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Gillian Carr



HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL2 April 2015

Look for event updates on
www.hgpca.com/calendar

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The season begins in the north of Spain...

Viva Barcelona!

We are on the cusp of an incredible season's motorsport with the HGPCA and, in a bid to keep our programme dynamic, fresh and full of exciting opportunities, we join our colleagues at The Masters Series and Group C racing for the Espiritu de Montjuic – **Catalunya Classic Revival**, Barcelona. Hopefully you saw coverage of the Formula One tests held at the circuit back in February – now is your opportunity to tackle the venue yourself! As the Season Introduction booklet and Season Entry Form are still with the printers, we are sending an entry form to ALL Members with eligible cars.

Trusted colleagues who have attended Barcelona in previous years have returned with nothing but positive feedback for the event which is enveloped in a great atmosphere with a strong following of local spectators and participation from Spanish car clubs. The paddock buzzes with music and local fayre - with the HGPCA Red Truck's attendance

confirmed and catering from Bob and Wendy Beever you can be confident that the social and gastronomic elements are well taken care of! There will be a paddock party on Friday evening with The Masters Series - a chance to enjoy Spanish music and tapas in the Spring sunshine.

On the Friday there is a dedicated **Test Day** with three exclusive sessions for HGPCA cars at a reasonable €350 for all three or €130 for one session. Our combined grid will enjoy two twenty-five minute races (on Saturday and Sunday) on the 4.7km



Competitors will have the opportunity to run cars on the banked Autodromo de Terramar on Sunday morning

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the Catalyina paddock in 2014

Historic GP circuit (absent of the chicane). As an aside, Jesus Pozo has offered to take us to the pre-war banked venue of **Autodromo de Terramar** before our Sunday races. The venue was built in the early 1920s for racing but was rarely used. It's possible to still drive the banked track so we offer you the opportunity to drive your hire car or even take your competition car! A mini bus may be available from the circuit so that you can view this special venue.

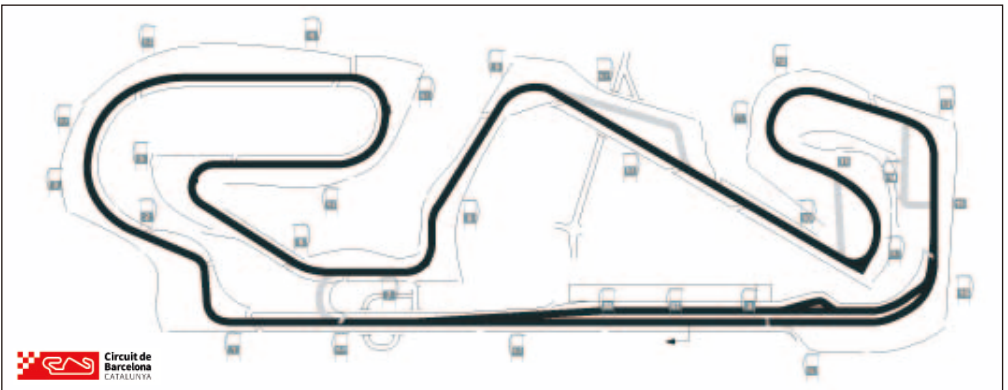
Our website holds a list of hotels near the circuit recommended for the event with some good discounts to take advantage of - see details on the **CALENDAR** page (Additional Info) where you will also find a timetable. On the **LATEST NEWS** pages (17 February) there's a link to a 15% discount with Iberian Airlines for flights to Barcelona, negotiated by the organisers, for all competitors and supporters of the event. If you have not organised your transport yet, the Red Truck is currently full, but it's worth checking with Martin Greaves at CPE Engineering in case things change (Tel: +44(0)1327 844415 and email: c.p.eng@btconnect.com).

Entry forms have now been distributed with the Season information booklet, please return your forms as soon as possible to the office. If you would like to enter but have not received an entry form, please get in touch.



May and early June are a busy time for the Association and we'd like to ask you to organise your diaries and confirm your commitments as soon as possible to assist our event planning. We hope that you will be able to join us at three fabulous events commencing with a return to **Donington Historic Festival** for the first weekend in May (2-3-4) – a bank holiday in the UK with a combined grid of cars. The HGPCA is privileged to be part of an impressive programme featuring FJHRA, HSCC Formula Two, Historic Jaguar Challenge, Super Touring Cars, GT & Sports Car Cup, U2TC, HRDC Touring Cars, plus the full Motor Racing Legends programme of Sir Stirling Moss Trophy, Woodcote Trophy, Touring cars and Pre-war Sports-Cars. There will also be an exciting 1000km two-hour race on Saturday evening.

