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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL4 Aug 2015

**Annual Lunch**  
will be held on  
**Friday 4th December**  
at the RAC Club, London  
More info and booking form  
available in November

If you are currently a member  
of the RAC Club,  
please can you let us know

HSCC SUPERPRIX - BRANDS HATCH GP CIRCUIT

## A Return to the Superprix

Each year the Association tries to arrange a race on the superb Grand Prix circuit at Brands Hatch. Both the Historic Sports Car Club and the Masters organise a meeting at this circuit and we are very fortunate that both readily invite the HGPCA to be part of their event. We have, for the past few years, accepted the Masters invite but, for 2015, the date of the HSCC Super Prix was more suitable and, to our delight, the weekend at Brands was nicely relaxed, friendly and excellently organised.

We did not receive quite a full compliment of entries this year – only 30 (with an allowance of 32) – perhaps due to our indication to bias the grid to the rear engine cars as they didn't have a race at the Nurburgring in 2015 - but at least no-one had to be refused.

Practice and race timings could have not been better (plenty of time each day for the excellent lunch provided by Wendy and Bob with help from nephew, Ben) and our paddock space, right at the bottom of the outer paddock, allowed us to set up camp with plenty of space for everyone.

Not only was Alex Morton working late in the paddock on Friday evening refitting his engine after a rebuild, but he was hard at it again at 6am in the morning. All the work paid off as he posted a mid-field time in qualifying practice. Last minute breakages and withdrawals resulted in only 29 cars taking part in qualifying under a fine clear sky with a gentle breeze to cool hot drivers. For the timekeepers to record practice times, it is helpful if members remember to fit their transponders; we had three requiring hand timing! The fastest time was set by Peter Horsman in his Lotus



HGPCA racing at its very best, Ott, Beaumont, Perk and Studer photo Richard Hampson

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*Peter Horsman - the victor of Sunday's race ahead of Rod Jolley and Barry Cannell  
all photos Richard Hampson*



*Saturday's winner - Jon Fairley*



*Marc's dusty Aston Martin DBR4*

18/21 just ahead of Jon Fairley in his Brabham BT11; Rod Jolley 'three-wheeled' around the circuit half as second slower with Rainer Ott, driving his low-line Cooper fourth fastest. Class 10 was led by Alan Baillie driving his Cooper with Peter Studer and Eddy Perk, both in class 10 cars, two-tenths of a second slower – this was going to be a good race! First front-engine car after practice was Tony Smith in his Ferrari, a car beautifully looked after by George Fowles. Five class 5 cars had decided to enter the race and, in qualifying, Eddie McGuire led from regular competitors Paul Grant and Ian Nuthall. It was nice to see James Willis competing with his Cooper – suspension crack testing over the winter had demonstrated a number of flaws which, if left, could have been very serious indeed.

The 2pm mandatory drivers' briefing was beneficial explaining the starting procedure to be used for race one later on that afternoon – members should remember that failure to attend these briefings could result in a £100 fine payable - not to the Association - but to the Motor Sports Association in the UK!

All 29 cars lined up on the grid and, as the lights

went off, Tony Smith made a terrific start from eighth place, noticeably passing two or three of the cars in front but the superior handling and braking of the rear-engine cars coming into Druids relegated him to a more humble position.

At the front Jon Fairley led followed by Peter Horsman, Rod Jolley and Barry Cannell with Rainer Ott and Peter Studer scrapping for fifth place. By lap three Jon Fairley established a four second lead - a position he was to hold until the chequered flag. Just behind the leaders there were some excellent races developing; one of the most exciting was between the beautiful V8 Lotus of Andrew Beaumont, Rainer Ott's Cooper, Eddy Perk in the Heron and Peter Studer in his Lotus 24. For lap after lap they passed and re-passed each other, an example of Association racing at its best. Mid field, John Evans and Tony Smith were having a good race as were the class five leaders where Eddie McGuire's Cooper Bristol led Ian Nuthall in the Alta. We had a couple of visitors to the Paddock Hill bend gravel, fortunately without any damage (except pride) and Marc Valvekens succeeded in rejoining the track. On the last lap, Rod Jolley retired from third position stopping at



*James Willis, Tony Ditheridge and Alan Baillie fight for the line photo Richard Hampson*



*Only one of Rod's wheels is over the white line - the other's in the air!!*

Surtees bend – he would prefer not to say why!

Our second race was on Sunday afternoon, again at a very considerate time, with enough time for lunch but not too late. Poor Jon Fairley discovered at the end of the Saturday race that his Brabham had developed an oil leak; as a piece of locking wire had disappeared, possibly inside the engine, and, rather than risk engine damage, he withdrew. This year, our grid for race two uses a system unique to the Association where both practice and race one times are used to set the positions. Those to benefit at Brands were Rod Jolley and Barry Cannell both of whom had retired from race one but were back in the first four places for race two. Others, like Andrew Beaumont, who had had an excellent Saturday race, to finish third, found himself back in ninth place on the grid. We will run this system for the



*Tony Smith's Ferrari Dino and Tony Ditheridge lead the midfield towards Druids all photos Richard Hampson*



*Eddie McGuire, enjoying his first race on the Brands Hatch GP circuit, ahead of Ian Nuthall's Alta*



*The Denman family and Eddy Perk's Heron*

entire 2015 season and ask members for their comments after the racing is finished to help decide our guidelines for 2016.

