

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



Oulton Park Gold Cup race 2 start

Brabhams Headline at Oulton Park

Inevitably, the UK 'drought' chose the August Bank Holiday weekend to finally break, and we were greeted by torrential rain arriving at the beautiful Cheshire Oulton Park for the Gold Cup race meeting. In recent years, the meeting had moved to the end of July to accommodate the Silverstone Festival choosing the August weekend for its bonanza meeting. However, Chris Evans' CarFest taking over the Silverstone date meant that the Gold Cup could return to its traditional weekend...

We had been allocated paddock space close to what is usually the Chequers restaurant – now reduced to a building site as the structure undergoes considerable work following a fire in the storeroom last year. The Red Truck was sited in its usual place with a series of shiny white tents alongside – erected for the display of Brabhams which Steph and David had pulled together to celebrate the 60th Anniversary year since Jack Brabham had won his third World Championship: still the first (and only) man to do so in a car of his own construction.

With most teams arriving late on Friday afternoon, everyone had stories as to how long it had taken them to drive to the circuit through the 'Friday before a Bank Holiday weekend' traffic, but once all were settled in the paddock and most of the cars scrutineered, the rain eased off and beer time arrived.

QUALIFYING

Saturday morning started with Free Practice sessions for those who had pre-booked. No one broke their car, despite the horrible weather, so we had a full complement of 28 cars – comprising 22 Rear Engine and 6 Front Engine – ready for our Qualifying session in the afternoon.

It was raining when the cars left the Assembly Area for the 20-minute session and everyone took the ultimate care, tiptoeing around a very slippery track. Unfortunately, Justin Maeers' Cooper T53 walloped a barrier on the first lap (the marshals neatly stowing the car behind said barrier). He was able to qualify under Motorsport UK's 24-month rule, to start at the back of the grid.

Just as this happened, all the screens in Race Control giving us live feed from around the circuit went blank and remained so for the next few minutes while the team tried frantically to re-boot the system!

As it turned out, everyone bar Justin and Josef Rettenmaier managed to post qualifying times. Josef had brought his glorious Delage GP 15 pre-war racer which, as well as running with the HGPCA, was also racing in the Seaman Trophy under the auspices of the VSCC. Tom Hardman had obviously worked extremely hard to gather a fantastic 20 car entry – with no less than seven ERAs; Bugattis; Alfa Romeos and Maseratis. Reminiscent of the very early days of the HGPCA nearly 50 years ago!

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

BOARD OF DIRECTORS: STEVE HART, STEPHAN RETTENMAIER, MARK SHAW, STUART TIZZARD, NICK TOPLISS, RICHARD WILSON

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

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Klara Rettenmaier & Mark Shaw



Erik Staes, Justin Maeers, Tony Lees & Nick Taylor



Josef Rettenmaier & Eddie Williams

Cooper T53s topped the qualifying times with Tom Waterfield (in Tim Ross's car) setting a 'blistering for the conditions' time of 2:18:270 and Rudi Friedrichs on 2:19:668 sharing the front row. Quickest of the Front Engine cars was Canadian Brad Baker in his lovely white 250F, setting a time of 2:30:708.

RACE1 - SUNDAY

Race 1 on Sunday was originally scheduled to be the first race of the day following the morning's church break. However, because of the engine curfew not being lifted until 12 noon meaning the cars would have no warm-up opportunity, we managed to get the very affable competition secretary of the Alfa Romeo and Italian Intermarque Championship to swap race times – meaning we were rescheduled for a 15.20 start. With the rain switching between light drizzle and occasional heavy downpours, the timetable was under severe pressure with red flags in most of the races preceding us.

The 28-strong grid left the Assembly Area on their green flag lap and then followed a series of unfortunate occurrences – the course car going at quite a lick and not slowing up to allow the full grid to form; the single green flag lap not taking in the first turn at Old Hall to show drivers that this part of the circuit was still wet and very slippery meaning that, once the first few cars had taken the rolling start, the remainder of the field was travelling at greater speeds than perhaps they would have with a properly formed grid. Rudi Friedrichs' Cooper T53 spun coming out of turn one and the resulting concertina effect on the following cars caused complete chaos, ending with several more spinners and more importantly, a serious accident between four cars who had not been able to avoid contact. A Red Flag was very quickly called by the Race Director. In all, four cars were badly damaged in the incident with one further car unable to take the re-start. Luckily, all drivers were released from the Medical Centre fairly quickly after being checked over by the medics.

