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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL6 Oct 2016

## HGPCA final event Race Report

Details of HGPCA Forum  
and ANNUAL LUNCH  
on back page

DIJON MOTORS CUP - 7-9 October

## Il fait trop froid en France

We had to wait until October to visit one of our favourite circuits due to our long awaited participation in Monza's Coppa Intereuropa in June but Laurent Vallery-Masson was pleased to welcome us to his wonderfully relaxed event – the Dijon Motors Cup. Dijon has offered us extreme heat and driving rain in previous years but we've never experienced a cold wind such as it threw at us at the beginning of October! We were 'top of the bill' with Tony Smith's Dino as the poster/programme/car passes etc image and all the press releases began with information on the two HGPCA grids. Seeing seven 250Fs on the final entry list encouraged the organisers to set up a special photo shoot before Friday's qualifying session. To achieve such a spectacular grid at the end of a very full

# RCUIT DIJON PRENOIS



Julian Bronson's Scarab ahead of Philip Walker's Lotus, the 250Fs, Dino and Hoole's T41 photo Gérard Auriole

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Stephan Rettenmaier in his 250F ahead of Paul Grant's Cooper Bristol and Brian Maile's Cooper T41 photo Gérard Auriole

season is a great tribute to you - the competitors, your preparers and teams and a confirmation that you will make a special effort to support the Association at one of our favourite circuits.

We are grateful to Will Nuthall and Denis Robson for reports on the front and rear engine races respectively – with maybe a few additional comments thrown in...

**Dijon Pre 61 – Qualifying practice**

Julian Bronson was first out on track, the Scarab, sporting a new nose (minus stripes) following his winning Goodwood escapades. He was soon into his stride posting a 1min32.3s within three laps which would prove unbeatable, allowing him to sit out the final 10 of the 25 minute session. After a slightly delayed start to his session, Phillip Walker was the only one close enough to challenge but ended up half a second down.

Guillermo Fierro got the better of the rest of the fantastic 7 Maserati 250Fs - his fastest time 3 seconds from the Lotus 16 of Walker. The next 6 cars were split by just 2.5 seconds. Steve Hart, in Gerry Hann's 250F (fitted with his own 300s gearbox following the 'eruption' at Spa) leading the way followed closely by Tony Smith's Ferrari Dino. Sid Hoole was, as normal, flying in the unpainted Cooper T41 posting a time of 1min37.3 very late in the session to jump up to 6th ahead of the 250F trio of Josef Rettenmaier, Niklas Halusa and Klaus Lehr.

Paul Grant's Cooper Bristol was next up topping the Class 5 cars, running 2.5 seconds quicker than Ian Nuthall's Alta in his final flying lap.

The Lister Monzanapolis of Rod Jolley split the pair of class 5 leaders, still running in the Jaguar engine, rebuilt after its Monza issues.

John Bussey in the Cooper T43 was close



Saturday's battle between Philip Walker's Lotus and Julian Bronson's Scarab photo Gérard Auriole

enough to strike behind the Alta of Nuthall, just 0.3s behind.

Stephan Rettenmaier in the ex-Salvadori green 250F posted a 1min 43.8s lap 2seconds ahead of Erik Staes in the newly liveried Automobiles Vanderveken Cooper Bristol. Staes's time was almost exactly matched by Chritian Dumolin in the final 250F. Brian Maile's Cooper T41 rounded off the field.

**Race 1:**

Race 1 didn't get off to a great start with the unfortunate Niklas Halusa stalling the white 250F prior to the lights turning on, instigating a second green flag lap. The second start went much better, Brian Maile's Cooper T41 gaining 3 places to jump ahead of Stephan Rettenmaier, Erik Staes and Christian Dumolin. Ian Nuthall in the Alta headed Rod Jolley after the first lap only to drop behind the more powerful Lister on Lap 2.

