

Suggestion Box

There is an idea to re-name our grids as the titles Pre 61 and Pre 66 don't always – if they ever have – best describe the make up of cars and classes and are rather dull. We tend to run races for 'front engine' cars including 1.5 litre Class 7c rear engine cars and races for 'rear engine' cars. When we combine ALL our classes – as with the majority of races this year – we run 'team' races based on performance. The exceptions are when we run the **Nuvolari Trophy** - which is exclusively for Pre 1940 Grand Prix and Voiturette cars and the **Ascari Trophy** which is for Post 1940 'front engine' cars.

So, potentially three race titles. Put your thinking caps on and put pen to paper (or digit to keyboard) and send us some suggestions. You might win yourself a £100 reduction on next year's membership. Ideas please to: stella@hgpcanet

HGPCA ARCHIVIST

It sounds important, doesn't it? However, there is sadly no one responsible for keeping up the records of our cars, their race history and current ownership. We are wondering if there's a Member out there who might be interested in taking on the task.

If you think you'd like to explore the idea further or know someone who might, please get in touch. Clearly, the utmost discretion is required - we don't intend it to become a public archive – but would like to update and introduce some conformity to the database. Please contact stella@hgpcanet

Letters & emails

Hi Stella,

I am really disappointed that I cannot get to France this year.

Progress on my cars has been severely disrupted by several things - work, house, boat, a new addition to the family (chocolate Labrador, Annie) and a number of cracks found in the suspension components on my Cooper, some of which could have had consequences I don't want to think about. Full justification of Ted's suggestions in my view.

Thankfully, Brian Jolliffe has worked his welding magic and the repaired parts are going back for re-testing so fingers crossed I'll be out on track again soon.

Will keep you posted. Best, James Willis

Useful Numbers

RED TRUCK - contact Martin Greaves to arrange transportation to HGPCA events: c.p.eng@btconnect.com Tel: 01327 844415

WRA - Alex and Rosemarie can arrange accommodation at all our events. Contact them via email: info@wra-travel.com or telephone: +44(0)1904 471944

Notices

Dunlop Tyres

We are aware of supply problems with certain sizes of Dunlop R5 tyres whilst the factory relocates to Portugal. Until the situation is resolved, alternatives will be accepted but, please note as from January 2016, correct size and pattern tyres must be fitted to your race car to avoid a change of class – or worse! (If mixing pattern tyres, do check with John Pearson first +44(0)1327 857000). Please note that M Section Tyres are NOT acceptable in our grids.

Cars for Sale



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LDS 07 - Last of the Cooper based LDS marquee 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

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GRAND PRIX DE L'AGE D'OR - DIJON-PRENOIS

Vivre La Belle France

Everyone should love the Dijon-Prenois circuit. Not only is it fast with sweeping and demanding corners (with no "Bernie Ecclestone" chicanes), it's also in a beautiful part of France. Fine weather all weekend ensured that it was an occasion to fulfill members' wishes. For the second year Patrick Peter was the event organiser and, as in 2014, each HGPCA competitor was allocated his or her own covered competition car space. A strict rule not allowing private cars in the competitors' paddock ensured that the HGPCA area - the first space to be seen by the visiting public - was a credit to the Association and appreciated by the organisers.

Good relations with Peter Auto ensured that our practice and race timings were extremely suitable for the other main Dijon attraction - namely food and drink - either at the Red Truck or in Dijon's beautiful city centre.

Entries this year were fewer than in 2104, sixteen in the Pre 1961 race and twenty-two in the Pre 1966 race; nevertheless the quality was excellent.

Sadly, at the very moment Christian Dumolin started his ex Jose Albuquerque Maserati 250F for practice in the front engine race, the oil pump failed and he became a non-starter. On the first lap of practice, Chris Phillips suffered engine problems and pitted – fortunately a few laps with the Pre 1966 grid qualified him to race on Saturday. Fastest qualifying time was set by Julian Bronson in the Scarab with Guillermo Fierro's Maserati 250F a second and a bit slower. Stephan Rettenaier led the Pre-War competitors with his quick Maserati 6CM.



Tania Pilkington's Cooper behaved well at last! with Chris Wilson's T51 photo Richard Hampson

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Peter Horsman alongside Sid Hoole

Race 1 for the front engine cars – competing for the Nuvolari and Ascari Trophies - had 15 cars lined up with the Scarab on pole, a 250F alongside and the Monza Lister Jaguar and Dino Ferrari on the second row. The first lap first corner claimed its victims! As Guillermo braked for the corner with Tony Smith's Ferrari alongside, he suffered a puncture and the cars made contact - the Maserati to retire whilst the Ferrari continued after a quick visit to the pits. Julian Bronson established a clear lead which he held until the chequered flag. Numerous tussles took place midfield, the Cooper-Bristols of David Wenman and Chris Phillips kept close company, Richard Pilkington in the famous Talbot had a lonely race well ahead of the other Pre-War cars. Steve Hart, enjoying his invitation to race Gerry Hann's Maserati 250F, just held Marc Valvekens and his Aston at bay, helped considerably by Marc's spin on the last lap.

The starting grid for Pre 1961 race 2 was set by the fastest practice or race one time; this ensured that the quicker cars were at the front rather than starting from the back as would have happened in Guillermo's case. Tony Smith made a superb start in his Ferrari to be first into the bend at the end of the straight but, by the time they had returned to the start line, Julian was ahead in the Scarab. Midfield, the three Cooper-Bristols raced in close company but were split by Nigel Batchelor, who drove superbly in the Kieft to finish ahead of two of them. Rod Jolley managed to pass Steve Hart in the Maserati and was closing on Tony's Ferrari but his rear tyres were past their best and were shouting 'slow-down'. Stephan Rettenmaier was the winner of the Nuvolari Trophy and Julian Bronson won the Ascari Trophy – or rather the 'substitute' trophy as the original didn't quite make it in time! An incident free race and a credit to the Association.

Practice for the rear-engine cars followed the earlier grid and twenty-one cars took part, the only car missing being Alan Baillie's Cooper which had broken its transmission in testing on



Class 5: Ian Nulbball (1st), Martin Eyre (2nd), David Wenman (3rd) with Amanda Weston all photos Richard Hampson



Class 7c: Brian Mail (2nd) and Albert Streminski (1st) with Arbutnot Latbam's Amanda Weston and Chris Bland

Thursday. Early on, the fastest lap was recorded by Will Nuthall driving Giorgio Marchi's Cooper T53; Will relaxed in the pit lane until, suddenly, Peter Horsman had bettered his time; Will took to the track again but was unable to improve. Third fastest was a flying Eddy Park followed by Barry Cannell getting used to the ex-Bond Smith Cooper T51. Fastest V8 car was Mr. John of B in his Lola half a second in front of Sid Hoole in the Cooper. Yet again Tania Pilkington's Cooper developed a misfire – lots of head-scratching. It was very nice to welcome John Romano over from the States in our grid driving his beautiful V8 engine Brabham BT11.

