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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL1 May 2016

Spring Start
and
Donington
Historic
Festival

SILVERSTONE NATIONAL CIRCUIT

HGPCA Test Day

It has been the custom for a number of years to start the HGPCA racing season with a Test Day at Silverstone in April immediately prior to the Vintage Sports-Car Club's Spring Start race meeting.

In 2015, your Board were concerned that the relatively recent arrival of the Goodwood Members' Meeting in March would adversely affect our entries at the test day as it had done the previous year and, when an invitation was received from the Spanish organisers to hold a race on the Catalonia circuit at Barcelona, it was decided to miss the test-day and VSCC race and compete abroad instead.

Due to popular demand, the Test Day was re-instated this season. As you can imagine, to hire the circuit for a day costs a considerable amount of money and, to try and ensure that our income covered the cost, in addition to HGPCA members, an invitation was sent to the GT&Sports Car series (run by Flavien & Vanessa Marcais), Formula Junior Association, Carol Spagg's grids, Duncan Wiltshire's Motor Racing Legends and the Vintage Sports-Car Club – basically, all pre 1966 cars. There was some concern that



Stephen and Victoria Bond making a welcome visit to the Red Truck post Goodwood photo Jim Houlgrave

HGPCA Head Office: 3.52 Canterbury Court, Kennington Park, 1-3 Brixton Rd, SW9 6DE
Tel/Fax: +44(0)20 7785 7204 Email: contact@hgpcanet www.hgpcanet.com



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the day might become excessively crowded with a lot of queuing but, thankfully, the reverse was what happened.

A new system of booking 'cars' rather than 'drivers' on the circuit for the day was introduced and ensured that each session was busy but not dangerous. The cars were divided into four groups - two 'open wheel' and two 'closed wheel' and then the closed wheel into into 'fast' and 'slow'. Each group was guaranteed four sessions through the day with the open wheel cars having one additional afternoon session and the closed wheel having the opportunity to take cars (with passenger seats) out during the two passenger sessions - as long as they had a passenger on board! Amazingly, almost 50 passengers signed the indemnity form and hopefully were treated to an exciting drive around Silverstone - one of the lesser spectator-friendly circuits.

The weather helped, cold but dry until about four in the afternoon but the main reason the day was a success was that at no time, from 9am to 5pm, did we have any serious 'red flag' stoppages. Well done everybody.



Lovely to see Chloe, Linda, and Holly, Mason with races-in-the-making Lucas photo: Jim Houlgrave



Barry welcomes Supagard to the HGPCA, David Paterson, Ronnie Loan, Terry and Alison Abbott photo: Jim Houlgrave



Supagard's Terry Abbott with Driver of the Day, Rudi Friedrichs photo: Jim Houlgrave



Class 7c - Sue (for Sid) Hoole, Clive Wilson and John Bussey photo: Jim Houlgrave



Andrew's Chris & Amanda at the VSCC podium with race winner Peter Horsman, Barry Cannell and Rudi Friedrichs photo: Jim Houlgrave



Race start photo: Richard Hampson



John Bussey, Wilf Goetz and Andrea Guarino photo: Richard Hampson



Eddy Perk and Andrew Smith photo: Richard Hampson



Race winner Peter Horsman, Barry Cannell and Eddy Perk photo: Richard Hampson



Sable mates, Sid Hoole and Peter Mallen photo: Richard Hampson

Pre bb grid at VSCC's Spring Start

An early start time for scrutineering and qualifying practice resulted in the HGPCA race being number three in the afternoon's programme - the bonus was that we had completed our part of the event by 2.30pm allowing an early departure for those needing to get away.

We welcomed new member Rudi Friedrichs on the grid driving the ex Jack Brabham Cooper T53 (previously owned by Rodney Smith) and the return, after a several year's absence, of Francois Duret in his similar car. Also first time out with a rear-engine car was Tony Best driving the ex-Clark Lotus 21.

Practice of 20 minutes had been arranged and an immediate pattern was set by 'interim chairman' Barry Cannell in his Cooper T51 and Peter Horsman driving his Lotus 18/21, being first and second fastest. Sam Wilson (who raced Alan Baillie's LDS at the Silverstone Classic last July) was in the driving seat of John Chisholm's Lotus 18 and, five minutes before the end of practice, posted a time two hundredths of a second faster than Barry. Eddy Perk in the red and gold Heron was fourth fastest with Rudi, in his first race with the HGPCA, fifth. Leading the five Class 7c cars was Sid Hoole, swopping his sleek Cooper T66

(in anticipation of the Monaco Historique) for the earlier Cooper T41. Two cars not seen in practice were Brian Maile's similar T41 who, feeling unwell, elected to withdraw and Tony Smith with his, new to him, Cooper T51 which had had a mechanical problem on the previous day. Unfortunately Sam had to withdraw before the start of the race as an engine check after qualifying showed water in the engine oil.