Niklas Halusa was getting into his stride aboard the family's 250F, running 3 abreast down the long Dijon straight with Klaus Lehr and Sid



Guillermo leads the 'reds' Tony Smith's Dino, Steve Hart in Gerry Hann's 250F and Josef Rettenmaier in his 250F ahead of Sid Hoole's Cooper T41 photo Gérard Auriole



Seven 250F Maseratis line up for a photo shoot prior to Friday's qualifying photo Chris Bland



Sunday's battle was won by Bronson photo Gérard Auriole

Hoole, coming out in 6th. All of them had jumped ahead of Josef Rettenmaier. It was also nose to tail for first and second between Julian Bronson and Phillip Walker - the Scarab getting the better of the early exchanges, pulling out a small gap. Further back, Christian Dumolin and Stephan Rettenmaier were having a great scrap over 12th, and Brian Maile and Erik Staes over 15th, the Cooper Bristol, moving ahead on lap 3. Rod Jolley's Lister wasn't running smoothly so he stopped at the end of Lap 2, despite losing a couple of laps, guru Mark worked his magic and got the Lister back out running well.

Halusa then tried an ambitious move around the



Driver of the Day, Guillermo Fierro with Lucretia and Arbutnot Latham's Amanda Weston photo Vero Strucefj

outside of Virage de la Combe in an attempt to pass Tony Smith which didn't quite come off, having a spin on the marbles at the outside of the track. The white 250F was beached in the gravel. After being stranded for a lap the French officials decided a safety car was necessary, despatching a tow vehicle to pull it free, maybe a little enthusiastically... The safety car stayed out for 4 or 5 laps closing up the field, coming in with 9minutes left. This closed up the Class 5 battle which Paul Grant thought he had won. Following the restart Ian Nuthall had other ideas in the Alta and pushed him all the way to the finish ending up only 0.6s behind.





A fantastic view from the commentary box which tops the brand new circuit control tower photo Chris Bland



Above: Josef Rettenmaier's 250F ahead of Paul Grant and Ian Nuthall  
Below: Steve Hart in Gerry Hann's 250F ahead of Tony Smith and Guillermo Fierro  
photos Gérard Auriole

It also allowed Jolley to have a great race with everybody despite being a few laps behind. The Cooper of Hoole developed a slipping clutch which dropped him back behind Josef Rettenmaier, Paul Grant and Ian Nuthall. Christian Dumolin's 250F developed a misfire and, to add insult to injury, he got a drive through penalty for jumping the safety car restart, he completed the penalty only to receive another one for crossing the white line at the pit exit!

With 5 minutes left on the clock the Lotus 16 made its move... Phillip Walker had been waiting for the opportune moment and superbly dived down the inside for the lead, into "Double Gauche de la Bretelle" (or "the left after the hill, after the harpin" to the English). A lead he just managed to hang onto 'til the chequered flag despite the pressure of the Scarab doing the fastest lap on the final lap finishing just 0.1s behind.

A flying Lehr managed to get ahead of Josef Rettenmaier before losing his clutch. Although



## Dijon Motors Cup

HGPCA Race for Pre 1961 front engine Grand Prix Cars (inc. 1.5ltr F2s)

### Class 5 - 1952/53 2 litre Grand Prix cars

10	19 Paul Grant	Cooper Bristol Mk 2 3/53	1971	1953	Blue
12	21 Ian Nuthall	Alta F2	1980	1952	BRG
14	10 Erik Staes (Paul Grant)	Cooper Bristol Mk 2 7/53	1971	1953	Blue

### Class 6 - 1954 - 1958 Grand Prix cars on 16" wheels

3	31 Guillermo Fierro	Maserati 250F 2501/2523	2493	1954	Red
5	22 Steve Hart (Gerry Hann)	Maserati 250F CM7	2494	1958	Red
6	8 Josef Rettenmaier	Maserati 250F 2533	2493	1958	Red
7	25 Niklas Halusa (Martin Halusa)	Maserati 250F 2521	2493	1956	White
13	7 Stephan Rettenmaier	Maserati 250F 2507	2493	1953	Green
DNF	27 Christian Dumolin	Maserati 250F 2522	2495	1954	Red
DNF	248 Klaus Lehr	Maserati 250F CM5	2500	1957	Red

### Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels

2	1 Philip Walker	Lotus 16 368	2495	1959	Green
4	12 Tony Smith	Ferrari Dino 0007	2500	1960	Red

### Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres

9	40 Sid Hoole	Cooper T41	1500	1956	Silver
11	34 John Bussey	Cooper T43	1460	1957	Blue
15	41 Brian Maile	Cooper T41	1460	1956	Green

### Class 8 - Formula Libre, Indianapolis and Intercontinental cars

1	30 Julian Bronson	Scarab Offenhauser	2500	1960	Blue/White
8	2 Rod Jolley	Monza Lister	3781	1958	Silver

## HGPCA Race for rear engine Grand Prix Cars

### Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels

2	10 Will Nuthall (Giorgio Marchi)	Cooper T53	2495	1960	Green/White
3	3 Barry Cannell	Cooper T51	2500	1960	Green/Red
5	12 Rudi Friedrichs	Cooper T53	2462	1960	Green
13	5 Tony Smith	Cooper T51	2500	1959	Dk Blue
14	69 Andrea Guarino	Lotus 18 370	2495	1960	Green

### Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres

11	47 Brian Jolliffe	Cooper T45	1960	1958	BRG
17	30 Guy Plante	Cooper T45	1998	1958	Black

### Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars

6	37 Eddy Perk	Heron F1	1488	1960	Red/Gold
8	71 Alan Baillie	Cooper T71/73	1498	1964	BRG
9	20 Alex Morton	Lotus 21 939/952	1498	1961	Green/Gold
10	53 Philippe Buhofner	Lotus 44	1000	1966	Green
12	21 Franck Trouillard	Lotus 21/24 938	1500	1962	Red
16	72 Larry Kinch	Lotus 32 F2-1	997	1964	Green/Yellow

### Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars

4	4 Andrew Beaumont	Lotus 24 944	1500	1962	Green
15	11 Michel Wanty	Lotus 24 942	1500	1962	Green
19	66 Sidney Hoole	Cooper T66 F1	1495	1963	Blue/White

### Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts

1	22 Peter Horsman	Lotus 18/21 P1	2500	1961	Dk Blue/Black
7	61 Rainer Ott	Cooper T53	2700	1961	BRG
18	50 Wulf Goetze	Cooper T53	2700	1961	Green

Driver of the Day: Front Engine - **Guillermo Fierro**, Rear Engine - **Will Nuthall**



Arbutnot Latbam's Amanda Weston with event organiser, Laurent Vallery-Masson, and Sunday's race winner, Julian Bronson photo Chris Bland

dropping the place to Rettenmaier he didn't lose much time and finished a great 7th. Sid recovered to finish ahead of the battling Class 5ers Grant and Nuthall in 8th.

3rd, 4th and 5th crossed the chequered flag split by just 1.5 seconds - a race long red blur - which somehow Guillermo Fierro's 250F managed to come out of first, Tony Smith just got the better of Gerry Hann's 250F expertly piloted by Steve Hart who was now on his third gearbox with Guillermo's kindly loaned spare after his own suffered failed bevel gears in qualifying. Steve had a narrow escape following Smith's Dino on the straight when he hesitated, almost missing a gear, Steve took the opportunity to pass the Dino, but not quite!

## Race 2:

Sunday's race unfortunately saw non starts for 2 of the 250Fs, Dumolin and Lehr, both having finished Saturday's race with deranged valve gear and bellhousing damage respectively which curtailed their second outings.

To the delight of the French crowd, the start, end, and a few bits in between, were expertly commented on by our very own Chairman over the circuit pa system, who must have been struggling to reach the microphone at times!!

In contrast to Saturday all 15 cars started cleanly. A slightly slow getaway from Bronson allowed Walker to take advantage, leading over the line for the completion of lap one. Tony Smith led the rest of the field, followed by Hart and Fierro. Biggest gains in lap 1 were made by the Maserati 250F of Niklas Halusa and Lister Monzanapolis of Rod Jolley, both starting to the rear of the grid





Tony Smith's magnificent Dino ahead of Guillermo Fierro, Steve Hart and Josef Rettenmaier in 250Fs; Sid Hoole, Paul Grant, Ian Nutball, Rod Jolley, John Bussey and Niklas Halusa photo Gérard Aurio



