

HGPCA

HISTORIC GRAND PRIX CARS ASSOCIATION



2026 YEARBOOK

INCLUDING 2025 RACE REPORTS

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CHAIRMAN'S LETTER

A warm welcome to this year's Historic Grand Prix Cars Association's Yearbook! My thanks are again due to those who produced it, including Lindsey, Steph and Sarah Bennett-Baggs, a guest at our recent Annual Luncheon, who lays down the design and organises the printing. Also, to the many advertisers who show their support for our Association by being willing to be a part of it at a modest cost but with no guarantee of a direct return. Please show our support for them by using their services wherever possible.

We were very pleased and honoured to welcome David Brabham as our President following Clive's wish to stand aside for personal reasons. Clive wishes to assure us that he remains a very strong supporter of the HGPCA. David, of course, is ideally placed to be our successor President not only due to his father's extraordinary achievements as a driver and as a manufacturer of Grand Prix cars which achieved great success (then and now!) but also due to his own achievements in racing over the more recent years.

This last season was marked out by some visits to circuits which were new to us. We enjoyed the challenge of Hockenheim and Misano as well as old favourites such as Brands Hatch, Spa, Zandvoort, Nurburgring and others. This book will revive memories of our adventures there! We enjoyed the BBQ at Jaqui and my home after Brands with a splendid contribution from the talented musicians of our live band including Tim Child and his band as well as Richard Parnell and Guy Plante.

This next season will have a different flavour to it: gone is the Silverstone Classic/Festival (albeit replaced by an October visit to the GP circuit) Spa (rested for one year only) to make space for Charade and Mugello. We enjoyed Charade a number of years ago when, as I recollect, the second race was called off due to a torrential downpour (!) and it is an interesting circuit, wending its way up and down a valley. Mugello is a new circuit to the HGPCA although many members have raced there before and highly recommend it. Also to be recommended will be the lovely Tuscan countryside, and hopefully sun, for Mugello is not far north-east of Florence and certainly Jaqui and I will be touring around Tuscany in the preceding week or so.

So we are again fortunate to have a great season of racing opportunity ahead of us. This wouldn't be possible without the hard work and enthusiasm of those who work to make it all happen: Lindsey, Steph, Bertie, Rod, Tim and Donna, Chris, Will and the IN Racing Red truck crew all come to mind. We are grateful also for the continued support of our valued sponsors, Goodyear/Dunlop and TrinityBridge. Thank you all!

Racing our cars is a privilege and has to be undertaken with a very high regard to the safety of oneself and our fellow competitors. We had a good season this past year and please be assured that we will be careful to uphold the highest safety and driver standards this coming year.

Please support your own unique Association by racing with us whenever you can! Our existence depends upon that support.

I look forward to being with you on the racetrack, in the pits and restaurants in the coming year.

Very best wishes

Peter Horsman



Historic Grand Prix Cars Association

www.hgpca.com

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The HGPCA would like to thank the following sponsors for their continued support:



A MESSAGE FROM THE HGPCA PRESIDENT



Dear Members,

It is a real honour to write my first note as President of the Historic Grand Prix Cars Association. The HGPCA represents the very best of our sport's heritage, not simply preserving historic Grand Prix machinery, but ensuring these extraordinary cars are seen, heard and driven as they were intended.

I would like to acknowledge and thank Clive Chapman for his leadership and dedication during his tenure as President. Through his stewardship at Classic Team Lotus and within the HGPCA, Clive has championed authenticity, integrity and the importance of protecting Formula One's rich history. His contribution has helped strengthen the foundations on which we now build.

Grand Prix racing has always been deeply personal to me, not only as a former Formula One driver, but as the son of Sir Jack Brabham, one of the true pioneers of the sport. This year marks the 60th anniversary of his third World Drivers' Championship and the Brabham team's first Constructors' title in 1966, a remarkable achievement and still the only time a driver has won the championship in a car of his own construction.

Historic racing plays a vital role in ensuring those stories are not lost. These cars represent far more than engineering milestones; they embody the courage, creativity and competitive spirit of the men and women who shaped the sport. They were built to race, and when they run today, they connect generations in a way nothing static ever could.

As we look ahead, my aim is to support the continued growth of the Association, uphold the highest standards of preparation and presentation, and foster a strong sense of community among owners, drivers and supporters. Together, we carry forward not just cars, but the legacy and spirit of Grand Prix racing itself.

Thank you and best regards,

David Brabham



President, Historic Grand Prix Cars Association



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CONTENTS

Chairman's Letter 1
A Message from the President..... 2

THE RACE REPORTS 2025

Hockenheim Historic..... 6
Grand Prix De L'Age D'or, Dijon 10
Zandvoort Historic Grand Prix 14
Brands Hatch Super Prix 18
Oulton Park Gold Cup 22
Nürburgring 52 Belmot Oldtimer Grand Prix 26
Silverstone Festival 30
Spa Six Hour Meeting 34
Misano Historic 38

RACES, RESULTS AND AWARDS

2025 Awards 42
2025 Race Results 44
2026 Race Calendar 69

FEATURES

In the Paddocks 46
Like Father Like Son - IN Racing 51
La Dolce Vita - La Leggenda di Bassano..... 57
Cameron Millar - The 250F Whisperer..... 65
In The Beginning - Chris Mann..... 71
Advertisers Index 80



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On the cover. 'A Stirling Drive' by John Ketchell

1954 Daily Telegraph Trophy race - Stirling Moss in his own winning Maserati 250F at the Aintree circuit Merseyside.

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HOCKENHEIMRING

HOCKENHEIM HISTORIC

9 - 11 May 2025

Exciting Season Opener in Germany

The first race meeting of the 2025 season was to the Hockenheimring – a circuit that relatively few HGPCA members had ever visited before – although some remembered it from their days with TGP and it's a regular circuit for those who race with Formula Junior. This was the twentieth running of the ADAC Hockenheim Historic (also known as 'The Jim Clark Revival' in honour of the Scottish Formula 1 world champion who lost his life here in 1968) and we were in for a treat.

On arrival, it soon became apparent that this is a big race meeting with thousands of spectators anticipated – the public car parks on the route in from the motorway stretched as far as you could see and were all beautifully organised. No Silverstone muddy fields in this corner of Germany!

We had the chance to run separate Front and Rear Engine races as well as a combined grid and had a fantastic turnout of 17 Front Engine cars – predominantly Maseratis with no less than nine of the marque making an appearance. With 18 Rear Engine cars, this was a fantastic entry for our debut at the race meeting and very much appreciated by the organisers.

As most drivers were unfamiliar with the circuit; we had a dedicated HGPCA free practice session early on Friday afternoon for everyone to have their first familiarisation laps on track. The

20-minute session saw a few being caught out by the technical layout with several spinners. Almost at the end of the session, John Chisholm had the brakes lock on to his Lotus 18, stranding him in an awkward position and necessitating a red flag. With little time left on the clock, the session was not re-started.

Eddy Perk's Heron had blown a head gasket but his race meeting was saved when he was invited to jump into Tim Ross's Cooper T43/51 which had been brought out to Germany as a spare car. The friendly scrutineers were soon at the car and many cushions were added to the seat to enable Eddy to find a practical driving position!

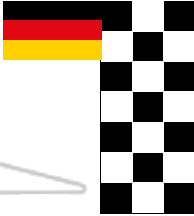
Late on Friday afternoon, 35 cars lined up in the Assembly area for Qualifying. Will Nuthall setting pole with a 1.56.18; 1½ seconds ahead of 2nd placed Tim Child (Brabham BT3/4) with Michel Kuiper and Rudi Friedrichs on the second row all setting 1.58. Quickest of the Front Engines was Ewen Sergison (Lotus 16) with a time of 2.04.7.

On Friday evening, Klaus Lehr had generously invited HGPCA members to a dinner at the circuit which was thoroughly enjoyed by many who were served great food and wine and by all accounts, a delightful evening in great company. Klaus was instrumental in persuading us to attend the Hockenheim meeting and was thrilled when we added it to the calendar.

Saturday dawned sunny and clear with a stiff breeze blowing for the first of the HGPCA races. All 17 front engine cars streamed out of the assembly area onto their green flag lap to take the rolling start at 9.30am. Ewen Sergison got a good start closely followed by a trio of 250Fs: Guillermo Fierro, Klaus Lehr and Brad Baker – although a spin from Brad at the first corner dropped him right down the order. Luckily all cars managed to avoid the white 250F and he rejoined at the back – making his way through to ninth place by the end of the 20-minute race.

With 8 minutes left on the clock, a Full Course Yellow (FCY) period was called to recover Markus Neisius's Maserati 6CM which had stopped at the hairpin after a spin. In Germany, the DMSB-specific regulations call for all drivers to slow to a





Opposite page: Green flag lap for the Front Engine race

This page top left: Markus Neisius

Middle: Erik Staes' Cooper Bristol in its new livery

Bottom: Josef Rettenmaier's glorious blue Maserati 8CM

Top Right: Mark Winter & Stephan Rettenmaier

Bottom Right: Philipp Bühofer (Lotus 44) & Guillermo Fierro



Top left: Ewen Sergison takes the chequer in Ehab Allam's Lotus 16. Top Right: Mark Winter and Markus Neisius lead Klara Rettenmaier and Rebeca Rettenmaier
 Bottom: Tim Child and Michel Kuiper lead the field at the combined race start. Opposite page top: Michel Kuiper. Bottom: Mark Shaw & Sid Hoole



maximum 60kph (the limit more usually being 80kph under other ASN's rules). FCYs are being used more frequently instead of the Safety Car, saving considerable time, especially in our short sprint races and just 2 minutes passed before the green flags were shown and everyone resumed racing.

Ewen took the chequered flag for a deserved win in the Lotus 16 and second and third places on the podium were taken by Guillermo Fierro and Klaus Lehr respectively.

The Rear Engine cars were out for their dedicated race in the early afternoon, the grid missing Sid Hoole, Max Bles and Glenn Loxton who had all suffered mechanical problems. So just 16 cars took the start. Rudi Friedrichs soon came to the fore and led to the finish. Will Nuthall in Giorgio Marchi's T53, suffering a failed crown wheel and pinion. Octagenarian Brian Jolliffe had a spin in his Cooper T45/51 and, with the car bogged down in deep gravel, a Full Course Yellow period ensued to get him dragged out. A timekeeper's report for the FCY showed that several drivers hadn't slowed to close to the 60kph maximum and all of those who had recorded speeds over 90kph during the period were spoken to. The worst transgressor was given a 5-second time penalty for excess speed by the Clerk of the Course.

With a high rate of attrition, just 12 cars took the chequered flag with the winner Rudi Friedrichs, finishing 8 seconds clear of Tim Child in second and Mark Shaw in his Lotus 21, taking third place.

On Sunday morning, 31 cars came to the pre-grid for the combined race of Front and Rear Engines - neither Brian Jolliffe or Will Nuthall having been able to repair their cars. Sid Hoole, with the generous help of several guys in the paddock,

had managed to repair his car and, with the grid being set by qualifying times, resumed his place on the 10th row rather than having to start from the back!

We had seen fantastic weather throughout the weekend and Sunday was no exception with warm and sunny conditions - our race started just after 10am, before the heat had built up. An unfortunate coming together just after the start between Jean de Mestral (Brabham BT11A) and Mark Shaw's Lotus 21 saw the Brabham stranded, badly damaged by contact with a barrier, and the Safety Car was brought out.

With just over 12 minutes left on the clock, the race resumed, ultimately won by Rudi Friedrichs with Tim Child again in second place and the third step of the podium taken by Michel Kuiper. The Front Engine podium was again topped by Ewen in the Lotus 16, with Guillermo second and Brad Baker in third place.

We then all adjourned to the Red Truck for the Class awards and lunch provided by our new caterers, The Event Team. Candy Watson-Hall and her crew, at their debut weekend with the HGPCA, had worked hard to provide interesting and varied lunches, all cooked from scratch in her mobile kitchen and had great success offering breakfasts - which were eagerly booked and enjoyed by many of those staying on site! The

Red Truck has seen many large and small improvements which Steph had been planning over the off season. Not least, smart new flooring and, without the need for the truck's kitchen to be in use, we can have more tables and chairs as we no longer need to have the steps taking up space in the awning.



DIJON-PRENOIS

GRAND PRIX DE L'AGE D'OR

6 - 8 June 2025

High speed spills and thrills in France

From 2025's inaugural meeting at Hockenheim, we moved on to a circuit that many of us have visited often over the years which, together with the lovely city of Dijon, is an absolute favourite! Despite some rather 'iffy' weather; the circuit didn't disappoint.

Originally oversubscribed and with a full reserve list; during the preceding week, we had used up all of our reserves with last minute withdrawals and had 37 cars arrive at the circuit; including a very healthy number of Front Engine cars. No less than seven Maserati 250Fs!

Peter Auto's organisation team, under the company's new ownership, made us all very welcome and, in usual PA style, had provided white tent 'garages' for our cars and a prime location for the Red Truck just across the paddock road. Bertie Gilbert-Smith was in attendance and set about scrutineering all the cars on Thursday afternoon leaving only a very few who arrived on Friday morning for his main task to be complete.

On Friday morning, we had the Driver Briefing which had a rather delayed start due to the latest technology developing a glitch... At sign on, each driver was given a wristband with a barcode to be scanned by an electronic device to confirm attendance at a driver briefing. Only the machine had gone rogue and had to be 'turned off and on again' causing something of a queue outside the briefing room. There's a lot to be said for the old-fashioned way of signing a sheet of paper!

The new Managing Director of Peter Auto, Marc Ouayoun, welcomed everyone to the race meeting and said a few words about his background (leading Porsche in France and Canada as well as his time with Audi France - particularly his experiences at the 24 Heures du Mans) and the company's plans for the future, before handing over to the Clerk of the Course for our briefing.

The day had been overcast and rather windy and started to rain just before our Qualifying session. All the cars left the pre-grid area to join a rather wet track. Alarmingly, some rather over-enthusiastic pit-lane marshals stopped several front engine cars enroute because they had no seatbelts. We explained in Race Control that Period E cars do not have to have belts and they

were all allowed to continue - albeit rather bemused.

The slippery conditions on track caused a few spins but all recovered well until Markus Neisius' Maserati 6CM spun at Turn 1 leaving Tony Lees' Cooper T53 nowhere to go to avoid contact. A Red Flag ensued and a rather tricky recovery of the Maserati meant it took several minutes before the session restarted with 5 minutes remaining on the clock.

Right at the end of the session with less than a minute to go, Peter Horsman's Lotus came to a halt on the exit to the pit lane and a second Red Flag was called meaning the session was over.