It was overcast and spitting slightly as the grid assembled on the start line. As the lights went out, Barry Cannell had a good start and was third

into Druids and, when they crossed the line at the end of lap one, Barry was second behind Peter Horsman but ahead of Rod Jolley. Mid field the battle between Andrew Beaumont, Rainer Ott, Eddy Perk and Peter Studer resumed – almost as good as the previous day! A rear-engine versus front-engine battle had developed with Malcolm Cook's Coer just holding off Tony in the Ferrari Dino; another excellent mid-field race was between Alan Baillie and John Evans. Paul Grant led the class five competitors finishing just in front of Eddie McGuire. Poor Barry Cannell in second place and, having valiantly held off a hard pressing Rod Jolley for many laps, broke his gear lever (again) on the last lap and non-finished.

Our delightful Arbuthnot Latham supporters, Amanda, Paul and Chris distributed the engraved trophies to the appropriate class winners at the





Class 10 winner - Eddy Perk (with Avie), Peter Studer (2nd), Alan Baillie (3rd) with Arbutnot Latham's Amanda Weston and Chris Bland photo above and below left by Richard Hampson



Arbutnot Latham's Paul Denman, Amanda Weston and Chris Bland with Drivers of the Day, Barry Cannell and Andrew Beaumont

prizegiving. Unfortunately, the prizes had been ordered and engraved before the extent of our front engine entries were realised. It was decided to represent these awards, in classes, as soon as new trophies could be sourced and engraved – Silverstone Classic.

Brian Jolliffe and Peter Jackson invited ex Cooper Cars employees to join them for the weekend. The HSCC kindly offered tickets and grandstand seats and they were invited to join competitors in the Red Truck

On the Friday evening, a pleasant dinner party was held at the Hill Top Hotel nearby where host Daren welcomed over 30 Members and guests who were able to enjoy an hour or so quaffing prosecco and nibbles on the patio beforehand and raise a toast to Amanda who was celebrating her birthday.



Brian Jolliffe's ex Cooper Cars guests on Saturday included Mike Barney, Ray Rowe and Vivienne Kilson with Brian and Peter Jackson



Sunday's ex Cooper Cars guests - Chris Dawson, John Bliss, Trevor Orchard and Tony Whitburn with Peter and Brian photo Lee Orchard

"Shall I compare thee to a Summer's day?  
Thou art more lovely and more temperate:  
Rough winds do shake the darling buds of May,  
and Summer's lease hath all too short a date"



Geraint Owen, Andrew Hibberd and Rod Jolley on Saturday photo Richard Hampson

Summer's lease was absent at Silverstone for the Classic weekend. Two days of the racing festival, Friday and Sunday, were held in miserable conditions with the notable and thankful exception of Saturday which heralded Silverstone at its best - super interested crowd, bright sunshine and a cooling breeze.

An excellent entry of 48 cars filled the grid for the Association's pre 1966 Grand Prix car race. It was noticeable that combining both the pre 1961 and pre 1966 grids had discouraged the earlier cars to participate, indeed we had only one pre 1940 car entered – Urs Muller's 6CM Maserati. Nevertheless, nearly half the grid was front-engine holding up the traditions of the HGPCA.

At nine 'o'clock on Friday morning it began to rain and it had not let up by the time the HGPCA cars were called to qualifying practice at 4.15pm in the afternoon. Conditions were such that it was decided to proceed under pace-car regulations and, for three laps, the field ploughed through the puddles in a single file. Just enough time remained in the twenty minute session for a couple of 'flying' laps after the pace car pulled off. Julian Bronson with the Scarab had worked out the best line around the circuit avoiding the puddles and led the field at the end of practice by a good two seconds. Will Nuthall in Giorgio Marchi's Cooper was second fastest followed by guest driver Sam Wilson who steered Alan Baillie's LDS to third place.

In truth, the practice meant little as most drivers were achieving times more than a minute slower than expected and, at best, had only two laps to set their grid time.

Saturday morning's sunshine was a pleasant and welcome surprise to competitors and spectators alike and the usual queues built up on the access roads to the circuit. No sign of the previous day's macs and brollies... shorts and sunglasses were the order of the day. The arrangements whereby cars in the National paddock are track-side in the morning whilst the International paddock cars race in the afternoon is a very sensible solution to the number of cars entered for the weekend. It means that our paddock, the International one, is wonderfully peaceful all



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# 25th Anniversary of the Silverstone Classic



Saturday - Race 1 start photo Jim Houlgrave



Saturday's front runners, Will Nuball, Tim Harvey, Peter Horsman, Jon Fairley, Barry Cannell and Rod Jolley photo Richard Hampson



Sam Wilson in Alan Baillie's LDS ahead of Barry Cannell and Guillermo Fierro photo Richard Hampson



