

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



Ewen Sergison takes the chequer in Ehab Allam's Lotus 16

HGPCA debut at Hockenheim

The first race meeting of the 2025 season was to the Hockenheimring – a circuit that relatively few HGPCA members had ever visited before – although some remembered it from their days with TGP and it's a regular circuit for those who race with Formula Junior. This was the twentieth running of the ADAC Hockenheim Historic - 'Das Jim Clark Revival' in honour of the Scottish Formula 1 world champion who lost his life here in 1968 - and we were in for a treat.

On arrival, it soon became apparent that this is a big race meeting with thousands of spectators anticipated – the public car parks on the route in from the motorway stretched as far as you could see and were all beautifully organised. No Silverstone muddy fields in this corner of Germany!

We had the chance to run separate Front and Rear Engine races as well as combined grid and had a fantastic turnout of 17 Front Engine cars – predominantly Maseratis with no less than nine of the marque making an appearance. With 18 Rear Engine cars, this was a fantastic entry for our debut at the race meeting and very much appreciated by the organisers.

As most drivers were unfamiliar with the circuit, we had a dedicated HGPCA free practice session early on Friday afternoon for everyone to have their first familiarisation laps on track. The 20-minute session saw a few being caught out by the technical layout with several spinners. Almost at the end of the session, John Chisholm had the brakes lock on to his Lotus 18, stranding him in an awkward position and necessitating a red flag. With little time left on the clock, the session was not re-started.

Eddy Perk's Heron had blown a head gasket but his race meeting was saved when he was invited to jump into Tim Ross's Cooper T43/51 which had been brought out to Germany as a spare car. The friendly scrutineers were soon at the car and many cushions were added to the seat to enable Eddy to find a practical driving position!

New Sponsor for the HGPCA



We are delighted to announce that Investment Management company **TrinityBridge** (formerly Close Bros. Asset Management) has come on board with a new sponsorship arrangement. We're sure you'll all be pleased to know that the very familiar face of Paul Denman – pictured with Ian Nuthall at Dijon – is leading the sponsorship and we'll be welcoming him to every race meeting this season. Paul commented: "It is great to partner with the HGPCA and I am looking forward to the 2025 events, having been made to feel so welcome in Hockenheim and Dijon."

Dunlop Tyre Sponsorship

In addition, we have the new Dunlop Tyre Sponsorship agreement which started this season.

For the HGPCA to benefit from the new arrangement, we ask that you:

1. Email or speak to Steph to let her know which tyres you would like to order
2. Pay the HGPCA the full price from HP Tyres
3. Steph will provide you with a voucher per pair of tyres
4. Order from HP Tyres in the usual way – presenting your vouchers as payment

NOTE: There are limited number of tyres available under this scheme.

Please also note that if you claim VAT back on your tyres, the scheme is not for you as the HGPCA is not VAT registered.

PRESIDENT: CLIVE CHAPMAN **CHAIRMAN:** PETER HORSMAN **TREASURER:** ANDREW BEAUMONT
BOARD OF DIRECTORS: STEVE HART, EDDY PERK, STEPHAN RETTENMAIER, MARK SHAW, RICHARD WILSON

ROD JOLLEY (DRIVING STANDARDS): WILL NUTHALL (**ELIGIBILITY**); **COMPETITION SECRETARY:** LINDSEY WARREN **MEMBERSHIP SECRETARY:** STEPH CLEMENTS



QUALIFYING

Late on Friday afternoon, 35 cars lined up in the Assembly area for Qualifying. Will Nuthall setting pole with a 1.56.18; 1½ seconds ahead of 2nd place Tim Child (Brabham BT3/4) with Michel Kuiper and Rudi Friedrichs on the second row all setting 1.58. Quickest of the Front Engines was Ewen Sergison (Lotus 16) with a time of 2.04.7.

On Friday evening, Klaus Lehr had generously invited HGPCA members to a dinner at the circuit which was thoroughly enjoyed by many who enjoyed great food and wine and by all accounts, a delightful evening. Klaus was instrumental in persuading us to attend the Hockenheim meeting and was thrilled when we added it to the calendar.

FRONT ENGINE RACE

Saturday dawned sunny and clear with a stiff breeze blowing for the first of the HGPCA races. All 17 front engine cars streamed out of the assembly area onto their green flag lap to take the rolling start at 9.30am. Ewen Sergison got a good start closely followed by a trio of 250Fs: Guillermo Fierro, Klaus Lehr and Brad Baker – although a spin from Brad at the first corner dropped him right down the order. Luckily all cars managed to avoid the white 250F and he rejoined at the back – making his way through to ninth place by the end of the 20 minute race.