Class 6 - renamed 'the Maserati 250F Class': Steve Hart (2nd), Josef Rettenmaier (3rd), Supagard's Terry Abbott, Guillermo Fierro (winner) and Arbutnot Latbam's Amanda Weston photo Vero Strucelj



Class 5: Erik Staes (3rd), Paul Grant (winner) and Ian Nutball (2nd) with Amanda Weston photo Vero Strucelj



Class 7c - Brian Maile (3rd), Sue Hoole for Sid (winner) and John Bussey (2nd) photo Vero Strucelj



Class 7a: Philip Walker (2nd) with Terry Abbott and Amanda Weston and Tony Smith (2nd) photo Vero Strucelj

after the trials of Saturday. Halusa fantastically moved up to 8th from 15th ahead of Nuthall and Grant, challenging the little Cooper of Hoole over the line.

Walker, still pushing hard on cold tyres, proceeded to have a big spin over the brow down into the off camber left hander, the ever popular spectator area! He'd recovered to 5th by the end of the lap but lost 14 seconds to Bronson in the process. Rod continued his steady progress up the field overtaking Grant on lap 2 and Hoole on Lap 3, despite his best efforts throughout the rest of the race catching up to the close battle between Josef Rettainmaier and Halusa, he couldn't quite make more headway. Halusa got close to Rettainmaier but similarly couldn't challenge despite posting a 1min 35s lap which was matched by Josef.

The class 5 battle between Grant and Nuthall was split, for a few laps, by Hoole before Hoole's slipping clutch cleared and he pulled away from Grant.

Nuthall's challenge to Grant was curtailed with engine troubles, which eventually cleared, however not before John Bussey nipped by consistently lapping in the 41s to finish in 11th place.

Erik Staes came out in front of a race long battle with Brain Maile eventually posting a good time of 1min 44seconds. He couldn't, however, shorten the gap to the ultra consistent Stefan Rettenmaier in his beautiful green 250F.

The red brigade didn't make it easy for Walker to get back through to second but he succeeded going into turn 1 under braking, with a lighter car and better brakes, nipping ahead of Steve Hart who had been holding second.

The battle for 3rd between Hart, Fierro and Smith raged for the rest of the race with constant changing of positions - both 250Fs having to defend from the Dino towards the back end of the main straight. All posted their fastest times of the weekend, dropping into the 1min 34seconds. Hart's challenge in Gerry Hann's car faded when spinning on the marbles off line trying to squeeze back past Tony Smith. With 5 minutes left, Fierro took up 3rd place for the first time and managed to hold it to the end...just - his persistence and fight earning him Driver of the Day.

Bronson was left out front, unchallenged, easing off slightly following his lap 6 fastest lap of 1min 32.5s. Although posting similar times Walker was too far back to make any attempt for the lead, with the gap stabilized around 15 seconds so sharing the weekends spoils between them.

The GTSCC ran their final race of the season Saturday afternoon which included several HGPCA Members. Guillermo Fierro and Steve Hart had a fantastic race finishing a stunning second place in the Birdcage Maserati between Voyzades/Hadfield and Dumolin/van Riet in their Cobras.

## Pre-1966 Qualifying practice

19 rear-engines set off for an early morning qualifying session at 09.05 on Saturday, having been obliged to sit out Friday unless doubling up in pre-61 for the meeting. The sea of Lotus and Cooper was split only by the lone red and gold Heron of Eddy Perk.

Practice at last provided some entertainment for Sid Hoole, who had pronounced himself 'bored' the day before, although pre-61 practice must have alleviated the condition somewhat. The session passed off with no 'gravel exploring' and a welcome re-acquaintance of the circuit for all.

Peter Horsman gradually increased his pace through the session, setting fastest lap on his 13th at 1.29.813. Will Nuthall confined his activities to 7 laps, content with 1.30.859 - good for second on the grid.

Third position went to Barry Cannell who posted a 1.31.699, also on his 7th lap, following a spectacular spin on lap 6. Further exploits were curtailed by his Cooper suffering a drop gear failure (to the intense dismay of the Chairman) a 5th gearbox disaster in 2 meetings. Optimism was, however, high for a repair.

