



Photograph: Jeff Bloxham



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Above left: Close racing from the first four Tim Child, Tom Waterfield, Rudi Friedrichs & Will Nuthall Above right: Tom Waterfield in Tim Ross's winning Cooper T53

Tommy Triumphs Twice at Donington's Season Opener

After what seemed to be a very long 'off-season', the HGPCA's 2026 race season started in great style at the Donington Historic Festival. Now under the ownership of Shaun Lynn's Motor Racing Legends, the race meeting seemed completely rejuvenated, with excellent grids across the board and very smart tented paddocks for the MRL grids.

Unlike Formula Junior who chose to race only on the Friday (packing up and leaving on Friday evening, making way for their paddock area to be filled with Julius Thurgood's HRDC grids), we followed our usual format of Qualifying on Friday with Race 1 on Saturday and Race 2 on Sunday.

We had shared a Free Practice session on Friday morning with the Juniors and everyone who had pre-booked their slots was able to have a clear 20-minute test session on the Donington National circuit.

QUALIFYING

On Friday afternoon the full grid of 30 cars plus our four reserves made their way out on to the circuit via the assembly area at Redgate. Unusually, a course car led the way, ensuring that all the cars were on track before it pulled into the pit-lane and qualifying got underway. Before long, the Assegai in its very glamorous dark blue livery designed by its new owner Chip Fudge, pulled into the pits with a fuel leak. Chip was one of the reserves but of course, was hopeful of a race later in the weekend once the leak was fixed.

Unfortunately, another of our new members and reserve Jim Chapman experienced issues with his Aston Martin DBR4 and only completed 3 laps of the qualifying session before withdrawing from the weekend with brake issues. It was great to see the Aston back on track after a few years' absence and we look forward to seeing Jim again later in the season.

Another new member out with us was Professor Wolfgang Henseler in his newly acquired Lotus 18 (chassis 375 – previously owned by the late Brad Hoyt). He was warmly welcomed along with the other new members at Friday's driver briefing.

Apart from Stephan Rettenmaier's gorgeous Maserati 8CM – which stopped out on the circuit with fuel issues – all made full use of the 25-minute session in the glorious sunny weather. Tom Waterfield setting pole in Tim Ross's Cooper T53 (1.16.067) with Rudi Friedrichs (T53) 0.1 seconds behind and, qualifying on the second row of the grid, Tim Child (Brabham BT3/4) and Will Nuthall in Giorgio Marchi's T53. Quickest of the Front Engine cars and still celebrating his sports car race win at Monaco the previous weekend, was Richard Wilson's Ferrari 246 Dino with a time of 1.21.608.

Sadly, Stuart Tizzard reported a major engine problem with his Cooper T43 and withdrew from racing, allowing first reserve Tom Dark to start Race 1 on Saturday in his qualifying position – 14th on the grid.

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

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

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

RACE 1: SATURDAY

A full grid of 30 cars lined up for their standing start on Saturday afternoon and, when the lights went out, roared away from the grid. The first three rows were so tightly bunched it could have been any one of them that led out of Redgate! However, Tim Child's Brabham took the lead and remained there for the next nine laps before a hard-chasing Tom Waterfield overtook him. And so ensued an exhilarating race with the lead changing hands again on lap 17.

Unfortunately, Justin Maeers picked up a 5 second penalty for track limits infringements and Michel Kuiper, following a report of overtaking under double waved yellow flags, was given 2 points on his licence by the Clerk of the Course. Several 'misdemeanours' were reported to the Driving Standards team by members, all of which will be followed up and the relevant drivers spoken to before the next race meeting.

Back in the race, it looked as though a Brabham victory was on the cards until a slight mistake from Tim on the final lap saw Tom Waterfield take the advantage and he passed the chequered flag first - just 0.775 ahead.

The final step of the podium was taken by Will Nuthall following a race-long battle with Rudi Friedrichs; who had briefly challenged for the lead mid-race. Front Engine honours went to Richard Wilson, with Elliott Hann's Maserati 250F in second and Ian Nuthall third.

The HGPCA's President David Brabham was on hand to present the trophies to the Rear Engines and sponsor Paul Denman of TrinityBridge presented the Front Engine awards.

Post-race, Tony Lees' Cooper was withdrawn following throttle problems during the race, and Philipp Buhofer had to withdraw and return home early with a family emergency. This meant our very patient reserves - Eddie Williams in Charles Gillett's T43 and Chip Fudge in his Assegai - would be able to start Race 2 on Sunday morning from the back of the grid.