Will Nuthall set a blistering pole time of 1.40.207 with Michel Kuiper just under 4 seconds slower on 1.44.14 and Mark Shaw (1.45.718) and Clinton McCarthy (1.46.680) filling the second row of the grid. Fastest Front Engine time and joining Tim Child on the third row was Guillermo Fierro (1.47.476).

With Tony Lees' Cooper badly damaged and withdrawn from racing, we anticipated 36 cars would make it for Race 1 and a whole crew set forth to help Markus and Max Neisius fix their 6CM overnight. Sam Jordan was instrumental in lending his expertise and they all worked incredibly hard to try and get the car ready. However, it was not to be and the decision was made to withdraw and take the car home.

Having had light rain on and off throughout Saturday, by the





Opposite page: Team work - offers of help and expertise to repair the 6CM

This page top: Mr John of B

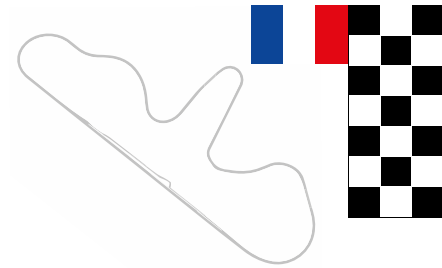
Middle: Will Nuthall makes his way through the field

Bottom left: Rod Jolley & Andrea Stortoni

Bottom right: Guillermo Fierro & John Spiers



Top: Michel Kuiper Bottom: Olivier Huez, Klaus Lehr, Michel Kuiper, Will Nuthall & Paul Grant Opposite page: Will Nuthall



time we were due out, the skies were clearing and the track declared dry. The cars left the grid for their green flag lap and neatly streamed around Turn 9 in a very neat 2 x 2 formation and onto the start finish straight. The lights turned green and the race was on. Will was immediately overtaken by Michel Kuiper and a charging Tim Child – it later transpired that he had a significant misfire and eventually came into the pits to retire. Mark Shaw's Lotus 21 again suffered gear box issues and pulled off safely behind a barrier – the race control team were most impressed and asked us to thank him!

Tony Smith's glorious Ferrari 246 Dino suffered a cracked oil filter housing and, unbeknown to Tony was spraying out oil (particularly on left handers) causing a few alarming moments for his fellow competitors. Sadly, the problem was not able to be fixed at the circuit and the Ferrari was withdrawn from Sunday's race.

A flying Tim Child (Brabham BT3/4) took the chequered flag after 17 laps 14 seconds ahead of second placed Michel Kuiper (Brabham BT4) who in turn was nearly 25 seconds ahead of Clinton McCarthy (Lotus 18) who was thrilled at achieving his first ever podium. First step of the Front Engine podium was Guillermo Fierro with John Spiers literally a gnat's behind (0.145 seconds!). The pair of 250Fs had had a race-long battle to the huge enjoyment of the spectators. Third step of the podium went to Rod Jolley in his sparkling silver Lister Jaguar Monza.

For Sunday afternoon's race 2, the skies were blue and the sun was shining at last. 33 cars formed up on the grid with Mr John of B's newly acquired Maserati 250F (CM2) missing. Mr John was also racing four sports cars at the meeting and, despite thoroughly enjoying his new acquisition, he decided to withdraw, too fatigued to continue.

We had received notice earlier in the day that the gantry lights

had failed and the race was to be started with the French National flag being waved. Having the WhatsApp group is a huge bonus in being able to quickly broadcast messages such as this to all the teams so all drivers were made aware of the revised procedure.

Once the race started with the flag being vigorously and conspicuously waved, the leaders shot away with the Brabhams of Tim Child and Michel Kuiper in close formation. Both Will Nuthall and Mark Shaw got flying starts from the back of the grid and immediately started picking off the field one by one. Meanwhile, from his starting position on the second row, Peter Horsman spun on the first lap, rejoining way down the grid.

By the end of the second lap, Will was up to 13th place when Michel Kuiper suffered a suspension failure and flew off the track, making contact with the barrier. A very careful recovery lifting the stricken Brabham over the barrier onto the inside track was all handled with double waved yellow flags at the

preceding turns and the circuit was soon green again.

Will continued to make his way to the front eventually overtaking Tim Child on Lap 12 and stayed there to take the win by just over 6 seconds. Third place again went to Clinton McCarthy with Mark Shaw's Lotus overcoming its gremlins to finish a very creditable fourth. Will's Cooper slowed to a halt on the cool down lap having run out of fuel, so his appearance at the podium was somewhat delayed!

The battle of the leading 250Fs was reversed with John Spiers just beating Guillermo Fierro – this time by 0.876... Rod Jolley again took the third step of the front engine podium.

Once again, the Circuit Dijon-Prenois in its idyllic spot just north of the city, delivered a great race meeting and we look forward to going back very soon.



ZANDVOORT

ZANDVOORT HISTORIC GRAND PRIX

20 - 22 June 2025

Hot pants test drivers in the Netherlands

Having had 42 cars entered for Zandvoort (38 on the grid plus 4 Reserves) in the days leading up to the race meeting, we had several withdrawals and a total of 34 cars arrived at the circuit. Once again, the organisers had provided very smart paddock tents for the race cars with plenty of space behind for motorhomes and trucks – and a fabulous space for the Red Truck too.

It was hot - very hot - and even the usual sea breeze didn't provide much relief. However, our Driver briefing on Friday was in the Red Bull hospitality lounge and beautifully air-conditioned. Our Clerk took everyone through the start procedure – a 'fast' start – going straight from pre-grid onto the green flag lap - had been chosen so that we didn't have to stop on the grid in the high temperatures. The drivers were warned in the briefing that they would be brought into parc fermé at the end of the sessions and scrutineers would be checking their underwear...

On Friday, the clerk clearly explained that for Qualifying, cars would be released from the pre-grid area and were to drive around to the pit lane to be released for their session. Unfortunately, several drivers drove through the red gantry lights, missing the arrow pointing to the pit lane entrance and the session was red flagged before it even started as the circuit wasn't quite clear of service vehicles clearing up from the previous session! The clock was not stopped and we lost a couple of minutes of our 25 minute qualifying time by the time the cars had come round into the pit lane and joined the back of the queue waiting for the green light for the cars to be released onto the circuit.

Pole was set by Will Nuthall in Giorgio Marchi's Cooper T53

with a time of 1.52.68; Rudi Friedrichs only 0.13 behind. Unfortunately, Michel Kuiper suffered engine failure and therefore had to withdraw his Brabham BT4, meaning an all Lotus second row with Clinton McCarthy in third and Mark Shaw elevated to fourth place. Fastest of the 10 front engine cars was John Spiers (Maserati 250F) with a blistering time of 1.58.98 – almost 10 seconds quicker than the next front engine – Rod Jolley in his Lister Jaguar.



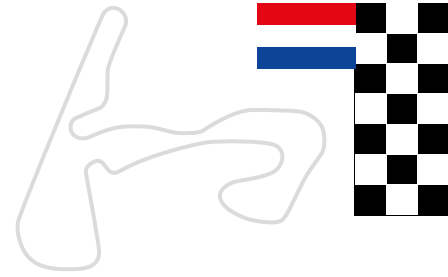
After qualifying we all enjoyed a drinks party with delicious nibbles in the Red Truck generously hosted by local member Michel Kuiper – whose disappointment in not being able to race on Saturday was well concealed.

Saturday was even hotter than Friday and, by the time of our late afternoon race, temperatures had climbed considerably. As well as Michel, we had also lost Michael Gans' T79 with an engine issue after qualifying meaning 32 cars took the rolling start.

A couple of laps in and Brian Jolliffe had a spin and went through the gravel at turn 1 but recovered and safely rejoined the circuit to hearty congratulations from the Race Control team, who thought they might need to scramble the safety car at one point. Justin Maeers also had a very graceful pirouette spin over the kerbs but managed to avoid going off further into gravel!

Right at the end of the race time, contact between Steve Hart in Chris Wilson's Cooper Maserati and Ingo Strolz's Cooper T51 left Steve stranded in the middle of the track, necessitating a red flag. But with the clock showing 00.00 left of race time, the race was not re-started

Will Nuthall had led from start to finish keeping well clear of



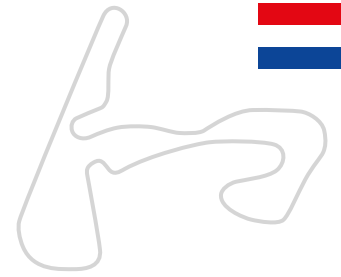
Opposite page: Cars peel off the circuit under the reg flag

This page top: Brian Jolliffe, Hans Ciers, Josef Rettenmaier, Luc Brandts, Rebeca Rettenmaier and Markus Neisius

Bottom: An impressive grid enters the first corner led by Will Nuthall



*Top left: Glorious Maseratis on display in the paddock. Top Right: Drivers seek shade in the sweltering assembly area
Bottom: Elliott Hann & Mark Shaw. Opposite page top: Glenn Loxton Bottom: Stephan Rettenmaier*



the rest of the field. Rudi Friedrichs finished 7.5 seconds back in second place, with Tim Child (Brabham BT3/4) taking third. The Front Engine podium saw John Spiers on the top step, from Rod Jolley and then Klaus Lehr in third place.

The cars were brought in for a brief parc fermé and – despite the warning at the driver briefing - three drivers were found to have non-compliant or non-existent underwear. All were given 30 second penalties for the transgression.

Brian Jolliffe had kindly offered Michel Kuiper his Cooper T45/51 for Sunday's Race 2 and the clerks agreed to change the entry with Michel starting from the back of the grid, sporting a white spot on the back of the dark green car. Some considerable work was done to ensure that the rather tall Dutchman could fit in Brian's car without too much discomfort!

Sadly, Josef Rettenmaier's gorgeous Maserati 8CM had suffered in Saturday's heat and he withdrew, together with Steve Hart who was unable to repair the Cooper Maserati after the contact in Race 1. Ingo Strolz elected not to race although his car was undamaged in the same incident. Sid Hoole didn't enjoy the heat of Saturday and was enjoying socialising in the paddock, and opted not to race again. Therefore 28 cars took the rolling start on Sunday.

The first seven cars streamed away round the first corners, but then an incident between Graham Adelman's BRM and Jean De Mestral's Brabham launched the BRM into the air, landing upside down in the middle of the track before sliding into the gravel. The race was immediately red flagged and all bar three



cars came to a halt behind the safety car just before the control line (the remaining three having opted to come in to the pit lane).

Following a very smooth extraction by the professional rescue and medical teams; Graham was taken to the medical centre and then on to hospital for precautionary scans. It was a great relief when we received the news later that evening, that he had been released from hospital after a clear CT scan.

The race was restarted with one green flag lap behind the pace car and an exciting battle between Will and Rudi ensued right until the very last lap when Will managed to pass to take the win.

Michel gave Brian's Cooper a great run – finishing in 13th place overall despite a 20 second penalty for overtaking before the control line at the race re-start.

Rear Engine podium winners were: Will Nuthall; Rudi Friedrichs; Tim Child. Front Engine podium winners

were: John Spiers; Rod Jolley and Elliott Hann.

The podium for Race 2 was scheduled to be much later in the afternoon on the big stage in the paddock but, as we had been warned of road closures and traffic disruption in the area because of the NATO Summit in The Hague, we elected to take the trophies from the Organisers and had our own mini-podium presentations in the Red Truck along with the class awards. Forewarned is fore-armed, but as it turned out, the disruption wasn't too great and everyone managed to get away without any major issues.

BRANDS HATCH

BRANDS HATCH SUPER PRIX

12 - 13 July 2025

July heatwave and chairman's party require strength and staying power

Brands Hatch Grand Prix circuit welcomed the Historic Grand Prix Cars Association to the HSCC Legends of Brands Hatch race meeting. The circuit looking resplendent during the July heatwave. The over-subscribed entry of 35 cars, gradually whittled down to 31 when it came to qualifying.

Heading the entry was Rudi Friedrichs in his Cooper T53. The car has a history dating back to the early days of the Brands Hatch Grand Prix loop having been driven by Bruce McLaren in the Intercontinental Guards Trophy Race to finish fourth overall.

Tom Waterfield in Tim Ross's Cooper T53 probably had the finest period association with the circuit - his car having been raced by Roy Salvadori to fourth place in the Silver City Trophy which was the very first race for Formula One cars on the Grand Prix loop.



With the early August Oldtimer Grand Prix at the Nurburgring being exclusively for the Front Engine cars, the entry at Brands was quite small with only seven cars taking part. Tony Smith in his Ferrari 246 Dino heading the entry, along with Elliott Hann in the sole Maserati 250F. Geraint Owen had his Kurtis 500C, with a quartet of Cooper Bristols.

In a qualifying session curtailed by an oil spillage, it was the two Cooper T53s of Rudi Friedrichs and Tom Waterfield that topped the times with Tim Child (Brabham BT3/4) 0.054s behind Waterfield. Peter Horsman's Lotus 18/21 took fourth

place and first of the Lotus marque with Mark Shaw (Lotus 21) just 0.559s behind in fifth place. Sam Wilson in John Chisholm's Lotus 18 took 6th, James Denty in Peter Bloore's Lotus 21 7th, Justin Maeers 8th in his Cooper T53, 9th place went to Andrea Stortoni (Lotus 18). Denty, Maeers and Stortoni being separated by just 3/10th of a second. Completing the top 10 was Clinton McCarthy.

The front engine classes were led by Geraint Owen, from Elliott Hann, with Paul Grant completing the top 3. Missing most of the qualifying session, due to a problem with his Cooper T51, Tom Dark had to start from the back of the grid.

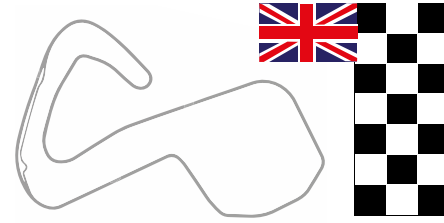
The first part of race one was very short lived. Rudi Friedrichs made a good start to lead into Paddock Hill Bend. At the end of the first lap the order being Rudi from Tom Waterfield with Mark Shaw up to third. Tim Child had dropped a place into fourth with Peter Horsman dropping to fifth.

From the back Tom Dark had made a terrific start passing eight cars before he reached Graham Hill, coming through in 16th place at the end of the first lap.

As the leaders started lap three. Clinton went wide onto the grass at the approach to Paddock Hill hitting the barrier and ripping the rear corner off his Lotus 18. Luckily Clinton stepped out unscathed but the car would not be racing again that weekend. It was an immediate Red Flag as recovery and medical services scrambled to the car.

With two racing laps completed by the entire field, a grid for the restart was formed on the running order at the end of lap 1. The duration for the restarted race would be 12 minutes.