After the customary green flag lap, the race started but was immediately stopped by red flags when a collision occurred at Copse corner. Michael Steele's Connaught and Paul Smeeth's Lotus touched; the Connaught rolled, finally landing on its wheels with a very bruised and shaken, but seemingly unharmed, Michael who was able to climb out of the car. Paul was unharmed, but the Lotus sustained minor damage and was withdrawn.

At the race restart, Peter Horsman powered past Barry Cannell to lead the race, a position he occupied until the chequered flag. By lap seven, Andrew Smith briefly gained and held third place having started seventh but was then passed by Rudi Friedrichs who was impressively coming to grips with the Cooper having sat in it for the first

time on Friday. After a sorry start to the race, all were grateful that it ended without further upset.

The form at VSCC events is that the first three finishers in the race are held at the start line for a brief talk with the commentator and presentation of trophies - we were delighted that Amanda and Chris from Arbutnot Latham were on hand to assist with the presentation.

Thirty minutes after the end of the race, the customary HGPCA prize-giving took place in the Red Truck. This was an excellent opportunity to welcome Terry Abbott, David Paterson, Ronnie Loan and Alison Abbott from our new sponsors Supagard. Terry introduced himself and the others to the assembled drivers and presented the class awards. Finally, the 'Driver of the Day' award was announced and, to everyone's delight, the recipient was new member Rudi Friedrichs. In his first race with the Association not only had he finished third overall but his performance was rewarded with our special award - it transpired that it was also his birthday. A day to remember, Rudi! The event culminated with the welcome sight of Michael Steele enjoying a glass of wine and late lunch at the Red Truck.

HGPCA Race for Pre 1966 Grand Prix Cars - Results VSCC Spring Start - 23 April, 2016

Pos	No	Entrant	Name	Surname	Nationality	Make	Model	cc	Year
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels									
2	3		Barry	Cannell	GB	Cooper	T51	2500	1960
3	12		Rudiger	Friedrichs	D	Cooper	T53	2500	1960
7	7		Paul	Griffin	GB	Cooper	T51	2500	1958
16	8		Francois	Duret	F	Cooper	T53	2496	1961
DNF	9		Paul	Smeeth	GB	Lotus	18 373	2500	1960
DNF	69		Andrea	Guarino	I	Lotus	18 370	2495	1960
DNF	118	John Chisholm	Sam	Wilson	GB	Lotus	18 372	2496	1960
DNF	51		Tony	Smith	GB	Cooper	T51	2500	1959
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres									
9	137		Sid	Hoole	GB	Cooper	T41	1500	1956
11	43		Clive	Wilson	GB	Cooper	T43	1500	1957
12	34		John	Bussey	GB	Cooper	T43	1460	1957
14	15		Helmut	Gassmann	D	Cooper	T51	1476	1959
15	45		Scotty	Taylor	AUS	Cooper	T45	1475	1958
DNS	41		Brian	Maile	GB	Cooper	T41	1460	1956
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres									
5	2		Andrew	Smith	GB	Cooper	T43	1960	1957
10	10		Tony	Ditheridge	GB	Cooper	T45	1960	1958
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars									
4	37		Eddy	Perk	NL	Heron	F1	1488	1960
6	71		Alan	Baillie	GB	Cooper	T71/73	1498	1964
DNF	36		Tony	Best	GB	Lotus	21 934	1500	1961
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars									
8	26		Peter	Mullen	GB	BRM	P261	1498	1964
Class 12 - Pre 1966 Tasman & Intercontinental 4 cyl cars not more than 2.7 litres									
1	22		Peter	Horsman	GB	Lotus	18/21	2500	1961
13	18		Wulf	Goetze	D	Cooper	T53	2695	1961
DNF	99		John	Evans	GB	Brabham	BT4	2700	1963
DNF	11		Jon	Fairley	GB	Brabham	BT11/19	2700	1964
Invitation Class									
DNF	6		Michael	Steele	GB	Connaught	C Type	2500	1957

Driver of the Day: Rudi Friedrichs

HGPCA Chairmanship

Andrew Garner, whose long association with historic motor racing and distinguished record in business led him to being elected in 2014 as Chairman of the HGPCA, announced, with great regret, that the rapid success of his international business meant he is no longer able to devote the time required to his important duties as Chairman of the HGPCA.

