

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



Zandvoort Historic Grand Prix

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 also 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...

QUALIFYING: FRIDAY

The clerk had clearly explained in his briefing that for qualifying, cars would leave 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 several 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.



Stephan Rettenmaier & Simon Hope



Mark Shaw



Steve Banham



Graham Adelman

PRESIDENT: CLIVE CHAPMAN **CHAIRMAN:** PETER HORSMAN **TREASURER:** ANDREW BEAUMONT
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ROD JOLLEY (DRIVING STANDARDS): WILL NUTHALL (**ELIGIBILITY**); **COMPETITION SECRETARY:** LINDSEY WARREN **MEMBERSHIP SECRETARY:** STEPH CLEMENTS

RACE 1: SATURDAY

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 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.

RACE 2: SUNDAY

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 either and also withdrew, preferring to socialise in the paddock. 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. Tim Child brought his Brabham home in third place. Front engine honours went to John Spiers with Rod Jolley once again in second and Elliott Hann in the family's 250F in third.

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.

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.



Above L to R: Elliott Hann & Mark Shaw; Maxime Castelein & Justin Maeers; Rebeca Rettenmaier & Arnold Herreman
Below: Steve Hart, Mark Shaw, Clinton McCarthy, Josef Rettenmaier & Markus Neisius; Ingo Strolz; Glenn Loxton





Philippe Bonny



Rod Jolley



Justin Maeers



Luc Brandts & Josef Rettenmaier



Stuart Tizzard



Above: Michel Kuiper In Brian Jolliffe's Cooper
Below: Brian himself



Above: Air conditioned Driver Briefing in the Red Bull Lounge.
Below: Josef Rettenmaier





Drinks Party host Michel Kuiper with Tim Child & Jaye Johnson



Relaxing with a beer after a hot and busy day!



Race 1 Rear Engine Podium: Rudi Friedrichs, Will Nuthall & Tim Child



Race 1 Front Engine Podium: Rod Jolley, John Spiers & Klaus Lehr



Podium & Class Awards in the Red Truck after Race 2 presented by Paul Denman of TrinityBridge:
 Top L to R: Winner - Will Nuthall; Second - Rudi Friedrichs; Third - Tim Child. Next Row: John Spiers' Winner's Trophy collected by a friend; Second - Rod Jolley; third - Elliott Hann.



Class Award Winners: 2 - Luc Brands (also Front Engine Driver of the Day); 3 - Markus Neisius; 6 - John Spiers (Steve Hart collecting); 8 - Rod Jolley; 7b - Will Nuthall; 7c - Steve Banham; 9 - Brian Jolliffe (also Rear Engine Driver of the Day)/Michel Kuiper; 10a - Mark Shaw (not present); 10b - Tom De Gres; 12 - Tim Child