Alan Baillie's crew worked wonders and the Cooper was fit for the start of the first pre 1966 race, albeit from the back of the grid. Poleman, Peter Horsman anticipated the red lights going off too well and had to lift off before accelerating away – result fifth into the first corner. Lap one and Will Nuthall led but Peter's Lotus was closing and, by the time they crossed the line on the second lap, Peter was in the lead - a position he was to hold until the end of the race.

Barry Cannell, at one point was third, but dropped back and was passed by Sid Hoole. The result was a superb race between Barry, John of B in the Lola and John Evans in his Brabham for fourth place. One of the biggest smiles at the end of the race was from Tania – she had run without

JUNE NEWSLETTER



Pre 61 - 250F with repaired nose! photo Richard Hampson



The Kool Gang in Class 11 - Sid Hoole and John Romano

the Cooper engine cover fitted and had completed the race without a misfire – the first time for many years. The top three in the race – all Board Members - were presented with their trophies on the podium – sad to see only one was wearing HGPCA overalls.

For the second race for the rear-engine cars the French organisers finally understood our request for a one by one staggered grid - just as well as Peter Horsman on pole was left stationary on the grid until at least half of the cars had passed him. However you can't keep a good driver down and by the fourth lap he was in the lead again. The V8 Cooper of Sid was flying such that, at about half distance, he had passed the leader with Will Nuthall in third. Will's Cooper was off song and he was unable to make any impression on the two in front. Behind these three, Barry Cannell and



Barry Cannell and Eddy Park lead the Pre 66 grid through Dijon's sweeping curves all photos Richard Hampson



Louis Quiniou on his last day before the big move to the FIA



John Evans and Mr John of B

John Evans continued to battle for fourth place soon to be joined by and Peter Studer in the Lotus and the Lola of Mr John of B. Three seconds covered fourth to seventh place – a very close finish.

Scrutineer Brian Gilbert-Smith was accompanied by Candy in the AC Ace as he'd organised one of his splendid 'tours' – this one to the French gorges, starting at a rendezvous in Baune on the Sunday evening – and they were heading straight off after our second race of the afternoon. Chris and Sandy Wilson were also booked, driving their Lancia Stratos and Brian and Jacqueline Horwood managed to get to the circuit in time for our races (and lunch) before heading on to Beaune in the Ferrari. Several other 'Bertie Tourists' also joined us and loved the cars and the atmosphere in the



Class 9: Tania Pilkington (3rd and Driver of the Day) with Tony Dilberidge (1st) and Brian Jolliffe (2nd) with Arbutnot Latbam's Amanda Weston and Chris Bland

paddock as well as the excellent the lunch prepared by Wendy, Bob, Sophie and Si.

Our normal prizegiving was enhanced by three magnums of champagne for the winners of each race. John Bond-Smith had been given them by Mark Bradstock Racing (trainer of Conegree - Cheltenham Gold Cup winner 2015) and generously donated them to the HGPCA. Even better... Peter Horsman popped into the chosen restaurant for Sunday supper and asked them to pop his bottle in the fridge to chill. Martin GP, birthday girl, Jo Greenwood and the rest of us enjoyed a very pleasant evening dining al fresco and putting the world to rights.

The new barbeques were christened for lunch on Saturday and will make another appearance at Brands Hatch next month. Special thanks to the Beever's, Brian, Neil (our 'second' scrutineer), photographer Richard Hampson and possibly even greater thanks to the Red Truck team – Martin Greaves, Andy and Tom – who had to set the unit up in the searing heat on Thursday – for all their efforts over the weekend and a really really big 'Thank You' to Ellie Birchenhough who was able to transport Neil from Dorchester to Dijon and back again.

GRAND PRIX DE PAU HISTORIQUE - 23/24 MAY

Pau - gateway to the Pyrenees

The first of our double headers in France was a very welcome return to the street circuit in Pau which held the French Grand Prix in 1930 in February in the snow! We all know the variations of weather that this beautiful city 'enjoys' but, fortunately, we've never had to endure snow!!

All our heroes have raced through the town: Nuvolari, Etancelin, Fangio, Villoresi, Ascari, Behra, Trintignant, Brabham and Clark have all won races in cars now in the HGPCA 'stable' and, in May, the winner of the Pre 1961 HGPCA race was Guillermo Fierro in his stunning Maserati 250F. The car was raced here in the 1955 Grand Prix de Pau by Luigi Musso but he retired suffering valve problems - a far better result was in store for the glorious beast this time!

The HGPCA have supported the Grand Prix de Pau Historique many times since it was started back in 2001 by Eric Helaine and his organisation Rayon d'Action and our last visit two year's ago we ran under the patronage of Patrick Peter/Peter Auto. This year, Laurent Valery-Masson and his HVM team welcomed us to a very relaxed paddock where we were able to park up our trucks, trailers, motorhomes and vans in a cosy encampment around the Red Truck. Of course, we realise that organisers normally want to present the best images to the spectators which means a lot of trudging between trailer parks and race car - and we do work with them - but, how wonderful to be able to ignore all that and be 'clubby' for the weekend. The reason, of course, was that the 'area' had been mapped out for HGPCA but our anticipated grid was considerably smaller than expected.

HVM were very keen to have our participation and had organised a Welcome Dinner on Friday, exclusively for HGPCA competitors, in the restaurant on the corner of the circuit opposite the station. Despite our diminished grid, we all know how to party and numbered eighty-two on the night! The meal and atmosphere were excellent even though the aperitif - a rather strongly flavoured kir - was not to some guests' liking. Thank you to Laure Van de Vyver for making all the arrangements.

So, the weekend began well. The weather forecast had improved in the days leading up to the event and the only inclemency was Saturday evening's



Friday evening in Au Fin Gourmet photo Richard Hampson

shower/downpour after the racing was over, the remainder being sunny and warm. FREE free practice sessions saw all but one car out on track - Rainer Ott decided that three outings over two days was quite enough for his Cooper in the Pre 66 grid.

Our numbers were enhanced in the Pre 61 grid by a second entry from Jean-Marc Laffont with Francis Courteix driving his Bugatti and an invited Frazer-Nash Le Mans Rep driven by Didier Marty and all went out for free practice. Julian Bronson posted fastest time at exactly 104kph - 1.36.216 but the car sadly failed in qualifying allowing Fierro to capture pole position for Race 1. Second on the grid would be Tony Smith with Klaus Lehr third. Behind the red cars, Class 5 was to be represented by Ian Nuthall, Paul Grant and Martin Eyre with Nick Topliss in ERA R4A close behind. John Bussey's Cooper - one of only two rear engine cars on the grid was quicker than Jean-Marc Laffont's Cooper-Bristol and Spike Milligan's Connaught with Brian Maile's little Cooper entered followed by Richard Pilkington's Talbot, the Frazer Nash and the Bugatti.