The Directors of the HGPCA have therefore asked Barry Cannell to return to the Chair for an interim period to see this season out while the Directors conduct an orderly process aimed at securing the continued development and success of historic grand prix racing.

Andrew Garner said "It has been an honour and a privilege to have chaired the HGPCA, an organisation I have raced with, dined with and laughed with over many years. Sadly as we enter what looks to be one of our busiest and best seasons ever I just cannot devote the time it needs and I am immensely grateful to Barry for volunteering to step in. The HGPCA cannot be in better hands."

Barry Cannell said "It is a privilege to be asked to return as Chairman and I thank Andrew for his term. I look forward to this new season, both as a driver and as Chairman enjoying the wonderful cars and the splendid camaraderie amongst our drivers and supporters."



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Arbuthnot Latham Team:

Paul Denman, Chris Bland, StJohn Gardner and Amanda Weston

Tel: +44(0)20 7012 2500

motorsport@arbuthnot.co.uk

Arbuthnot House, 7 Wilson Street, London EC2M 2SN

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Calum Lockie with the Nuvolari Trophy, presented by Kevin Wheatcroft
photo Jim Houglgrave



Supagard's Neil Gough presents Martin Halusa with son Lucas's Driver of the Day award. photo Jim Houglgrave



Second and third places in Class 1 to Stephan Rettenmaier (right) and Rob Neuvall (left) who drove Chris Jaques's Maserati with Arbuthnot Latham's Amanda Weston. photo Jim Houglgrave

HGPCA AT DONINGTON HISTORIC FESTIVAL

Nuvolari wins for Michael Gans and Calum Lockie



Race 1 start - Calum Lockie leads into Redgate, closely followed by Michael Gans and Nick Toppliss photo Jim Houlgrave



Sunday's group shot left to right: Michael Gans, Lukas Halusa, Calum Lockie, Nick Toppliss, Tom Dark, Paul Grant, Richard Pilkington, Klaus Lehr, Geraint Lewis, Bo Williams, Rob Newall, David Morris, Duncan Ricketts, John Ure and Nick Rossi all Donington photos by Jim Houlgrave



Clockwise from above left: The tremendous, closely fought race between Sunday's eventual winner, Calum Lockie in Sean Danaber's 6CM Maserati and Michael Gans's ERA (Rob Newall in Chris Jaques' Maserati and Duncan Ricketts in David Baldock's Alta in the background.)



Rob Newall managed to drive the 'six wheel' Maserati 8CM around for a lap until they were able to disengage the jack! Martin Halusa' driving his Bugatti T35C on Saturday ahead of Klaus Lehr's Maserati 4 CLT

Two thrilling Nuvolari Trophy Pre-1950 Grand Prix car races – once again presented in association with our loyal supporter Hall & Hall – at the Donington Historic Festival saw Michael Gans (ex-Richard Seaman ERA R1B, which first appeared here on July 13, 1935) and Calum Lockie (ex-'Raph' Maserati 6CM #1556) emerge victorious in a leg apiece. Sunday's exciting wheel-to-wheel duel between the Swiss-domiciled American and the vastly experienced Scot in their 1500cc bolides was by common consensus one of the highlights of the sixth annual event.

A wonderful entry of 19 cars spanning seven famous marques set out for qualifying on a bright Saturday morning. Much attention of course surrounded the appearance of Stephan Rettenmaier's ex-Nuvolari Alfa Romeo P3 (sister car to 'Mad Jack' Shuttleworth's 1935 Donington GP winner and immaculate again following its Goodwood woopsie), but it was also delightful to see his faithful engineer Ingo Grimm let loose, albeit too briefly, in the sensational ex-works/Count Trossi Maserati 8CTF #3031 in which their compatriot Paul Pietsch led the 1939 German GP, eventually finishing third to the Silver Arrows of Rudolf Caracciola (Mercedes-Benz W154) and Hermann Müller (Auto Union). Alas fuel mixture problems with its two-stage supercharged three-litre straight-eight engine saw it 'retired' after a lap for rectification in the workshop.