HGPCA action takes place on the Saturday and Sunday, leaving you free to enjoy your Spring bank holiday Monday at the event or with your family. The Red Truck will be in position in the paddock with catering all weekend, and light refreshments are available to members in the event Driver's Club. Some garaging will be available but not for the entire grid. We have negotiated a special rate for HGPCA members at the nearby Radisson Blu Hotel where the majority of competitors will be staying and hosts the event gala dinner on Sunday evening, 3 May 7.30pm for 8.00pm. (Three course meal inc. wine and coffee £65 per person, see website for booking form). On Saturday evening we will host a drinks party with our friends from Historic Motor Racing News in a suite on Goddard's corner at the circuit to enjoy their 1000km Race from 5.30pm. *See Season Information document for further information on all events.*





Ascari Trophy cars photo Gillian Carr



Pre 1940 Nuvolari Trophy cars photo Jim Houlgrave



Pre 1966 cars on the street circuit in Pau photo Richard Hampson

Three weeks on from Donington we make an eager return to the fabled streets of Pau for the **Grand Prix de Pau Historique** on the 23rd and 24th May, which is now under the organisation of HVM Racing, (Laurent Vallery Masson).

Laurent has embraced the return of our cars and regards them to be the highlight of the programme which also features FIA Lurani Trophy Formula Junior, Classic Formula 3, Historic Endurance Pre 1977 GTs, Historic Formula Ford and the French Maxi 1000 historic series. The HGPCA will be located in the central paddock with the Red Truck and small motorhomes and support vehicles will be able to park around. To welcome us, the City of Pau are hosting a function for the HGPCA on the Friday evening at the Restaurant Au Fin Gourmet near the paddock. Each competitor will be provided with two complimentary tickets to the evening which will include a three course meal of local cuisine.

HGPCA Competitors are also invited to participate in a parade of the city on Saturday evening after racing at 19.00hrs, further details to follow. With two HGPCA grids, it's going to be a busy weekend - free practice and qualifying on Saturday morning followed by Race 1 on Saturday



GRAND PRIX DE L'AGE D'OR

THE ASCARI TROPHY

afternoon and Race 2 on Sunday. Please factor into your schedule a Driver's Briefing late on Friday afternoon.

Only a fortnight later, it's time for the highlight of our season, the showcase of 2015 as we run the Nuvolari and Ascari Trophies race at **Grand Prix de l'Age d'Or**, Dijon-Prenois. You should have, by now, received a communication with details on the event and, if you would like to participate, please get in touch and we'll send you an entry form. Building on last year's excellent event, the HGPCA will be the focus of the paddock with our cars housed in bespoke tented garages with the Red Truck adjacent.

Once you are in the driver's seat, Dijon's fast, sweeping and undulating bends really suit our machines. To race on the 3.8km circuit is a truly rewarding experience and an ideal venue for the 2015 edition of the creme de la creme of HGPCA competition. Remember, the Nuvolari and Ascari Trophies are at the heart of our efforts to improve exposure for Pre 1961 Grand Prix and Voiturette cars with special focus on the Pre 1940 era and the preceding post-war decades up to 1961 so please do come and support us. You will also be rewarded with the gastronomic delights and exceptional wines famous in this region. We will also host a social function on Saturday after racing at the Red Truck.

The Nuvolari and Ascari Trophies will be supported by a Pre '66 rear-engined grid. There is a dedicated Test Day (Thursday) and a wonderful line-up of supporting races including U2TC, Formula Junior, Historic Formula 3 and Peter Auto grids such as Classis Endurance racing and the Heritage Touring Cup.

Testing On UK soil

Whilst there is a dedicated Test Day on the Friday preceding Barcelona in the Spanish sunshine mid month, some of you may be interested to know of testing on UK soil. You should be aware that the Silverstone Classic Media Day on 15 April is fully subscribed. Owners of BRM cars are invited to participate in a special Test Day which is limited to 25 cars at Blyton Park, near Gainsborough, Lincolnshire on Wednesday 22 April. The cost will be £100 and you are assured to be in good company. If you do not own a BRM but have a car relevant to the BRM period and would like to be considered for participation please contact Gillian Carr.

MSA Scrutineers Bulletin

The following notes from the Scrutineer are all based on the requirements of FIA Appendix K rather than the MSA Blue Book as it sets out regulations that apply to most of our overseas races.

Helmets - the Snell SA 2000 is no longer valid (since 31 December 2014)

Rain lights - some of our cars have inadequate rain lights. The FIA Appendix K requirement states that it must be mounted within 10cm from the centre-line, have a surface of between 20 sq cm and 40 sq cm, and the light must be either at least 20 watts, or homologated LED type. Lights as normally fitted to bicycles are definitely not acceptable.