Mid term Martin Eyre's gearbox expired in front of the station hairpin, causing him to slide to a halt alongside the tyre wall. He was sitting there as Tony Smith's Dino powered into the corner, slid and spun dramatically on the Cooper-Bristol's oil but miraculously managed to do the full circle without contact. Gasps issued from the crowded grandstands and the Dino continued up the hill. Eyre's car was pushed into retirement in the station car park. Unfortunately, flag marshalling was not up to scratch and many of the



Richard Pilkington in the Talbot and Nick Topliss in ERA R4A photo Richard Hampson



Tony Smith in the Ferrari Dino and Klaus Lehr in the 250F photo Richard Hampson

cars were caught unaware of the danger they were approaching down the pit straight.

Sunday morning saw Bronson on top form, moving up seven places from the back of the grid on the first lap. Another two places were gained on the next and by lap four the Scarab was up to third behind Fierro and Smith. Sadly, the Ferrari Dino pulled into the pits on the sixth lap with engine problems. There were some excellent battles in the field with John Bussey's Cooper chasing Paul Grant's Cooper-Bristol for the entire race and Nick Topliss challenging Ian Nuthall's Alta, lap after lap, finally overtaking him three-quarters of the way through. Bronson passed Guillermo's Maserati on the penultimate lap with Klaus Lehr in third. The podium had the German, British and Spanish flags in their correct places - it wasn't quite the same story in the afternoon when, curiously, Klaus Lehr became 'British' and Ian Nuthall 'German'! Fortunately, they got the National Anthem for Spain right for Fierro.

The second race was once again, full of very close racing and tight battles but the cars remained in exactly the same order as they started throughout the entire race except that the leader - Bronson's Scarab - was lost on the 9th lap with faulty ignition. It wasn't easy to choose a Driver of the Day but Nick Topliss was the recipient having driven the less-than-easy-to-handle ERA so well in such close proximity to Ian Nuthall, Paul Grant and John Bussey.

The Pre 66 grid was split 60/40 Lotus and Cooper with the addition of Patrick Jamin's Lola and included a trio of Classic Team Lotus prepared cars - Andy Middlehurst in John Bowers' stunning Lotus 25, Andrew Beaumont in his Lotus 24 and Dan Collins in his Lotus 21. The Coopers included Rod Jolley's stalwart Cooper T45/51, Barry Cannell's T51, Rainer Ott's T53 and Chris Wilson's pretty Cooper Maserati. It was



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Pre 66 Race Start photo Richard Hampson



Lucretia, Guillermo and Nachos Fierro photo Richard Hampson



Dan Collins in the Lotus 21, Rainer Ott in the Cooper T53 and Barry Cannell in the Cooper T51 photo Richard Hampson



Class 5: Jean-Marc Laffont (3rd), Ian Nutball (1st) and Paul Grant (2nd) with Amanda and Chris photo Richard Hampson



Wrong flags?!: race winner Guillermo Fierro with Klaus Lebr (2nd) and Ian Nutball (3rd) photo Richard Hampson



Spike Milligan in the Connaught photo Richard Hampson



Driver of the Day: Dan Collins with Arbutnot Latham's Amanda Weston and Chris Bland photo Richard Hampson



Class 7b: race winner Rod Jolley with Andrea Guarino (3rd), Barry Cannell (2nd) and Amanda photo Richard Hampson

great to see Members who aren't able to race that often – Larry Kinch, Patrick Jamin and Federico Buratti – out with their cars.

Dan Collins visited the armco in free practice which Classic Team Lotus did well to rectify before qualifying. Although Andy Middlehurst posted fastest time in free practice and qualifying, he only managed three laps in the first race due to transmission maladies which CTL, sadly, were unable to remedy. The races well and truly belonged to Rod Jolley in the Cooper. The car might be four years older than the 24 – and the driver considerably more than that – but the combination is very difficult to beat as Andrew Beaumont was to discover in the first race. Rainer Ott, Barry Cannell and Dan Collins did a fair bit of swapping positions with Dan spinning on the penultimate lap to drop behind them both.

Race 2 was Rod's from start to finish with Beaumont's Lotus 24 up for second until disaster struck on the 9th lap when his gearbox became recalcitrant and he retired leaving the second step vacant

for Dan Collins who earned himself Driver of the Day and a well deserved third for Barry Cannell in only his third outing in the pale green and red BRP Cooper.

With no direct flights running to Pau itself, and the route to Biarritz costing the earth, several people decided to drive to the circuit including DSO for the weekend, Ted Rollason, who drove his beautiful blue E-Type but Bertie Gilbert-Smith 'played safe' in the Mercedes. Both cars behaved impeccably.

At the suggestion of new Board Member, Sir John Chisholm, we invited the Formula Junior competitors to a drinks party on Saturday evening in the Red Truck. Wendy and Bob prepared some tasty nibbles and we all enjoyed a nice get-together.

The town was as stunning as ever. The glorious trees, flora and fauna (due, no doubt to the changeable weather patterns) that surround our cars in the paddock and the wonderful array of restaurants along the Boulevard des Pyrenees and in the narrow cobbled streets of le quartier du château make Pau one of the most enjoyable events in the calendar. The HVM team, Laurent, Laure and Arthur are a delight to deal with. Unfortunately, the entry level was not good enough to guarantee a return visit... why were not more of you there?

2015 SEASON OPENER - ESPIRITU DE MONTJUIC - 17-19 APRIL

Breaking free in Barcelona

Acknowledgement of history is an essential function of the Association's ethos but, from time to time, it is essential to re-evaluate procedure and embrace change. The choice to open our 2016 season in Continental Europe as opposed to the UK was met with mixed response but our Silverstone Test Day can no longer guarantee viability. With the Members Meeting at Goodwood requiring many of our cars to be race-prepared, tested and ready a month or more before our traditional April season opener followed by the VSCC Spring Start our numbers were down considerably in 2014.

Circuit de Catalunya is a racer's playground, technical yet flowing, unforgiving yet benefiting from the excellent safety standards incorporated during its construction in 1991. The April meeting came highly recommended by Martin Grant Peterkin who had been there last year as a Steward. However, it was a tall order for competitors to arrange long distance travel with racing cars that have barely been 'out of the box' so early in the year. In reality, the distance to Barcelona is similar to driving to Monte Carlo from the north of France so it's not quite as taxing as one might imagine but we were still overjoyed with the level of entries.

Friday afforded the opportunity to test and learn the circuit and our enclave was awash with the faces of happy competitors enjoying the first rush of racing adrenalin for several months. Early feedback from drivers was that the circuit appeared to be quite taxing but, after a few dedicated laps, its demeanour softened and gave way to a most pleasurable experience. One driver who quickly found his feet was Jon Fairley whose journey from South Yorkshire was rewarded by securing pole position in the Brabham BT11 that hadn't been out on the track since its successes at Zandvoort last August.