RACE 2: SUNDAY

Donington had suffered some heavy rain showers overnight and Sunday morning dawned damp and chilly in a big contrast to the previous few days of sunshine. We were out for race 2 mid-morning, by which time the track was drying nicely.

29 cars left the assembly area on the green flag lap, round to the grid for their standing start. Sadly, Martin Halusa's Brabham BT7 was not able to be fixed despite the team's great efforts fitting replacement parts which had been delivered overnight. Barry Cannell elected to start from the pit lane with 1st and 2nd gear having 'gone missing' on his Lola.

Once again, the cars all got away once the lights went out, although Wolfgang Henseler's Lotus 18 suffered a spin at the Craner Curves necessitating a short Safety Car period while he managed to get his car out of trouble, safely re-joining the circuit. This time round, Tom Waterfield made the most of his pole position and kept out in front for the entire race.

Making a superb start from the third row, Justin Maeers (T53) took second place for the first two laps, before being overtaken by Will Nuthall who kept the pressure up on the race leader for the next 10 laps until his engine dramatically expired. Will quickly pulling off the circuit at Redgate on lap 13, parking the stricken smoking Cooper neatly out of the way. Tim Child's Brabham inherited second place, although he was under extreme pressure from Michael Gans' T79, finally conceding the place on the last lap. The Front Engine podium was a replay of Saturday's: Richard Wilson, Elliott Hann and Ian Nuthall.

Adjourning to the Red Truck for the class awards presentation, Lindsey was able to thank all of those who had been instrumental in delivering such a great start to our season - including Steph who was celebrating the birth of her fourth grandchild earlier that morning! The Donington Historic Festival finished for us all with another delicious lunch provided by our new caterers, Abbotts, who had consistently provided fabulous food over the weekend.

Class winners were: Class 1 - Stephan Rettenmaier; Class 5 - Ian Nuthall; Class 6 - Elliott Hann; Class 7a - Richard Wilson; Class 9 - Eddie Williams; Class 10a - James Denty; Class 10b - Barry Cannell; Class 12 - Tom Waterfield. Driver of the Day: Rear Engine - Chip Fudge; Front Engine - Ingo Grimm.



Tim Child, Tom Waterfield, Rudi Friedrichs & Will Nuthall



Michael Gans, Philipp Buhofer, James Denty, Tom Dark & Richard Wilson



Elliott Hann, Klaus Bergs & Teifion Salisbury



Richard Wilson



Nigel Batchelor, Josef Rettenmaier, Syd Fraser & Hans Ciers

Photographs: Clive Green



Class 1 Winner
Stephan Rettenmaier with Paul Denman



Above Left Race 2 (L to R) Michael Gans, Tom Waterfield, Tim Child.
Above Right Race 2 (L to R) Elliott Hann, Richard Wilson, Ian Nuthall



Class 7a Winner - Richard Wilson



Class 6 - Elliott Hann



Class 7c - Syd Fraser



Class 10b - Barry Cannell



Class 10a - James Denty



Class 9 Winner - Eddie Williams



Drivers of the Day: Ingo Grimm & Ian on behalf of Chip
Photographs: Steph Clements