Result	Race No	Driver	Owner	Car	Chassis No	cc	Year	Colour	Nationality
FRONT ENGINE									
Class 1: 1925-1934 Grand Prix Cars									
DNF	42	Josef Otto Rettenmaier		Alfa Romeo P3	50007	2905	1934	Red	German
Class 2: 1935-1951 Grand Prix Cars									
5	26	Luc Brandts		Talbot Lago T26	110008	4482	1948	Blue	Netherlands
Class 3: Pre 1939 1.5 litre Voiturette Cars									
7	118	Markus Neisius		Maserati 6CM	1561	1500	1938	Silver	German
Class 6: 1954-1958 Grand Prix Cars									
1	34	John Spiers		Maserati 250F	2516	2494	1955	Red	British
3	22	Elliott Hann	Family Hann	Maserati 250F	CM7	2494	1958	Red	British
4	248	Klaus Lehr		Maserati 250F	CM5	2500	1957	Red	German
6	6	Stephan Rettenmaier		Maserati A6GCM	2504	2500	1953	Blue/Yellow	German
8	4	Rebeca Rettenmaier		Maserati 250F	2508	2500	1954	Red	German
9	123	Simon Hope		Maserati 250F	CM4	2500	1954	Red	British
Class 8: Formula Libre, Indianapolis & Interncontinental Cars									
2	2	Rod Jolley		Lister Jaguar Monza GP	BHL 109	3781	1958	Silver	British
REAR ENGINE									
Class 7b: Pre 1961 Grand Prix Cars									
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White	British
2	12	Rudi Friedrichs		Cooper T53	F2/8/60	2462	1960	Green	German
4	18	Clinton McCarthy		Lotus 18	372	2496	1960	Green	British
DNF	24	Ingo Strolz		Cooper T51		2495	1959	Green/White	Austrian
Class 7c: Pre 1961 Formula 2 Cars under 1.5 litres									
14	92	Stephen Banham		Cooper T45	F2-8-58	1475	1958	Silver	British
15	43	Stuart Tizzard		Cooper T43	F2-27-57	1500	1957	Green	British
17	45	Hans Ciers		Cooper T45	F2-28-58	1500	1958	Green	Belgian
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre									
11	47	Brian Jolliffe/ Michel Kuiper		Cooper T45/51	RAC/1021/58/ACP	1960	1958	BRG	British
DNF	127	Steve Hart	Chris Wilson	Cooper Maserati T51	F2-16-59	1994	1959	Red	British
Class 10a: Pre 1964 1.5 litre 4-cyl Formula 1 Cars									
5	99	Mark Shaw		Lotus 21	937	1495	1961	Green/Yellow	Scottish
10	181	Philippe Bonny		Brabham BT2	62-5	1450	1963	Blue	French
12	44	Klaus Bergs		Lotus 18	908	1500	1961	White/Blue	German
13	62	Glenn Loxton		LDS F1-5	SA196295	1498	1963	Yellow	South African
16	6	Arnold Herreman		LDS F1	6	1470	1961	Dark Blue	Belgian
18	55	Nick Taylor		Lotus 18	914	1495	1961	White	British
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre									
9	72	Tom De Gres		Brabham BT14	F Libre-8-65	1498	1965	White/Blue	Belgian
Class 11: Pre 1966 1.5 litre Formula 1 Cars									
DNF	15	Graham Adelman		BRM P261-5	2615	1480	1964	BRG	American
DNF	66	Sid Hoole		Cooper T66 F1	F1-2-63	1495	1963	Blue	British
Class 12: Pre 1966 Tasman & Intercontinental cars under 2.7 litre									
3	76	Tim Child		Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
6	49	Maxime Castelein		Lotus 18	915	2500	1961	UDT/Laystall Green	Belgian
7	53	Justin Maeers		Cooper T53	F1-8-60	2751	1960	Green	English
8	100	Jean De Mestral		Brabham BT11A	IC-1-64	2495	1964	Red/White	Swiss
DNF	63	Michel Kuiper		Brabham BT4	F1-4-63	2500	1963	Red	Dutch
DNS	17	Michael Gans		Cooper T79	FL/1/64	2500	1964	White	Luxembourg



L to R: In Parc Ferme waiting for their underwear check - Maxime Castelein, Arnold Herreman; Tom De Gres; Klaus Lehr & Steve Banham; always very professional marshalling at Zandvoort; cars leave the pre grid area



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HGPCA Legends at Brands Hatch



Rudi Friedrichs, Tim Child and Tom Waterfield lead the field

Brands Hatch race photographs: Eric Sawyer

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 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 out, together with a quartet of Cooper Bristols.

QUALIFYING - SATURDAY

In a qualifying session curtailed by an oil spillage, it was the two Cooper T53s of Rudi Friedrich 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 sixth, James Denty in Peter Bloore's Lotus 21 seventh, Justin Maers eighth in his Cooper T53. Ninth place went to Andrea Stortoni (Lotus 18). Denty, Maers and Stortini being separated by just 3/10 of a second. Completing the top 10 was another Lotus 18 of Clinton McCarthy.

The front engine classes were led by Geraint Owen, from Elliott Hann, with Paul Grant completing the top three. 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.



Above L to R: Tim Child, Peter Horsman & Rudi Friedrichs; Eddy & Lesley Perk; Tony Smith. Below: Clerk of the Course Gary Tanner gives the Driver Briefing





Above Left: Eddy Perk; Alex Morton & Rudi Friedrichs Right: Rod Jolley, Andrea Stortoni; Tom Dark, Alex Morton & Nick Topliss

RACE ONE - SATURDAY

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 lightening 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.