Lockie served notice of his intent by securing pole with a splendid 1m24.323s (84.49mph) on his final lap, but his best was but 0.038s quicker than Gans had posted in four fewer circuits. They were 3.8s clear of third qualifier Nick Toppliss in the ex-Pat Fairfield 1937 South African GP-winning ERA R4A – the first production chassis which had, in '35, carried the Liverpool-born racer to Nuffield Trophy victory at Donington, also with an 1100cc engine – at this point. Two ex-Bira cars were also under the 'magic' 1m30s barrier, Charles McCabe's ERA R5B 'Remus' – a winner here with Tony Rolt up in '38 and '39 – in the hands of preparer David Morris and fellow second-generation racer Robert Newall in croquet magnate Chris Jaques' mighty Maserati 8CM.

Urs Muller brought his gorgeous yellow and green Scuderia Ambrosiana Maserati 6CM #1558 from Switzerland and recorded sixth best time, ahead of Duncan Ricketts in David Baldock's charismatic Alta (running in four-wheeled trim as opposed to with twin rears on this occasion) and Josef-Otto Rettenmaier with his Maserati 6CM. Nine tenths back was Neil Perkins' sister car with Tom Dark up – a great effort in just four laps – and the top 10 was completed by class leader Geraint Lewis' ultra-slim narrow-tracked Frazer Nash Shelsley, a combo which invariably bats above its weight.

Klaus Lehr (Maserati 4CLT), Stephan Rettenmaier's Alfa and Richard Pilkington's ex-Albert Divo/Raymond Sommer/Philippe Etancelin/Luigi Chinetti/TASO Mathieson Talbot-Lago T26SS were separated by quarter of a second, pursued by Bo Williams in his Bugatti T35B, quickest of four machines from Molsheim. British-based Austrian Martin Halusa (T35C), Marc Valvekens (T37A) and Paul Grant (T37) were also in the chase, the Belgians split by Nic Rossi (Alfa Romeo 1750 Gran Sport).

Following rain, sleet, hail and the odd glimpse of sunshine – a typically British April scenario these days – the demanding 1.98-mile track was damp and still greasy off-line when 17 cars came out to play for real on Saturday afternoon, Lehr's Maserati having joined Grimm's on the sidelines.

Poleman Lockie made a decent getaway as he tried

to find grip in the rasping centre-throttle Maserati, but Gans boldly shot his black ERA round the outside at Redgate Lodge corner, seizing the advantage as they dived abreast towards Hollywood and the fearsome Craner Curves [named for period circuit manager Fred Craner] with Morris and Topliss leading the peloton which did not remain visible in their mirrors for long.

Such was the breakaway couple's pace that they had a big lead over the pack at the end of the opening lap. Although Calum briefly made inroads into Michael's lead when his rival started lapping slower cars, he had no sustained answer.

Gans barely backed off as he slithered to the chequered flag, more than six seconds to the good after a consummate display of car control. That his steed was Richard Seaman's in 1935 made the result special since the British hero won the following year's Donington GP, sharing Swiss entrant Hans Ruesch's ex-Scuderia Ferrari Alfa Romeo 8C-35 #50013.

"Sideways is the only way to drive it [the ERA]," grinned Michael at the post-race interview. "You've just got to hang out the tail, look for the grip and try to go round the corners as quickly as possible on a balanced throttle." Second-placed Calum, principal of the long-established Gold Track driver training business, was magnanimous in defeat and most complimentary about Gans' performance. "Michael drove brilliantly; I'm very impressed. My car was wheel-spinning on both long straights and sideways in the corners, but I couldn't keep up today."

Morris kept his 2-litre ERA ahead of Topliss' similarly-motivated version until the half-way stage, when nine-time VSCC Seaman Trophy winner [in his ex-Humphrey Cook/Reggie Tongue ERA R11B] David slid off the track most uncharacteristically at the chicane. "Enthusiasm overcame talent, I'm afraid," was the former Team Lotus F1 mechanic's frank summation of his early demise. Topliss thus had a lonely run to third.



Urs Muller had a fantastic race on Sunday - one of his best - sadly to end badly with a smack into the pit wall - we're happy to report he is okay

A battle for the minor places made a fine spectacle though. Initially embroiling Muller, Newall, Pilkington, Dark, Jo Rettenmaier and Lewis, it evolved well with Dark working its way diligently to the front. He was eventually rewarded with fourth, ahead of a very racy 'Sgt Pilko' ("the car's been here before, in '36 and '37, you see!") and Lewis' Nash at the head of a four-car dash to the chequer blanketed by 0.9s.