The battle for the win was between the two Cooper T53s of Friedrichs and Waterfield. Tom making several attempts to pass Rudi, but each time Rudi managed to hold him off. In third place shadowing the pair was Mark Shaw, initially followed by James Denty who had made a lightning start from eighth on the grid - two Lotus chasing two Coopers. A lap later, Tim Child ended that partnership to move into fourth place in his Brabham BT3/4.



Opposite page: Sam Wilson and Clinton McCarthy

This page top: Eddy Perk, Alex Morton & Rudi Friedrichs

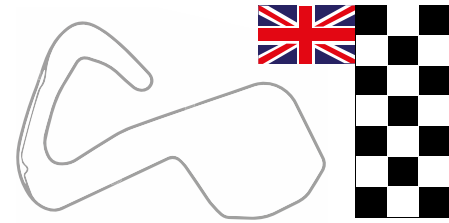
Middle: Rudi Friedrichs and Tom Waterfield lead the field

Bottom: All safely through turn 1



Top left: Klaus Bergs & Erik Staes Top Right: Double race winner Rudi Friedrichs

Bottom: Barry Cannell and Glenn Loxton



Tim was on a charge, with the top four all recording similar lap times around 1min 41s. On lap three, Justin Maeers retired his Cooper with a completely flat battery! On lap four, Tim Child made his move on Mark Shaw bringing himself into a podium position. In sixth place, Peter Horsman decided it was time to exercise his authority on this young whippersnapper Denty -overtaking James and moving his Lotus 18/21 into fifth place.

Where was Tom Dark? From his 16th place grid slot; by lap four, Tom had risen to ninth place only to be demoted a lap later by Andrea Stortoni in the Lotus 18. In the last few laps, Tom Waterfield was attempting to attack and defend at the same time looking for openings to pass Rudi whilst keeping the door closed for Tim chasing him.

The final result was a Cooper 1,2 with Rudi Friedrichs first and Tom Waterfield second, Tim Child took the final step of the podium. The front engine 1,2,3: Geraint Owen, Paul Grant and Erik Staes.

In Race 2, 29 cars lined up for the rolling start in their finishing order from Race 1. Rudi Friedrichs sharing the front row with Tom Waterfield with the second row Tim Child and Mark Shaw. At the back of the grid Justin Maeers had repaired his Cooper T53 ready for a second run and Arnout Kok with the Netuar Peugeot ready to race having missed Race 1 with engine issues.

Rudi Friedrichs led off the line with Tim Child and Peter Horsman both making good starts. The chairman hung out on the wide line for Paddock Hill bend but everyone got through and up to Druids. Tony Smith in the Ferrari Dino was an early retirement not completing the first lap with gear selection issues. Across the finish line at the end of lap one, Rudi Friedrichs led from Tim Child, Tom Waterfield and Peter Horsman. James Denty was fifth with Mark Shaw in sixth place. Geraint Owen was muscling the Kurtis round to lead the front engine section of the race with Paul Grant second in his Cooper Bristol and Elliott Hann third in the Maserati 250F.

Tom Dark surprisingly had not benefitted from his higher grid position and was still in tenth place but from the back of the grid Justin Maeers had moved up to 16th place. Arnout Kok after only one race lap regrettably retired the Netuar which was

still suffering engine gremlins.

On lap four, Tom Waterfield dropped from the leaderboard heading into the pit lane. By this time Tom Dark had moved up to seventh place but he would sadly retire on the next lap too. Sam Wilson retired John Chisholm's Lotus 18 from sixth place when the notorious Lotus gear box failed him.

With the demise of Tom Waterfield, Rudi led by almost six seconds from Tim Child with Peter Horsman in third place. Tom Waterfield after his pit visit returning to the race in 14th place just behind Barry Cannell. Tom completed two more laps before retiring with an oil surge issue.

In the front engine race Geraint Owen still led; now followed by Elliott Hann who had overtaken Paul Grant on lap four.

On lap seven, the race for the lead suddenly came alive. Rudi had a slow lap possibly encountering a slower car in the wrong part of the track but his comfortable lead to Tim had slipped to less than a second. With the Cooper very much in his sights, the Brabham driver harried the Cooper all the way to the end of the race. On lap 10, Tim almost got the better of the Cooper but Rudi clung onto the lead.

Overshadowed by the fight for the lead, Nick Topliss (Cooper T53 lowline) and Alex Morton (Lotus 21) were engaged in an entertaining battle for ninth place, both finishing the race with huge smiles on their faces.

Elliott Hann sadly retired from his second place in the front engine race on lap seven when the 250F suffered a puncture. Stephen Banham in his Cooper T45 was the last of several retirements on lap eight when he found his car losing power.

The final finishing order - a second win for Rudi Friedrichs who enjoyed himself so much he did an extra lap to take the chequered flag twice! Tim Child was a close second, with Peter Horsman taking the last step on the podium.

Geraint Owen was the winner of the front engine race from Paul Grant and Erik Staes. After the racing everyone gathered in the Red Truck for the awards presentations. Drivers of the Day were Front Engine: Guy Plante (as much for his performance at Saturday night's party as his driving!) and James Denty.

OULTON PARK

OULTON PARK GOLD CUP

25 - 27 July 2025

75th Anniversary of BRM Celebrations in Cheshire

Two weeks after basking in the heatwave of Brands Hatch, the HGPCA came to Oulton Park to contest the Historic Gold Cup with a rear-engine only grid (The front engine cars having their own grid at the following week's Oldtimer in Germany). The Gold Cup had been chosen for a celebration of 75 years of BRM with a line-up that included the recreation of the 1950 V16 through the various F1 iterations to complete with a P207.

It was hoped to have four BRMs in the HGPCA entry list but unfortunately Graham Adelman withdrew leaving Andy Willis in Charles McCabe's BRM P48-7 which had been a podium finisher with Graham Hill finishing third in the Gold Cup of 1960. Charles drove his BRM P57-3 and Philipp Buhofer was in BRM 261-2 - Graham Hill's Monaco winning car.

Lotus was represented by Association Chairman Peter Horsman in the ex-Tony Shelly Lotus18/21, James Denty in Peter Bloore's Lotus 21 with the interesting addition of Sam Wilson in his Lotus 20/22 with a 1500cc engine.

Coopers were predominant in the entry with Brands Hatch winner Rudi Friedrichs' Cooper T53, heading the list. Rudi's car, like the BRM of Andy Willis, having Gold Cup history. Mirroring the pedigree of the BRM, the Cooper had finished third in the Gold Cup in 1961 driven by Bruce McLaren. Tom Waterfield was also fielding one of Tim Ross's Cooper T53s along with Geoff Underwood in his newly acquired T53. Tom Dark was in his Cooper T51 in which he had had a spectacular drive from the back of the grid at Brands.

It was a damp track that awaited the cars for qualifying with an overcast sky overhead. Early morning rain had cleaned the track and a qualifying session before the HGPCA's had cleared away some of the wet. The cars were led out onto the circuit for qualifying by Nick Topliss' Cooper T53 Lowline. The field managed to get in one hot lap before the safety car was brought into action. Charles Gillett had found the gravel trap at Old Hall in the damp conditions. The Cooper T43 was retrieved and handed over to Eddie Williams for the remainder of the session

The session was initially headed by Rudi Friedrichs in his Cooper

T53, with Andy Willis then getting into the groove in the BRM to move to the top before Sam Wilson's Lotus bettered Andy's time as the damp disappeared. The top six all set their best times at the end of the session with Tom Waterfield in the Cooper T53 snatching pole from Sam Wilson and Andy Willis -the top three separated by half a second.

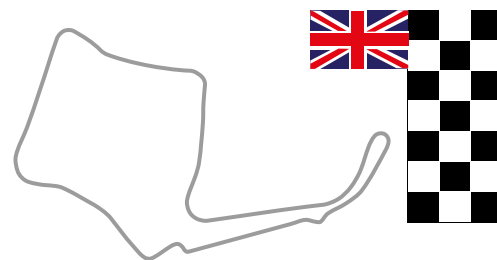
Fourth on the timing sheets was Rudi Friedrichs, with Tom Dark fifth and James Denty in sixth. Then came Peter Horsman, Philipp Buhofer, Geoff Underwood and Rod Jolley in Tim Ross's second T53 rounding out the top ten.

In race 1 Tom Waterfield led the field away at the start but across the line it was Rudi Friedrichs who came to the fore ahead of Sam Wilson. By lap two, Sam was in second place just .392 seconds behind Rudi. On lap three Sam passed Rudi and came through to lead Rudi by just over a second. Tom Waterfield held third for a number of laps with Andy Willis fourth and Tom Dark in fifth place. Peter Horsman had passed James Denty to take sixth place.

Andy Willis had a long lap on lap three losing two places slipping from fourth to sixth. Andy quickly recovering to fourth by lap five. On lap seven Tom Waterfield retired to the pits - a wise call as the Cooper's engine was all set to go 'pop'. The podium positions were set for the remainder of the race. Sam Wilson leading Rudi Friedrichs and Andy Willis in third place.

Philipp Buhofer after a cautious start, had settled into the circuit after dropping to tenth position from eighth and improving his lap times by 4 seconds. His first target was Rod Jolley who he passed on lap four. Geoff Underwood succumbed to the BRM by lap sixth. Philipp was now up to seventh place but James Denty remained outside of range. Ahead of James there was a battle brewing for fourth place between Tom Dark and Peter Horsman. Peter taking fourth on lap eight, only to lose it again on the next lap.

On the last lap Tom had a spin handing the position back to Peter. James Denty moved up to fifth, Philipp Buhofer sixth with Tom coming home in seventh. Completing the top 10 were Geoff

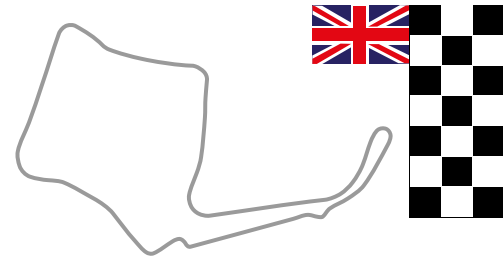


*This page top: A sideways moment for Rod Jolley
Middle: Rudi Friedrichs leads the field off the start
Bottom: Nick Topliss & Rod Jolley*





*Top: Peter Horsman, Tom Dark & Geoff Underwood Bottom: First lap battles.
Right hand page : Race 2 Podium Ian Titchmarsh interviews Andy Willis, Peter Horsman, and Tom Dark look on.*



Underwood, Rod Jolley and Mark Daniell in his Cooper T45.

For the second race, on a very sunny Sunday afternoon, the entry had shrunk by two. Philipp Buhofer having to return to Europe and Tom Waterfield withdrawing the T53. The grid was set by the finishing order from Race 1 with Sam Wilson and Rudi Friedrichs lined up side by side for the run into Old Hall from their rolling start. Rudi had put on a new set of tyres and they appeared to give him a little extra grip to lead into the first corner.

Peter Horsman was fighting with his Lotus as he locked up into the same corner but he did manage to maintain his fourth position. Across the line, the order at the end of lap one was Rudi in the Cooper leading from the Lotus of Sam Wilson and the BRM of Andy Willis. Peter Horsman coming through in fourth with Tom Dark in fifth; having got past James Denty. Rod Jolley was running in seventh from Nick Topliss, Mark Daniell, then Eddie Williams in Charles Gillett's Cooper, with Barry Cannell completing the top ten.

At the end of lap two, Sam Wilson pulled up to retire leaving Rudi Friedrichs from Andy Willis, the pair well clear of the pursuing Chairman, who had Tom Dark and Geoff Underwood in his wheel tracks as James Denty chased to get onto the train in front.

After leading for three laps, Rudi also pulled off. His engine appeared to have lost a cylinder which preparer Charlie Martin suspected could be a failed plug. This handed the lead to Andy Willis. Was it possible? On the BRM celebration weekend, could Andy driving Charlie McCabe's BRM be the recipient of the Historic Gold Cup? With both Rudi and Sam gone; Andy

was now leading the aggregate race result.

Andy held a 14 second advantage but he was not going to take any chances and he kept on pushing until the end. Peter Horsman was not able to relax at all having the close attention of Tom Dark for most of the race. Whilst James Denty was continuing to put in fast laps to catch up to the back of the duo having passed Geoff Underwood on lap four. Geoff having a relatively safe interval back to Rod Jolley who again was clear of the battle brewing between Nick Topliss and Eddie Williams.

By lap eight, James Denty finally had Geoff Underwood's Cooper in clear sight. Unfortunately on lap nine James's charge came to an end at Druids. Tom Dark got to within half a second of Peter Horsman but on the final lap the Lotus eased out a final 2 second advantage, taking him to within 11.7 seconds of the winner - Andy Willis.

Geoff Underwood came home fourth followed by Rod Jolley; Mark Daniell; Nick Topliss and then Eddie Williams. Teifion Salisbury finished ninth in his ex-Stirling Moss Lotus 18 and a very happy Charles McCabe was tenth. Barry Cannell had retired to the pits from 12th place on lap five.

It was a very celebratory podium at the end of the race. With interviews conducted by Ian Titchmarsh; Charles McCabe had to be encouraged to join Andy for the celebration of this very fitting first Historic Gold Cup win for the BRM.

Class wins went to: 7b Andy Willis; 7c Stephen Banham; 9 Mark Daniell; 10 Tom Dark; 10a Teifion Salisbury; 12 Peter Horsman. Geoff Underwood earned the Driver of the Day award for his exemplary drive in his Cooper.



NÜRBURGRING

OLDTIMER GRAND PRIX

1 - 3 August 2025

Magnificent grid faces challenging conditions in Germany

Having run a Rear Engine Grid at the Oulton Park Gold Cup, it was the turn of the Front Engines at the 52nd edition of the Oldtimer Grand Prix at the Nürburgring. A truly magnificent selection of 21 Grand Prix cars were entered for the race including a Maserati 8CM and an Alfa Romeo P3, brought from the Czech Republic by new members, father and son, Ivo and David Smutny.

Turning up at the Welcome Centre to collect passes wasn't the smooth operation it usually is, with long queues that moved very, very slowly. A new team weren't quite up to speed with the vagaries of the organisation and, with only one English speaker behind the collection desk, it was taking a while to get everyone through the system.

Those who had arrived early to test, had a very frustrating Thursday morning as the circuit had absolutely no electricity and therefore couldn't run any track activity. At around mid-day, power was restored to the Race Control building and the garages and the test sessions commenced, several hours late!

Unfortunately, it took the remainder of the day to get power to the campsite and the Old Paddock – where the Rettenmaiers were hosting their traditional party. At the last minute, a generator was sourced to run the beer pump – phew! The weather wasn't great, with frequent rain showers, but the warmth of the welcome made the evening very special indeed and the party progressed well into the night!