Meanwhile, the Clerk of the Course had called for the four damaged cars to be placed in Parc Fermé – which, under the regulations, means the cars immediately come under the jurisdiction of the Chief Scrutineer and no team member or driver may approach or touch their car, in this instance, in order to preserve all evidence should there be any need for an investigation. Unfortunately, one of the teams disregarded this rule and a driver was required to visit the Clerks and given a verbal warning for breaching the regulations.

As a reminder, the current definition in the Motorsport UK regulations reads:

Parc Fermé. Any secure and/or identified area designated by and under the Control of the Organisers and Officials of an Event and into which any Entrant or Competitor must place the Competition Vehicle and/or associated items as well as and when directed by the Organisers or Officials including the route instructions of the Event. No persons may be present in Parc Fermé and no contact is permitted with the Vehicles in Parc Fermé unless explicitly stated in the Official Documents or at the direct invitation of the Chief Scrutineer or the Championship Scrutineer and under their supervision. Any breach of Parc Fermé conditions shall be a breach of these National Competition Regulations, and the relevant penalty shall apply without consideration of whether any advantage has been gained.

Once the track had been cleared of debris and cleaned of fluids – with copious amounts of cement dust being blown off the tarmac by a large fan attached to a tractor! – the reformed and rather reduced grid was sent off in single file for a safety-car re-start. 22 cars took the start just before 16.00 for a 15-minute race.



Sam Wilson



Green Flag Lap



Stephan Rettenmaier



Red Flag



Max Sowerby, Tim Child & Mark Shaw



Josef & Klara Rettenmaier



Rudi Friedrichs, Mark Shaw & Tim Child



Erik Staes, Klaus Bergs & Max Sowerby



Glenn Loxton



Tom Waterfield, Erik Staes

With no further serious incidents, despite the rain returning, the chequered flag fell after seven laps with Tom Waterfield the winner, Rudi Friedrichs in second place and Tim Child taking the third step of the podium. Showing just how bad the conditions were in qualifying – Tom's best lap in the race was a 1:57:622 (the only sub-2-minute time set so far over the weekend).

The Front Engine podium was headed by Glenn Loxton in his Maserati 250F with Erik Staes (Cooper Bristol) in second place and Stephan Rettenmaier (Maserati 6CM) in third.

RACE 2: BANK HOLIDAY MONDAY

The next day, Bank Holiday Monday, we were scheduled to start Race 2 immediately after the lunch break. Having lost a further two cars with mechanical breakdowns, it was a much-depleted grid of 20 cars that left the pre-grid, going out on to a drying track with the sun starting break through the grey clouds. On this occasion, a textbook fully formed grid approached the start line in near perfect formation.

Rudi Friedrichs having returned home to Germany to celebrate his wedding anniversary, Charlie Martin was at the wheel of his T53, starting from the back of the grid, alongside Michael Gans who had not taken the re-start in race 1 having split a hose. With Tom Waterfield on pole alongside Tim Child's Brabham and Mark Shaw in the BT4 on the second row, Race 2 was looking as though it would be very competitive. However, on the Green Flag lap, Tom's T53 drew off to the side of the track with a problem and marshals pushed the stricken car out of harm's way.

With far better track conditions, the first seven of the 13 finishers in Race 2, were setting sub-2-minute lap times. Charlie Martin streaking through the field to finish second overall. Michael Gans – in an optimistic move trying to follow Charlie while passing Glenn Loxton's 250F – tapped the Maserati and both ended up spinning off. Glenn was able to continue but Michael retired the T79 into the pit lane at the end of that lap. Six laps into the 11-lap race, Mark Shaw was seen to pull his Brabham off the track with a blown engine, leaving Tim Child to take the chequered flag first and win the 2026 Oulton Park Gold Cup on aggregate. Charlie Martin finished in second place - 16 seconds behind Tim, with a delighted Tony Lees coming in third, a further 26 seconds back.