Class 12 Winner - Tom Waterfield



Class 5 Winner - Ian Nuthall

Results	Class	Race No	Driver	Owner	Car	Chassis No Asserted	cc	Year	Colour	Nationality
FRONT ENGINE										
Class 1: 1925-1934 Grand Prix Cars										
8	1	4	Stephan Rettenmaier	Stephan Rettenmaier	Maserati 8CM	3020	2992	1934	Red	German
9	1	42	Josef Otto Rettenmaier	Josef Otto Rettenmaier	Alfa Romeo P3	50007	2905	1934	Red	German
Class 5: 1952/53 2 Litre Grand Prix Cars										
3	5	21	Ian Nuthall	Ian Nuthall	Cooper Bristol MkII	IN-1-CB	1971	1953	BRG	British
6	5	33	Chris Phillips	Chris Phillips	Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow	British
7	8	28	Eddie McGuire	Eddie McGuire	Cooper Bristol MkI	CB-8-52	2441	1960	Blue/White	Irish
Class 6: 1954-58 Grand Prix Cars										
2	6	22	Elliott Hann	Anne Hann	Maserati 250F	CM7	2494	1958	Red	British
4	6	88	Glenn Loxton	Glenn Loxton	Maserati 250F	CM8	2496	1955	Red	South African/British
5	6	18	Nigel Batchelor	Nigel Batchelor	Kieft GP Car	GP1	2478	1954	Green	British
Class 7a: Pre 1961 Front Engine Grand Prix Cars										
1	7a	38	Richard Wilson	Richard Wilson	Ferrari 246 Dino	BHR01	2417	1960	Red	British
REAR ENGINE										
Class 7b: Pre 1961 Grand Prix Cars										
DNF	7b	10	Will Nuthall	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White	British
DNF	7b	12	Rudi Friedrichs	Rudi Friedrichs	Cooper T53	F2/8/60	2462	1960	Green	German
DNF	7b	87	Tony Lees	Tony Lees	Cooper T53	F1-53-60	2495	1960	Green/White	British
7	7b	101	Tom Dark	Tom Dark	Cooper T51	F2-1-59	2500	1960	Green/Red	British
Class 7c: Pre 1961 Formula 2 Cars under 1.5 Litre										
17	7c	25	Simon (Syd) Fraser	Simon (Syd) Fraser	Cooper T43	F2-11-57	1500	1957	BRG	British
DNF	7c	43	Stuart Tizzard	Stuart Tizzard	Cooper T43	F2-27-57	1500	1957	Green	British
DNF	7c	45	Hans Ciers	Hans Ciers	Cooper T45	F2-28-58	1500	1958	Green	Belgian
Class 9: Pre 1961 Grand Prix/Formula 2 cars under 2 litre										
11	9	143	Eddie Williams	Charles Gillett	Cooper T43	F2-3-57	1964	1957	BRG	British
Class 10a: Pre 1964 1.5 Litre 4-cyl Formula 1 Cars										
8	10a	121	James Denty	Peter Bloore	Lotus 21	930	1500	1961	Green	UK
9	10a	8	Nick Taylor	Nick Taylor	Lotus 18	914	1495	1961	White	British
12	10a	20	Teifion Salisbury	Teifion Salisbury	Lotus 18	912	1500	1960	Dark Blue	British
13	10a	13	Wolfgang Henseler	Wolfgang Henseler	Lotus 18	375	1489	1960	Maroon	German
14	10a	44	Klaus Bergs	Klaus Bergs	Lotus 18	908	1500	1961	White/Blue	German
16	10a	114	John "Chip" Fudge	John "Chip" Fudge	Assegai F1	F1-01	1489	1961	Blue	USA
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars Under 1000cc										
15	10b	3	Barry Cannell	Barry Cannell	Lola T60	SL/2	1000	1965	Blue/ Yellow	British
Class 11: Pre 1966 1.5 Litre Formula 1 Cars										
DNF	11	6	Martin Halusa	Martin Halusa	Brabham BT7	F1-1-63	1498	1963	Green/Gold	Austrian
DNF	11	50	Philipp Buhofer	Philipp Buhofer	BRM P261	261-2	1498	1964	Green	Swiss
Class 12: Pre 1966 Tasman and Intercontinental Cars Under 2.7 Litres										
1	12	40	Tom Waterfield	Tim Ross	Cooper T53	F1-2-61	2500	1961	Green/red	British
2	12	17	Michael Gans	Michael Gans	Cooper T79	FL/1/64	2500	1964	White	Luxembourg
3	12	76	Tim Child	Tim Child	Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
4	12	53	Justin Maeers	Justin Maeers	Cooper T53	F1-8-60	2751	1960	Green	English
5	12	63	Michel Kuiper	Michel Kuiper	Brabham BT4	F1-4-63	2500	1963	Red	Dutch
6	12	2	Rod Jolley	Tim Ross	Cooper T53	F1/4/61	2495	1961	Blue/Orange	British
10	12	7	Nick Topliss	Nick Topliss	Cooper T53 Low Line	F1/07/61	2498	1961	Blue	British