Bronson and Jolley photo Richard Hampson



Saturday race winners: Tim Harvey (1st), Will Nuball (2nd) and Jon Fairley (3rd) photo Jim Houlgrave



Urs Muller's 6CM and Wolfgang Friedrichs in his DBR4 in Friday's wet qualifying photo Richard Hampson



Barry Cannell, Rod Jolley, Julian Bronson and Sam Wilson photo Richard Hampson



Front engine podium: Julian Bronson (winner), Guillermo Fierro (2nd), Michael Steele (3rd) photo Jim Houlgrave

Usual front runner Peter Horsman, who had had a very lowly practice position, 26th on the grid, powered through the back markers and was fifth by the end of lap two. Will and Tim were keeping the crowd on their toes up front racing around the circuit under a second apart. At just over half distance in the race, Tim slipped past Will to lead, a position he was to maintain until the chequered flag. Behind the leading group, an excellent race developed between Julian in the Scarab, Andrew Smith in his Cooper T43 and Sam Wilson in the LDS.

There were a number of non-finishers, one of whom was new member Geraint Owen in his monster Kurtis 500C (sadly, the only bit of the car he'd not inspected had given way and he had to retire). It was a delight to see the two Kurtis cars (Fred Harper and Geraint) together in the pit garages. Poor Andrew Beaumont had changed cars after Thursday testing when his Lotus suffered engine problems, and then the replacement LDS blew off the radiator cap as he set off to race. Altogether an excellent day's racing though which made up, to large degree, for the awful conditions during the Friday's qualifying practice.

A new addition to the 2015 Silverstone Classic was a display of Member's classic and exotic cars on the

morning with plenty of time for members to eat a delicious lunch at the Red Truck before preparing their cars for the 4pm scheduled race time.

The beautiful yellow Maserati 6CM of Urs Muller decided to lock a brake just as cars were called to the assembly area; this was rapidly fixed but magneto problems were to unfortunately stop him after 2 laps. Our grid at Silverstone was so large that it was not possible to start one by one staggered. Two by two resulted, at least for the first ten rows, and, when Nigel Batchelor stalled on the start line, watching members held their breath whilst all behind him squeezed past. At the end of lap one Julian's pole position in the Scarab had been overcome by the faster rear-engine cars with Will Nuthall leading followed by Tim Harvey (guest driving for injured Roger Wills), Jon Fairley and Barry Cannell.





Steve Russell, Chris Phillips and David Wenman in the Cooper-Bristol gang enjoy the beautiful weather and huge crowds on Saturday photo Richard Hampson



Members brought along a lovely selection of classics including several stunning Jaguars and Martin Grant Peterkin's vintage Bentley to park up opposite the Red Truck at the International Paddock



Class 8: winner Julian Bronson, Fred Harper (2nd) and Marc Valvekens (3rd) with Amanda photo Jim Houlgrave

verge opposite the Red Truck. Nick Wigley and his team had agreed to allow a dozen or so spaces and we were graced with a lovely vintage Bentley, several Jaguars – XKs and E Types, along with a Maserati, MGA, Paul Grant's Bristol Aerodynamic 404 that he'd driven across from Belgium and Graham Burrows' unique Fiat Otto Vu.

Oh dear, oh dear... why do we have such weather in the United Kingdom! The first race on Sunday, the RAC Woodcote Trophy was due to start at 9am and, right on cue, it started to rain, not quite so heavily as Friday but still very wet. The forecast mentioned breaks in the rain during the day but they were few and far between at Silverstone and, as the day progressed, the track became wetter and wetter and flooded in areas. During the afternoon the track fell silent while repeated efforts were made to clear the standing water on the track but, as soon as it was swept to the side, more fell from the skies.

Eventually it became possible to start the 'Super Touring Cars' and the Group C cars in their shortened races allowing the HGPCA race, reduced to 15 minutes, to take to the track an hour later than scheduled. Conditions were similar to Friday and for the first two laps the field were led around by the pace car before being let loose. Tim Harvey immediately took the lead followed by Jon Fairley, Julian Bronson (revelling in the wet conditions), Will Nuthall, who had a slow start from pole, Rod Jolley, Peter Horsman and Barry Cannell.

The time taken following the pace car reduced the length of the race to just three laps. Although there was close racing mid-field, the conditions were such that most cars were well spread out. Great credit is given to the thirty-three HGPCA drivers who braved the elements, stayed on track and kept the crowd (by then reduced to a man and his dog) enthralled.

At least when it came for the time to celebrate prize-giving on the podium, the rain stopped and the sun even showed it was still in the skies – and no Tasman cars in sight! As is our custom with combined grids, the first three over the line receive their trophies followed by the first three front-engine cars; one of our drivers was there for both – guess who! He was also recipient of the Driver of the Day award along with Andrew Smith who drove his 2 litre Cooper T43 to finish 9th in race one and 6th in race two - well ahead of faster cars with bigger engines.