On Friday afternoon, all 21 cars streamed out of the pit lane straight from their garages on to the circuit for our 25-minute

qualifying. Fortunately it was dry, as everyone – except those who had tested on Thursday – found their way around the revised Turn 1 which we'd been warned about in the driver briefing earlier in the day.

A few minutes into the session, Luc Brandts' Talbot Lago was stranded in the gravel at Turn 1 so the Clerk called for a Full Course Yellow period to get him back on to the circuit. All drivers slowed to the requisite 60kph (or thereabouts); the FCY was lifted very quickly and the circuit returned to green.



With a clean session and no further incidents, qualifying ended with Richard Wilson's Ferrari 246 Dino taking pole position with a time of 2.05.08; Joaquin Folch (Lotus 16) close behind in 2.05.69. The second row of the grid was John Spiers (2.07.07) and Klaus Lehr (2.10.75) both in 250Fs. The big speed differential was evident; the pre-War cars at the back of the grid setting times over 2

minutes 56 seconds.

Hubertus Doenhoff had invited everyone to attend his Friday evening drinks reception in the hospitality tent – with delicious food and rather special Rosé or beer on offer, this was a very jolly affair with a collection of gorgeous pre-War Alfas on display. Including the P3 that the Smutnys were racing – which earned them an invitation to drive their cars on the full Nordschleife the following morning!

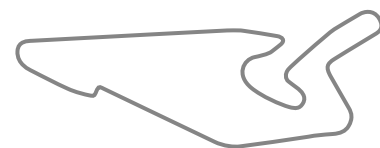
Race 1 on Saturday was rather late in the day and the weather was pretty awful with rain alternating between light drizzle and torrential downpours. By the time the cars were making their way to the pre-grid area, the rain had temporarily ceased but the



*Opposite page: Stephan Rettenmaier
This page top: Richard Wilson's Ferrari
Middle: Saturday's race start after heavy rain
Bottom: Ivo & David Smutny
Bottom Right: Chris Phillips*



*Top left: Race start... Bottom left: Joachim Folch, Eddie McGuire and Rod Jolley
Bottom Right: Richard Wilson & John Spiers. Right hand page Cousins: Klara & Rebeca Rettenmaier.*



track was very wet. We had initially thought our race would be late starting, but the race team had managed to claw back time following several red flags in previous races and we were only a couple of minutes late starting.

DMSB regulations in Germany are such that for a Rolling Start you can start racing when you see the lights go green and John Spiers took full advantage of this regulation, making a flying start from the second row; however, he then overshot at turn 1, going wide before rejoining down several places.

On the second lap, David Smutny had an unfortunate spin in his P3; ending up against the barrier. Initially the marshals showed double waved yellow flags at the two posts prior to the incident, but then a full course yellow was called while David managed to restart the car and rejoin the track - luckily with only a little cosmetic damage to the rear of the Alfa. Once again, the FCY was in action for under 2 minutes before green flags were shown and the race resumed.



Richard Wilson and John Spiers were having a great time trading places at the front while, a little further back; the race for third place was on between Klaus Lehr (250F), Rod Jolley (Lister Jaguar Monza) and Eddie McGuire (Scarab). The three cars having an epic tussle until Klaus spun, leaving Eddie to come out ahead of Rod.

The podium for race one: John Spiers first, Richard Wilson second and Eddie McGuire in third place. Richard taking fastest lap with a time of 2.03.95.

Sunday dawned dry but overcast with a very chilly wind and all 21 cars made it to the pre-grid area for Race 2. Stephan Rettenmaier was having fuel issues with his Maserati 6CM and limped around to the pit lane on the green flag lap - attempting start the race from the pit lane, only then to coast round Turn 1 and into the paddock via marshal post 4 to retire.

At the rolling start, Richard Wilson was not going to let John Spiers get too far ahead, helped on the first lap, as a Full Course

Yellow was called when Luc Brandts pulled off on to the grass - marshals immediately recovering the stricken Talbot Lago to a safe place. It later transpired that the drive shaft had broken, coming up through the floor and giving Luc a wallop, resulting in a badly bruised thigh!

By lap seven, it transpired that Joaquin Folch's Lotus 16 was going very well indeed, catching the leading Ferrari of Richard Wilson lap by lap. On lap 7, Joaquin was down to 3 seconds behind Richard and then, with 4 minutes of race time left on the clock, Joaquin made his move past Richard, then speeding away to take the win by a clear 6.5 second margin at the chequered flag. John Spiers took third place a further 6 seconds back.

As is traditional at the Oldtimer, the podium for the race places was followed by the class awards and, with the sun finally making an appearance, it was a very jolly affair!

In addition, we had two special trophies to present. The Nuvolari Award went to the pre-War car with the best aggregate time from both races: Ivo Smutny's Maserati 8CM; and The Ascari Award to Richard

Wilson's Ferrari for the best aggregate time for a post-War car.

Class 1 also went to Ivo Smutny; Class 3 to Markus Neisius - Maserati 6CM; Class 5 to Ian Nuthall who had come out on top in the battle of the Cooper Bristols; John Spiers won Class 6; Joaquin Folch 7a, and Eddie McGuire, Class 8. The lone rear engine car to join the grid - Sid Hoole in his lovely unpainted Cooper 41 was awarded class 7c.

It was fabulous to see so many well-prepared cars finish all 75 minutes on track. To have 19 finishers from 21 cars and no major incidents, made your Competition Secretary drive away from the Nürburgring on the long trip back to Calais with a big smile on her face! Thank you all.

SILVERSTONE

SILVERSTONE FESTIVAL

22 - 24 August 2025

Cooper Podium Lockout at Silverstone Festival Finale

The Silverstone Festival made its exit from the events calendar in style over the August Bank Holiday weekend as in 2026, Silverstone will be hosting Chris Evans' Car Fest on that date.

The HGPCA supported this last Festival with a grid of 40 cars, sadly a larger entry suffered some late withdrawals, the most notable being the loss of Phillip Buhofer's Monaco winning BRM P261.



Whilst we missed the BRMs, the entry still featured Graham Adelman, this time in a Maserati 250F. Coopers again headed the entry with six T53s entered: Rudi Friedrichs and Will Nuthall both racing ex-Jack Brabham cars, with Nick Topliss in the ex-Moss lowline example. Tom Dark and Barry Cannell were racing their earlier T51 cars and Sid Hoole was a late entry in his ex-Rob Walker Racing T66 driven by Jo Bonnier in period. Michael Gans was racing the most recent chassis, his T79 formerly raced by Bruce McLaren and John Love.

Lotus was represented by Mark Shaw and James Denty in 21s with Mark racing the ex-Jim Clark car and James in Peter Bloore's car. Sam Wilson (in Clinton McCarthy's car), Nick Taylor and Teifion Salisbury completed the Lotus line up; all racing 18s.

The front engine entry was headed by the Ferrari Dinos of Richard Wilson and Tony Smith, whilst representing Maserati along with Graham Adelman were Elliott Hann and last year's race winner John Spiers. Ian Nuthall headed the quintet entry

of Cooper Bristols, with Miles Griffith being the sole Scarab representative taking the drive in Eddie McGuire's car as the owner had also entered his Gordini 23S (7th in the 1952 Belgian Grand Prix). Geraint Owen in his Kurtis 500C completing the American entry.

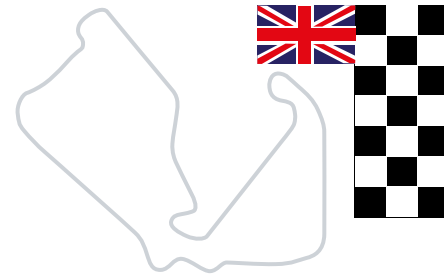
In a short 18-minute qualifying session on Friday evening, Will Nuthall was quick to establish Giorgio Marchi's Cooper in pole position. His first flying lap was fastest, which he bettered on the following lap - a second quicker than his nearest rival. Sam Wilson in the Lotus 18 set the second quickest time. The early laps were critical for the top runners with Will, Sam, Rudi Friedrichs and Tim Child in his Tasman Brabham BT3/4 all establishing the grid order within the first 5 minutes of qualifying.

Sadly, qualifying saw the exit of Sam Wilson from the race. He had a crown wheel and pinion break on the Lotus 18 and he could take no further part in the weekend. With the grid amended, Michael Gans - whose team had been unable to start his car but who had qualified in his sports car that morning; joined Brian Jolliffe on the back row in his Cooper T79.

At the start of race 1 Will Nuthall and Rudi Friedrichs were side by side leaving the assembly area for the green flag lap and rolling start. It was Rudi who got in front at the start with Will second and the front engine Scarab of Miles Griffiths powering through into third place past Mark Shaw in fourth. Rod Jolley sadly dived into the pits and retired from fifth position, elevating Tom Waterfield into the place with James Denty sixth. Also coming into the pits at the end of lap one was Tim Child who had a problem with the Brabham's gear linkage that had him stuck in fourth gear. Tim rejoined the race later but didn't complete enough laps to be classified as a finisher.

Michael Gans had come from the back of the grid to 17th place in the first lap only to be deposed by Sid Hoole on the following lap who was also gaining places from his start position.

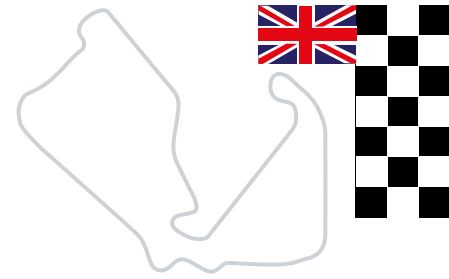
Lap two and it was the Will Nuthall T53 in the lead from Rudi Friedrichs. Eddie McGuire retired the Gordini with fading oil pressure. James Denty dropped down to ninth place from his



*Opposite page: Teifion Salisbury
This page top: Sid Fraser
Middle: Saturday's Race Start
Bottom: Green flag laps*



*Top left: Will Nuthall and Rudi Friedrichs battle it out till the end. Right: Brian Jolliffe
Bottom left: Sid Hoole. Right: Michael Gans has a spin and loses a wheel in the opening laps.*



opening lap sixth position. The third lap saw the retirement of Miles Griffiths; the Scarab pulling off with an upright failure. This meant that the top three cars were all now Cooper T53s, with Tom Waterfield taking the third step of the podium.

In the front engine race, the order was Ferrari, Maserati and Kurtis with Geraint Owen completing the podium order behind Richard Wilson and John Spiers. Being overtaken by Sid Hoole had fired up Michael Gans who set a lap time 12 seconds faster than his previous best in the race, elevating him to 13th place.

On lap five, with around 3 minutes left on the clock, the Red Flag was shown due to Geraint's Kurtis losing a wheel after a stub axle failure, bringing the chase to an end.

The result was a win for Will Nuthall, with Rudi Friedrichs second and Tom Waterfield third. Mark Shaw in the Lotus 21 was the first non-Cooper home in fourth. Tom Dark in the Cooper T51 was fifth; Geoff Underwood T53 sixth and James Denty seventh. Richard Wilson in the Ferrari was eighth and winner of the Front Engine race. Then came Nick Topliss in the lowline Cooper T53, and completing the top 10 in his Cooper T53 was Justin Maeers. John Spiers in 11th place was second of the Front Engine runners with Elliott Hann in the family's Maserati 250F completing the Front Engine podium.

For race 2 the grid was formed in the finishing order of race one, the Cooper T53s held the top three positions with Mark Shaw's lone Lotus being the sole interloper at the front of the field. After his good progress in race one there would be a focus on the potential continued progress of Michael Gans with his Cooper T79 from 12th.

Following their retirements in race one, with all cars repaired and starting from the back of the grid, the question would be how far through the field would Tim Child, Miles Griffiths and Rod Jolley go? All had been quick until retiring. Completing the line-up at the back was James Willis, in his Cooper T45 who had qualified out of session that morning thanks to the kindly auspices of the HSCC race control team.

Rudi Friedrichs did not have the opportunity to get his Cooper into the lead in this second race, Will Nuthall taking control from the start. The race order of Will Nuthall, Rudi Friedrichs, Mark Shaw, Tom Dark, Tom Waterfield and Justin Maeers

coming to complete their first lap to be greeted by the safety car. Michael Gans having lost a wheel – stranded in the middle of the track following a coming together with James Denty. In the short period of racing at that point, the three starters who had experienced retirement in race 1 had made impressive gains.

At the end of lap three, the safety car pitted and the race resumed, albeit without James Willis who retired his Cooper after one lap. Will Nuthall again took control of the race with Rudi Friedrichs being followed by Mark Shaw who, along with Tom Dark, became the next retirements.

Richard Wilson's Ferrari was leading the front engines but John Spiers was not letting him get away, keeping the gap to within a second. The battling duo were shortly to have company. Tim Child having his mirror filled with the Scarab of Miles Griffiths who was having a great dice with Tim, and was now under a second away from the lead of the front engine race.

For Eddie McGuire race two proved to be as frustrating as the first, retiring his Gordini on lap four along with the Ferrari of Tony Smith.

On lap five, Tim Child and Miles Griffiths both entered the overall top 10. Tim in seventh place with Miles following. The progress ensuring that Miles now led the front engine race from Richard Wilson and John Spiers. John Clark who had enjoyed a good tussle with Barry Cannell retired to the pits on lap five.

As with the first race, Will Nuthall and Rudi Friedrichs were almost in a race of their own. The two Coopers matching each other's pace consistently in the remaining laps. Tom Waterfield again ensuring it would be an all Cooper T53 podium at the flag. It had looked like being an all Cooper T53 top FIVE; but Tim Child had other ideas - passing both Geoff Underwood and Justin Maeers on the last lap. Rod Jolley, with his last lap move took his place in the top 10 passing Nick Topliss.

The overall winners were a mirror of the first race: First Will Nuthall, second Rudi Friedrichs and third Tom Waterfield. The front engine podium was once again Richard Wilson, John Spiers and Elliott Hann.

SPA FRANCORCHAMPS

SPA SIX HOURS

25 - 27 September 2025

Autumn thrills in the Ardenne

35 cars and 37 drivers travelled to Belgium for the Spa Six Hours meeting with both Charles Gillett and Arnold Herreman opting to share their cars: Charles sharing with his preparer Eddie Williams, and Arnold with his son Harold. As we have a 30-minute qualifying session and the regulations for Spa demand only one full lap to set a qualifying time, this is very do-able in the time.

Unusually, we were allocated an unsilenced 25-minute Free Practice session first thing on Thursday morning, shared with the F3 grid, which was very welcome and the majority of drivers opted to join. (The session was also very reasonably priced at €120 in comparison to many of the other race meetings where the Free Practice sessions are becoming more and more expensive).