Tim was on a charge, with the top four all recording similar lap times around 1min 41s. On lap three, Justin Maers 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.

RACE TWO - SUNDAY

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 Maers 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 Maers had moved up to 16th place. Arnout Kok after only one race lap regrettably retired the Netuar which was still suffering engine gremlins.

Below Left: Tom Waterfield & Geraint Owen Right: Guy Plante & Chris Phillips





Above Left: Tony Smith & Elliott Hann Right: Tom Waterfield & Tim Child

Rudi Friedrichs pulled out a gap to Tom Waterfield of just over two seconds; Tom extending a similar gap to Tim Child in third place, who had a less comfortable gap back to Peter Horsman. By lap three, Justin Macers had moved through the field up to 11th place. 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. Mark Shaw finished fourth and James Denty fifth. Justin Macers finished sixth in the Cooper T53 from the back of the grid; Rod Jolley seventh; Andrea Stortoni eighth and after their epic tussle, Nick Topliss and Alex Morton finished ninth and 10th respectively. 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 podium and class awards presentations.

Race Report: Alan Jones

SATURDAY NIGHT - CHAIRMAN'S PARTY!

As Brands Hatch is Peter Horsman's local circuit, he and Jacqui had invited everyone to a barbecue at their place on Saturday night. Saturday's race was rather late in the day; so as soon as the podium presentations were over, everyone hurried away from the circuit to shower and change in to their glad rags. It was a glorious evening with not a cloud in the sky! The food and wine were great but the highlight of the evening had to be the musical entertainment, with Tim Child's band including Richard Parnell on guitar, plus local musician Alex on the piano playing a great set which had everyone up dancing and singing along. Guest appearances from Andrew Beaumont and Guy Plante plus a lovely solo performance from Rudi Friedrichs really made the night. *Bev Banham* photographed the evening for us to enjoy all over again.





Race 1 Podium L to R: Erik Staes, Tom Waterfield; Rudi Fridrichs, Paul Grant, Tim Child & Geraint Owen



Race 2 Rear Engine Podium: Tim Child, Rudi Friedrichs & Peter Horsman



Front Engine Driver of the Day; Guy Plante (aka Elvis) with Paul Denman



Race 2 Front Engine Podium: Erik Staes, Geraint Owen & Paul Grant



Class Award Winners clockwise from above left: Class 5 - Paul Grant; 6 - Elliott Hann - collected by son Harvey; 7a - Tony Smith - collected by George Fowles; 8 - Geraint Owen; 7b - Rudi Friedrichs; 7c - Stuart Tizzard; 9 - Barry Cannell; 10a - Mark Shaw; ; 12 - Tim Child; RE Driver of the Day - James Denty