Class 5: winner Paul Grant (collected by Marc Valvekens, Ian Nutball (2nd) and David Wenman (3rd) with Chris and Amanda



Class 7B: winner Tim Harvey/Roger Wills, Will Nutball (2nd) and Rod Jolley (3rd) with Amanda photo Jim Houlgrave



Class 6: winner Steve Hart and Klaus Lebr (3rd) with Amanda and Chris photo Jim Houlgrave

The Red Truck provided a fantastic refuge from the distinctly inclement weather on Friday and Sunday and a heavenly haven during Saturday's warm sunshine. The Classic Performance team thankfully were able to rig up a temporary shelter on Friday so that Bob and John could cook on the barbecues – it also came into use on Sunday during the lunchtime 'rush!' Wendy and Sophie, with the help of Angela, John, Bob and Si created the usual delightful spread and then came up trumps with a delicious hot casserole to ward off the chill on Sunday. Sophie even thought to heat up the pizzas for our prizegiving which was an inspiration. We were enormously grateful that Bob's nephew, Ben, who worked with them at Brands Hatch, was able to join us – this time to help Stella keep the tea/coffee/biscuits and drinks running well throughout. We hope to see him again soon.

Thanks also to Ted Rollason who had planned a casual visit the Classic on Saturday and Sunday – if the weather was right – but then volunteered to share DSO duties with Martin Grant Peterkin and Alan Ede for probably the most important event in our calendar which meant that he battled the XK through very inclement weather on both Friday and Sunday to be in attendance.



Class 12: winner Jon Fairley (collected by Daisy), Peter Horsman (2nd) and John Evans (3rd) with Chris and Amanda



Giorgio Marchi's car finished second in Class 7B in the capable hands of Will Nutball photo Jim Houlgrave



Class 7C: winner Clive Wilson, John Bussey (2nd, collected by Janet) and Scotty Taylor (3rd) with Chris photo Jim Houlgrave



Class 10: winner Sam Wilson and Erwin van Gelder (3rd, collected by Catherine) with Amanda and Chris photo Jim Houlgrave

The Silverstone Classic is a fantastic event with a multitude of other races, displays, car clubs, funfairs, shops and musical attractions - the organisers did not deserve the weather. In its 25th year, it is the largest motor racing event in the World. The HGPCA was a part of the organisation of the very first one and has been there every year since.





A stunning view of the trace from the Mercedes grandstand with Nurburg's castle in the distance photo Chris Bland

## 43. AVD OLDTIMER GRAND PRIX - NURBURGRING

# Willkommen in Deutschland

My records go back to 1991 when I see that Lindsay Owen-Jones was fastest in practice driving his Maserati 250F followed by Gerry Porter in a Cooper T43 (must have been a 2 litre!) and Peter Hannen driving his Maserati 6CM. The race was championed by Hubertus Donhoff with assistance from the Historic Grand Prix Cars Association for what was then the 19th running of the Oldtimer Grand Prix at the Nurburgring. 2015 was the 43rd edition and, with a single exception, we have supported this event every year since; our grateful thanks to Hubertus Donhoff for the continued invitation.

Past competitors in the Oldtimer Grand Prix will remember the excellent BBQ that Hubertus and his friends have arranged on a hillside in the village of Nurburg. The BBQ did not take place in 2015 however, in its place, a larger than normal tent had been erected behind the garages for competitors in our race and the two driver sports-car race to enjoy bottles and bottles of delicious fizz on Friday evening supplied by Hubertus and a weekend supply of tea/coffee/madeleines.

Race timings were excellent; if you did not wish to take part in "testing" on Thursday, there was no need for members to be at the track until after lunch on Friday. Bertie Gilbert-Smith had deserted us for a family holiday but his absence was excellently filled by Jim Lowry, who scrutineered our cars without complaint.

The names and numbers in the official race programme bore only a passing resemblance to the cars in the race, not helped when Albert Streminski's BRM sprung a petrol leak in testing (replaced by his 1960 1.5 litre Emeryson), Helmut Gassman had left his Connaught B in the United Kingdom bringing his 1.5 litre Cooper in its place and Stephan Rettenmaier replaced his ailing Maserati 8CTF with a 6CM from the same stable!

Julian Bronson in his Scarab was immediately fastest in practice, a position he held to the end, with Steve Hart driving Gerry Hann's beautiful 250F Maserati second fastest. At half time the order was still



Alexander Boswell's stunning Ferrari and Martin Eyre's Cooper-Bristol photo Richard Hampson

Bronson, Hart, Guillermo Fierro in his stunning 250F followed by Tony Wood in the repaired TecMec, Tony Smith in his Ferrari and Rod Jolley, suffering from brake problems, in the Lister Monza. Eddie McGuire was the fastest class 5 car until the last few minutes when Ian Nuthall in the Alta bettered his time by half a second.

Guillermo put in a storming last lap to end second fastest just ahead of Tony in the TecMec. It was good to see Dieter Streve Muhlers at the track watching his old car in Fierro's capable hands. 28 HGPCA cars took part in practise including a welcome guest, Alexander Sator, driving his recently purchased Maserati 250F - none other than the car raced by Lindsay Owen Jones all those years ago!