Cooper propulsion maladies were swelled by a sheered rear stub shaft for Guy Plante's T45. Brian Jolliffe was thankfully able to provide replacements and expertise. 4th place on the grid was taken by Andrew Beaumont posting 1.32.585. Andrew, like the rest of the field (other than the broken cars) put in a dozen plus laps.

Of the original start-list, Rod Jolley and Erik Staes stayed faithful to their pre-61 mounts and Nathan Kinch was not present in the postulated Lotus 32. James Willis wasn't able to complete work on his Cooper sadly missing the entire season.

Conversely the grid welcomed Alex Morton in his Lotus 21, Junior problems at Castle Combe the previous weekend causing him to desert the Lurani Trophy and grace pre-66 F1 instead.

Post practice, garages were busy and Miles Griffiths was heard to comment that his body had moved like





Pre 66 podium: Amanda Weston with Will Nuthall (2nd), Peter Horsman (winner), Barry Cannell (3rd) and Supagard's David Patterson photo Chris Bland

a Cooper chassis as he side-stepped a Lotus!

The Chairman averred his broken drop gear could have a future as a counter-sink bit (note to the carpenters reading) and Eddy Perk set about winning the prize for best polished windscreens.

Mr Hoole was no longer bored.

## Race 1

Assembled and ready to go out onto a dry track, the 19 starters were startled by a massive coming together in the Youngtimer Challenge as an Alpine and a BMW collided at the pit entrance. The BMW was launched high into the air along the pit wall. Happily no injury, but a 30 minute delay as the track was cleared and swept.

No problems were encountered on the formation lap and the standing start was clean, Peter Horsman leading away, Will Nuthall close and otherwise grid positions being maintained at the front of the field. Tony Smith took two places on lap 1 and Alex Morton progressed at the expense of Philipp Buhofer in his beautifully presented Lotus 44 – first time out with the Association.

No changes in laps 2 and 3, but Andrea Guarino (69) was in the pits with the Lotus misfiring. This heralded a bad time for the Italian as he received a drive through penalty before retiring on lap 5 when, it appears, the distributor cried "almost enough".

The 'DRIVE THRU' sign was to be fairly prominent all weekend and was the downfall of Alan Baillie in Race 1. Seeing the '69 Drive Thru', he interpreted it as being a come-in for him and duly drove through. Sadly he infringed on the drive through by crossing the white line on exit and was penalised again!

Very confused by now, Alan did it again and was eventually black-flagged. Fortunately, Mr Baillie's humour was not too affected, despite numerous suspect witticisms back in the Red Truck later in the day.

During these rule misinterpretations Eddy Perk, Rainer Ott and Alan Baillie had been delivering a spirited and close fought race behind Barry Cannell and Andrew Beaumont, with Rainer eventually drawing away from Eddy.

Good racing was also to be seen between Andrew Beaumont, Rudi Friedrichs and Sid Hoole for places 4 – 6. This shifted on lap 10 when Sid's T66 decided to call time on its trigger wire. This left Andrew and Rudi battling for 4th, which was only to be resolved on the last lap when Rudi's T53 became the second Cooper to succumb to a gearbox malady, the selector having given way.

Meantime on lap 9, Guy in car 30 spun at the downhill left-hander with cars on each side and planted the Cooper on the apex. The resultant stall led to frenzied double yellows before the doughty driver extricated himself and car from his position at track-central once the field had passed. Rock and hard place come to mind... he couldn't restart without lifting his foot from the brake but doing that made the car run backwards into the traffic!

The last quarter the race settled with Horsman and Nuthall ahead of the field, Cannell comfortably ten



Barry Cannell ahead of Andrew Beaumont, Rainer Ott, Rudi Friedrichs, Eddy Perk, Michel Wanty and Alex Morton photo Gérard Auriol



Rudi Friedrichs in his Cooper T53, Sid Hoole in his T66 and Andrew Beaumont in his Lotus 24 photo Gérard Auriol

seconds off in 3rd was reconciled to not quite having the pace today and conscious he was sufficiently clear of the Beaumont-Friedrichs duel.