Lewis' sixth marked a fine last lap in which he passed both Rettenmaier and Muller. So determined was the latter, having conceded a hard-won place on the dash to the line, that he accelerated briskly to the left of Lewis' pale blue machine and lost control of his Maserati on the wet side of the track. As the car snapped away from him it nosedived into the pit wall, reared up and twizzled in the air before landing. Urs, whose helmet worryingly came undone on impact, was, unsurprisingly, badly shaken. A sad end to one of his most competitive drives, witnessed at close quarters by Rettenmaier and Newall.

Stephan Rettenmaier's Alfa, Halusa's Bugatti and the Alta of Ricketts - which had understeered through the gravel at Coppice on the opening lap - finished a lap down, ahead of the Bugs of Williams and Grant.



Rossi completed nine laps but poor Valvekens' car didn't chalk one on the board and was out for the weekend.

Sunday's field was back up to 17 cars, however, for John Ure joined the party with Tony Ditheridge's Parnell MG K3 monoposto, essentially the machine in which Humphrey Cuddon-Fletcher retired from the '38 Donington Grand Prix - a physical three hour marathon won by Nuvolari in a sensational 3-litre V12-engined Auto Union D-type from the Mercedes-Benz W154s of Hermann Lang and Seaman.

Keen to notch a maiden Maserati victory in our Nuvolari Trophy retrospective 78 years on (Mark Gillies won both races in 2013, at the wheel of ERA R3A, then in Mary Smith's ownership), Lockie made a fine start on a now dry track as a more confident Topliss and Gans disputed second place in their ERAs. By the time Michael had outraked Nick into Redgate on lap 5 Calum was a couple of seconds up the road but a series of fastest laps saw Gans relentlessly whittle the deficit back over a similar distance.

Eventually Michael was close enough to challenge and on lap 11 his lunge at Redgate succeeded in annexing the lead. His moment of glory was just that, however, for Calum retaliated at the same place next time round as, fighting for every inch of track, they caught Ricketts' pale green Alta. Thereafter Lockie used his defensive armoury expertly to repel all that Gans threw at him. When the chequered flag didn't go out at the stroke of 20 minutes one final nail-biting lap decided the outcome, the silver Maserati flashing over the line 0.699s before the black ERA.

"That was a lovely tussle, totally clean and totally safe," beamed Lockie after receiving congratulations from his vanquished opponent and car owner Sean Danaher, who thus celebrated the landmark achievement of 50 years of preparing Maseratis - he first worked on Colin Crabbe's cars as a nipper in 1966 - perfectly with a memorable team victory. Topliss finished third, the only other competitor on the winner's lap, with Morris a measured fourth.

Ricketts enjoyed a better day, burbling home fifth ahead of Jo Rettenmaier, Ure going great guns in the cackling Parnell-MG and Lukas Halusa who took over his father's Bugatti and drove it superbly from the back of the grid to finish eighth. His efforts were rewarded with the Driver of the Day prize.

Pilkington had another fun day, just getting the better of Lewis and Stephan Rettenmaier, with Newall and Williams next home. Rossi and Grant completed 11 laps, but the Maseratis of Lehr and Dark fell by the wayside, the latter's parked after a solitary lap. (words Marcus Pye)

DONINGTON HISTORIC FESTIVAL

Nuvolari Trophy Race Results

in association with Hall&Hall

Pos	No	Driver (Entrant)	Nat	Year	Make	Model	cc
Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
8	35	Halusa, Martin and Lukas	A	1927	Bugatti	T35C	1991s
11	3	Rettenmaier, Stephan	D	1934	Alfa Romeo	P3 Tipo B	3167s
12	28	Newall, Robert (Chris Jaques)	GB	1934	Maserati	8CM	2992s
13	12	Williams, Bo	GB	1926/7	Bugatti	T35B	2262s
14	18	Rossi, Nick	GB	1930	Alfa Romeo	1750GS	1750s
15	19	Grant, Paul	B	1929	Bugatti	T37	1500
DNF	15	Valvekens, Marc	B	1928	Bugatti	T37A	1496s
Class 2 - 1935 - 1951 Grand Prix cars running on 18" or 19" wheels							
9	5	Pilkington, Richard (Tania Pilkington)	GB	1937	Talbot	T26SS	4482
10	14	Lewis, Geraint	GB	1936	Frazer Nash	Shelsley	1496s
16	29	Lehr, Klaus	D	1949	Maserati	4CLT	1490s
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels							
1	25	Lockie, Callum (Sean Danaher)	GB	1938	Maserati	6CM	1492s
2	1	Gans, Michael	USA	1935	ERA	R1B	1500s
6	6	Rettenmaier, Josef-Otto	D	1935	Maserati	6CM	1493s
7	17	Ure, John (Tony Ditheridge)	GB	1934	MG	Parnell K3	1408s
17	26	Dark, Tom (Neil Perkins)	GB	1936	Maserati	6CM	1493s
DNF	16	Muller, Urs	CH	1938	Maserati	6CM	1500s
Class 4 - 1930 -1951 Grand Prix & Voiturette cars over 1.5 litres on 16" wheels							
3	4	Topliss, Nicholas	GB	1935	ERA	R4A	1996s
4	8	Morris, David (Charles McCabe)	GB	1936	ERA	R5B	1984s
5	11	Ricketts, Duncan (David Baldock)	GB	1938	Alta	Single Seater	2000s