At the mandatory drivers' briefing on Friday afternoon, the Clerk of the Course explained the method of starting the HGPCA race, however plans changed when Rainer Ott broke down on the green flag lap necessitating a second green flag lap. Unfortunately we were two cars short for race 1; Mary Grant had decided not to race and a bearing in the steering of Joaquin Folch-Rusinol's Maserati 250f seized during practice and could not be repaired at the circuit.

From the off it was the Scarab leading with Guillermo's Maserati second and Tony in the TecMec third; lap two and Steve Hart moved the Hann Maserati into third, a position he was to keep until a



Nutball's Alta ahead of Folch and Adelman's Maserati 250Fs photo Richard Hampson



Alexander Sator - first time out in the ex Jos Koster/Lindsay Owen Jones Piccolo 250F photo Richard Hampson



Tony Wood's TecMec ahead of Steve Hart in Gerry Hann's 250F and Tony Smith's Dino Ferrari photo Richard Hampson

spin on the second last lap dropped him behind Tony's TecMec. The two Tonys (Smith and Wood) were having an excellent race for fourth place until the former dropped back. Further back in the field, Ian Nuthall had a clear lead in class 5 whilst Alex Boswell, driving his fine Ferrari was racing close with Albert in the Emeryson. It was a delight to see Graham Adelman, over from the US, going so well mid-field in his red Maserati.

Our guest driver, Alexander Sator, spun his car and stalled in a dangerous position on the second to last lap bringing the red flag into use. Tony Wood, who had crossed the finish line third, found that he was classified fourth in the results as they were calculated on the previous lap - before Steve had spun the Maserati! It was a good race, a credit to the Association, with some beautiful cars taking part.

If the start of race 1 had been subjected to two green flag laps, the start of race 2 was chaotic! As the field arrived at the start line after the formation lap, prior to the green flag lap, a 5 second board was shown, the lights flashed red and off and, much to everyone's surprise (including the Clerk of the Course) the race started! Tony Wood had anticipated the chaos, started immediately and led the field on the first lap. Lap two and normal order prevailed, Julian was in the lead with the Scarab, Tony second in the TecMec and the second Tony (Smith) third in his Ferrari. Behind them the two 250Fs of Steve and Guillermo were having a close race whilst further back a splendid dice was taking place between Paul Grant and Eddie McGuire in their Cooper Bristols and Ian Nuthall in the Alta. In fact, right throughout the field, there was very good racing, including Barry Wood enjoying a splendid race with Guy Plante. On the penultimate lap a sad looking TecMec struggled into the pit lane with the front sus-





The 2015 HGPCA grid at the Oldtimer Grand Prix included a lovely selection of iconic RED cars!  
pboto Richard Hampton



Grabam Adelman really gets to grips with the circuit in his second visit to the Oldtimer Grand Prix - here ahead of Stephan Rettenmaier's 6CM pboto Richard Hampton



Well deserved Driver of the Day - Eddie McGuire with Amanda and Chris pboto Richard Hampton



Sunday's podium: winner Julian Bronson, 2nd Guillermo Fierro and 3rd Tony Smith pboto Chris Bland



Class 5: winner Paul Grant, Eddie McGuire (2nd), Martin Eyre (3rd) and Chris Phillips (4th) with Arbutnot Latbam's Amanda Weston and Chris Bland pboto Richard Hampton

pension in disarray leaving the Scarab to be the winner, Tony Smith's Ferrari second and Guillermo in the 250F third. The speeches on the podium were extremely complimentary about our races, the cars and the Association. Mutual admiration all round!

After the second race, good use was made of the HGPCA tent for our prizegiving where the AvD (event organisers) provided a large selection of silver coloured cups, not only for that day's race but also for Saturday's race.

There were several competitors in the running for 'Driver of the Day'. There had been excellent racing throughout the field but the ultimately unanimous decision was that Eddie McGuire's determined drive in both races deserved special recognition.

The Oldtimer Grand Prix is probably the oldest as well as one of the best events for our cars. Over the years, competitors have struggled with the autocracy of the paddock marshals and officials but I'm happy to report that that's all now history. On arrival at the gate, it's a welcoming smile that greets you, not a demand to see your ticket/pass and, of course, it's the only event that has a true 'Welcome Centre' where you collect your tickets and can sit in the sunshine and enjoy a glass of delicious pink fizz before unloading your car! (MGP)



Class 6: winner Guillermo Fierro, Steve Hart (2nd) and Klaus Lebr (3rd - collected by Ian Nutball) pboto Richard Hampton



Dino Supremo George Fowles collects Tony Smith's Class 7a winner's award with Amanda and Chris pboto Richard Hampton



Amanda and Chris with Class 7c winner Sid Hoole and second place man, Albert Streminski pboto Richard Hampton



Lovely to see Willi Balz at the OGP collecting a trophy for one of the Rettenmaier brothers pboto Richard Hampton