The first true day 'back at school' saw a blistering run from Fairley - just over two seconds faster than Peter Horsman's Lotus 18/21. The lead duo were bolstered by Rod Jolley, third in his Cooper T45 whilst Julian Bronson was back to his usual tricks of mixing the front-engined Scarab with the remaining rear-engined cars, qualifying in fourth place ahead of Chris Locke's Lotus 32B and Eddy Perk's Heron F1. Several cars experienced early season gremlins and Malcom Cook, Paul Grant, Brian Jolliffe, Anthony Goddard and Tony Ditheridge all made impromptu visits to the pits. Friday's qualifying field was absent of Jordi Puig whose return to the HGPCA after a two season sabbatical came to an abrupt end when the engine on his LDS let go in testing on Thursday. Goddard and Grant both experienced oil leaks but managed to repair them and make the first race on Saturday from the back of the grid.

Event promoter, Jesus Pozo had aspirations to break the Guinness World Record for the maximum number of running Grand Prix cars to be gathered at any one time on Spanish soil. A good hand of HGPCA members participated despite the searing heat and we are grateful for their support, which afforded some great publicity shots.

Competitors were fettling into the early evening to ensure that their steeds were in good shape for the first race of the season and were appreciative of a break at the paddock drinks-party held jointly between The Masters Series, Group C and the HGPCA. It was a welcome opportunity for competitors from all series to get together and enjoy the



Sunday front engine podium - Bronson/Fierro/Grant
photo Richard Hampson

ambiance of the meeting which has as much going on in the paddock as it does on track. Saturday dawned bright and sunny, and following a mid-morning drivers briefing, the first race of the weekend was ready for kick off, mid-afternoon. Stephen Bond did not have a great start, mistakenly knocking his 'kill' switch on the formation lap but he was able to re-ignite the Lotus 18 and start from the pit lane.

From the start, Fairley leapt ahead with Horsman in hot pursuit – behind there were various slip-ups - David Wenman had lost first gear in his Cooper-Bristol but managed to race despite a boggy start, Guillermo Fierro went off-piste in the Maserati 250F and Barry Cannell only managed three laps in his new Cooper T51 before having to retire with a broken gear selector, whilst Alex Morton had a loose plug lead so his Formula Junior Lightning Envoy (substituted at the last minute when the 'fresh' engine in the Lotus exploded in his garage at home) had a stifled race. Bronson was playing cat and mouse with Chris Locke's Lotus until it ran sick and he dropped off the pace with a minor fuel issue and left Locke to pursue Jolley but he struggled to see a clear line past the Cooper T45/51. Eddy Perk began to threaten Rainer Ott and passed him on the sixth lap but Rainer came back at him and the pair finished sixth and seventh respectively. Ian Nuthall had switched the Alta back onto petrol for this season and was slightly down the ranks of his normal position but the ease of running on normal fuel affirms that the alteration has been worthwhile. Andrew Beaumont's Lotus 24 car was delayed and so had substituted his LDS and was enjoying his drive despite it being a lonely race for him. Erik Staes and Stephen Bond were having a good tussle until Erik's Lotus started to missfire. With five minutes left, Fairley eased off the gas as his lead was secure and the long straights at Circuit de Catalunya were demanding the highest revolutions from the engine. He headed towards the chequered flag 2.75 seconds ahead of Peter Horsman.

Chris Locke eventually managed a successful pass on Jolley to take third place, 5.9 seconds behind Horsman and four seconds ahead of Jolley. With the demise of the Scarab, the first nine places were the domain of rear-engined cars, Marc Valvekens was the first front-engined car home in tenth ahead of the Class 9 and 10 rear-engined cars of Bond, Ditheridge and Staes with Klaus Lehr's Maserati 250F finishing fourteenth. Our first race of the new season was, most importantly, a safe one but with enough drama to keep everyone on his toes. Impressively, only four cars fell by the wayside.



The HGPCA drivers - left to right: Malcolm Cook, Rod Jolley, Rainer Ott, Paul Guillermo Fierro, Brian Ma



The wet track on Sunday required the safety car for the first part of the race
photo Richard Hampson



Klaus Lehr in his 250F ahead of Malcolm Cook's T43
photo Richard Hampson

That evening, the HGPCA hosted two dinner parties, one for competitors staying in Barcelona city in Las Ramblas at 'Los Caracoles' – founded in 1835 by the Bofarull family and still run by them today - and a second at the famous 'El Trabuc' traditional Catalan restaurant for those staying in close proximity to the circuit in Granollers. Over seventy attended this mecca for Formula One glitterati and enjoyed an enormous amount of hearty fayre!

On Sunday, our race was due to start after lunch and Jesus had organised a trip to the old banked circuit at Autodromo de Sitges-Terramar which remains unaltered or restored since its construction in 1923. The



Grant, Peter Horsman, David Wenman, Alex Morton, Julian Bronson, Marc Valvekens, Tony Ditheridge, Erik Staes, Eddy Perk, Brian Jolliffe, Klaus Lebr, ile, Ian Nurball, Paul Bussey, Barry Cannell and Stephen Bond photo Alex Lawrence - The Whitewall



Saturday front engine podium: Valvekens/Lebr/Grant with Chris and Amanda photo Richard Hampson



An extraordinary experience at Autodromo Terramar



Team winners: Mary for Paul Grant and Brian Jolliffe with Amanda and Chris photo Richard Hampson



Jacqueline collects for Marc Valvekens with Arhbutnot's Amanda Weston and Chris Bland photo Richard Hampson



Brian Jolliffe's T45/51 alongside Erik Staes' Lotus 18/21 photo Richard Hampson



2nd Team: Jon Fairley, Ian Nurball and Alex Morton with Arhbutnot's Amanda Weston photo Richard Hampson

The 'fix' on Barry Cannell's gearbox had not endured the demands of the circuit and he had to curtail his race early once again - a sad start to a promising career in the T51. In the final laps, the sun was out and a dry line had formed, but the field were still some forty seconds off the pace of Race 1. Jon Fairley completed the double with an eleven and a half second advantage to Horsman who had six seconds clear of a heroic Bronson - who nursed the Scarab home in third and the first front-engined car home. Eddy Perk enjoyed a great class win in seventh, four seconds ahead of rival, Andrew Beaumont. Paul Grant's efforts to stem his Cooper-Bristol's oil leak were worthwhile as he finished the race in sixth, the third front-engined car home and Class 5 winner.

Despite a soggy ending, everyone thoroughly enjoyed their sojourn to northern Spain to start the season and competitors were unanimous to support a return in the future. Guillermo Fierro was awarded 'Driver of the Day' for a redeeming performance to finish fourth and Stephen Bond enjoyed the similar accolade for his ninth position finish.