All Podium & Awards Photographs: Clive Green



HGPCA Results

Brands Hatch Superprix 12 - 13 July 2025

Results	Class	Race No	Driver	Owner	Car	Chassis No	cc	Year	Colour	Nationality
FRONT ENGINE										
Class 5: 1952/53 2 litre Grand Prix Cars										
2	5	19	Paul Grant		Cooper Bristol Mk II	CB-3-53	1971	1953	Blue/Red	British/Belgian
3	5	36	Erik Staes		Cooper Bristol T23	CB-7-53	1971	1953	Green	Belgian
4	5	32	Guy Plante		Cooper Bristol T23	CB2-9-53	1971	1953	Dk Blue	British
5	5	33	Chris Phillips		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow	British
Class 6: 1954-58 Grand Prix Cars										
DNF	6	22	Elliott Hann	Family Hann	Maserati 250F	CM7	2494	1958	Red	British
Class 7a: Pre 1961 Grand Prix Cars										
DNF	7a	5	Tony Smith		Ferrari 246 Dino	4	2471	1960	Red	British
Formula Libre, Indianapolis & Intercontinental Cars										
1	8	77	Geraint Owen		Kurtis 500C	376	4454	1954	Maroon	British
REAR ENGINE										
Class 7b: Pre 1961 Grand Prix Cars										
DNF	7b	10	Tom Dark		Cooper T51	F2/1/59	2500	1960	Green/Red	British
1	7b	12	Rudi Friedrichs		Cooper T53	F2/8/60	2462	1960	Green	German
DNF	7b	18	Clinton McCarthy		Lotus 18	372	2496	1960	Green	British
Class 7c: Pre 1961 Formula Cars under 1.5 litre										
15	7c	43	Stuart Tizzard		Cooper T43	F2-27-57	1500	1957	Green	British
DNF	7c	92	Stephen Banham		Cooper T45	F2-8-58	1475	1958	Silver	British
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre										
11	9	3	Barry Cannell		Cooper T51	F2-28-59	1960	1959	Red	British
14	9	47	Brian Jolliffe		Cooper T45/51	RAC/1021/58/ACP	1960	1958	BRG	British
Class 10a: Pre 1964 1.5 litre Formula 1 Cars										
DNF	10a	6	Arnold Herreman		LDS F1	6	1470	1961	Dark Blue	Belgian
5	10a	21	James Denty	Peter Bloore	Lotus 21		1500	1961	Green	UK
8	10a	23	Andrea Stortoni		Lotus 18	18-F1-917	1500	1961	Pale Green	Italian
DNF	10a	37	Eddy Perk		Heron F1	F1	1488	1960	Red/Gold	Dutch
13	10a	44	Klaus Bergs		Lotus 18	908	1500	1961	White/Blue	German
DNF	10a	48	Robert Pulleyn		Lotus 18	909	1500	1960	Green/Yellow	British
12	10a	62	Glenn Loxton		LDS F1-5	SA196295	1498	1963	Yellow	South African/British
DNF	10a	70	Sam Wilson	Sir John Chisholm	Lotus 18	370	1500	1960	Green	British
10	10a	75	Alex Morton		Lotus 21	939/952	1498	1961	Green/gold	British
4	10a	99	Mark Shaw		Lotus 21	937	1495	1961	Green/Yellow	Scottish
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre										
DNF	10b	27	Arnout Kok		Netuar Peugeot	3	1500	1964	Red	Dutch
Class 12: Pre 1966 Tasman and Intercontinental Cars under 2.7 litre										
2	12	76	Tim Child		Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
3	12	122	Peter Horsman		Lotus 18/21	P1	2500	1961	Dk Blue/Black	British
6	12	53	Justin Maeers		Cooper T53	F1-8-60	2751	1960	Green	English
7	12	2	Rod Jolley	Tim Ross	Cooper T53	F1-4-61	2495	1961	Blue/Orange	British
9	12	7	Nick Topliss		Cooper T53 Low Line	F1/07/61	2498	1961	Blue	British
DNF	12	51	Tom Waterfield	Tim Ross	Cooper T53	F1-2-61	2500	1961	Green/Red	British



Race 2 - Green Flag Lap Photo Clive Green



Race 2 - Grid formation to take the rolling start Photo Clive Green



Rudi Friedrichs leads the field



Historic Gold Cup winner Andy Willis in Charles McCabe's BRM P48-7

BRM Celebrations All Round at Oulton Park

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 Lotus 18/21, 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 on 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.

QUALIFYING – SATURDAY MORNING

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.



Syd Fraser



Eddie Williams & Teifion Salisbury



Barry Cannell & Steve Banham



Peter Horsman, Tom Dark & Geoff Underwood



Nick Topliss & Rod Jolley

Photographs: Eric Sawyer



Above Left: Teifion Salisbury, Charles McCabe, Barry Cannell & Steve Banham. Right: Peter Horsman, Tom Waterfield, Geoff Underwood & Rod Jolley

RACE 1 - SATURDAY AFTERNOON

At the rolling start, Tom Waterfield led the field away 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 Underwood, Rod Jolley and Mark Daniell in his Cooper T45.

RACE 2 - SUNDAY

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 sided 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. After swapping places a number of times, Peter Horsman overtook Tom into Old Hall on the last lap. Tom then tried an ambitious move into Cascades to regain second place but promptly spun and regained the track to finish third. The Lotus eased out a final 2 second advantage, taking him to within 11.7 seconds of the winner - Andy Willis.

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. Unfortunately on lap nine James's charge came to an end at Druids.

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 joyous 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.