Batteries - There were instances last year when batteries had been dislodged following impact. Please ensure all batteries are securely fastened by metal straps/clamps in metal retaining trays or boxes which, in turn, should be securely mounted to the chassis not an aluminium floor. The terminals must be protected against risks of shorting. Batteries secured by bungee cords are not acceptable.

ROPS - These are not required for our cars built before 31 December 1960, although they are recommended. However cars originally fitted with ROPS in period must have, as a minimum requirement, ROPS meeting the specification used on the car when it was in competition in its period.

For all other periods an appropriate ROPS providing adequate protection is obligatory with a minimum of 5cm above the top of the driver's helmet at all times and they must be built to the specification in Appendix K. (see Appendix VI from page 258 for full specifications - these can be found on www.fia.com).

A number of cars have a removeable rear brace. It is recommended that welded lugs with bolts be used rather than rose joints at the connection points.

Shock absorbers - a recent MSA Bulletin to Scrutineers highlighted the need for shock absorbers (dampers) to be checked for compliance with period specification and not just to accept a manufacturer's name as a provider of units of period style. User adjustable monotube dampers were not in use until



The HGPCA AGM held in the Warwick Complex at Stoneleigh photo Jim Houlgrave

after 1981 and are therefore NOT acceptable on our cars. Please check!

It is the specification that is the critical factor, not the identity of the manufacturer.

Historic Technical Passports

All cars competing in HGPCA races are required to have been issued with a valid FIA Historic Technical Passport. If you have received your new or updated HTP papers for this season, please send a copy of page 1, the front page, to the HGPCA office. Remember, if your current HTP was issued in 2009 or before, it has now expired and you will need to apply to your ASN for a new one; however the lifetime for HTPs has been extended to 10 years as opposed to the previous 5 years.

HTPs issued in 2010 expire at the end of this year and you should make provision to renew them as soon as possible.

If you buy a car with a valid HTP issued by your ASN, it can be changed to your name by application to your ASN (MSA in the case of UK members). If you buy a car from abroad with an HTP issued by an ASN other than yours, you will have to apply for the issue of a new FIA HTP.

We understand that there are delays in the application process at the moment, and if you suspect you will not receive your papers ahead of Barcelona a past HTP will be accepted providing that you can demonstrate that an application has been made for a new HTP and you are awaiting receipt of the paperwork.

HGPCA at Race Retro

Stoneleigh Park, Warwickshire, 20th February

The UK's Race Retro show is an ideal opportunity to hold our Annual General Meeting and for the past ten years we have also taken a stand to promote the Association. We made the decision not to take a stand this year on the basis that, not only is it a costly exercise, but it also absorbs a great deal of staff time and resources. We also determined that the only day of real value to be present is the Friday and with the AGM being held on that day, it's difficult to justify our previous efforts. Members did not seem to miss the stand and we were pleased to welcome over fifty members to the AGM. It was the first to be overseen by our new chairman, Andrew Garner.

One significant detail to report is that Alex Morton asked if it might be possible to base the grid for our second race on the times achieved in both qualifying and the first race in an effort to avoid out of position drivers. The Board looked into possibilities and, for 2015, has taken the decision to change selection, i.e., When two races are held at one event, the grid positions for race 1 will be set using the fastest lap time achieved in qualifying. The grid positions for race 2 will be set using the best lap time achieved in either qualifying or in race 1. We are confident that it will reduce disparity of speed through the grid. Please refer to the wording in the 2015 Technical Regulations which you will have recently received.

We were very pleased to welcome three new members to the Board of the Association, Sir John Chisholm, John Clark and William Nuthall and offer grateful thanks to Ian Nuthall who retired after serving eight years as Director.

Silverstone Auctions very kindly hosted a drinks function for the Association within their Race Retro auction preview and provided a great opportunity for members to get together for the first time this year and swap plans for the busy season ahead!

Members insurance

Members are reminded that one of the benefits of Membership is accident medical and emergency travel expenses insurance. Should a serious accident occur whilst competing in HGPCA races outside their country of residence the insurance can be called upon.



Notes on competition licences issued by the Motor Sports Association in the UK

Members who have applied, or are applying, for their competition licence to be renewed for 2015 will receive the 'MSA Competition Licence Notes 2015' leaflet. Article 14.1.3 introduces a new grade of licence - 'International D'. This replaces the previous International Historic and has a similar restriction - valid for competing in HISTORIC cars.

On the reverse of the 2015 competition licence, it is written that Articles 2.3.8 and 2.3.11 of the International Sporting Code have been complied with. This is a reference to the MSA allowing the licence holder to compete abroad.

Despite HGPCA members being able to race in Association races in Europe with a National A licence (or at UK circuits with a National B licence), members are strongly advised to apply for an International licence which will require you to undergo a stress related ecg every two years.

We all take great care to ensure that the vehicle in which we are competing is safely screwed together but how many of us regularly check our physical condition?