With 8 minutes left on the clock, a Full Course Yellow (FCY) period was called to recover Markus Neisius's Maserati 6CM which had stopped at the hairpin after a spin. In Germany, the DMSB-specific regulations call for all drivers to slow to a maximum 60kph (the limit more usually being 80kph under other ASN's rules). FCYs are being used more frequently instead of the Safety Car, saving considerable time, especially in our short sprint races and just 2 minutes passed before the green flags were shown and everyone resumed racing.

Ewen took the chequered flag for a deserved win in the Lotus 16 and second and third places on the podium were taken by Guillermo Fierro and Klaus Lehr respectively.

REAR ENGINE RACE

The Rear Engine cars were out for their dedicated race in the early afternoon, the grid missing Sid Hoole, Max Blees and Glenn Loxton who had all suffered mechanical problems. So just 16 cars took the start. Rudi Friedrichs soon came to the fore and led to the finish. Will Nuthall in Giorgio Marchi's T53, suffering a failed crown wheel and pinion. Octagenarian Brian Jolliffe had a spin in his Cooper T45/51 and, with the car bogged down in deep gravel; a Full Course Yellow period ensued to get him dragged out. A timekeeper's report for the FCY showed that several drivers hadn't slowed to close to the 60kph maximum and all of those who had recorded speeds over 90kph during the period were spoken to. The worst transgressor was given a 5-second time penalty for excess speed by the Clerk of the Course.

With a high rate of attrition, just 12 cars took the chequered flag with the winner Rudi Friedrichs, finishing 8 seconds clear of Tim Child in second and Mark Shaw in his Lotus 21, taking third place.



COMBINED RACE

On Sunday morning, 31 cars came to the pre-grid for the combined race of Front and Rear Engines. Neither Brian Jolliffe or Will Nuthall having been able to repair their cars. Sid Hoole, with the generous help of several in the paddock, had managed to repair his car and, with the grid being set by qualifying times, resumed his place on the 10th row rather than having to start from the back!

We had seen fantastic weather throughout the weekend and Sunday was no exception with warm and sunny weather – our race started just after 10am before the heat had built up. An unfortunate coming together just after the start between Jean de Mestral (Brabham BT11A) and Mark Shaw's Lotus 21 saw the Brabham stranded, badly damaged by contact with a barrier, and the Safety Car was brought out.

With just over 12 minutes left on the clock, the race resumed, ultimately won by Rudi Friedrichs with Tim Child again in second place and the third step of the podium taken by Michel Kuiper. The Front Engine podium was again topped by Ewen in the Lotus 16, with Guillermo second and Brad Baker in third place.

We then all adjourned to the Red Truck for the Class awards and lunch provided by our new caterers, The Event Team. Candy Watson-Hall and her crew, at their debut weekend with the HGPCA, had worked hard to provide interesting and varied lunches, all cooked from scratch in her mobile kitchen and had great success offering breakfasts - which were eagerly booked and enjoyed by many of those staying on site!.

All in all, we can safely say that our first trip to Hockenheim will definitely not be our last!



Above: Tim Child and Michel Kuiper lead the field at the combined race start



Above Left to Right: Sid Hoole – incognito; Steve and Annie Hart; Erik Staes' Cooper Bristol in its new livery; Philipp Buhofer (Lotus 44) with Guillermo Fierro



Above Left: Rebeca Rettenmaier & Tony Lees



Right: Ewen Sergison's distinctive Graham Hill tribute helmet



Above Left to Right: Steve Banham; Mark Shaw's Lotus 21 very appropriately with Jim Clark history; Josef Rettenmaier's glorious newly painted Maserati 8CM



Above: (L to R) Guillermo Fierro, Ewen Sergison, Klaus Lehr.
Podium for Front Engine Race



Above: (L to R) Tim Child, Rudi Friedrichs, Mark Shaw
Podium for Rear Engine Race



Above: Tim Child, Rudi Friedrichs & Michel Kuiper
celebrate on the podium for the combined race



Above: Guillermo Fierro, Ewen Sergison and Brad Baker
Front Engine podium for the combined race



Above L to R: Erik, Mark & Wolfgang who, together with Paul Grant received a special award for helping Sid repair his car
Jakob Rettenmaier FE Driver of the Day; Michel Kuiper RE Driver of the Day. New sponsor Trinity Bridge's Paul Denman presented all the awards.