We were afforded the most marvellous welcome in Barcelona and the Association extends its thanks to Jesus Pozo along with his team, our friends at the Masters Series (for inviting us) and to the competitors who supported this hugely successful event. It was wonderful to have the Red Truck on site (albeit at the furthest corner of the paddock to our garages despite Martin Greaves' best efforts to pitch behind our cars) and the Beavers catered for us superbly. The event is clearly trying to appeal to modern and classic car enthusiasts as well as those wanting a fun day out with music, dancing and entertainment for the youngsters but also works hard at its core strength - the racing. I think we'll be back... (GMC)

circuit is extremely difficult to locate as it is now hidden behind a modern housing estate and access is via dirt tracks but, if we visit Catalunya again, it's definitely worth a visit. The concrete is in a far better state than Montlhery and, with the oval at both 'ends' extraordinary to drive around without turning the steering wheel - God's honest truth! We were told the story of a famous racing driver showing off and driving around at speed and yanking the steering wheel from its shank, throwing it away into the grass (Guy Plante, eat your heart out!) and continuing without problems.

The forecast thunder showers came to fruition on Sunday and irritatingly, let go in a major way moments ahead of our mid-afternoon race. Competitors had a good drenching as they gathered

to start in the pit lane and the race was begun under the safety car as visibility was so poor.

This was the first time that we applied the new grid order for Race 2 based on the best time in qualifying or race 1 and it was well received, eliminating cars that failed in Race 1 starting from the back of the grid and hopefully a huge step forward for the safety of our racing.

By the time the safety car peeled off there were only twelve minutes of racing left and Fairley was on a mission to secure a double win. Chris Locke had to leave the event to catch a flight leaving the door open for Julian Bronson in the Scarab - the HGPCA's very own 'rainmeister' - and he passed Peter Horsman in the blink of an eye. His problems from the previous day returned, yet he battled on despite the intermittent misfire. Alex Morton's car was singing the right note now but he faced a charge from Guillermo Fierro who was working his way through the field and the Spanish driver in his Italian Goliath swallowed up the Formula Junior with five minutes left.

DONINGTON HISTORIC FESTIVAL - 2/3 MAY

William Nuthall Delights Donington



Race 1 start photo Jim Houlgrave



Scotty Taylor in his T53, Eddie McGuire in his Cooper-Bristol and Clive Wilson in his T43 being lapped by Sid Hoole - making a welcome return to racing - in his T66 photo Richard Hampson

It's easy to take Donington Park for granted given that it's one of seventeen UK venues in active use, but, when taking a quiet moment to walk out onto the old Melbourne loop, synonymous with the leaping Silver Arrows cars, it is definitely a hallowed turf with the special atmosphere that one only senses at locations like the old banking at Monza or at the bottom of Eau Rouge at Spa-Francorchamps.

Historic Promotions' 'Donington Historic Festival' is now in its fifth year and has definitely become one of the great historic meetings in the UK. We were pleased to return – two years ago we ran the inaugural Nuvolari Trophy Race with 28 runners in Pre 1940 Grand Prix and Voiturette cars.

One element bemoaning Donington is the limited paddock space and to add fuel to the fire, there was no access before Friday evening so, understandably, tempers were a little frayed until the flood gates were opened and a full grid of competitors with a number of reserves were comfortably installed in their garages. Sadly the British weather was still cradling a winter chill so a hectic Saturday morning of scrutineering, qualifying and a drivers' briefing occurring before lunch was also a cold one.

Will Nuthall was enjoying his first run of the season in Giorgio Marchi's Cooper T53 but his qualifying was curtailed with a differential issue and it looked like his weekend might be over - a huge disappointment given that Giorgio and his wife had travelled from Italy to support Will's efforts. Jon Fairley and Peter Horsman re-ignited their Barcelona needle match with Fairley's Brabham BT11 running a quarter of a second ahead of Horsman's Lotus 18/21. Julian Bronson had his first 2015 outing on UK soil in the Scarab and qualified third, the first front-engined car ahead of Michael Steele's Connaught in ninth. New member Chris Drake joined us for the first time in his recently acquired Cooper T53 - great news for the Association that the ex-John Coombs/Alasdair McCaig car will be back racing with us this season. He was rapidly on the pace, qualifying fourth but towards the end of the session, his engine dropped oil and he spun off at Goddards. No-one was going to improve with this much grease on the circuit so most chose to curtail their efforts and retire to the pits.

Our full-to-capacity grid made Donington look small, a few members experienced problems with their cars and had to pit for a quick fettle (thankfully none serious, other than the aforementioned Marchi Cooper) and it was quite a sight as they lined up for the flag at the start of Race 1. The temperature had dropped



Guillermo Fierro's 250F edges past Marc Valvekens in the Aston photo Richard Hampson



Race Winners Jon Fairley in the Brabham and Peter Horsman in the Lotus photo Richard Hampson

even further and there was a steady drizzle of rain so everything was on the cards for a strong Scarab performance. Whilst Jon Fairley did his best at the front, Bronson slithered past Horsman for second and Michael Steele and Paul Grant were having a great battle as second and third front-engined cars in the race. Behind the trio of Sid Hoole, (making a welcome return since the terrible accident in his Formula One Ensign at Silverstone Classic last July), Alan Bailie and Peter Mullen were engaged in battle which made for a great sight. On lap three, Peter Horsman passed Fairley at Redgate followed by Rod Jolley in the Lister Jaguar Monzanapolis who made a brave move around the outside of Guillermo Fierro's Maserati 250F. Nick Topliss was leading his bullets in one of two Aston Martin DBR4s on the grid and diced with him for many laps until Wolfgang experienced a gearbox problem which was a shame as he was having a great race dicing with Klaus Lehr's Maserati 250F as well. A one and a half second gap buffered Horsman and Fairley by the mid-section and, further down the grid, Alan Bailie and Peter Mullen had passed Hoole with the top three in their sights. Nigel Batchelor in the Kieft and David Wenman in his



Saturday race winner, Peter Horsman, with Arbutnot Latbam's Amanda Weston photo Jim Houlgrave



David Wenman in his Cooper-Bristol alongside Nigel Batchelor in the Kieft photo Richard Hampson

Cooper-Bristol were a great spectacle battling hammer and tong, lap after lap, swapping places nearly every time they came into view - it was a delight to see after both competitors repeatedly fell victim to mechanical woes last season. Rod Jolley had a moment in the Lister Jaguar and collected Paul Grant at McLeans - thankfully neither were badly damaged, but the exhaust had been wrenched off the Cooper-Bristol leaving Paul Grant with an extensive amount of fettle on his birthday weekend. Fairley could not touch Horsman in the wet and backed off as the flag drew nearer and Horsman enjoyed his first victory of the new season. John Evans in the Brabham BT4 and Barry Cannell were having a good tussle too and Evans was delighted to finish four seconds ahead in eighth place. Michael Steele was the second front-engined car home and ahead of Marc Valvekens (Aston Martin DBR4) and Guillermo Fierro (Maserati 250F) in tenth,