The Driver Briefing was very good as usual at Spa and it was agreed that, for the races, we would be able to pre-grid in the Pit Lane once again. Although in a different operation to 2024, we would be stopping on the grid for a 3-minute countdown before the green flag lap – they must have had more space in their timetable this year.

On Thursday afternoon 34 cars went out for qualifying. Unfortunately, Luc Brandts wasn't able to get to the circuit until Saturday and prior agreement had been made with the Stewards that he could race only in Saturday's Race 2 and count the green flag lap as his qualifying lap.

Weather conditions had been truly dreadful all morning but by the time we went out, it was overcast and damp but with a drying

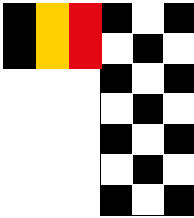
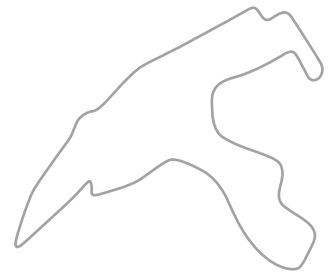
line on the circuit. Track limits were being policed by observers at three turns and there were many reports of infringements with drivers having lap times deleted.

Rudi Friedrichs set pole with a time of 2.42.388 with Tim Child alongside him on the grid with 2.42.545 and then behind them, Tom Waterfield in Tim Ross's Cooper T53 on 2.43.45. Fastest of the front engine cars was John Spiers in tenth place with a time of 2.54.19.



Post-Qualifying, Classic Team Lotus hosted a drinks party in memory of John Bowers who had passed away the previous year while en route to Spa. Chris Dinnage represented CTL who have commissioned a new trophy which is to be presented annually for the best V8 performance over the season. The trophy (a perfect scale model of the Lotus 25's Coventry Climax engine) was on display for all to admire.

On Friday early in the afternoon, 34 cars took the rolling start on a drying track in rather cold and sunny weather. The Pit Lane assembly marshals had worked well with everyone to get all the cars in pre-grid in good time to take to the track and make their way round to the grid. Not long after the start, Tom Waterfield pulled Tim Ross's Cooper T53 off to the side of the track; and with the marshals waving double yellow flags, he remained there throughout the race. Again, many track limit infringements were notified with the standard RACB penalties applied: warning flag for the first report; a 5 second penalty for the second; 10 second penalty for third and then a drive through for the fourth. Justin Maeers was given a drive through which he took in quick order.



Opposite page: Tom Dark & Paul Grant

*This page top: Eddie Williams in Charles Gillett's T43 and
Tony Ditheridge*

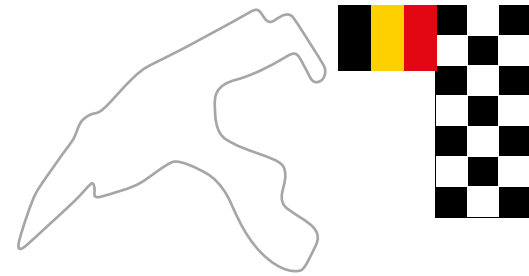
*Middle: Rudi Friedrichs and Tim Child leading into the iconic
La Source hairpin*

Bottom: Eddie McGuire's roarty Scarab





Top: Tony Smith, Sid Hoole and Michel Kuiper Bottom: Klaus Lehr kisses the gravel
Opposite page Left: Tom Waterfield & Geoff Underwood Right: Rudi Friedrichs & Max Castelein



At the end of the half hour race, Tim Child in his Brabham BT3/4 took the chequered flag first with Rudi Friedrichs 12 seconds behind and Max Castelein in third place a further 3 seconds back. The Front engine podium was John Spiers first (and 10th overall); Eddie McGuire's Scarab in second (12th overall) and Klaus Lehr taking the third step (17th overall).

We had lost three cars from the grid after race 1: Geraint Owen (Kurtis 500S) and Tom De Gres (Brabham BT14) both had mechanical problems which they were unable to repair and



second and Max Castelein again taking third – a great result on his birthday weekend! The Front Engine was a duplicate of Friday's race one: John Spiers first; Eddie McGuire second and Klaus Lehr in third place.

Post-race, the Red Truck was very crowded for the Class Awards presentations, followed by the Driver of the Day awards, Front Engine going to Chris Phillips and then, earning the biggest cheers and a prolonged round of applause, the Rear Engine being awarded to Charles Gillett as this was the first time he had raced at Spa since his accident in the Six Hours Race in 2018

Mention must be made of the fabulous food on all three days served by Abbotts Events, our new caterers. The two chefs had produced delicious hot food from a tiny field kitchen for more than 140 people on each day. Considering the weather, this was very welcome indeed and we received many compliments from members! After a somewhat turbulent season, it's really good to know that we now have a great team in place for 2026.

Philipp B uhofer had suffered a nasty accident in his Lotus Elan, on someone else's oil in the Six Hours qualifying the previous evening. He withdrew from the race meeting, taking no further part. We gained a car as Luc Brandts had arrived and signed on and joined the start, although sadly the Talbot Lago pulled off and retired after just two laps. Therefore 32 cars took the start of Race 2.

With 10 minutes remaining on the clock, Andy Willis pulled Charles McCabe's BRM P48 off at Turn 15, leaving a deposit of oil on the circuit – the marshals were very quick to bring out the red and yellow slippery surface warning flags and the spill therefore didn't result in any problems for the following cars.

Tim Child had unfortunately had to retire the Brabham after 7 laps of the 11-lap race. First to pass the chequer was Rudi Friedrichs in his Cooper T53 with Michel Kuiper (Brabham BT4)

MISANO

MISANO HISTORIC

24 - 26 October 2025

Season conclusion in sunny Italy

The HGPCA's first visit to Misano had proved extremely popular with members and for most of the season, we had been juggling an extensive reserve list of those hoping to get a coveted place on the grid. However, for a whole host of reasons, the list was gradually whittled down until, on the Monday before the race meeting, the last reserve was finally guaranteed a place.

The pre-event days were a little stressful with the organisers at Misano insisting that everyone completed their race registration and book free practice and garages on their rather over-complicated online system. Eventually we all managed to overcome any IT difficulties and all were registered in time.

We also discovered that the maximum age for racing in Italy is 85. Brian Jolliffe being 88 - before the event he had to get assistance from Motorsport UK's licensing department who were incredibly helpful and swiftly sent through authorisation and the necessary paperwork - which the organisers accepted and gave special permission for Brian to race.

Arriving on Thursday, the paddock set-up and access to our garages was rather late in the day but we were eventually all settled in and Tim and Donna set up their refreshment operation in one of the garages (Misano being rather too far for the Red Truck to travel!). However, all went smoothly on Friday morning for signing on; ticket collection and free practice. We had been allocated 2 Free Practice sessions; one at 8.30am and one at 13.30 - both shared with Formula Junior who were also fielding a very good-sized grid of 30 cars. Sadly, we lost Tim Child in the Free Practice when his Brabham engine blew resulting in bent valves - meaning we were down to 34 cars.

It was obvious that Misano had not previously hosted a full historic meeting but the race secretaries and office team were all very enthusiastic and helpful. Our Driver Briefing on Friday afternoon was very well organised and thorough with good briefing notes being distributed to all drivers, although the access to the track was changed post-briefing to allow all to go directly to pit lane from their garages rather than go to the Assembly Area at the far end of the paddock.

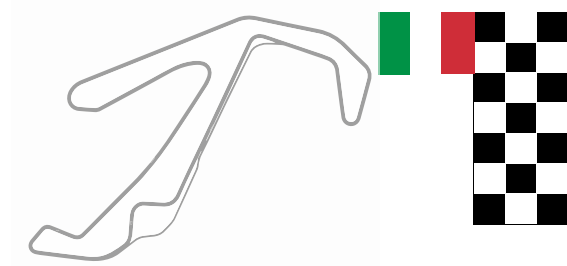
Bertie was in attendance and completed scrutineering in the garages with the assistance of 2 local scrutineers, despite them speaking very limited (or non-existent) English. He was made very welcome by the Italian team.



The weather for Saturday morning's qualifying session was dry and sunny and all 34 cars went out. Track limits were policed by observers at turns 4, 6 and 15 and like Spa, several drivers were penalised having laps times deleted for exceeding track limits. Brad

Baker's Maserati came to a stop and a Full Course Yellow was called for a vehicle come on to the circuit to tow him to the pit lane. All cars slowed significantly to close to the regulation 80kph and the green flag was shown after a couple of minutes.

Unfortunately, the 250F was not repairable and Brad withdrew from the meeting. Josef Rettenmaier who had brought his fabulous Alfa Romeo P3 (the 'Don Lee Special' recently restored and showing wonderful patination - this was the car's first outing on track since the 1950s!) suffered a steering failure during qualifying and sadly wasn't able to be repaired in time for that afternoon's Race 1. Graham Adelman opted not to start Race 1 as he was also racing in Formula Junior and F2 and felt a third race within the space of a few hours would be a bit too much.



Opposite page: Elliott Hann

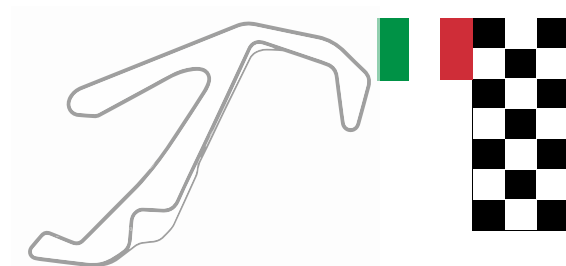
This page top: Joe Colasacco

Middle: Race 2 Gridding up

Bottom: Left: Race 2 Winner Tom Waterfield. Right: Brain Jolliffe is presented with a signed T-shirt celebrating his final race after 31 years racing with the HGPCA



Top: Brad Baker Bottom: Racing gets underway.
Opposite page Left: Josef Rettenmaier & Paul Grant Right: Tom Dark and Dean Baker



The Italians were rather ahead of schedule and we were caught out when the pit lane opened for the cars to go to the grid for Race 1's countdown prior to the rolling start. First out of the pits, Joe Colasacco's Ferrari came back in with an engine issue rather than lining up on the grid. Fortunately, the team managed to resolve the problem and Joe was able to start the race from the pit lane.



A safety car period was called when Steve Hart in Chris Wilson's Cooper, made contact with Dean Baker's Cooper. Dean was driving slowly as he'd broken his gear stick (having had an issue with his gearbox in qualifying which the team had replaced with a spare loaned by the Graham and Russell Motorsport team). Steve caught him exiting the corner and rolled several times – landing right way up but extensively damaged. Fortunately, Steve was seen to exit the car unaided although he was taken to the medical centre immediately to be checked over. The Safety car was called in after 5 minutes when both cars had been recovered.

Once the race resumed, Michel Kuiper flew away from the field, winning by a margin of 7 seconds from second placed Mark Shaw with Tom Waterfield in third place. Although Will Nuthall had finished second on track, he had been given a 5 second penalty for exceeding track limits twice; demoting him to fourth place. Front Engine honours went to Elliott Hann; Ian Nuthall and Erik Staes.

For Race Two on Sunday morning, all cars and drivers were ready in good time when the pit lane opened and 29 cars went out to take the rolling start. We had lost Eddie McGuire's

Scarab with technical gremlins and Dean Baker had withdrawn following race one's accident. The race went without incident and there were no penalties for track limits this time around. The only non-classified car was Joe Colasacco's Ferrari – which sadly retired on the fourth lap.

The race was won by Tom Waterfield in Tim Ross's Cooper after a fantastic battle with Will Nuthall who crossed the line just 1.2 seconds behind, with Mark Shaw in third place. Front engine honours once again went to Elliott Hann, with Ian Nuthall in second and Paul Grant just coming out ahead of Erik this time in third place.

After the podium presentations we all adjourned to the HGPCA garage for a very jolly class awards presentation. Member Andrea Stortoni had very kindly donated several cases of his own bottled local wine with commemorative HGPCA labels. A lovely sparkling rosé was designated as the Class Award and each driver was invited to take either a bottle of Red or White away with them as a memento.

A special presentation was made to Brian Jolliffe (a Misano T-shirt which Steph had all the drivers and teams sign). Brian had decided that Misano would be his last race and we felt it was only appropriate to mark this occasion.

Front Engine Driver of the Day went to Josef Rettenmaier with his amazing P3 which hadn't raced since the 1950s and Rear Engine to Tommy Waterfield for superb clean driving all weekend resulting in his first win with the HGPCA (and for setting fastest lap in both races).

THE 2025 AWARDS PRESENTATION



All photos by Janey McGill



Class 5 Award Winners: Ian Nuthall, David Brabham, Paul Grant and Erik Staes



Class 6 Award Winners: Elliott Hann, Steve Hart presented by David Brabham



Pre-War Classes Award and Nuvolari Trophy Winner: Stephan Rettenmaier



Class 7a Award Winners: Andy Willis (Richard Wilson) Jo Greenwood (Tony Smith)



Class 7b Award Winners: David Brabham, Tom Dark, Rudi Friedrichs and Will Nuthall



Class 7c Award Winners: Hans Ciers, Dan Setford (Stuart Tizzard) Steve Banham



Class 8 Award Winners: Charlie Martin (Geraint Owen) Rod Jolley, Simon Foulkes (Eddie McGuire)



Class 9 Award Winners: Mark Daniell, Barry Cannell and Brian Jolliffe



Class 10a Award Winners: James Denty, Mark Shaw and Nick Taylor.



Class 10b Award Winner: Tom De Gres



Class 11 Award Winners: Andy Willis (Philipp Buhofer) and Sid Hoole



Class 12 Award Winners: Peter Horsman, Tim Child and Rod Jolley



Peter Horsman presented a farewell gift to outgoing president Clive Chapman before welcoming the new president David Brabham.