Driver of the Day - Lukas Halusa



Above left to right: Class 4: David Morris (driving Charles McCabe's ERA - Remus) 3rd, Nick Topliss, winner and Duncan Ricketts (driving David Baldock's Alta) 3rd all photos Jim Houlgrave

Left: Class 2: Supagard's Neil Gough, Klaus Lehr (3rd), Richard Pilkington (winner), Geraint Lewis (2nd) and Arbutnot Latham's Amanda Weston

Company No. 4504260
MINUTES OF THE THIRTEENTH

ANNUAL GENERAL MEETING

of the Historic Grand Prix Cars Association Limited
Held on Friday 22nd April 2016 at Silverstone

Present: Barry Cannell (Chairman), Peter Horsman (Treasurer) Sir John Chisholm, John Clark, Martin Eyre, Sidney Hoole, Will Nuthall, Richard Parnell and Christopher Wilson

In attendance: Martin Grant Peterkin, Brian Horwood and approximately 30 members

Barry Cannell welcomed members and thanked everyone for making the time to attend. He said a few words of introduction having returned to the post of Chairman just two weeks previously. This had come about following the need for Andrew Garner to stand down due to the pressure of his business activities. BC took the opportunity to thank him for his endeavours on our behalf over the past 15 months.

Reflecting on the 2015 season he believed it was a successful one with many enjoyable race meetings, social gatherings and a well appreciated new venue for the Annual Lunch at the RAC Club in Pall Mall. Stella Jackson has continued her great work for us with help from the ubiquitous Martin Grant Peterkin who we simply have not allowed to retire. He continues to lend his skills and energy and his efforts have achieved an excellent calendar for this 2016 season.

Your Board of Directors have attended to their responsibilities with energy and initiative and in various working groups will continue with the aim of achieving the best possible quality and number of our cars appearing at the best of circuits.

The Red Truck comes under "new management" this year in the capable hands of IN Racing. Martin Greaves of Classic Performance Engineering and his team previously did a wonderful job and he invited acknowledgement of their unfailing hard work and cheery manner throughout the last 3 years.

He thanked the two long serving Directors who are standing down. Sid Hoole under our 8 year rule and cannot stand for re-election until 2018, and Martin Eyre who stands down on the rotational rule. Sid is been vastly knowledgeable and ever present on our eligibility team and happily has agreed to continue to contribute. Martin has been the energy, the talent, and the expeditor of our fabulous Yearbook over a period of 8 or 9 years. Our thanks to them both for their lengthy and valuable contributions to the Association

Long term sponsors Arbutnot Latham have renewed their arrangement for a further year, albeit at a much reduced level, and Dunlop Tyres continue to support.

John Clark has introduced a new sponsor to us -

Supagard - a company that provide vehicle body protection systems and their management who attended our Test Day. We thank them all and I urge members to acknowledge their support by engaging with them.

He then asked Treasurer Peter Horsman to present the audited accounts for the year ended 31st December, 2015.

TREASURER'S REPORT

Peter Horsman, wished to thank Rawlinson & Hunter for their work in auditing the accounts of the Association and for their report. The figures show a surplus of £18,000. Capital reserves move from -£15K to + £3K and funds have been put into a separate account towards repayment of the Red Truck loan.