CLICK [HERE](#) TO SEE THE FULL RESULTS, LAP CHARTS ETC FROM THE DONINGTON HISTORIC FESTIVAL



Richard Wilson, Nigel Batchelor, Glenn Loxton & Eddie McGuire



Three abreast around Redgate



The field gets away from their standing start



Rod Jolley & Chip Fudge



Tony Lees, Tom Dark & James Denty



Sunday's Race 2 start

Photographs: Jeff Bloxham



Jim Chapman



Glenn Loxton



Justin Maeers & Will Nuthall



Nigel Batchelor & Chris Phillips



Rear Ends



Teifion Salisbury, Ian Nuthall, Josef Rettenmaier



Barry Cannell



Sunny skies for qualifying



Wolfgang Henseler



Eddie McGuire's Cooper Bristol



Martin Halusa, Nick Taylor & Elliott Hann



Nick Topliss & Elliott Hann



Michael Kuiper & Michael Gans



Chip Fudge - the Assegai's new livery



Tom Waterfield & Rudi Friedrichs



Chris Phillips



Josef Rettenmaier & Hans Ciers



Justin Maeers & Michael Gans

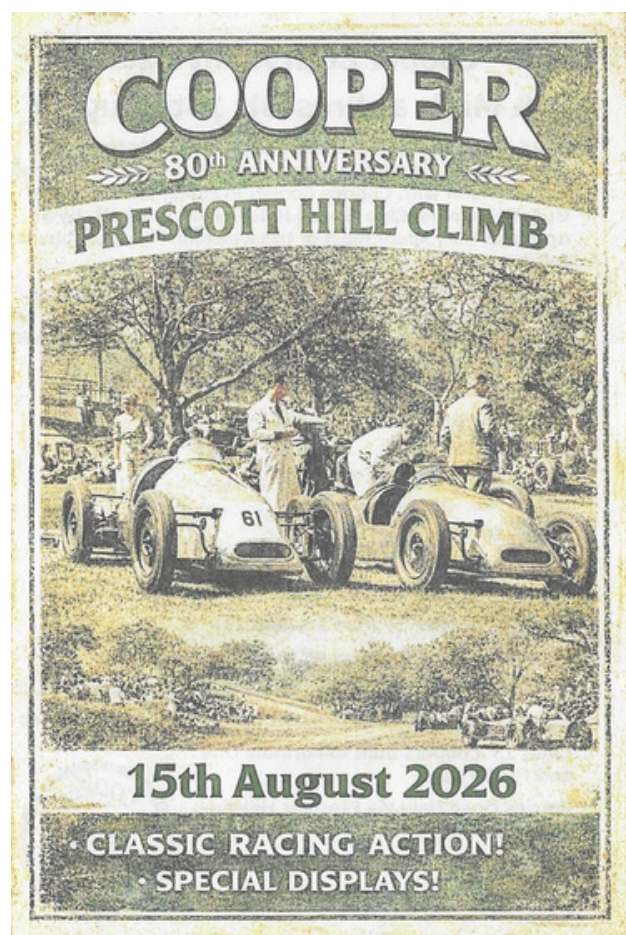


GOODYEAR TYRE SPONSORSHIP

For the HGPCA to benefit from the sponsorship arrangement with Goodyear (Dunlop), we ask that you:

- 1. Email or speak to Steph to let her know which tyres you would like to order**
 - 2. Pay the HGPCA the full price from HP Tyres**
 - 3. Steph will provide you with a voucher per pair of tyres**
 - 4. Order from HP Tyres in the usual way - presenting your vouchers as payment**
- Please also note that if you claim VAT back on your tyres, the scheme is not for you as the HGPCA is not VAT registered.**

The new Goodyear branded Vintage and Historic ranges are technically identical to the outgoing Dunlop Vintage and Historic ranges. The only change that has been made is to the tyre branding engraving on the sidewall of the tyres. The construction, materials, tread patterns and mould shapes used in the tyres remains unchanged. The Goodyear branded products have been homologated by the FIA within the Appendix K tyre homologations, and now appear on the Historic Technical Tyre List. - <https://historicdb.fia.com/regulations/tyre-homologations> Note that the FIA homologation for the Dunlop ranges will continue until all Dunlop stock in the market has gone. The Historic Technical Tyre List highlights the equivalent Goodyear branded tyre ranges compared to the Dunlop ranges. For example: Dunlop CR65 has become Goodyear Blue Streak 65.



Cooper 80th Anniversary at Prescott - 15th August 2026

2026 is the 80th anniversary of John Cooper's first foray into motor sport with his prototype 500cc race car. He and Eric Brandon with Charles Cooper in support entered the Bugatti Owners' Club 'Speed Hillclimb' at Prescott. By all accounts they spent most of the weekend fixing problems but competitive runs were completed.

The Bugatti Owners' Club, Cooper Car Club and Sporting Minis will be celebrating this on 15th August. There will be hillclimb classes for Cooper racing and sports cars as well as minis.

Entries are open now via the Prescott website:
<https://www.prescotthillclimb.co.uk/competitors>



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HGPCA Calendar 2026

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

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

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

10-12 July: MRL Charade, Clermont-Ferrand, France
Front Engine, Rear Engine & Combined Races

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

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

2-4 October: Italian Historic Grand Prix, Mugello, Italy
Combined Pre '66

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

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



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information about the race meetings by downloading
the

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