Gillian Carr moves to Silverstone

In the three months that I have been Chairman of the HGPCA I've realised what a valuable contribution Gillian has made to the Association. Sadly, for me, I have just received news that she is going to leave us to become the Club Secretary for the BRDC - a wonderful opportunity for her, which she is right to pursue. Our warmest thanks and very best wishes for her success.

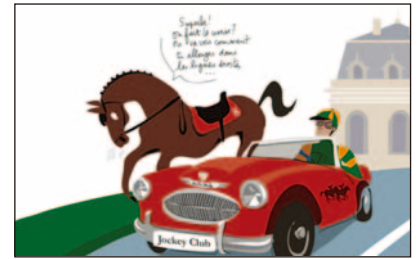
Andrew Garner

A search for her replacement will be put in hand immediately.

Chantilly Prix de Jockey Club

Sunday 31 May

Chantilly is a glorious Chateau just under an hour north of Paris and home to one of the most iconic horse racing tracks in the world. At the end of May - the weekend between Grand Prix de Pau Historique and Grand Prix de



l'Age d'or, Dijon - Association members are invited to exhibit their racing cars at the Prix de Jockey Club meeting on Sunday 31 May through an invitation from our friends at HVM Racing. Anyone with a knowledge of horse racing will know that this is one of the key events in the French flat racing calendar and members will be looked after in admirable fashion with access to full hospitality in the Racehorse Owners marquee at the races. Cars, will be displayed in a special, secure arena adjacent to the parade ring. If the weather is inclement (fingers crossed it will be summer dress weather!) cars will be covered with tantage.

There is no particular theme, we are just promoting this lovely opportunity to display our beautiful cars and engage with the complementary world of beautiful race-horses and their interesting owners. There is no cost to exhibit other than your own transport and accommodation. Two tickets to the racing will be included with each entry which include full hospitality and the opportunity to win Concours prizes. Why not take the opportunity to stay out in France between Pau and Dijon and enjoy a little detour to a highly prestigious event with your racing car?

For further details, or to confirm your attendance please contact Gillian Carr.

Paul's Pit Stop

From Arbuthnot Latham's Director of Private Banking and head of the Motorsports Team, Paul Denman

As I sit here reflecting on the 11th Arbuthnot Latham Annual Motorsport evening, I find myself thinking how good it was to see many familiar faces and friends from the HGPCA.

This year we managed another record attendance which certainly caused concern for our Marketing team prior to the event, when they started 'hinting' (in truth, it was more direct than a hint) to Chris, Amanda and I that we should not invite any more guests.

I am biased but I think we managed to pull off another successful motorsport night and, this year, we did it by taking a closer look at motorsport through the years, with rooms themed from the 50s, 60s and 70s. I must admit, however, that this idea was stolen from a member of the HGPCA. He knows who he is, and he probably won't ever let us forget it. I would also like to take this opportunity to thank those who helped us make this event a success and as always we are very grateful for the support from Stella and Gillian.

It is not unusual to include pictures in this newsletter of members enjoying champagne and a good chat. However this year, aside from the cocktails and the



ever so popular honey and mustard sausages, there were displays from artists such as Angela Palmer and Robin Bark, and other period pieces exhibited by Will Lansbury.

Our annual event also marks the start of the season, not only for all of you but also for our Motorsport Team here at Arbuthnot. A number of you will see us (and other colleagues) at the Members Meeting at

Goodwood at the end of March, followed by the HGPCA season kicking off in Barcelona in April. Please do not hesitate to come and chat with us or join us for a drink.

One final thing (there is no such thing as a free drinks party!). I am pleased to provide details of our latest deposit offering (separately in this newsletter) which hopefully some of you will find of interest! If you would like to know more, do contact one of the team. *Paul Denman*

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Product	Term Deposit (Personal Clients only)
Product Information	<ul style="list-style-type: none">• Open to new money from Personal Clients only.• Interest will be paid at maturity.• This deposit has limited availability and Arbuthnot Latham reserve the right to withdraw the product at any time.• Full details of our terms and conditions are available on our website or from your Private Banker.
Maturity Date	20th January 2016
Advantages	Competitive rates
Disadvantages	Deposit funds are tied up for 1 year.
Target Market	Clients requiring higher return with low appetite for risk.
Taxation	Interest is usually paid net of tax, but can be paid gross subject to eligibility.
Maximum Deposit	GBP 2,000,000
Minimum Deposit	GBP 100,000
Offer End Date	31st March 2015

Important Information

- AER (Annual Equivalent Rate) is the notional rate which illustrates the contractual interest rate if paid and compounded on an annual basis.
- Gross is the contractual rate of interest payable before the deduction of income tax at the rate specified by law.
- Net refers to the amount left after deductions.
- To be read in conjunction with Schedule 3.

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