## HSCC Brands Hatch SuperPrix - 11/12 July, 2015

## HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No.	Surname	Name	Make/Model	cc	Colour	Year
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>							
14	19	Grant	Paul	Cooper-Bristol Mk2 3/53	1971	Blue/Red	1953
15	75	McGuire	Eddie	Cooper-Bristol Mk 1 8/52	1971	BRG	1952
17	9	Wenman	David	Cooper-Bristol Mk1 3/52	1971	Green	1952
21	33	Plante	Guy	Cooper-Bristol Mk2 9/53	1971	Dk Blue	1953
DNF	6	Nuthall	Ian	Alta F2	1980	BRG	1952
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>							
10	1	Smith	Tony	Ferrari 246 Dino 0007	2500	Red	1960
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>							
11	16	Valvekens	Marc	Aston Martin DBR4/4	3000	Green	1959
<b>Class 7b - Pre 1961 Grand Prix cars on 15" wheels</b>							
2	2	Jolley	Rod	Cooper T45/51	2495	BRG	1958
DNF	3	Cannell	Barry	Cooper T51	2500	Green/Red	1959
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
20	45	Taylor	Scotty	Cooper T45	1475	Silver	1958
22	41	Maile	Brian	Cooper T41	1460	Green	1956
DNF	143	Wilson	Clive	Cooper T43	1475	Green	1957
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
9	14	Cook	Malcolm	Cooper T43	2000	Blue/White	1957
12	47	Jolliffe	Brian	Cooper T45/51	1960	BRG	1958
16	42	Willis	James	Cooper T45	1960	Green	1958
18	43	Pilkington	Tania	Cooper T43	1960	Blue	1957
DNF	8	Ditheridge	Tony	Cooper T45	1960	Green	1958
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>							
5	37	Perk	Eddy	Heron F1	1488	Red/Gold	1960
6	50	Studer	Peter	Lotus 24 950	1500	Green	1962
7	71	Baillie	Alan	Cooper T71/73	1498	BRG	1964
13	13	Staes	Erik	Lotus 18/21	1475	Green/Red	1962
19	21	Morton	Alex	Lotus 21 939/952	1498	Green/Gold	1959
23	10	Baldanza	Francesco	Lola Mk3	1495	Blue	1964
24	31	Ashby	Brian	Emeryson	1496	Yellow	1952
DNF	12	De Baldanza	Julia	Gilby F1	1500	Green	1961
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
3	4	Beaumont	Andrew	Lotus 24 944	1500	Green	1962
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cyl cars of not more than 2.7 litres</b>							
1	22	Horsman	Peter	Lotus 18/21 P1	2495	Dark Blue/White	1961
4	61	Ott	Rainer	Cooper T53	2700	BRG	1961
8	99	Evans	John	Brabham BT4	2700	Red	1961
DNF	11	Fairley	Jon	Brabham BT11	2700	Green	1964

Drivers of the Day: **Andrew Beaumont** and **Barry Cannell**

## R6 43. AvD Historic Grand Prix Cars bis 1960

<b>Klasse 1 : Grand-Prix-Wagen 1925 - 1934 auf 18" - oder 19" - Radern</b>							
DNF	34	Rettenmaier, Josef	Rosenberg	Maserati 6C34	3700s		1934
<b>Klasse 2 : Grand-Prix-Wagen 1935 - 1951 auf 18" - oder 19" - Radern</b>							
24	48	Ott, Rainer	Überlingen	Maserati 4CLT	1491s		1948
<b>Klasse 3 : Voiturette-Wagen vor 1939 mit 1.500ccm auf 16" - Radern</b>							
23	12	Rettenmaier, Stephan	Pattensen	Maserati 6CM	1493		1937
<b>Klasse 5 : Formel-2-Fahrzeuge 1952/52</b>							
8	19	Grant, Paul	Belgien	Cooper Bristol 3/53	1971		1953
9	75	McGuire, Eddie	Grossbritannien	Cooper Bristol 8/52	1971		1952
14	6	Eyre, Martin	Grossbritannien	Cooper Bristol 8/53	1971		1953
17	33	Phillips, Chris	Grossbritannien	Cooper Bristol 6/53	1971		1953
18	32	Plante, Guy	Grossbritannien	Cooper Bristol 9/53	1971		1953
19	23	Wood, Barry	Grossbritannien	Cooper Bristol 6/52	2000		1952
DNF	21	Nuthall, Ian	Grossbritannien	Alta Formula 2	1980		1952
DNF	18	Grant-Jonkers, Mary	Belgien	Cooper Bristol 11/53	1971		1953
<b>Klasse 6 : Formel-1-Fahrzeuge 1954 - 1958 auf 16" - Radern</b>							
3	31	Fierro, Guillermo	Spanien	Maserati 250F 2523	2500		1954
4	22	Hart, Steve	Grossbritannien	Maserati 250F - CM7	2500		1958
		Hann, Gerry	Grossbritannien				
10	248	Lehr, Klaus	Weinheim	Maserati 250F - CM5	2500		1957
11	44	Boswell, Alex	Grossbritannien	Ferrari 625A	2996		1952/4
12	28	Adelman, Graham	USA	Maserati 250F 2526	2500		1956
20	25	Sator, Alexander	Koeln	Maserati 250F 2534	2493		1958
		Linke, Mario/Methusalem					
DNF	24	Folch, Joaquin	Spanien	Maserati 250F 2524	2500		1956
<b>Klasse 7a : Formel-1-Fahrzeuge vor 1961 auf 15" - Radern</b>							
2	3	Smith, Tony	Grossbritannien	Ferrari 246 Dino	2953		1960
15	27	Wood, Tony	Grossbritannien	Maserati TecMec	2493		1958/59
<b>Klasse 7c : Formel-2-Fahrzeuge vor 1961</b>							
6	40	Hoole, Sidney	Grossbritannien	Cooper T41	1500		1956
13	8	Streminski, Albert	Koeln	Emeryson F1	1475		1960
16	45	Taylor, Scotty	Australian	Cooper T45	1500		1958
21	26	Gassmann, Helmut	Bovenden	Cooper T51	1476		1959
22	41	Maile, Brian	Grossbritannien	Cooper T41	1460		1956
<b>Klasse 8 : Formula Libre- und Indianapolis- Fahrzeuge vor 1961</b>							
1	30	Bronson, Julian	Grossbritannien	Scarab Offenhauser	2500		1960
5	2	Jolley, Rod	Grossbritannien	Lister Monzanapolis	3781		1958
7	16	Valvekens, Marc	Belgien	Aston Martin DBR4	2992		1959