Further down the field there were some learning curves happening with Wulf Goetze fighting his suspension set-up and Tony Smith having a fine but very hard time in the new Cooper.

## Race 2

In the build-up to a really cold assembly a few individual concerns were being expressed, as well as the threat posed by the dark clouds.

The recently rebuilt T53 of Wulf Goetze was giving him lots of grief with an overly stiff suspension set-up, despite cranking down the damper settings.

Tony Smith declared he would not go out if the threatening rain came on. The 'Fools and Horses Trigger' moment had hopefully been successfully overcome in the Hoole T66.

At assembly, it looked as if Alex Morton wanted a cup-holder for his Ribena, but the family insisted Alex give up his drink before going out on track.

The grid reflected Race 1 events in that Rudi Friedrichs was on 12, having completed 16 laps; Sid Hoole on 17 for his 9 laps; Andrea Guarino 18 for 4 laps and Alan Baillie on the back as retribution for the drive through problems (more of this later).

Another clean start by the front runners. Alan Baillie made up for lost time by taking 4 off the start, accompanied by Sid Hoole. The pair repeated these catch-up exploits for lap 2.

Michel Wanty delivered a spectacular spin on the downhill left (emulating Guy in Race 1), which dropped him to plumb last on the first lap. Happily his pursuers all evaded the Lotus and Michel set about clawing his way back up the field gaining a place a lap till lap 6.

At the head of the race, Peter Horsman had eased away, but Barry Cannell passed Will Nuthall on the first lap, the new drop gear giving the Chairman an edge over the slightly higher gear IN Racing had put in the Marchi car overnight. (had this been countered by the weight loss Will achieved in his cycle-ride from Dijon centre to Prenois that morning?)

Lap 6 Cannell and Nuthall continued to battle and



Rainer Ott in his T53 Cooper and Eddy Perk in the Heron photo Gérard Auriol

the advantage exchanged with an audacious drive round the outside by Will on the notorious downhill left, Barry swiftly repositioning to head again on lap 7.

Behind this battle Sid Hoole and Alan Baillie's efforts had somewhat peaked and the pair were respectively in front and behind the Rainer Ott / Eddy Perk contest. Alan had slid past Alex Morton on lap 7 and, despite best efforts by the Lotus man, was keeping him at bay.

Behind it was somewhat processional aside from the to be unhappy Wulf Goetze. He was given a drive through for allegedly jumping the start. Taking his punishment he was re-penalised for a pit-lane fault (too fast) and then penalised again on his second drive through for crossing the white line. (He is to check the rules along with Alan Baillie in due course).

On lap 9 Will Nuthall and Barry Cannell were side by side round the back of the circuit and Sid Hoole was harassing Rudi Friedrichs and Andrew Beaumont. Lap 10 the intense racing amongst the 5 cars continued. Laps 12 and 13 brought more drama and farce. Will finally got past Barry in traffic and, at the same time, the pale green Cooper's gearbox went yet again, losing third gear.

The Hoole T66 began smoking heavily (oily) and, two laps later, was shown the orange 'come in' sign at the pits. The T66 was wheeled away by a dutiful Derek - perhaps for a winter re-furb.

Alan Baillie yielded to another 'moment', the dark orange sign appearing to him like a red. Rainer Ott thought the same, giving Eddy Perk a big fright as Rainer braked hard, Eddy took avoiding action and assumed the lead over Rainer which he was not to lose. Alan, meanwhile, was cruising round the track until, wondering where the red flags were, worked out his mistake, helped by Alex Morton shooting by. (It has to be said that Mrs Baillie was singularly unimpressed at this apparent colour blindness, which she suggested had to do with tinted spectacles!)

Midfield, Brian Jolliffe and Philipp Buhofer were exchanging places until Philipp established a gradual winning position.

Lap 13 Michel Wanty undid his good work catching





Alan Baillie in his Cooper T71/73 and Andrew Beaumont in his Lotus 24 photo Gérard Aurioi



Class 7b - Will Nuthall (winner) and Rudi Friedrichs (2nd) with Arbutnot Latham's Amanda Weston photo Vero Strucelj

Latham and Terry, David and David from Supagard for their support and presentation of the awards.