Stephan Rettenmaier in his Maserati 250F and Richard Pilkington in his Talbot Lago photo Richard Hampson



Julian Bronson sports his trophy for third place on Saturday with Amanda Weston photo Jim Houlgrave



Driver of the Day Michael Steele with Arbutnot Latham's Paul Denman and Chris Bland photo Jim Houlgrave



Driver of the Day, Will Nuthall with Arbutnot Latham's Paul Denman photo Jim Houlgrave



Sunday winners: Jon Fairley, Will Nuthall and Barry Cannell photo Jim Houlgrave

eleventh and twelfth, to Julian Bronson's Scarab in third. Sid Hoole clawed back fifth from Alan Bailie, completing a 'Hoole Racing' fourth and fifth with Peter Mullen's glorious BRM that the team prepares, just under a second ahead.

It was early evening by the time we finished on Saturday and members were welcomed to a large but inaccessible hospitality box at Goddard's to enjoy the 1000km race organised by Carol Spagg. Arbutnot Latham had generously sponsored the alcoholic refreshments and most of our competitors joined in to analyse a busy day and watch a Chevron B8 and Lola T70 dominated grid race into the dark - emulating the great races of the late 1960s.

One member was unable to attend the party... Will Nuthall drove cross-country on a mercy mission to Cambridgeshire to access spare parts from Hoole Racing in a bid to make it to Sunday's grid in the Cooper T53. He returned home in the dead of night and the IN Racing team commenced work early on Sunday morning to get the car back out for the second race. Thankfully, there was plenty of spanner time in hand with a very late final race on Sunday

The superb programme at Donington Historic provided opportunity to participate in other races although many members took the opportunity to just relax and catch up with friends. Sunday morning was blighted by heavy rain but it brightened mid-morning and, by the time our cars lined up in the assembly area, sunglasses were required - although there was still a fresh wind whipping across the park.

Jon Fairley was on pole, despite finishing second, courtesy of our new race 2 grid formation, which was really put to the test with thirty-four cars lining up for the second race. Will Nuthall was the exception because he'd not even completed qualifying in the Cooper T53, but, having participated in other races at the event he was permitted to start from the back of the grid. The drop of the flag hailed the commencement of a most memorable sight as a grid spanning nearly every chapter of the HGPCA's book roared off to fight for spoils on Donington's 1.9mile circuit.

Sadly, Jon Fairley bogged down off the start due to a problem with first gear and Peter Horsman took the advantage but, as Fairley closed on him, the Lotus failed and Fairley commenced his dominating charge. The eyes of the crowd were focused further down the field though watching Will Nuthall charge from the back of the grid in great style. By lap four he was up to ninth and had bagged fastest lap by the seventh. Up front Barry Cannell's Cooper had a turn of foot and he was locked in battle with Sid Hoole and then promoted himself to third place. As the halfway point neared, Fairley was a comfortable three quarters of a second clear of Julian Bronson - running second in the Scarab. The front-engined cars were holding their own with Guillermo Fierro's Maserati 250F threatening Alan Baillie's Cooper T71/73, Klaus Lehr had re-ignited his Maserati versus Aston Martin battle with Wolfgang Friedrichs and Stephan Rettenmaier's ex Salvadori Maserati 250F locking horns with Nigel Batchelor's Kieft GP. This seems an opportune moment to mention how glorious Stephan's Maserati sounded, whilst it might not be the fastest, its original livery and glorious exhaust note affirm it as a real jewel in our grid's crown.

Jon Fairley was maintaining his lead on Bronson but all the action was brewing up behind. Will Nuthall made his move on Sid Hoole and there was a sense that this was not going to be an easy move as Nuthall drew up alongside Cannell going into Redgate. He

held his line as the pair headed into the Craner Curves. It was a poetic sight as they completed nearly a full circuit side by side and a fantastic demonstration of how exciting and safe HGPCA competition can be. Nuthall was not willing to partake in a second lap of tango with Cannell and pulled ahead at Redgate with three laps to go and he swallowed up Bronson who was faltering. On the last lap, Barry Cannell secured his return to the podium in a single seater for the first time in seven years by a close margin of just over a second to Bronson.

There was a time where it looked like Nuthall may reel in Fairley as he'd taken four seconds out of his lead time but the margin was too monstrous and the pair crossed the finish line 5.3 seconds adrift. Steve Hart had enjoyed a productive race in Chris Wilson's Cooper Maserati to finish sixth and bolstered his team's position to take the top prize. John Evans was enamoured with two very good races in the Brabham BT4 finishing seventh. Guillermo Fierro came home as the second front-engined car and Class 6 winner in ninth, one and a half seconds ahead of Michael Steele's Connaught who was awarded 'Driver of the Day' for a gallant effort in the 1957 Connaught. There was no debate as to who should be awarded 'Driver of the Day' for the rear-engine cars and Will Nuthall was overjoyed at the prize giving having redeemed a weekend that looked completely lost and reward the staunch support of the Marchis.

HGPCA members and their friends gave a rousing rendition of 'Happy Birthday' to Paul Grant, who celebrated his birthday finishing twenty-second after all of his woes and to Bob Beever who had quietly celebrated his two days previously but had been unable to celebrate as he was busy setting up the catering arrangements in the Red Truck. (GMC)

Notice

EAR PROTECTION

If you don't have proper ear protection sorted, Dave Marshall of Ultimate Ear Protection will try and arrange for someone to come to Brands Hatch and/or Silverstone Classic to get you fitted with a set of their excellent plugs. Web site: www.ultimateear.com Contact Dave via email: @ultimateear.com and telephone: +44(0)1689 876885