On the detailed profit and loss he explained that the apparent downturn on memberships was due to Yearbook figures being included and, although they were slightly down, he was happy to report three new members had been accepted at the meeting prior to the AGM. Circuit costs were down, largely due to only one grid at Silverstone Classic (saving £25K) and not having a Test Day (£20K). Race administration costs were down as Gillian Carr had left employment, overalls cost down due to fewer new members and he was happy to report that the Annual Lunch had actually made a small surplus. In addition, some currency dealing - buying euros cheaply - was helpful in 2015 and will be of benefit through 2016.

He said that challenges for 2016 were to overcome the diminished sponsorship revenue and that can be best overcome by high levels of race entries - "come out and race - it's very important to maintain a balance". He did observe that there were challenges for 2017 in particular and that securing regular sponsorship income was key to the health of the Association.

Brian Jolliffe proposed that the audited accounts for the year ending 31st December 2014 be adopted, seconded by Martin Eyre. Peter Horsman proposed that Rawlinson & Hunter be re-elected as auditors and set their remuneration, seconded by Barry Cannell.

REPORT & ACCOUNTS - IT WAS RESOLVED THAT the report of the directors and the audited accounts for the period ended 31st December 2015 together with the auditors' report thereon be received.

RE-ELECTION OF AUDITORS - IT WAS RESOLVED THAT Messrs Rawlinson & Hunter be re-elected as auditors of the Company, to hold office until the conclusion of the next general meeting at which accounts are laid before the Company.

REMUNERATION OF AUDITORS - IT WAS RESOLVED THAT the remuneration of Messrs Rawlinson & Hunter, the Company's auditors, be fixed by the directors in respect of the period ending at the conclusion of the next general meeting at which accounts are laid before the Company.

APPOINTMENT OF DIRECTORS - As required by Article 53, Sid Hoole retired. As required by rule 48, Martin Eyre retired. Julian Bronson, Steve Hart and Rod Jolley, having been duly proposed and seconded, put themselves forward for election. Following a vote in which 50% of those eligible to vote did, Brian Horwood was pleased to announce the appointment of Julian Bronson and Rod Jolley.

2016 Directors: Barry Cannell (Chairman), Peter Horsman (Treasurer), Julian Bronson, Sir John Chisholm, John Clark, Rod Jolley, Richard Parnell, William Nuthall and Christopher Wilson.

Richard Parnell then reported on behalf of the Driving Standards Sub Committee

Success of the Association's Driving Standards enterprise can be most easily demonstrated by the amount of uninterrupted track time, lack of damage to people or machinery, and the harmonious relations of our racings members.

Last season saw only one minor loss of track time resulting from a solitary, late, Red flag at the Nurburgring, caused by a spinner. However, the number of recorded contact incidents rose by almost 30% - all at the hands of experienced drivers. A portion of this is the result of over-ambitious turn-entry overtaking, with the balance from a continued and welcome uplift in reporting.

Minor contact is often a prelude to something more

serious, and equally important, it is a disincentive for would be racing members.

The F1 staggered arrangement for standing starts we introduced has been instrumental in minimizing start line incidents, and is now used at all the circuits except Spa where we have a rolling start. Many other organisers are now adopting this for open wheel single seaters, and, at the same time introducing penalties for poor positioning.

Cars starting out of position are always an issue. The "best time" arrangement for Race 2 introduced last season was a statistical success but ultimately did not address the main problem, also having the unintended consequence of upsetting the natural order elsewhere in the field.

This coming season we are opting instead for a collecting area "Blue Flag Board" visually notifying drivers of out of position cars just prior to the race.

Richard concluded by saying "Your Driving Standards team is always looking for new members, so don't be afraid to see if it might suit you."

The formal business of the Annual General Meeting concluded and Barry Cannell then opened up the meeting for a more informal discussion which revolved around the 2016 Calendar.

Brian Jolliffe questioned why there were so many UK meetings when one of the major reasons for the Association's success has been travelling to European circuits. He was particularly disappointed that the support shown for a season opener at Hockenheim had not been followed up and that the season wasn't going to end in Portimao.

Tony Ditheridge expressed disappointment in a season where there are several meetings when front and rear engine cars are not both catered for. This is of particular concern to him because he looks after both types of car and it makes less financial sense to be racing at less than full capacity.

The Directors agreed with a number of these points. Oulton Park was a replacement for Zandvoort, who decided quite late on to move their date causing us Goodwood issues and Hockenheim was, in retrospect, poorly handled and, whilst we would like to go there, it was felt important for 2016 to try to renew the Silverstone Test Day, and therefore the Spring Start meeting, to assist our new sponsors. The Masters could only have us for one race at Brands.