Clive Chapman presents the John Bowers Trophy to Sid Hoole



Bertie Gilbert-Smith and David Brabham present the Alan Putt Trophy to Rudi Friedrichs




Ian Nuthall receives the Ascari and Brabham Trophies both presented by David Brabham



Peter Horsman presents the Chairman's Cup to Brian Jolliffe



Steph Clements, Peter Horsman and Lindsey Warren

<p>ADAC Hockenheim Historic Hockenheimring, Baden-Württemberg Germany 9-11 May 2025</p>	<p>Front Engine: Driver Ewen Sergison Guillermo Fierro Brad Baker Rear Engine: Rudi Friedrichs Tim Child Michel Kuiper</p>	<p>Car Lotus 16 Maserati 250F Maserati 250F Cooper T53 Brabham BT3/4 Brabham BT4</p>	<p>Class Winners: 1 - Josef Rettenmaier; 3 - Stephen Rettenmaier; 5 - Ian Nuthall; 6 - Guillermo Fierro; 7a - Ewen Sergison 7b - Rudi Friedrichs; 7c - Steve Banham; 9 - Mark Daniell; 10a - Mark Shaw; 10b - Philip Buhofer; 11 - Sid Hoole; 12 - Tim Child</p>	<p>Driver of the Day Front Engine Jakob Rettenmaier Rear Engine Michel Kuiper</p> 
<p>Grand Prix de l'Age d'Or Dijon-Prenois France 6-8 June 2025</p>	<p>Front Engine: Driver John Spiers Guillermo Fierro Rod Jolley Rear Engine: Will Nuthall Tim Child Clinton McCarthy</p>	<p>Car Maserati 250F Maserati 250F Lister Jaguar Monza Cooper T53 Brabham BT3/4 Lotus 18</p>	<p>Class Winners: 3 - Stephen Rettenmaier; 5 - Ian Nuthall; 6 - John Spiers; 8 - Rod Jolley 7b - Will Nuthall; 7c - John Chisholm; 9 - Barry Cannell; 10a - Mark Shaw; 12 - Tim Child</p>	<p>Driver of the Day Front Engine Paul Grant Rear Engine IN Racing team</p> 
<p>Zandvoort Historic Grand Prix Zandvoort, The Netherlands 20-22 June 2025</p>	<p>Front Engine: Driver John Spiers Rod Jolley Elliott Hann Rear Engine: Will Nuthall Rudi Friedrichs Tim Child</p>	<p>Car Maserati 250F Lister Jaguar Monza Maserati 250F Cooper T53 Cooper T53 Brabham BT3/4</p>	<p>Class Winners: 2 - Luc Brandts; 3 - Markus Niesius; 6 - John Spiers; 8 - Rod Jolley 7b - Will Nuthall; 7c - Steve Banham; 9 - Brian Jolliffe/Michel Kuiper; 10a - Mark Shaw; 10b - Tom De Gres; 12 - Tim Child</p>	<p>Driver of the Day Front Engine Luc Brandts Rear Engine Brian Jolliffe</p> 
<p>Brands Hatch Super Prix Brands Hatch UK 12 & 13 July 2025</p>	<p>Front Engine: Driver Geraint Owen Paul Grant Erik Staes Rear Engine: Rudi Friedrichs Tim Child Peter Horsman</p>	<p>Car Kurtis 500C Cooper Bristol Cooper Bristol Cooper T53 Brabham BT3/4 Lotus 18/21</p>	<p>Class Winners: 5 - Paul Grant; 6 - Elliott Hann 7b - Rudi Friedrichs; 7c - Stuart Tizzard; 9 - Barry Cannell; 10a - Mark Shaw; 12 - Tim Child</p>	<p>Driver of the Day Front Engine Guy Plante Rear Engine James Denty</p> 
<p>Oulton Park Gold Cup Oulton Park, United Kingdom 25-27 July 2025</p>	<p>Rear Engine: Driver Andy Willis Peter Horsman Tom Dark</p>	<p>Car BRM P48 Lotus 18/21 Cooper T51</p>	<p>Class Winners: 7b - Andy Willis; 7c - Steve Banham; 9 - Mark Daniell; 10a - Teifon Salisbury; 11 - Charles McCabe; 12 - Peter Horsman</p>	<p>Driver of the Day Geoff Underwood Aggregate Gold Cup Winner: Andy Willis</p> 
<p>Oldtimer Grand Prix Nürburgring, Germany 1-3 August 2025</p>	<p>Front Engine: Driver Jochain Folch Richard Wilson John Spiers</p>	<p>Car Lotus 16 Ferrari 246 Dino Maserati 250F</p>	<p>Class Winners: 1 - Ivo Smutny; 3 - Markus Niesius; 5 - Ian Nuthall; 6 - John Spiers; 7a - Joaquin Folch; 8 - Eddie McGuire</p>	<p>Drivers of the Day: Ivo & David Smutny Ascari Trophy Winner: Richard Wilson Nuvolari Trophy Winner: Ivo Smutny</p> 
<p>Silverstone Festival Silverstone Historic Grand Prix Circuit, United Kingdom 22-24 August 2025</p>	<p>Front Engine: Driver Richard Wilson John Spiers Elliott Hann Rear Engine: Will Nuthall Rudi Friedrichs Tom Waterfield</p>	<p>Car Ferrari 246 Dino Maserati 250F Maserati 250F Cooper T53 Cooper T53 Brabham BT3/4</p>	<p>Class Winners: 5 - Ian Nuthall; 6 - John Spiers; 7a - Richard Wilson 7b - Will Nuthall; 7c - Stuart Tizzard; 9 - Barry Cannell; 10a - James Denty; 11 - Sid Hoole; 12 - Tom Waterfield</p>	<p>Driver of the Day Front Engine Graham Adelman Rear Engine Tim Child</p> 
<p>Spa Six Hours Meeting Spa-Francorchamps Circuit, Belgium 24-26 September 2025</p>	<p>Front Engine: Driver John Spiers Eddie McGuire Klaus Lehr Rear Engine: Rudi Friedrichs Michel Kuiper Max Castelein</p>	<p>Car Maserati 250F Scarab Maserati 250F Cooper T53 Brabham BT3/4 Lotus 18</p>	<p>Class Winners: 3 - Markus Niesius; 5 - Ian Nuthall; 6 - John Spiers; 8 - Eddie McGuire; 7b - Rudi Friedrichs; 7c - Hans Ciers; 9 - Rod Jolley; 10a - Arnold & Harold Herreman; 11 - Sid Hoole; 12 - Michel Kuiper</p>	<p>Driver of the Day Front Engine Chris Phillips Rear Engine Charles Gillett</p> 
<p>ACI Misano Historic Racing Weekend Misano World Circuit Italy 24-26 October 2025</p>	<p>Front Engine: Driver Elliott Hann Ian Nuthall Paul Grant Rear Engine: Tom Waterfield Will Nuthall Mark Shaw</p>	<p>Car Maserati 250F Cooper Bristol Cooper Bristol Cooper T53 Cooper T53 Lotus 21</p>	<p>Class Winners: 1 - Josef Rettenmaier; 5 - Ian Nuthall; 6 - Elliott Hann 7b - Will Nuthall; 7c - Hans Ciers; 9 - Mark Daniell; 10a - Mark Shaw; 11 - Martin Halusa; 12 - Tom Waterfield</p>	<p>Driver of the Day Front Engine Josef Rettenmaier Rear Engine Tom Waterfield</p> 



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Classic Team Lotus is pleased to announce the extension of its long-established racecar parts service to include parts for most Classic Lotus road car models embracing those shown below and many more, all available to purchase online at

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email: parts@classicteamlotus.co.uk



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The Classic Team Lotus Merchandise shop stocks everything you could ever want to give or receive including models, artwork, clothing, toys and books. All this and much more, including the largest selection of 1:43 Team Lotus models in the UK, is available to purchase in person at the store or online at

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IN THE PADDOCKS

Off the track, we share some of the scenes from the beating heart of motorsport—the paddock. It's here, where mechanics toil with meticulous precision, drivers steel their nerves, and enthusiasts share in the passion we have for our sport.



Left to right: Hockenheim winner, Tony & Jenny Lees, Klaus Lehr, Assembly area final preparations



Left to right: Brad Baker & Peter Horsman, Steve & Annie Hart, Simon Hope & Rudi Friedrichs



Left to right: Max Blees, Lindsey Warren & Bertie Gilbert-Smith, Sharing advice in the paddock at Dijon



Left to right: Champagne moment at Dijon, Will Nuthall & Clinton McCarthy, Gold to be won at the Nürburgring, Lending a hand to fix the Maserati



Left to right: Brian Jolliffe, Front Engine Podium at Zandvoort, Tim Child and family



Left to right: Stuart Tizzard, Shaded from the hot sun, Josef Rettenmaier

IN THE PADDOCKS Continued



Left to right: Assembly area at Brands Hatch, Guy Plante & Arnold Herreman, IN Racing team hard at work



Above left to right: Mark Daniell & TrinityBridge sponsor Paul Denman, Peter Horsman congratulates Andy Willis, Oulton Park Gold Cup winner
Below left to right: Jakob Rettenmaier in a wet paddock at Nürburgring, Richard Wilson's glorious Ferrari





Left to right: Giorgio Marchi delighted with Silverstone win, Silverstone podium with Nuthall Juniors, Front Engine winners, Justin Maers



Above left to right: Paul Denman & Eddie McGuire, Helga & Rudi Friedrichs Spa, Michel Kuiper at Spa, Steph
 Below left to Right: Rebeca Rettenmaier, Barry Cannell, Teammates, Preparers helping each other out at Misano



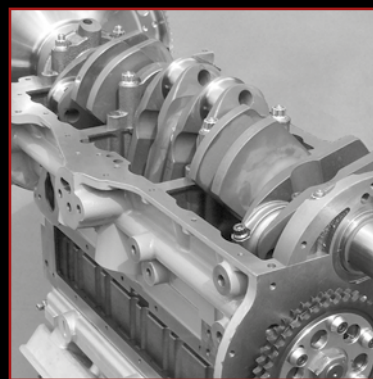
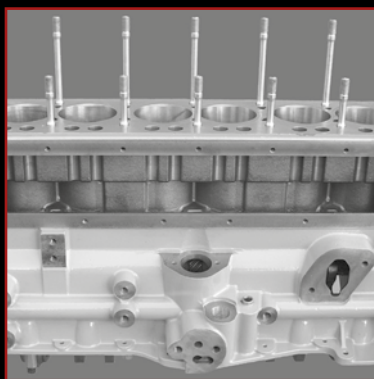
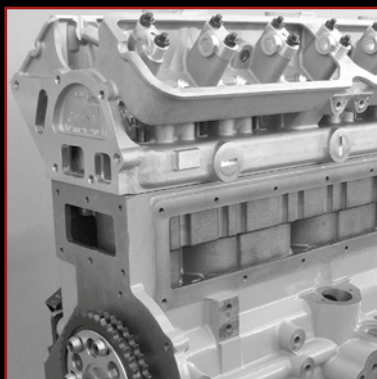


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LIKE FATHER LIKE SON

Take a moment to tour the workshops of
HGPCA Preparer IN Racing

Nestled in the heart of Nottingham is a hive of activity of engineering works, and manufacturing all happening simultaneously at the IN Racing labyrinth of workshops all littered with a treasure trove of stylish, sleek 50s sports and single seater racing cars. It is quite literally like stepping back in time.

I popped in one morning to find out more. Firstly with the man who has his name above the door: Ian Nuthall.

Sarah: "Tell us how it all started?"

Ian: "In 1976, I'd been rallying and racing for myself and eventually people came to me and asked if I could do a few jobs on their cars. That progressed into running cars for others."

"One day I went to Donington with one of my customers to try out a Cooper Bristol, which he was interested in buying from Rodney Felton. Well, this little chap came out and he took the car round and he did a good time, and then I got in and frightened myself to death. I'd only ever driven a Formula Ford 2000 before and, I could see the wheels, and well, I was



10 seconds slower than him, yet he hadn't seemingly put any effort in. It was about 6 months later and the person who bought the car (Graham Burrows); his wife had booked a holiday, and Graham had booked a race at Oulton Park on the same date. He said to me 'Why don't you race it?' So I did, and that was it, after that I was totally hooked!"

"And I've been racing ever since. Once you've got the bug that's it. These cars are fast and relatively dangerous, but we've made them a bit safer with the roll hoops. I definitely recommend to our customers, that they need to learn some race craft before driving one of these. It's very easy to come off and potentially hurt yourself. I have to slow some customers down sometimes before we can make them go faster."

Will Nuthall: "My twin Oliver and I grew up at the race tracks around the UK and Europe, spending most of the time in specially fitted seats pointed towards each other in place of the normal bench seat in the truck cab! Although itching to race, getting a race licence at the first possible opportunity. Working in the business was never really on my radar - I think it was the long days and payment options!"

Following 3 years studying Mathematics at University, the idea was to work in the business while I applied for "city jobs". Almost 20 years later I am still here. Racing wise, after a couple of years, in 2011, I ended up doing my first race in Dad's Alta and then everything went a bit full circle with a couple of races in the same Cooper Bristol still owned by Graham Burrows at the time - now with Klara Rettenmaier.

Following on from Dad stepping down after his 8 years on the HGPCA board I decided to join in 2015 - 10 years ago!"



THESE CARS ARE FAST AND RELATIVELY DANGEROUS, BUT WE'VE MADE THEM A BIT SAFER WITH THE ROLL HOOPS. I DEFINITELY RECOMMEND TO OUR CUSTOMERS, THEY NEED TO LEARN SOME RACE CRAFT BEFORE DRIVING ONE



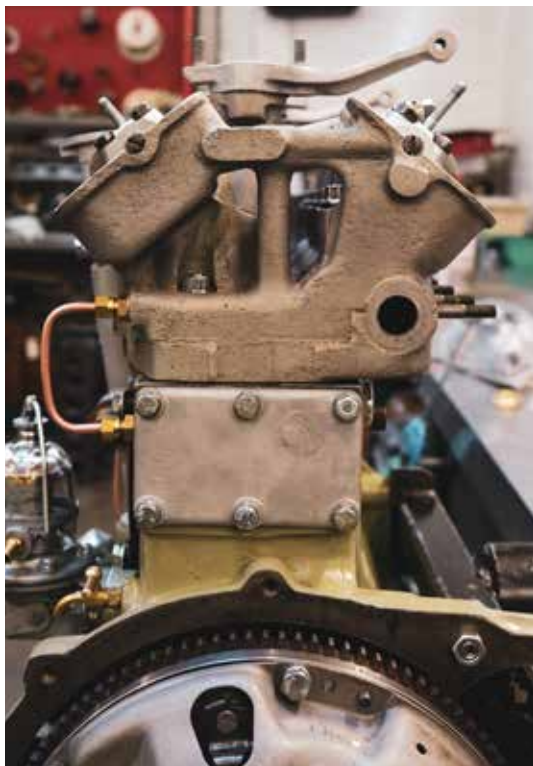
Sarah: We know IN Racing have a long history of running historic racing cars and you and Ian racing alongside but what else is going on behind the scenes?

Will: "We've been doing some big ground up projects over the last couple of years. We've currently got a Jaguar XK120 in the workshop that was imported from America, just for the restoration and once we finish the car it'll be going back over there. It's literally been stripped to nothing, we're upgrading all the parts and creating every bit needed, and it will be test driven in the UK before being shipped back over to the US. Having been in America, the body wasn't actually in too bad condition, but when we took all the paint off and got it back to bare metal, it exposed a bit of damage from a previous life. We've had to cut a few bits out of it, and replace them. We've also got a prototype Bristol 404 in at the moment, which hasn't had much work done to it in the past. It is nice to find unmolested cars. We've found some original photos showing that originally it had a fin on the back, which we're trying to recreate based on the pictures, we have created a prototype with our 3-D printer."