And, at the end of a busy season, we thank Brian Gilbert-Smith for his help and attention to the safety of our drivers and their cars, Wendy and Bob Beever for their food and bonhomie and our support team which included at Dijon – Chris Wilson as Comp Sec and Ted Rollason and Marc Valvekens as DSOs.



Class 10 finally got together for prizegiving- David Patterson with Eddy Perk (winner), Alex Morton (3rd), Alan Baillie (2nd) and Amanda Weston photo Vero Strucelj



Class 9 - David Patterson with Guy Plante (2nd) and Brian Jolliffe (winner) and Amanda Weston photo Vero Strucelj



Sid made it to Pre 66 prizegiving to collect a prize photo Vero Strucelj

up his early spin by repeating the manoeuvre and earning the title 'King of Spin' for the weekend. This brought him back to the tussle between Tony Smith and Andrea Guarino, which ended with a one second lead for the Cooper over the Italian Lotus, both still ahead of Michel.

The final laps featured Alan Baillie chasing Alex Morton (again) and again the Cooper squeezed in ahead of the Lotus.

Peter Horsman led from start to finish and looked imperious, also setting fastest lap. Will Nuthall was Driver of the Day following his clash with the Chairman on a day of intense racing and incident.

To close on a warm note. Larry Kinch escaped a possibly serious issue when the lithium battery under his legs in the Lotus 32 began to combust as he was being towed into the paddock after the race. Not remotely funny, Mr Kinch thought.

Apart from the temperature, a great weekend. As ever, Dijon provided us with a great track, the ambiance was fantastic, local food and wine tasted as delicious as ever and it proved a great end-of-season event. Thanks to Amanda and Chris from Arbutnot

Churh House  
Wormingford  
Essex

Dear Fellow HGPCA Member

Encouraged in part by Stephen Bond's miraculous escape at Goodwood in March and by the support from HGPCA members following my own dramatic crash on 9 August 2014 at Nurburgring, I thought I would report on my progress. I am really grateful for the support given to me and Alex by HGPCA members even though I am a bit late saying so but I am blind and can't use my hands and arms sufficiently to write, I am now using voice dictation and editing on my computer.

What was left of my car has been rebuilt by Ian Nuthall for Chris Phillips, who is now successfully campaigning it. The car is now adorned with its sports car body from the late 1950's which was originally fitted to the car after its debut season as one of Cooper's works cars for the 1953 Grand Prix season. In that debut season it won Cooper's first ever world championship points.

Having spent about five months in hospital, first in Koblenz, Germany, ending up at Addenbrookes, Cambridge I have continued to make good and steady progress, with only one more operation scheduled to mend my broken left arm. My optic nerves died as a result of the high-speed impact of the crash and unfortunately, like the spinal cord, they do not regenerate. Being blind is not as bad as being totally deaf because at least I can hold conversations with people and get away with giving the impression that I can see. I continue to persevere with physiotherapy as a result of which I'm getting more movement in my hands, arms and shoulders so that I can now swim after a fashion, and make use of a rowing machine.

I have been writing a book on commercial property valuation which is my business background and recently gave a talk on the subject to lawyers and valuers. Also I held my first business meeting for over two years, which was as good as a podium finish. One must make the most out of the hand which has been dealt. I have decided, apart from trying to get better, and writing a book, that I would try to break the land speed record for a blind person. It stands at 203.1 miles per hour and an attempt to break it is currently being made by a new friend of mine, Miles Hilton Barber, who is known as the Blind Adventurer. He is hoping to achieve 210 mph in a McLaren F1. The deal is that I will cheer him on and, once he has set the new record, I will break it. I have publically challenged him to a race of some sort round a circuit if I can get anyone brave enough to take us on, but he's not keen on that idea, more's the pity. Any help or guidance or even encouragement anyone can give me will be very welcome.

I have learnt that being blind provides one with the opportunity to seek out new horizons and go on an unintended journey during which one learns so many new things about people, about oneself, and about life, to the extent that I am almost tempted to suggest that people who can see are missing out. How much better it is to think positively and wonder how to make things work rather than worrying about something being broken.