Class Winners: (from above Left clockwise): Class 12 - Tim Child; Class 11 - Sid Hoole; Class 9 - Mark Daniell; Class 7c - Steve Banham;
Class 1 - Josef Rettenmaier; Class 3 - Stephan Rettenmaier; Class 5 - Ian Nuthall; Class 6 - Guillermo Fierro; Class 7a - Ewen Sergison



HGPCA RACE 1 (FRONT ENGINE)										
Results	Race No	Driver	Nationality	Owner	Car Make	Car Model	Chassis No	cc	Year	Colour
Class 1: 1925-1934 Grand Prix Cars										
12	3	Josef Otto Rettenmaier	German		Maserati	8CM	3011	2992	1933	Blue
Class 3: Pre 1939 1.5 litre Voiturette										
13	6	Stephan Rettenmaier	German		Maserati	6CM	1552	1493	1937	Red
14	38	Mark Winter	German		Maserati	6CM		1493	1936	Red
16	18	Markus Neisius	German		Maserati	6CM	1561	1500	1938	Silver
Class 5: 1952/53 2 litre Grand Prix Cars										
6	21	Ian Nuttall	British		Cooper	Bristol MkII	IN-1-CB	1971	1953	BRG
7	19	Paul Grant	British/Belgian		Cooper	Bristol MkII	CB-3-53	1971	1953	Blue/Red
8	32	Guy Plante	British		Cooper	Bristol T23	CB2-9-53	1971	1953	Dk Blue
9	36	Erik Staes	Belgian		Cooper	Bristol T23 MkII	CB-7-53	1971	1953	Blue Red nose
10	9	Jakob Rettenmaier	German	Stephan Rettenmaier	Alfa	F2	F2/5	1980	1952	BRG
11	33	Chris Phillips	British		Cooper	Bristol MkII	CB-6-53	1971	1953	Green/Yellow
15	23	Klara Rettenmaier	German	Stephan Rettenmaier	Cooper	Bristol MkII	CB-4-53	1971	1953	Green - light
Class 6: 1954 - 1958 Grand Prix Cars										
2	31	Guillermo Fierro Eleta	Spanish		Maserati	250F	2501/2523	2493	1954	Red
3	56	Brad Baker	Canadian		Maserati	250F	2521	2493	1956	White
4	248	Klaus Lehr	German		Maserati	250F	CM5	2500	1957	Red
5	123	Simon Hope	British		Maserati	250F	CM4	2500	1954	Red
17	4	Rebecca Rettenmaier	German		Maserati	250F	2508	2500	1954	Red
Class 7a: Pre 1961 Front Engine Grand Prix Cars										
1	58	Ewen Sergison	British	Ehab Allam	Lotus	16	363	2200	1958	Green
HGPCA RACE 2 (REAR ENGINE)										
Results	Race No	Driver	Nationality	Owner	Car Make	Car Model	Chassis No	cc	Year	Colour
Class 7b: Pre 1961 Grand Prix Cars										
1	12	Rudi Friedrichs	German		Cooper	T53	F2/8/60	2462	1960	Green
4	87	Tony Lees	British		Cooper	T53	F1-53-60	2495	1960	Green/White
9	24	Ingo Strolz	Austrian		Cooper	T51		2495	1959	Green/White
DNF	10	Will Nuttall	British	Giorgio Marchi	Cooper	T53	F2/5/60	2495	1960	Green/White
DNS	54	James Hagan	Irish		Lotus	18	903	2500	1961	Blue/White
Class 7c: Pre 1961 Formula 2 Cars under 1.5 litres										
11	70	John Chisholm	British		Lotus	18	370	1500	1960	Green
12	92	Stephen Barham	British		Cooper	T45	F2-8-58	1475	1958	Silver
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litres										
7	9	Mark Daniell	British		Cooper	T45	F2-21-58	2000	1958	BRG
8	27	Steve Hart	British	Chris Wilson	Cooper	Maserati T51	F2-16-59	1994	1959	Red
DNF	51	Eddy Perik	Dutch	Tim Ross	Cooper	T43/51	F2-18-57	1960	1957	Green
DNF	47	Brian Jolliffe	British		Cooper	T45/51	RAC/1021/58/ACP	1960	1958	Green
Class 10a: Pre 1964 1.5 litre 4-cyl Formula 1 Cars										
3	99	Mark Shaw	Scottish		Lotus	21	907	1495	1961	Green/Yellow
DNS	62	Glenn Loxton	South African		LDS	F1-5	SA196295	1498	1963	Yellow
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre										
6	50	Philipp Buhofer	Swiss		Lotus	44	44-F2-3	997	1966	Green
Class 11: Pre 1966 1.5 litre Formula 1 Cars										