Race 1 Podium:
Rudi Friedrichs, Sam Wilson & Andy Willis



Race 2 Podium: Peter Horsman, Andy Willis and Tom Dark. Harrison Willis takes the driver's seat with Andy and the Historic Gold Cup



Class 11 - Charles McCabe



Class 7c - Steve Banham



Class 9 - Mark Daniell



Class 10a - Teifion Salisbury



Class 12 - Peter Horsman



DoD - Charlie Martin for Geoff Underwood



Peter Horsman & Ian Titchmarsh



Andy Willis & Ian Titchmarsh Presentation Photos: Clive Green



Pre 1966 Historic Grand Prix Cars
Oulton Park Gold Cup - Entry List

Results	Race Number	Driver	Owner	Car	Chassis No	cc	Year	Colour	Nationality
Class 7b: Pre 1961 Grand Prix Cars									
1	5	Andy Willis	Charles McCabe	BRM P48-7	48/7	2500	1960	BRM Green	British
3	10	Tom Dark		Cooper T51	F2-1-59	2500	1960	Green/Red	British
4	59	Geoff Underwood		Cooper T53	F2-16-60	2495	1960	Green	British
DNF	12	Rudi Friedrichs		Cooper T53	F2/8/60	2462	1960	Green	German
Class 7c: Pre 1961 Formula 2 Cars under 1.5 litre									
11	92	Stephen Banham		Cooper T45	F2-8-58	1475	1958	Silver	British
12	60	Simon (Syd) Fraser		Cooper T43		1457	1957	Blue	British
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre									
6	9	Mark Daniell		Cooper T45	F2-21-58	2000	1958	BRG	British
8	43	Eddie Williams	Charles Gillett	Cooper T43	F2-3-57	1964	1957	BRG	British
DNF	3	Barry Cannell		Cooper T51	F2-28-59	1960	1959	Red	British
DNF	47	Brian Jolliffe		Cooper T45/51	RAC/1021/58/ACP	1960	1958	BRG	British
Class 10a: Pre 1964 1.5 litre 4-cyl Formula 1 Cars									
9	20	Teifion Salisbury		Lotus 18	912	1500	1960	Dk Blue	British
DNF	21	James Denty		Lotus 21		1500	1961	Green	UK
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre									
DNF	70	Sam Wilson		Lotus 20/22	20J867	1500	1964	Blue	British
Class 11: Pre 1966 1.5 litre Formula 1 Cars									
10	7	Charles McCabe		BRM P57-3	P57-3	1498	1961	BRG	USA
DNF	50	Philipp Buhofer		BRM P261	P261-2	1498	1964	Green	Swiss
Class 12: Pre 1966 Tasman and Intercontinental Cars under 2.7 litre									
2	22	Peter Horsman		Lotus 18/21	P1	2500	1961	Dk Blue/Black	British
5	153	Rod Jolley	Tim Ross	Cooper T53	F1/4/61	2495	1961	Blue/Orange	British
7	71	Nick Topliss		Cooper T53 Low Line	F1/07/61	2498	1961	Blue	British
DNF	2	Tom Waterfield	Tim Ross	Cooper T53	F1-2-61	2500	1961	Green/red	British



Above: Tom Waterfield, Andy Willis & James Denty. Sam Wilson & Andy Willis. Teifion Salisbury & Barry Cannell.
Below: Geoff Underwood & Rod Jolley. Peter Horsman & Tom Dark. Rudi Friedrichs & Sam Wilson Photographs: Peter Mallett



HGPCA Calendar 2025

9-11 May: Hockenheim Historic, Germany
Front Engine, Rear Engine and Combined Races

6-8 June: Grand Prix de l'Age d'Or, Dijon, France
Combined Pre '66

20-22 June: Zandvoort Historic Grand Prix, Netherlands
Combined Pre '66

11-13 July: Brands Hatch Super Prix, UK
Combined Pre '66

25-27 July: Oulton Park Gold Cup, UK
Pre '66 Rear Engine

1-3 August: Oldtimer Grand Prix, Nürburgring, Germany
Pre '61 Front Engine

22-24 August: Silverstone Festival, UK
Combined Pre '66

25-27 September: Spa Six Hours, Belgium
Combined Pre '66

24- 26 October: Misano Historic, Italy
Combined Pre '66



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