Sarah: There seem to be a lot of engines on benches here. What are they all?

Will: "Evolving directly from running the first Cooper Bristol, Dad slowly ended up specialising in Bristol cars and engines but over the last 20 years, we've got more heavily involved in Bristol engines. We've been running out of original spares to use or recycle so now we remanufacture 95% of the individual engine parts. They are all machined in house, built up and sent out from our premises here in Nottingham. We've developed all our parts to try and be interchangeable with the original parts in the engine. So, if somebody in Australia needs a small part, like a valve spring retainer. We can do that and it will directly match with original parts. We're trying to keep Bristol engines running all around the world. They are not just found in Bristol cars



up to the end of the '60s, but they're actually put into a lot of smaller models, like AC Aces, Lister Bristols, Tojeiro Bristols, Cooper Bristols. We've got to a stage where we've got a comprehensive catalogue of all the Bristol parts that we do. If you have a Bristol road car, we can upgrade most parts from the back to the front. We can upgrade the diff to a limited slip diff, we can upgrade the gearbox to all synchro gears and we can also upgrade the engine. Depending on the state of the original engine, we give road car owners the option to preserve their original block, replace or upgrade for reliability and more power. Ultimately, the car will have more torque, more power, we can tailor it to their needs. Whilst many of our customers just want full race specification not many people know we also have a whole raft of options for fast road users. To find out more about IN Racing visit: www.inracing.co.uk

Copy and Photographs by Sarah Bennett-Baggs

2026 MSV



HISTORIC EVENT HIGHLIGHTS

With a rich race programme across all MSV venues, 2026 is shaping up to be a spectacular year for historic motorsport.

Take a look at these not-to-be-missed events for the classic connoisseur...

Sat 11 - Sun 12 April

RETRO TOURING WEEKEND

CADWELL PARK

Full Circuit

Fri 01 - Sun 03 May

DONINGTON HISTORIC FESTIVAL (FT HGPCA)

DONINGTON PARK

National

Sun 16 May

TOURING CAR REWIND: NORTH

OULTON PARK

International

Sat 23 May

VINTAGE MOTORSPORT FESTIVAL (VSCC)

DONINGTON PARK

National

Mon 25 May

BRANDS BRITANNIA

BRANDS HATCH

Indy

Sat 30 - Sun 31 May

MASTERS HISTORIC FESTIVAL

BRANDS HATCH

GP

Sat 13 - Sun 14 June

HISTORIC WOLDS TROPHY

CADWELL PARK

Full Circuit

Fri 19 - Sun 21 June

LONDON HISTORIC TROPHY

BRANDS HATCH

Indy & GP

Sat 20 June

VINTAGE MOTORSPORT FESTIVAL

CADWELL PARK

Full Circuit

Sat 04 July

CLASSIC SPORTS AND GT CARS

DONINGTON PARK

National

Sat 11 - Sun 12 Jul

HSCC LEGENDS OF BRANDS HATCH SUPERPRIX

BRANDS HATCH

GP

Sat 1 - Sun 2 August

TOURING CAR REWIND: SOUTH

BRANDS HATCH

Indy

Sat 8 August

JAGUARS AT OULTON - CHESHIRE CATS

OULTON PARK

International

Fri 29 - Sun 31 August

HISTORIC GOLD CUP (FT. HGCPA)

OULTON PARK

International

Sat 12 - Sun 13 September

CLASSIC TOURING CAR WEEKEND

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La Dolce Vita



La Leggenda di Bassano

by Sarah Bennett-Baggs

From the outside looking in, the life of the average HGPCA driver looks pretty exciting: A busy calendar flying all over Europe; racing in the sunshine at some of Europe's finest circuits with like-minded friends and family present. So, where do these elite racers holiday? This summer I got to find out when HGPCA member Eddie McGuire invited me and my husband to join some of the gang on their annual pilgrimage to Italy to

attend the 25th Anniversary of La Leggenda di Bassano and soak up a little Italian lust for life.

It started with a few brief emails from Eddie - drop the car here; meet there; see you then!

But knowing Eddie and his infectious enthusiasm and fun loving energy, you can't help but get pulled along. I dug a bit deeper and asked him how it all started...



Above: Eddie McGuire with one of many co-driver guests. Right: The opening supper was a lavish affair on the Ponte Vecchio, Bassano

Eddie McGuire - 1929 Bentley 6 Speed

“The first time that I did this event was in 2000 in my old Healey 100. Surrounded by all these fabulous cars, it was so good. I told no-one about it, because I didn’t want to spoil it. Then in 2001 and 2002 I did the Mille Miglia and I thought; enough of this s**t!

In 2003 I came back to this event and brought three friends from the UK. Then in 2005 I brought 15 Bentleys. This year is my 21st visit to La Leggenda di Bassano, which is my favourite event. Now every year I gather up people that I want to share this event with. My joy is bringing people together for the common good.”

Given there are so many rallies and tours, I asked why this event? “Well, the camaraderie is outstanding. You

get to communicate with people who you usually just see fleetingly in the paddock. You get to visit super nice places, and the food and the weather are all amazing. You see some mind-blowing scenery; with mountains so magnificent it makes me feel a centimetre tall. On the event, there’s no queuing but there is a competitive element for those who want that. There is nowhere better to be on a sunny day than in an old car in Italy. I love the Italian passion for life: it’s unique and I can’t get enough of it. But above all it’s about sharing the joy with others.”

The event started and finished in the beautiful historic town of Bassano del Grappe with a rather extravagant first day of checks and registration followed by the most lavish supper located on the Ponte Vecchio, Bassano. A rather beautiful covered wooden bridge which spans the river Brenta. The

Below: Author Sarah and her husband Mike Thorne in their Alvis Special Right: David & Karen Cooke in his Alfa Romeo 8C 2300 Monza





Above: Alan and Marcia Cosby arrive at a rally checkpoint in a Ferrari 250

bridge was rebuilt in 1948 after it was destroyed during World War II. It was a warm humid evening, with thunder and lightning spectacularly raging around us as we ate and drank our way through the night in this magical historic setting.

Then followed three days of driving around the Dolomites, under no pressure or penalties. There were short average speed sections at the beginning or end of the day which



Stephen Bond and Sarah Russell in Stephen's Jaguar XK140 OTS

added a little fun, but for me, the highlights were seeing the Jonathan Collection - a private collection of stunning first World War planes - and winding up the mountain passes following not one but two Alfa 6Cs and rather bizarrely; dancing the night away with Frank Sytner. The latter being perhaps the last thing I expected from this event. This is the way that this event rolls! It's unexpected; it's very relaxed and you meet nice people and have time to engage with them. The absence of a fast-moving competitive element takes away the stress of other rallies that we have participated in.

For us, the fun stopped when we got back to Bassano del Grappa, but many of our fellow travellers then drove 400 miles south to start another event - the Abruzzo Gran Tour just two days after the LLDB finishes.

Eddie tells me more: "I first did this one in 2018. I came with two friends and left with 200. I was gobsmacked! This event has less cars, which means you really get to know everyone. The scenery is as spectacular as the Dolomites, except very green. But again, it's all about the people. One hotel, suppers together, it's intimate. On the last night you end up in Avezzano where they close the town so that everyone can have a blast round it. To attend is like a gift.

After the event I spoke to a few participating HGPCA members.



Above: All competitors parked up at the finish of the rally in the historic centre of Bassano del Grappa.

Simon & Karon Hope - 1950 J2 Allard

“This is our third time doing the event. There’s a nice familiarity of seeing the same faces; the scenery is out of this world and the roads are spectacular.

The Allard is fantastic. It’s in all the books and was first delivered to a British Ski Champion and then after that owned by Dean Butler before me. It’s a V8 and the most fun you can have on the road. There are just three forward gears as original so the torque is off the scale, and there’s bags of power but it is a bit of a heavy old girl for the twisty bits.

I love this event because it’s very enjoyable to go on, you’re not overtaxed and it’s not purely competitive. There are signs on the lampposts so the navigators can actually look up and enjoy the scenery rather than have their head in a book all day. I’ve done the Mille Miglia three times but there were

300 plus historic cars and then 150 modern Ferraris - it’s complete chaos.

There definitely comes a time when you want something a bit easier. We don’t need to be competitive all the time. We don’t exactly feel the need to prove ourselves anymore, we’ve been there, done that.

This year we set off from the UK in a modern Italian sports car and did a 3,500 mile round trip taking in the Zandvoort HGPCA race, then we drove on to Cologne before arriving in Bassano del Grappa for the start of this event. The Allard arrived on a truck and then we drove all the way back to a Supercar Driver event in Yorkshire via Trieste and Ljubljana. It was great, it was a lot of driving, but I like driving. That’s what we do.”



Barry Cannell & Elizabeth arrive at the finish



Simon and Karon Hope in the Allard J2

Barry Cannell & Elizabeth Bell - 1934 Alfa Romeo 6C Touring

"I've done this event three times and loved each one. We got a bit wet, got a bit sun-burned, have not travelled the same roads twice and enjoyed great company, scenery and food and drink. Never with any problems. One year, the event took us through alpine passes into Austria with snow banks three metres high on each side of the road - that was spectacular.

We do it in this Alfa 6C which I acquired 26 years ago as a complete matching numbers rolling chassis 6C 2300, but all remnants of its previous bodywork were long gone. Research led me to illustrations of what the body would have been in 1934. It was one of the very first bodies constructed in the Alfa Romeo factory which was due to the urgency of getting vehicles on the road with war looming. Prior to this, all cars left the factory as a rolling chassis and were bodied by the client's chosen coach builder - Touring, Castagna, Carrozzeri, Zagato etc.

The original body was not particularly attractive, so I commissioned the body of my choice which is the Spyder Corsa by Touring of Milan, characterised by the twin spare wheels and the covering shroud. To my eye, the best looking of the body styles. I did the mechanical restoration myself over a period of two years and have now covered about 55,000 miles in the car, which sounds a lot, but is only a couple of thousand a year. It's lovely to drive and will happily cruise at 80 mph on the motorway all day; although with cart spring suspension all round, you do get to feel "the texture" of the road!"

Justin & Debra Maeers - 1921 GN Parker Special

One of the most bonkers of entries was the GN Parker Special of Justin and Debra Maeers. They definitely got my vote for spirit of the rally, even if they didn't get it from the organisers. Debra (I can confirm) was still smiling at the end, but she really does deserve a medal for bravery in my view.

John Clark in his Jaguar C-Type



Justin & Debra Maeers in the GN Parker Special



“There is nowhere better to be on a sunny day than in an old car in Italy.”

Eddie McGuire

I asked Justin about the history of the car: “The Parker GN is probably one of the most modified, yet historic vintage specials, having been through many guises. It first raced as a special at Shelsley Walsh in 1924. As you can imagine, it has loads of history. Now it has a Cyrus Hermese 6.2litre aircraft engine running through a Bugatti clutch to a GN transmission”.

I asked how on earth he managed to convince Debra that it was a good idea and how it performed on the mountain roads?

“Eddie always sings the praises of the Bassano Rally, and we can see why, we were treated like Kings everywhere we went.

The Parker GN loves the mountain roads and is never happier than when pulling from 500 RPM out of a hairpin on a mountain pass.

Being air cooled, it does not tend to overheat in warm conditions, as long as it is moving! The only challenge we faced was getting stuck behind the cyclists heading up the hills and the only problem we had was the clutch overheating when trying to go as slowly as the cyclists up a mountain pass”.

Would you do it again, and in the same car?

“I would do it again, and for sure, in the same car... I am so very lucky to have Debs... few other ladies would love the GN the way she does!”

About the Author Sarah Bennett-Baggs

Sarah Bennett-Baggs has worked in the Automotive and Motorsport industry for over 30 years. Founded the classic adventure magazine Auto Addicts. Raced continuously for 22 years, and competed in a variety of rallies all over the world in both classic cars and motorcycles.



Cliff Gray and William Cullen in an Aston Martin DBR2



Eddie McGuire fully laden with guests on the Abruzzo Grand Tour



The last part of the Abruzzo Grand Tour includes a closed circuit of Avezzano

John Gillett and Helen Whiteside shipped their Alfa Romeo 6C from Australia





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CAMERON MILLAR – THE 250F WHISPERER

by Paul Lawrence, photos by Ben Lawrence and Alan Cox

In many ways, Cameron Millar was ahead of his time. He was a man who built continuation cars long before the concept had even been considered or recognised within historic racing.

Born in 1919, Royal Air Force Squadron Leader Cameron Millar built a total of 10 recreation Maserati 250Fs across a period of 25 years and was always scrupulously clear about what he was doing and what the origins of his cars were.

What this single-minded and determined engineer achieved were recreations that were every bit as good as the original cars from the Maserati factory and his cars earned the praise of some of the greatest drivers of a generation.

There is no doubt that Millar adored the Maserati marque and the 250F series of front-engined grand prix cars in particular. He was perhaps fortunate to survive a dramatic career as an RAF officer and flew a huge range of aircraft in

his RAF life, sometimes in areas of conflict. Having proved his bravery and determination during the Second World War, Millar also earned a reputation as a talented engineer. He had a life-long passion for cars and once owned a 1929 Lea Francis that he loaned to Paramount Studios for use in the 1969 feature film 'Monte Carlo or Bust'.



The Maserati 250F story started at the very end of 1953, with the completion of the first chassis, number 2501, which was raced in period by Fangio. The 250F was designed to comply with the new Grand Prix regulations for 1954 which prescribed a maximum engine size of 2.5 litre, down from the 4500cc limit in place in the immediate post-war years. The sublime 250F used a straight-six engine layout with

independent front suspension and De Dion rear suspension.

During the 1954 season, Maserati factory production reputedly went as far as chassis 2514, with several cars delivered brand new to private owners as the financially-strapped marque tried to earn much-needed revenue.

Owners for new cars included Gilby Engineering in the UK for Roy Salvadori and Stirling Moss who bought chassis 2508 with encouragement from Mercedes team boss Alfred Neubauer. The German team wanted to see how Moss did in a competitive car before hiring him for the 1955 season.

Production of the 250F continued right through until 1957 and, according to renowned journalist Denis Jenkinson, though the chassis numbers ran from 2501 to 2531 there were never that many cars in existence as some were rebuilt and given a new chassis number. It was Jenkinson's view that there were never more than 18 cars complete and in running order at any one time.