Barcelona - Espiritu de Montjuic - 17-19 April, 2015

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No.	Surname	Name	Make/Model	CC	Colour	Year
Class 5 - 1952/53 2 litre Grand Prix cars							
6	19	Grant	Paul	Cooper-Bristol Mk2 3/53	1971	Blue/Red	1953
16	9	Wenman	David	Cooper-Bristol Mk1 3/52	1971	Green	1952
DNF	1	Nuthall	Ian	Alfa F2	1980	BRG	1952
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
DNF	28	Adelman	Graham	Maserati 250F 2526	2493	Red	1958
4	31	Fierro	Guillermo	Maserati 250F 2501/2523	2493	Red	1954
13	248	Lehr	Klaus	Maserati 250F CM5	2500	Red	1957
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels							
DNF	5	Smith	Tony	Ferrari 246 Dino 0007	2500	Red	1960
Class 7b - Pre 1961 Grand Prix cars on 15" wheels							
12	2	Jolley	Rod	Cooper T45/51	2495	BRG	1958
20	3	Cannell	Barry	Cooper T51	2500	Green/Red	1959
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
19	41	Maile	Brian	Cooper T41	1460	Green	1956
DNF	34	Bussey	John	Cooper T43	1460	Blue	1957
Class 8 - Formula Libre and Indianapolis cars							
3	30	Bronson	Julian	Scarab Offenhauser	2500	Blue/White	1960
11	16	Valvekens	Marc	Aston Martin DBR4/4	3000	Green	1959
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
14	14	Cook	Malcolm	Cooper T43	2000	Blue/White	1957
15	47	Jolliffe	Brian	Cooper T45/51	1960	BRG	1958
18	8	Ditheridge	Tony	Cooper T45	1960	Green	1958
Class 10 - Pre 1966 1.5 litre 4 cylinder F1 cars & 1964/65 F2 cars of not more than 1000cc							
5	21	Morton	Alex	Lotus 21 939/952	1498	Green/Gold	1961
7	37	Perk	Eddy	Heron F1	1488	Red/Gold	1960
8	4	Beaumont	Andrew	LDS	1487	Red/black stripe	1961
9	20	Bond	Stephen	Lotus 18 912	1500	Blue/White	1960
17	13	Staes	Erik	Lotus 18/21 P2	1475	Green/Red	1962
DNF	128	Goddard	Anthony	Cooper-Alfa T56/59	1500	Red	1962
DNS	62	Puig	Jordi	LDS 06	1470	Dark Blue	1961
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
DNS	57	McCabe	Charles	BRM P57 2	1498	BRM green	1961
Class 12 - Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres							
1	11	Fairley	Jon	Brabham BT11	2500	Green	1964
2	22	Horsman	Peter	Lotus 18/21 P1	2495	Dark Blue/White	1961
10	61	Ott	Rainer	Cooper T53	2700	BRG	1961
DNF	32	Locke	Chris	Lotus 32B F2 7	2495	Green/Yellow	1965
Invitation Class							
5	21	Morton	Alex	Lightning Envoyette	1100	Green/Gold	1962

Winning Team: Andrew Beaumont, Paul Grant, Brian Jolliffe, **2nd Team:** Jon Fairley, Alex Morton, Ian Nuthall, **3rd Team:** Graham Adelman, Malcolm Cook, Peter Horsman

Drivers of the Day: Guillermo Fierro and Stephen Bond

Donington Historic Festival 2015 - Sat 2nd/Sun 3rd May, 2015

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No.	Entrant	Surname	Name	Make/Model	CC	Colour	Year
Class 2 - 1935 - 1951 Grand Prix cars running on 18" or 19" wheels								
28	5		Pilkington	Richard	Talbot Lago T26 SS	4482	French Blue	1937
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels								
23	4		Topliss	Nick	ERA R4A	1998s	Blue	1935
Class 5 - 1952/53 2 litre Grand Prix cars								
18	75		McGuire	Eddie	Cooper-Bristol Mk 1 8/52	1971	BRG	1952
22	19		Grant	Paul	Cooper-Bristol Mk2 3/53	1971	Blue/Red	1953
24	39		Wenman	David	Cooper-Bristol Mk1 3/52	1971	Green	1952
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels								
9	31		Fierro	Guillermo	Maserati 250F 2501/2523	2493	Red	1954
19	248		Lehr	Klaus	Maserati 250F CM5	2500	Red	1957
29	25		Rettenmaier	Stephan	Maserati 250F 2507	2493	BRG	1954
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels								
10	28		Steele	Michael	Connaught C8	2500	Green	1957
20	12		Friedrichs	Wolfgang	Aston Martin DBR4	2493	Green	1959
Class 7b - Pre 1961 Grand Prix cars on 15" wheels								
2	10	Giorgio Marchi	Nuthall	Will	Cooper T53	2495	Green/White	1960
3	3		Cannell	Barry	Cooper T51	2500	Green/Red	1959
16	7		Griffin	Paul	Cooper T51	2495	Dark Blue	1959
DNS	9		Drake	Chris	Cooper T53	2495	Green/White	1960
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres								
21	43		Wilson	Clive	Cooper T43	1475	Green	1957
32	41		Maile	Brian	Cooper T41	1460	Green	1956
Class 8 - Formula Libre and Indianapolis cars								
4	30		Bronson	Julian	Scarab Offenhauser	2500	Blue/White	1960
13	2		Jolley	Rod	Lister Jaguar Monzanapolis	3781	Silver	1958
15	16		Valvekens	Marc	Aston Martin DBR4/4	3000	Green	1959
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres								
6	27	Chris Wilson	Hart	Steve	Cooper Maserati T51	1914	Red	1959
14	14		Cook	Malcolm	Cooper T43	2000	Blue/White	1957
26	29		Davies	John	Cooper T45	1998	Black/White	1958
27	8		Ditheridge	Tony	Cooper T45	1960	Green	1958
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars								
12	71		Baillie	Alan	Cooper T71/73	1498	BRG	1964
30	13		Staes	Erik	Lotus 18/21	1475	Green/Red	1962
31	20		Bond	Stephen	Lotus 18 912	1500	Blue/White	1960
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars								
5	66		Hoole	Sid	Cooper T66	1495	Blue/White	1963
11	26		Mullen	Peter	BRM P261-2	1498	Green	1964
Class 12 - Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres								
1	11		Fairley	Jon	Brabham BT11	2500	Green	1964
7	99		Evans	John	Brabham BT4	2700	Red	1961
8	61		Ott	Rainer	Cooper T53	2700	BRG	1961
17	53		Taylor	Scotty	Cooper T53	2751	BRG	1960
33	22		Horsman	Peter	Lotus 18/21 P1	2495	Dark Blue/White	1961
Invitation Class								
25	18		Batchelor	Nigel	Kieft GP	2478	Green	1954

Winning Team: Barry Cannell, Steve Hart, Scotty Taylor, **2nd Team:** Jon Fairley, Klaus Lehr, David Wenman
3rd Team: Rod Jolley, Peter Mullen, Rainer Ott **Drivers of the Day:** Michael Steele and Will Nuthall