Driver of the Day: **Eddie McGuire**

## 2015 Silverstone Classic

## HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No.	Entrant	Surname	Name	Make/Model	CC	Year
<b>Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels</b>							
DNF	116		Muller	Urs	Maserati 6CM	1493s	1938
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>							
15	19		Grant	Paul	Cooper-Bristol Mk2 3/53	1971	1953
17	5		Nuthall	Ian	Alta F2	1980	1952
21	9		Wenman	David	Cooper-Bristol Mk1 3/52	1971	1952
22	75		McGuire	Eddie	Cooper-Bristol Mk 1 8/52	1971	1952
27	33		Phillips	Chris	Cooper-Bristol Mk2 6/53	1971	1953
29	35		Plante	Guy	Cooper-Bristol Mk2 9/53	1971	1953
DNF	6		Russell	Steve	Cooper-Bristol Mk2 4/53	1971	1953
DNF	23		Wood	Barry	Cooper-Bristol Mk1 6/52	1971	1952
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>							
10	31		Fierro	Guillermo	Maserati 250F 2501/2523	2493	1954
13	24		Niall DYER	Simon	Maserati 250F CM5	2500	1955
23	248		Lehr	Klaus	Maserati 250F CM5	1957	2500
DNF	27		Gassmann	Helmut	Connaught B type B4	1470	1954
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>							
11	38		Steele	Michael	Connaught C8	2500	1957
DNF	25		Friedrichs	Wolfgang	Aston Martin DBR4/1	2493	1959
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>							
2	30		Bronson	Julian	Scarab Offenhauser	2500	1960
12	50		Harper	Fred	Kurtis 5000G	4100	1958
14	16		Valvekens	Marc	Aston Martin DBR4/4	3000	1959
DNF	77		Owen	Geraint	Kurtis 500C	4454	1954
<b>Invitation Class</b>							
16	18		Batchelor	Nigel	Kieft GP	2478	1954
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>							
1	1		Roger WILLS	Harvey	Cooper T51	2500	1959
3	10		Giorgio MARCHI	Nuthall	Cooper T53	2495	1960
7	2		Jolley	Rod	Cooper T45/51	2495	1958
9	3		Cannell	Barry	Cooper T51	2500	1959
19	51		Elicabe	Manuel	Cooper T51	2495	1959
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
24	43		Wilson	Clive	Cooper T43	1475	1957
28	34		Bussey	John	Cooper T43	1460	1961
31	A53		Taylor	Scotty	Cooper T45	1475	1958
32	41		Maile	Brian	Cooper T41	1460	1956
DNF	29		Helmut GASSMANN	Hilberd	Cooper T51	1476	1959
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
6	17		Smith	Andrew	Cooper T43	1960	1957
26	14		Cook	Malcolm	Cooper T43	2000	1957
DNF	8		Ditheridge	Tony	Cooper T45	1960	1958
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>							
8	7		Alan BAILLIE	Sam	LDS F1 07	1475	1964
18	21		Collins	Dan	Lotus 21 933	1500	1959
25	134		van Gelder	Erwin	Cooper T59	1475	1963
30	4		Beaumont	Andrew	LDS 03	1487	1961
33	131		Ashby	Brian	Emeryson	1496	1952
DNF	20		Bond	Stephen	Lotus 18 912	1500	1960
DNF	28		Goddard	Anthony	Cooper-Alfa T56/59	1500	1962
DNF	72		Kinch	Larry	Lotus 32 F2 001	998	1964
DNF	71		Baillie	Alan	Cooper T71/73	1498	1964
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
DNF	15		King	James	Brabham BT7 1-63	1498	1963
DNF	26		Mullen	Peter	BRM P261-2	1498	1964
DNF	66		Hoole	Sid	Cooper T66	1495	1963
<b>Class 12 - Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres</b>							
4	11		Fairley	Jon	Brabham BT11	2500	1964
5	22		Horsman	Peter	Lotus 18/21 P1	2495	1961
20	99		Evans	John	Brabham BT4	2700	1961
DNF	127		Gassmann	Helmut	Lotus 18 915	2500	1959