I do not know what would have happened had my car not been fitted with a roll-over bar and safety harness, but it was. If I had not worn a HANS device I think I would be dead and I might now be able to use my hands and arms properly had I worn arm restraints. These things may not look the part but I'm sure they help one play the part.

Nick Eden 28/9/2016

We try and organise a Forum each year after our racing season has finished - it presents an excellent occasion for a free and open discussion with the Chairman and current Board Members and for them to hear your opinions on matters of importance as well as dates and venues for our races.

We are pleased to announce that Crosthwaite and Gardiner have kindly offered the Association use of their premises for this year's HGPCA Forum. Due to be held on **Saturday 19th November** the day will include a welcome coffee and cake on arrival at 10am followed by a guided tour of Crosthwaite and Gardiner's factory. After the tour there should be some free time to revisit areas in the factory and have a chat to their staff before lunch is served. To assist with the planning of this event it would be very helpful to have an early indication of numbers - *please let us know that you are coming - stella@hgpcanet*

For anyone coming but not attending the Forum there is plenty to do, for example, visit Tunbridge Wells, Brighton or other local towns for some retail therapy. Alternatively there are a number of tourist venues such as Sissinghurst Castle, Bateman's – home of Rudyard Kipling – amongst others. If anyone wants to make a weekend of it there is accommodation available at Buxted Park Hotel which is in walking distance just across the road from the factory. It is possible that we might be able to arrange a group price at the Buxted Park Hotel. *Please indicate if this is of interest as soon as possible.*

Here are a few useful links:

[www.handpickedhotels.co.uk/buxtedpark](http://www.handpickedhotels.co.uk/buxtedpark)

[www.nationaltrust.org.uk/batemans](http://www.nationaltrust.org.uk/batemans)

[www.nationaltrust.org.uk/sissinghurst-castle-garden](http://www.nationaltrust.org.uk/sissinghurst-castle-garden)

[www.nationaltrust.org.uk/bodiam-castle](http://www.nationaltrust.org.uk/bodiam-castle)

**Crosthwaite & Gardiner, Hogge Farm, Buxted, East Sussex, TN22 4AX T:+44(0) 1825 732240**

[www.crosthwaiteandgardiner.com](http://www.crosthwaiteandgardiner.com)

## 2016 HGPCA Annual Lunch and Prizegiving

Friday 2nd December 2016  
RAC Club, Pall Mall, London

Booking forms will be available from  
the end of October - emailed to  
Members and downloadable on the  
Web site - LATEST NEWS page

## For Sale

Camper cum Transporter

**Mercedes 614 D** tractor with luxury articulated trailer for large car (5.25m.) and accommodation for 3. Extendable Canopy on the side of trailer for covered work on cars protected 3 sides. Hydraulic ramp and electric winch. Rear view camera. Tractor unit approx. 150 bhp with air suspension and automatic gearbox, built: 13/11/2002. Weight approx. 2500 kg. Can carry up to 4000 kg (we understand). Superstructure trailer built 2011. Trailer measures 2.47 high (inside), 1.93 wide and 5.30 m long. Total length of combination 11.80m.

Accommodation unit (like caravan, with toilet, shower, kitchen etc.) approx. 3.50 m. by 1.93 m. Located in Yorkshire. Isle of Man registration (previously U.K.) Cab needs repair. Offers considered. [Info@dofinance.mc](mailto:Info@dofinance.mc) or +441765679000 (Daniel)



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**Lotus 18 F1 – 1961, Chassis No 914**, 1.5 Litre Coventry Climax FPF, Ex Scuderia Colonia car first raced by Von Trips in South Africa and various drivers including Michael May. The car has successfully competed over last 10 years with very good Climax FPF and ZF 5 DS 20 gearbox, 6 consecutive Monaco's, 5 Goodwoods and 2 Tasman's.

Competitive and reliable car with good spares package, new 10 year HTP. Contact John Elliott – 07831 177311, [johnelliott.efm@btconnect.com](mailto:johnelliott.efm@btconnect.com)