Grand Prix Historique de Pau - 23/24 May, 2015

HGPCA Race for Pre 1961 Grand Prix Cars

Pos	No	Entrant	Name	Car	cc	colour	year
Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
11	35	Jean Marc LAFFONT	Courteix Francis	Bugatti T35B	2300s	Black	1929
Class 2 - 1935 - 1951 Grand Prix cars running on 18" or 19" wheels							
10	5		Pilkington Richard	Talbot Lago T26 SS	4482	French Blue	1950
Class 4 - 1930 -1951 Grand Prix & Voiturette cars over 1.5 litres on 16" wheels							
5	4		Topliss Nick	ERA R4A	1998s	Blue	1935
Class 5 - 1952/53 2 litre Grand Prix cars							
3	21		Nuthall Ian	Alta F2	1980	BRG	1952
4	19		Grant Paul	Cooper-Bristol Mk2 3/53	1971	Blue/Red	1953
7	14		Laffont Jean-Marc	Cooper-Bristol Mk1	1971	Green	1952
8	3		Milligan Michael 'Spike'	Connaught A7	1960	Green	1952
DNF	6		Eyre Martin	Cooper-Bristol Mk2 8/53	1971	Green	1953
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
1	31		Fierro Guillermo	Maserati 250F 2501/2523	2493	Red	1954
2	248		Lehr Klaus	Maserati 250F CM5	2500	Red	1957
Class 7a - Pre1961frontengineGrandPrixcarson15" wheels							
DNF	1		Smith Tony	Ferrari 246 Dino 0007	2500	Red	1960
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
6	34		Bussey John	Cooper T43	1460	Blue	1957
9	41		Maile Brian	Cooper T41	1460	Green	1956
Class 8 - Formula Libre and Indianapolis cars							
12	30		Bronson Julian	Scarab Offenhauser	2500	Blue/White	1960
invitation Class							
DNF	311		Marty Didier	Frazer Nash Le Mans Rep	1971	Blue	1950

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Entrant	Name	Car	cc	colour	year
Class 7b - Pre 1961 Grand Prix cars on 15" wheels							
1	2		Jolley Rod	Cooper T45/51	2495	BRG	1958
3	3		Cannell Barry	Cooper T51	2500	Green/Red	1959
7	69		Guarino Andrea	Lotus 18 370	2495	Green	1960
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
9	27		Wilson Chris	Cooper-Maserati T51	1914	Red/White	1959
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula1 cars and 1964/65 Formula 2 cars of not more than 1000cc							
2	21		Collins Dan	Lotus 21 933	1500	Green	1961
4	15		Jamin Patrick	Lola T54	998	Red	1964
5	121		Buratti Federico	Lotus 21 937	1495	Green	1961
10	72		Kinch Larry	Lotus 32 F20001	998	BRG/Yellow	1964
Class 11 - Pre1966 1.5 litre multi-cylinder Formula1 cars							
8	4		Beaumont Andrew	Lotus 24 944	1500	Green	1965
DNF	25	John BOWERS	Middlehurst Andy	Lotus 25 R4	1500	Green/Yellow	1962
Class 12 - Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres							
6	61		Ott Rainer	Cooper T53	2700	BRG	1961

Drivers of the Day: Nick Topliss and Dan Collins

Grand Prix de l'Age d'Or - Dijon-Prenois - 5-7 June, 2015

HGPCA Race for the Nuvolari and Ascari Trophies

Pos	No.	Entrant	Surname	Name	Make/Model	CC	Colour	Year
Class 1 - 1925-1934 Grand Prix cars on 18" or 19" wheels								
DNF	34		Rettenmaier Josef		Maserati 6C 34 3023	3724s	Red	1934
Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels								
13	5		Pilkington Richard		Talbot Lago T26 SS	4482	French Blue	1937
14	10		de Baldanza Julia		Maserati A6GCM	1998	Red	1951
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels								
12	3		Rettenmaier Stephan		Maserati 6CM 1552	1493s	Red	1937
Class 5 - 1952/53 2 litre Grand Prix cars								
7	21		Nuthall Ian		Alta F2	1980	BRG	1952
8	6		Eyre Martin		Cooper-Bristol 8/53	1971	Green	1953
10	9		Wenman David		Cooper-Bristol Mk1 3/52	1971	Green	1952
11	33		Phillips Chris		Cooper-Bristol Mk2 6/53	1971	Green/Yellow	1953
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels								
2	31		Fierro Guillermo		Maserati 250F 2501/2523	2493	Red	1954
5	22	Gerry Hann	Hart Steve		Maserati 250F CM7	2494	Red	1958
DNF	27		Dumolin Christian		Maserati 250F 2507/23/22	2493	Red	1955
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels								
3	1	Smith Tony	Ferrari 246 Dino 0007		2500	Red	1960	
Class 8 - Formula Libre and Indianapolis cars								
1	30		Bronson Julian		Scarab Offenhauser	2500	Blue/White	1960
4	2		Jolley Rod		Lister Jaguar Monzanapolis	3781	Silver	1958
6	16		Valvekens Marc		Aston Martin DBR4/4	3000	Green	1959
Invitation Class								
9	18		Batchelor Nigel		Kieft GP	2478	Green	1954

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No.	Entrant	Surname	Name	Make/Model	CC	Colour	Year
Class 7b - Pre 1961 Grand Prix cars on 15" wheels								
3	10	Giorgio Marchi	Nuthall Will		Cooper T53	2495	Green/White	1960
4	3		Cannell Barry		Cooper T51	2500	Green/Red	1959
15	33		Guarino Andrea		Lotus 18 370	2495	Green	1960
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres								
17	25		Streminski Albert		Emeryson	1460	Blue	1957
20	41		Maile Brian		Cooper T41	1460	Green	1956
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres								
9	8		Ditheridge Tony		Cooper T45	1960	Green	1958
10	47		Jolliffe Brian		Cooper T45/51	1960	BRG	1958
12	43		Pilkington Tania		Cooper T43	1960	Blue	1958
16	27		Wilson Chris		Cooper-Maserati T51	1914	Red/White	1959
Class 10 - Pre 1966 1.5 litre 4 cyl F 1 cars & 1964/65 F 2 cars of not more than 1000cc								
6	50		Studer Peter		Lotus 24 950	1500	Green	1963
8	71		Baillie Alan		Cooper T71/73	1498	BRG	1964
11	37		Perk Eddy		Heron F1	1488	Red/Gold	1960
13	134		van Gelder Erwin		Cooper T59	1475	Blue	1963
19	28		Goddard Anthony		Cooper-Alfa T56/59	1500	Red	1962
21	12		Baldanza Francesco		Gilby F1	1500	Green	1961
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars								
2	66		Hoole Sid		Cooper T66	1495	Blue/White	1963
7	69		B Mr John of		Lola Mk4	1500	BRG/Red	1962
14	11		Romano John		Brabham BT11	1500	Green	1964
DNF	24		Wanty Michel		Lotus 24 942	1500	Green	1962
Class 12 - Pre 1966 Tasman and Intercontinental 4 cyl cars of not more than 2.7 litres								
1	22		Horsman Peter		Lotus 18/21 P1	2495	Dark Blue/White	1961
5	99		Evans John		Brabham BT4	2700	Red	1961
18	53		Taylor Scotty		Cooper T53	2751	Green/White	1960

Drivers of the Day: Nigel Batchelor and Tania Pilkington

Nuvolari Trophy winner: Stephan Rettenmaier

Ascari Trophy winner: Julian Bronson