A dream result for the 2026 Gold Cup (and replicating the 2025 Gold Cup race which was won by a BRM in the BRM celebration year). HGPCA President David Brabham was on hand to present the Gold Cup to a thrilled Tim Child - his Brabham BT3/4 having not missed a beat over the weekend throughout all the mayhem suffered by others.

In a reversal of the previous day's Front Engine podium, Erik Staes took the top step of the podium with Glenn Loxton in second and Stephan Rettenmaier once again in third place.



Effective rain light!

Photographs: Clive Green



Race 2 start



Tim Child & Mark Shaw



Rod Jolley, Syd Fraser & Charlie Martin



Above: Tony Lees Below: Tim Child



Photographs: Clive Green

Statement from the Board: Driving Standards

The Board and the Driving Standards team have looked carefully at the events at Oulton Park recently, as well as reviewing some past races. They remain concerned that the driving standards exhibited by some drivers do not meet those of the HGPCA, and that this has its roots in an over-developed desire to win rather than simply to compete with our friends in their lovely Grand Prix cars. A number of verbal warnings have been issued generally, notably recently that of the Chairman at Charade and that of the Driving Standards boss Rod Jolley at the Oulton Park drivers' briefing. But these appear not to have been sufficiently heeded by all drivers.

Accordingly, the Board have,

1. Issued letters to two drivers setting out that in Board's opinion they do not consistently adhere to the required driving standards of the Association and are therefore formally warned that any further breaches within a time frame ending with the conclusion of the 2027 season will be met with a 12-month suspension from being invited to race with the HGPCA, accepting that in exceptional circumstances, that 12-month suspension may be longer or shorter at the Board's discretion, and

2. Issued letters to two drivers setting out that they have not met the driving standards required of the Association, warning them that further infractions are likely to lead to a suspension.

The Board remain absolutely committed to ensuring that the HGPCA is as safe a place to race as it can be and that the spirit of HGPCA driving is that of participation and not winning. If any driver or team have any concerns in this area, you are encouraged to chat to Peter or Rod. Together, we will knock this on the head.

Peter



Above Top Left: Race 1 Front Engine L to R – Erik Staes, Glenn Loxton, Stephan Rettenmaier. Below: Rear Engine – Rudi Friedrichs, Tom Waterfield, Tim Child
Above Right: Race 2 Podiums L to R – Charlie Martin, Glenn Loxton, Erik Staes, Tim Child, Stephan Rettenmaier and Tony Lees
Far Left: Veteran Commentator Ian Titchmarsh interviews David Brabham.
Left: A jubilant Tim Child – winner of the Gold Cup on aggregate



Above from Left: Class Awards presented by Paul Denman of Trinity Bridge. Erik Staes – Class 5; Glenn Loxton – Class 6; Charlie Martin – Class 7b; Stuart Tizzard – Class 7c Below from Left: James Denty – Class 10a; Rod Jolley – Class 9

Driver of the Day Awards presented by David Brabham:

Rear Engine Charlie Martin; Front Engine Ingo Grimm on behalf of Stephan Rettenmaier