Alongside Fangio, Stirling Moss was one of the drivers to extract the maximum performance from a 250F and he is reported as having said that the model fitted him like a glove and was the best front-engined grand prix car he ever drove.



Millar acquired his first Maserati 250F in 1964, thought to be chassis 2516 which he located in Australia. This was less than five years after the end of the model's life as a contemporary grand prix car. A short while later, he smartly managed to acquire all of the remaining cars and components from Scuderia Centro Sud, which had been one of the key customer teams running 250Fs in the model's later grand prix years.

Significantly, Millar also acquired the 250F chassis jigs from the Maserati factory. By bringing those skills and facilities together, Millar was able to produce a series of chassis which were identical in dimensions to the originals and was able to fit them with a significant number of original 250F parts, such was the volume of stock he amassed. By 1964, the Maserati 250F was just an out-of-date racing car with limited value.



Later, the last of Millar's cars, CM10, was bought by Australian collector Clive Smith and driven by Stirling Moss in the historic support to the Australian Grand Prix between 2004 and 2007 in Albert Park. Those races paid tribute to Moss's dominant victory in a works-entered 250F at the same circuit in 1956.

For the 1957 season, the three-season old 250F was still a contender and, with a lighter chassis and more power, Fangio returned to Maserati to take his fifth and final world title. Back in 1954, Fangio won the first two championship races in a 250F before joining Mercedes. Fangio's '57 season included a remarkable drive at the Nürburgring when he recovered from time lost in a disastrous pit-stop to win after breaking the lap record nine times in 10 laps.

Though 1957 was the final competitive season for the 250F, the cars continued with private teams as late as 1960. But the classic design was now obsolete as the rear-engined era developed apace.

It is commonly held that Millar produced 10 such cars, but he was always clear about what they were and prefixed them as CM1 to CM10. Some experts say that the Millar total should be 12 cars as he also re-built two original factory chassis. What seems probable is that the earlier Millar cars had the biggest proportion of genuine parts fitted as he worked through the stock that came from Scuderia Centro Sud. Millar painstakingly built his cars by hand, completing most of the work himself during a three-decade love affair with the 250F.

The cars were so faithful to the original design and so well built that the FIA granted them full eligibility to race alongside the original cars, long before replicas, recreations and continuation cars became an accepted part of historic racing. Millar also became the respected authority on 250Fs, in the UK at least, and often helped owners of original factory cars with restorations or repairs. When time and opportunity arose, Millar raced his own cars with the Vintage Sports Car Club and other European race organisers as historic racing began to grow.

MILLAR PAINSTAKINGLY BUILT HIS CARS BY HAND, COMPLETING MOST OF THE WORK HIMSELF DURING A THREE-DECADE LOVE AFFAIR WITH THE 250F.



Millar's work received the greatest endorsement when Juan-Manuel Fangio acquired CM3 for his racing museum in Balcarce in Argentina and it was understandable that Millar's 250Fs, notably the earlier cars, became hugely desirable as racing examples of one of the classic grand prix cars of all time.

Further endorsement came from Scottish Maserati collector Ray Fielding and his family, who owned a significant number of important Maseratis, including a genuine original 250F. Fielding then purchased CM5 for his museum, which was a Millar car built from a new chassis and some running gear from an original car. CM5 stayed with the Fielding family

for more than five decades, and the family's standing in the Maserati arena is amplified by the fact that the Maserati Club's premier trophy is named the Ray Fielding Award.

Speaking shortly after Millar's death in 2023, respected motor racing historian Doug Nye commented: "Cameron personified enthusiasm. He bubbled with it, and he truly adored Maserati and the 250F in particular. He never claimed the cars were anything other than his productions, and he was immensely proud of the fact that Fangio bought a CM car and assured Cameron it was superbly balanced.

"He survived a hectic career as a serving RAF officer and had many, many types of aircraft in his RAF service log books," added Nye. "But apart from all of the above, he was also a very friendly and forthcoming, genuine enthusiast: a nice man who dug deep into his own pockets and left some very distinct footprints behind him. He was a most unassuming fellow, not uncommon for that generation."

About the Author: Paul Lawrence

Paul Lawrence is a motorsport journalist and photographer with a focus on historic motorsport and rallying. He is at home in the paddock at Silverstone or in a Welsh forest with half a century of experience and passion to his work. He is joined by his teenage son Ben, who is already an accomplished photographer.



2026 COMPETITION DATES

Speed

Curborough – 3 May

Wiscombe – 10 May

Loton – 19 July

Vintage Prescott – 1 and 2 August

Prescott Long – 26 September

Race

Spring Start Silverstone – 11 April

Donington – 23 May

Cadwell – 20 June

Mallory – 15 August

Speed Tickets



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2026 RACE CALENDAR

1 - 3 May 2026

Donington Historic Festival

Donington, UK
Combined Pre '66



30 - 31 May 2026

Masters Brands Hatch

Brands Hatch, UK
Combined Pre '66



19 - 21 June 2026

Zandvoort Historic Grand Prix

Zandvoort, Holland
Combined Pre '66



10 - 12 July 2026

Trophées d'Auvergne

Charade, Clermont-Ferrand, France
Front Engine & Rear Engine



7 - 9 August 2026

Oldtimer Grand Prix

Nürburgring, Germany
Front Engine, Rear Engine & Combined



29 - 31 August 2026

Oulton Park Gold Cup

Oulton Park, UK
Combined Pre '66



2 - 4 October 2026

Gran Premio Storico d'Italia

Mugello, Italy
Combined Pre '66



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IN THE BEGINNING

by Paul Lawrence. Photographs thanks to Paul Lawrence and Flavien Marçais Collection



Chris Mann with his 1924 3.6 litre Alfa

We asked Christopher Mann for his memories of the events and races in 1979 and 1980 that led to the formation of the Historic Grand Prix Cars Association. Paul Lawrence reports.

The very beginning of the HGPCA story goes back to 1978 when it was recognised in Bugatti circles that the 1979 Monaco Grand Prix would be the 50th anniversary of Bugatti's victory in the first Monaco Grand Prix.

In 1929 cigarette manufacturer Anthony Noghes was central to the development of the inaugural grand prix around the streets of Monte Carlo and from a 16-car field it was British driver 'Williams' who won the race in a Bugatti T35B, helped by a much quicker pit stop than that of the Mercedes Benz SSK of Rudolf Caracciola.

Half a century later, the plan for 1979 was to run a competitive race for pre-war grand prix cars, to be held immediately prior to the modern Formula 1 feature.

As a French-speaking VSCC committee member, Mann was asked to assist in getting the race organised and travelled to Monaco with the late Martin Dean to meet the Automobile Club de Monaco early in 1979. They were joined by Bugatti collector, Ewe Hücke.



Mann recalled the meeting: “Our task, including in a subsequent trip to the ACM, was to settle the parameters for the race: the type and number of cars required, the paddock, the use of UK scrutineers, drivers to be as international as possible and things like timing and practice sessions. It was a package all organised by us,” said Mann. There was no track or entry fee and no starting money, and all competitors would be there by invitation.

The race attracted many of the big names from the historic racing scene of the day. Some modest sponsorship came from Christie’s and the one-off race was a great success with the drivers being granted VIP status for the following Grand Prix race, won by Jody Scheckter for Ferrari. Winner of the historic race was Martin Morris in his ERA after Neil Corner spun his Mercedes Benz W125 on the first lap. Corner’s recovery drive to second place was a highlight of the 10-lap race.

Towards the end of 1979, the organisers of the French Grand Prix decided that they wanted a race in the style of the Monaco race for their 1980 grand prix meeting at the Paul Ricard circuit. They approached Simon de la Tour at

the local Winfield Racing School to see if he knew anyone who could organise such a race. De la Tour was friends with Robs Lamplough who contacted Mann, knowing of his role in making the Monaco race happen.

Mann recalled the time: “Robs and I met up at Ricard with the circuit organisers to plan the race. This time, Robs negotiated that there would be substantial sponsorship from the circuit sponsors and along with the open nature of the Ricard circuit, it was agreed that the race would be for pre-war and post-war front-engined grand prix cars up to 1959.” While in France, Lamplough and Mann both had a run around the circuit in modern single seaters from the Winfield school. They returned home knowing that there was great potential in forming an association to promote and organise such events, initially for the Paul Ricard race in 1980 and then at other venues. Discussion started with some of the key players in the UK historic racing fraternity and a meeting was organised to set out what needed to be done and how it should be done.

That meeting, held in the Christie’s board room early in 1980, was the catalyst for the formation of the Historic

Administration of the whole process was put into the hands of Barry Bland at Motor Racing Consultants, who was already running the Formula 3 races at the Macau Grand Prix. Just as the Monaco race had been, the Paul Ricard race was a success and a multi-coloured circus type tent organised by Summers was a focal point for the teams.

After trading places throughout the race, the winner was Robs Lamplough in a BRM P25 from Willie Green's Maserati, with a winning margin of just 14-hundredths of a second. With the long 1800m Mistral Straight, it soon became clear that the long-legged pre-war cars were in serious contention and seven of the first 10 finishers were pre-war cars. Mann finished eighth in his Alfa Romeo P3.



Period F1 drivers Bruce Halford and Maurice Trintignant were due to drive Lotus 16s, which were towed out from the UK by Halford on a single long trailer. There were no big motor homes or articulated lorries back then. Sadly, the Lotus 16 for Trintignant did not run properly and Halford gave up his drive to the Frenchman, only for that car to fail to reach the finish.

As Mann concludes, the fact is that without the Monaco event where Uwe Hucke was a catalyst, and without Robs Lamplough and Simon de la Tour for the Paul Ricard race, the HGPCA may never have happened. Contrary to received opinion, the HGPCA was formed because of the Paul Ricard race and not the other way round!



THE UNIQUE DISCO VOLANTE

Most recently in his long and distinguished racing career, Christopher Mann has raced the unique 1954 Alfa Romeo 3000 Disco Volante.

Mann has raced the car in a variety of events for 1950 sports cars and says that it's a car that should be used, despite its rarity. Back in period, the three-litre Disco Volante was built by Alfa Romeo to be its rival for the Mercedes Benz 300SLR. Sadly, a nasty accident in Monza in 1954 left the car badly damaged and Consalvo Sanesi, the driver at the time, suffering from serious burns.

Alfa Romeo cancelled the project and the only three-litre Disco Volante built was sold to a museum in Brazil complete with damaged body work. Many years later, Colin Crabbe bought the Alfa along with several other cars and offered the still-damaged Disco Volante to Christopher and his friend Henry Wessels.

Initially, they bought the Alfa thinking it would be a useful spares package for the similar car they already had. But when they checked the engine over they realised that it was the long lost three-litre car with a unique short-stroke crank and a special five-speed gearbox. Acknowledging the significance of the car, they decided that it had to be rebuilt and so began a long period of research before any work could commence.

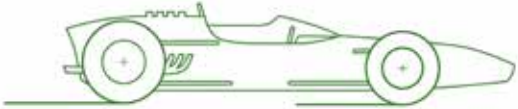
The bodywork was remade in Italy using original drawings but much of the engine survived unscathed. The key work was entrusted to Hall and Hall early in the new millennium and Mann has raced it extensively ever since, even though he knows it is one of a kind and that spares will not be easy to source.

About the Author: Paul Lawrence

Paul Lawrence is a motorsport journalist and photographer with a focus on historic motorsport and rallying. He is at home in the paddock at Silverstone or in a Welsh forest with half a century of experience and passion to his work. He is joined by his teenage son Ben, who is already an accomplished photographer.



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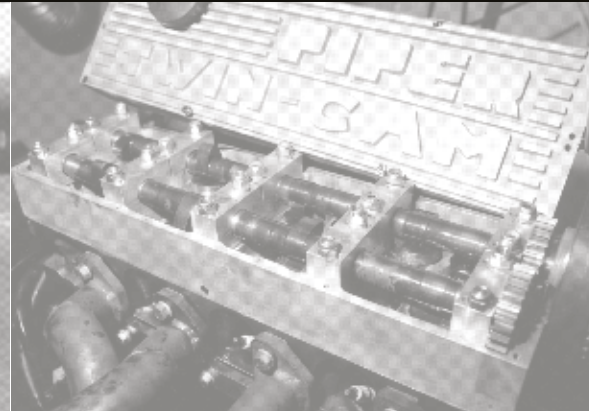
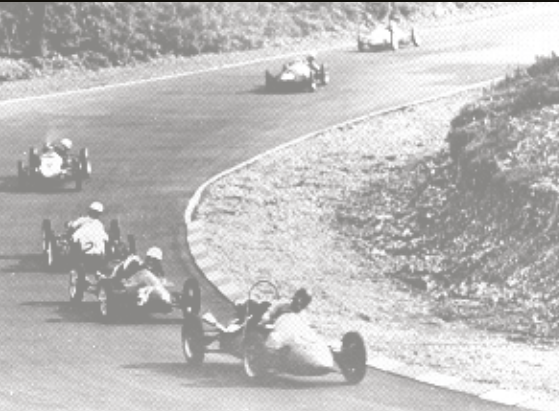
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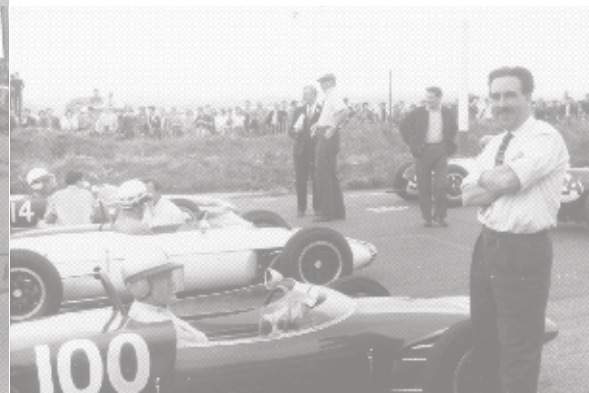
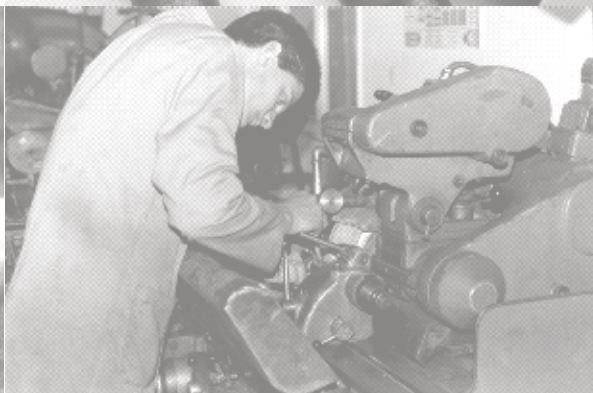
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