Driver of the Day: Front Engine - **Julian Bronson**, Rear Engine - **Andrew Smith**

## HGPCA Merchandise

## Nomex vests by Toora and padded jackets

Pia Bianchi has organised some Nomex vests in either black or white, printed with the HGPCA logo. They cost £75. Supplies have been replenished and will be on board the Red Truck at Zandvoort and Spa.

We have added a **navy padded jacket and gilet** (both men's and women's) to our range of HGPCA clothing. Cost prohibits getting a stock of garments but we can take orders at one meeting for delivery at the next. Sample gilet at Zandvoort.

## Transportation

**MARTIN GREAVES** has moved his company, Classic Performance Engineering from Long Buckley to Bicestor Heritage. He has space on board the **Red Truck** going to **Spa Six Hours**. If you'd like to book your car on board, call him on: +44(0)1869 322913 or +44(0)7711 290787 and email: Martin.Greaves.c.p.eng@btconnect.com

**Classic Team Lotus** also have a space on their transporter. Contact Sapphire on +44(0)1953 601621 and email: team@classicteamlotus.co.uk



## HGPCA ARCHIVIST

We have had a good response from the Members with ideas on how to make this project possible and manageable. The favoured view is to split the existing data by marque and for individuals to concentrate on completing/ updating one or more of them rather than tackle the entire list, the collected information can then be combined into the new database.

Please get in touch if you would be willing to take on one of the marques or even a specific period such as the '30s or '40s and thanks to those already on board.

## Historic Technical Passports

Members are reminded that article 12 of our Sporting and Technical Regulations state that all cars competing in HGPCA races are required to have been issued with an FIA Historic Technical Passport. It is accepted that there is currently a delay in the approval of these HTPs - some members having waited months. Nevertheless there is a requirement to have HTPs and, when issued, a copy of the document should be sent by email or post for filing at Canterbury Court. At the end of 2015 season our scrutineer, Bertie Gilbert-Smith hopes to produce a list of our cars without HTPs or where the HTPs are out of date; we will then contact the owners in the new year.

## The Half-Ton Formula Grand Prix and Formula One 1961-1965

By Bernard Cowdrey

Ben was in contact with us recently having discovered a small supply of his book which he thought HGPCA Members would be interested to know about. The book was published in 1996 and is an "A-Z" of the 1.5-litre Grand Prix Cars of the era 1961 – 1964.

It features comprehensive details, results and photos and is, surely, a must have for anyone owning or interested in these cars. There is a picture of that famous Lotus 7 which appeared in a couple of Grands Prix in South Africa, and a six page section on the five-race Inter-Continental Formula of 1961.

Ben is happy to supply at the original published price of £24.99 plus postage (approx £2.99 to UK addresses) All books are hard-backed, contain 176 pages and measure 9.5 inches x 7 inches and they are part of a limited edition run of 1,000 books all numbered and, when requested, signed.

To buy a copy, email Ben Cowdrey - [ben.cowdrey@btinternet.com](mailto:ben.cowdrey@btinternet.com)

## Trailer for Sale

**Brian James Minno Shuttle box trailer** in very good condition, has been kept under cover. Inside: length 3 metres, height 1.4 m, width 1.65 m. Spare wheel & winch. £4,750 ono. Contact Richard on +44(0)1803 722357 or email [trishapilkington@yahoo.co.uk](mailto:trishapilkington@yahoo.co.uk)

## Cars for Sale



**Ferrari 250TR** toolroom copy built by well known Ferrari restorer 20 years ago. HTPs, Goodwood three times, Bahamas Speed week, Modena Cento Ore. Serious offers to: [acg@andrew-garner.com](mailto:acg@andrew-garner.com) or Mob. +44(0)7879 810707



**1952 Connaught A-Type (A3)** The famous ex-Rob Walker racing A-type ! Totally original and still race ready with only 3 owners on new ! Very collectible and multiple Goodwood and Monaco entrant. FIA HTP. P.O.A.. For more information contact Marc Devis: [salesinfo@rmd.be](mailto:salesinfo@rmd.be) Tel : +32/475422790



**LDS 07** - Last of the Cooper based LDS marque and Doug Serrurier's own car. Built and first raced in 1964. Only raced three times since then Mechanical spec:- 1.5 Litre Coventry Climax 4 cylinder engine, 5 speed Hewland gearbox. Brand new Cooper wheels. Superb Body by Maurice Gomm. Reference publications:- Sun on the Grid, Springbok Grand Prix, The History of LDS in Formula One Racing. Alan Baillie - [baillieracing@aol.com](mailto:baillieracing@aol.com)