Our membership is a diverse lot; some wanting the more affordable UK events (but not more affordable to our non-UK members) and some wanting to continue the tradition of the Association in attending European Grand Prix circuits. Portimao treated us very poorly last year and a number of members told us that they simply would not attend the meeting in 2016. This year - a year in which a number of members will be doing Monaco - we have overall one less overseas event and one more UK event. It is, perhaps, not a perfect calendar, but there is still a lot to look forward to!

A multi-coloured umbrella was left in the room at Silverstone where the AGM was held on Saturday 23rd April - contact Stella if it is yours.

CAPACITY TESTING

Eddy Perk has been developing a piece of equipment capable of testing the engine capacity of a car without compromising or damaging components - only requiring the removal of one of the plugs. Brian Horwood has spent some time with Eddy learning how it works and testing various engines. The next step is to prove that the results are accurate and repeatable by measuring the engines in the cars of the Board Members who have unanimously offered to make their cars available.

Letter from Stephen Bond

Dear Barry,

Firstly, I would like to reiterate my thanks to you, the directors, Stella and so many members of our association for their great kindness and good wishes following my accident at the Members' Meeting at Goodwood on 20th March.

It is now just over 4 weeks since the accident, during which time I have been able to consider how extremely fortunate I was to have got away without serious injury – or even worse! I am pleased to report however that my broken bones continue to heal themselves satisfactorily, albeit more slowly than I would like.

I have a sneaking suspicion that my left shoulder and right ankle may yet require some further treatment/healing and it's still probably a month or so before I know whether my right shoulder needs to be re-set however I am increasingly mobile on a daily basis and getting back into 'business mode' so, all-in-all, my recovery continues well.

I have come to the conclusion however that I have used up all my luck when racing open wheel single seater GP cars and therefore, with some sadness, I have decided to gracefully 'retire' from racing these wonderful cars (however I still plan to drive in the occasional race with my 1955 Lister Bristol sports car).

Since joining the HGPCA in 2012 and racing my 'Stirling Moss' Lotus 18, I have met and enjoyed the friendship of a large number of fellow members, had many exciting races and been to some wonderful locations so I have to admit these last four seasons have been quite memorable and hugely enjoyable. I don't however intend to leave the HGPCA but wish to continue as a non-driving member and, on occasion, enter my Lotus 18 driven by an appropriate driver on my behalf. I look forward therefore to continuing to meet up with you and my HGPCA friends on a regular basis over the seasons to come (in fact, starting with this weekend's VSCC meeting at Silverstone and then Monaco next month!).

With kind regards and best wishes to all HGPCA driving members for an enjoyable and, above all, safe 2016 racing season.

Cheers, Stephen (Bond)

HGPCA Yearbook

Copies of the 2016 HGPCA Yearbook were available at the Test Day at Silverstone on Friday 22nd April. Many members were able to pick up a copy or two there or at the AGM. If you aren't expecting to be at a circuit between now and the Silverstone Classic, we will send you a copy in the post. There's the season round up of our 2015 events along with articles about James Allington's intricate cutaway drawings (by Andrew Roberts), the 1954 German Grand Prix (by Mike Jiggle), Track Tales and Memories - Sir Stirling Moss's first races in Europe and further afield (by Steve Havelock) and an article celebrating 85 years of the Donington Park circuit by John Baillie whose book, Donington Park: The Pioneers, is expected later this year.

We hope you enjoy reading it.

New HGPCA Members

It's always good to welcome new Members to the Association and there are several new faces - some of whom may have raced with us once in 2015 but their membership runs through until this December.

FULL/ORDINARY: Luc Brandts, Thierry Chanoine, Manuel Elicabe, Rudi Friedrichs, Fred Harper, Chris Helliwell, Carlos Miguens, John Monson, John Saunders and Richard Wilson ASSOCIATE: Ronald Brons, Emma-Jane Gilbert-Smith, Lukas Halusa, Ed Morris, Stewart Wilkie and Sam Wilson.

The Directors have awarded Honorary Membership to Brian Gilbert-Smith in recognition of his long-standing support for the HGPCA as our safety scrutineer.

Cars for Sale



1959 Cooper Maserati T51 - 2 litre, papers. For more details on all three cars - Contact **Chris Wilson** - +44(0)7812 010164



Brabham BT15 F3 screamer - 1 litre Ex Graham Coker, papers. Ready to race



1953 Frazer Nash Targa Florio