF                                                                                 | 10a   | 13      | Wolfgang Henseler      | Wolfgang Henseler              | Lotus 18 375             | 375                    | 1489  | 1960 | Maroon         | German          |
| <b>Class 10b: 1964/65 Formula 1 Cars &amp; 1964/66 Formula 2 cars under 1 litre</b> |       |         |                        |                                |                          |                        |       |      |                |                 |
| 9                                                                                   | 10b   | 3       | Barry Cannell          | Barry Cannell                  | Lola T60                 | SL/2                   | 1000  | 1965 | Blue/Yellow    | British         |
| <b>Class 11: Pre 1966 1.5 litre Formula 1 Cars</b>                                  |       |         |                        |                                |                          |                        |       |      |                |                 |
| 7                                                                                   | 11    | 14      | Richard Wilson         | Richard Wilson                 | Cooper T60               | F1-17-61               | 1500  | 1962 | Ok Green/White | British         |
| 8                                                                                   | 11    | 1       | John Romano            | John Romano                    | Brabham BT11             | F1-1-64                | 1500  | 1964 | Green/Gold     | American        |
| DNF                                                                                 | 11    | 66      | Sid Hoole              | Sid Hoole                      | Cooper T66 F1            | F1 2-63                | 1495  | 1963 | Blue/White     | British         |
| <b>Class 12: Pre 1966 Tasman &amp; Intercontinental Cars under 2.7 litre</b>        |       |         |                        |                                |                          |                        |       |      |                |                 |
| 2                                                                                   | 12    | 76      | Tim Child              | Tim Child                      | Brabham BT3/4            | F1-2-62                | 2497  | 1962 | Red/Green      | British         |
| 3                                                                                   | 12    | 6       | Mark Shaw              | Mark Shaw                      | Brabham BT4              | 1C-3-62                | 2495  | 1962 | Blue           | Scottish        |
| 4                                                                                   | 12    | 7       | Max Biles              | Max Biles                      | Brabham BT7A             | 1C-1-63                | 2495  | 1963 | Burgundy       | German          |
| DNS                                                                                 | 12    | 61      | Andreas Bayer          | Andreas Bayer                  | Cooper T53               | F1-5-61                | 2498  | 1961 | BRG            | German          |
| <b>Invitation Class:</b>                                                            |       |         |                        |                                |                          |                        |       |      |                |                 |
| DNS                                                                                 | INV   | 46      | Markus Neiskus         | Markus Neiskus                 | Cooper T51               |                        | 1973  | 1959 | Green/White    | German          |
| DNS                                                                                 | INV   | 131     | Georg Hallau           | Georg Hallau                   | Cooper T71/73            |                        | 1498  | 1964 | Blue           | German          |



Left: Oldtimer 2026 - drivers

Below: Rudi Friedrichs



# For Sale on behalf of Brian Jolliffe



**2000**

## **SWIFTSURE III**

**Priced to sell at £12,500**

7.5 ton DAF Motorhome/Transporter complete with large awning. Accommodation includes a fully equipped kitchen and bathroom. Sleeps 3 easily. With hydraulic tail lift; can carry two cars inside. Side lockers both sides.

Mileage unknown, but thought to be circa 350,000 kilometres. Excellent mechanical condition.

Serviced and MOT in April 2026. Can be viewed in the Southampton area.



## **1958 COOPER T45/51**

Chassis No RAC/1021/58/ACP  
(HTP to 2032)



## **1961 COOPER FORMULA JUNIOR**

Chassis No FJ-25-61  
BMC 1091cc engine



## **1955 COOPER-CLIMAX T39 'BOBTAIL'**



**For more details and to arrange viewing  
please call or email Rod Jolley**

**Mobile: +44 (0)7799 112990**

**or email: [rodjolley@hotmail.co.uk](mailto:rodjolley@hotmail.co.uk)**

# Cooper Bristol Mk1

Chassis No: CB-3-52



## Cooper Bristol Mk1

Chassis No: CB-3-52

ex-Ecurie Richmond, one of the first three Cooper Bristols

Ran at Goodwood 2014 and Monaco 2016. Including new rollbar/seatbelts/paint.

Fully checked over in 2026. HTP valid to end 2026

Contact: Will Nuthall

Email: [will@inracing.co.uk](mailto:will@inracing.co.uk)

Telephone: +44(0)115 978 0663

# HGPCA Calendar 2026

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**1-3 May:** Donington Historic Festival, UK  
Combined Pre '66

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**30 & 31 May:** Masters Brands Hatch, UK  
Combined Pre '66

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**19-21 June:** Zandvoort Historic Grand Prix, Netherlands  
Combined Pre '66

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**10-12 July:** MRL Charade, Clermont-Ferrand, France  
Separate Front Engine & Rear Engine grids

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**7-9 August:** Oldtimer Grand Prix, Nürburgring, Germany  
Front Engine, Rear Engine & Combined Races

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**29-31 August:** Oulton Park Gold Cup, UK  
Combined Pre '66

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**2-4 October:** Italian Historic Grand Prix, Mugello, Italy  
Separate Front and Rear Engine grids

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**17 & 18 October:** MRL Silverstone, UK  
Combined Pre '66 (Historic GP Circuit)

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**Friday 4th December - Annual Lunch**  
Royal Automobile Club, London

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Keep up to date with all the latest news and  
information about the race meetings by downloading  
the

**HGPCA Members App**

to your Smart device.

Scan the QR code and follow the instructions on your  
device to add to your home screen.