HGPCA Entry List
Oulton Park Gold Cup 29-31 August 2026

RESULTS	Class	Race No	Driver	Owner	Car	Chassis No Asserted	cc	Year	Colour	Nationality
FRONT ENGINE										
Class 2: 1935-1951 Grand Prix Cars										
DNF	2	4	Josef Otto Rettenmaier	Josef Otto Rettenmaier	Delage GP 15 S8	5	1500	1927/36	Blue	German
Class 3: Pre 1939 Voiturette Cars										
3	3	16	Stephan Rettenmaier	Stephan Rettenmaier	Maaserati 6CM	1552	1493	1937	Red	German
Class 5: 1952/53 2 litre Grand Prix Cars										
1	5	36	Erik Staes	Erik Staes	Cooper Bristol T23 Mk II	CB-7-53	1971	1953	Green	Belgian
DNF	5	153	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	CB-4-53	1971	1953	Green - light	German
Class 6: 1954-58 Grand Prix Cars										
2	6	88	Glenn Loxton	Glenn Loxton	Maserati 250F CM8	CM8	2496	1955	Red	ZAF/British
DNS	6	56	Brad Baker	Brad Baker	Maserati 250F 2521	2521	2493	1956	White	Canadian
Class 8: Formula Libre, Indianapolis and Intercontinental Cars										
DNS	8	10	Jim Chapman	Jim Chapman	Aston Martin DBR4/250	DBR4/2 'R'	2892	1959	Green	USA
REAR ENGINE										
Class 7b: Pre 1961 Grand Prix Cars										
2*	7b	12	Rudi Friedrichs - R1/Charlie Martin R2	Rudi Friedrichs	Cooper T53	F2/8/60	2462	1960	Green	German
3	7b	87	Tony Lees	Tony Lees	Cooper T53	F1-53-60	2495	1960	Green/White	British
DNS	7b	59	Geoff Underwood	Geoff Underwood	Cooper T53	F2-16-60	2495	1960	Green	British
Class 7c: Pre 1961 Formula 1 Cars under 1.5 litre										
9	7c	143	Stuart Tizzard	Stuart Tizzard	Cooper T43	F2-27-57	1500	1957	Green	British
DNF	7c	25	Simon (Syd) Fraser	Simon (Syd) Fraser	Cooper T43	F2-11-57	1500	1957	BRG	British
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre										
6	9	2	Rod Jolley	Tim Ross	Cooper T43/51	F2/18/57	1960	1957	Green	British
7	9	43	Eddie Williams	Charles Gillett	Cooper T43	F2-3-57	1964	1957	BRG	British
10	9	14	Max Sowerby	Max Sowerby	Cooper T43	F2-28-57	1960	1957	Blue	British
Class 10a: Pre 1964 1.5 litre Formula 1 Cars										
4	10a	21	James Denty	Peter Bloore	Lotus 21	930	1500	1961	Green	British
8	10a	44	Klaus Bergs	Klaus Bergs	Lotus 18	908	1500	1961	White/Blue	German
DNF	10a	8	Nick Taylor	Nick Taylor	Lotus 18	914	1495	1961	White	British
DNF	10a	13	Wolfgang Henseler	Wolfgang Henseler	Lotus 18	375	1489	1960	Maroon	German
DNS	10a	20	Teifion Salisbury	Teifion Salisbury	Lotus 18	912	1500	1960	Dark Blue	British
DNF	10a	70	Sam Wilson	Sir John Chisholm	Lotus 18	370	1500	1960	Green	British
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre										
DNF	10b	3	Barry Cannell	Barry Cannell	Lola T60	SL/2	1000	1965	Blue, Yellow nose	British
Class 11: Pre 1966 1.5 litre Formula 1 Cars										
DNS	11	29	Nick Fennell	Nick Fennell	Lotus 25	R5	1498	1962	BRG	British
DNS	11	50	Philipp Bühofer	Philipp Bühofer	BRM P261-2	P261-2	1498	1964	Green	Swiss
Class 12: Pre 1966 Tasman & Intercontinental Cars under 2.7 litre										
1 & Gold Cup	12	76	Tim Child	Tim Child	Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
5	12	53	Justin Maeers	Justin Maeers	Cooper T53	F1-8-60	2500	1960	Green	English
DNF	12	6	Mark Shaw	Mark Shaw	Brabham BT4	1C-3-62	2495	1962	Blue	Scottish
DNS	12	7	Nick Topliss	Nick Topliss	Cooper T53 Low Line	F1/07/61	2498	1961	Blue	British
DNF	12	17	Michael Gans	Michael Gans	Cooper T79	FL/1/64	2500	1964	White	Luxembourg
DNF	12	40	Tom Waterfield	Tim Ross	Cooper T53	F1-2-61	2500	1961	Green/red	British



Teifion Salisbury



Barry Cannell



Klaus Bergs



Michael Gans



Tom Waterfield & Rudi Friedrichs



Glenn Loxton, Stuart Tizzard & Barry Cannell



Wolfgang Henseler, Nick Taylor & James Denty



Rod Jolley, James Denty & Nick Taylor



Above: Justin Maeers Below: Klara Rettenmaier



Above: Erik Staes Below: Rod Jolley & Nick Taylor



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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
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or email: 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

Telephone: +44(0)115 978 0663

HGPCA Calendar 2026

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

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

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

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

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

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

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

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

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



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