DNS	66	Sid Hoole	British		Cooper	T66F1	F12-63	1495	1963	Blue/White
Class 12: Pre 1966 Tasman and Intercontinental Cars under 2.7 litres										
2	76	Tim Child	British		Brabham	BT3/4	F1-2-62	2497	1962	Red/Green
5	100	Jean De Mestral	Swiss		Brabham	BT11A	IC-1-64	2495	1964	Red/White
10	63	Michel Kuiper	Dutch		Brabham	BT4	F1-4-63	2500	1963	Red
DNF	2	Rod Jolley	British	Tim Ross	Cooper	T53	F1-2-61	2700	1961	Green/red
DNS	17	Michael Gars	Luxembourg		Cooper	T79	FL1/64	2500	1964	White
HGPCA RACE 3 (COMBINED - PRE '66 GRAND PRIX CARS)										
Results	Race No	Driver	Nationality	Owner	Car Make	Car Model	Chassis No	cc	Year	Colour
Class 1: 1925-1934 Grand Prix Cars										
12	3	Josef Otto Rettenmaier	German		Maserati	8CM	3011	2992	1933	Blue
Class 3: Pre 1939 1.5 litre Voiturette										
13	6	Stephan Rettenmaier	German		Maserati	6CM	1552	1493	1937	Red
14	38	Mark Winter	German		Maserati	6CM		1493	1936	Red
16	18	Markus Neisius	German		Maserati	6CM	1561	1500	1938	Silver
Class 5: 1952/53 2 litre Grand Prix Cars										
6	21	Ian Nuttall	British		Cooper	Bristol MkII	IN-1-CB	1971	1953	BRG
7	19	Paul Grant	British/Belgian		Cooper	Bristol MkII	CB-3-53	1971	1953	Blue/Red
8	32	Guy Plante	British		Cooper	Bristol T23	CB2-9-53	1971	1953	Dk Blue
9	36	Erik Staes	Belgian		Cooper	Bristol T23 MkII	CB-7-53	1971	1953	Blue Red nose
10	8	Jakob Rettenmaier	German	Stephan Rettenmaier	Alfa	F2	F2/5	1980	1952	BRG
11	33	Chris Phillips	British		Cooper	Bristol MkII	CB-6-53	1971	1953	Green/Yellow
15	23	Klara Rettenmaier	German	Stephan Rettenmaier	Cooper	Bristol MkII	CB-4-53	1971	1953	Green - light
Class 6: 1954 - 1958 Grand Prix Cars										
2	31	Guillermo Fierro Eleta	Spanish		Maserati	250F	2501/2523	2493	1954	Red
3	56	Brad Baker	Canadian		Maserati	250F	2521	2493	1956	White
4	248	Klaus Lehr	German		Maserati	250F	CM5	2500	1957	Red
5	123	Simon Hope	British		Maserati	250F	CM4	2500	1954	Red
12	3	Josef Otto Rettenmaier	German		Maserati	250F Piccolo	2533	2493	1958	Red
17	4	Rebecca Rettenmaier	German		Maserati	250F	2508	2500	1954	Red
Class 7a: Pre 1961 Front Engine Grand Prix Cars										
1	58	Ewen Sergison	British	Ehab Allam	Lotus	16	363	2200	1958	Green
Class 7b: Pre 1961 Grand Prix Cars										
1	12	Rudi Friedrichs	German		Cooper	T53	F2/8/60	2462	1960	Green
DNF	24	Ingo Strolz	Austrian		Cooper	T51		2495	1959	Green/White
DNF	87	Tony Lees	British		Cooper	T53	F1-53-60	2495	1960	Green/White
DNS	10	Will Nuttall	British		Cooper	T53	F2/5/60	2495	1960	Green/White
DNS	54	James Hagan	Irish		Lotus	18	903	2500	1961	Blue/White
Class 7c: Pre 1961 Formula 2 Cars under 1.5 litres										
11	92	Stephen Barham	British		Cooper	T45	F2-8-58	1475	1958	Silver
DNS	70	John Chisholm	British		Lotus	18	370	1500	1960	Green
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litres										
5	9	Mark Daniell	British		Cooper	T45	F2-21-58	2000	1958	BRG
7	27	Steve Hart	British		Cooper	Maserati T51	F2-16-59	1994	1959	Red
10	51	Eddy Perik	British	Tim Ross	Cooper	T43/51	F2-18-57	1960	1957	Green
DNS	47	Brian Jolliffe	British		Cooper	T45/51	RAC/1021/58/ACP	1960	1958	Green
Class 10a: Pre 1964 1.5 litre 4-cyl Formula 1 Cars										
8	99	Mark Shaw	Scottish		Lotus	21	907	1495	1961	Green/Yellow
DNS	62	Glenn Loxton	South African		LDS	F1-5	SA196295	1498	1963	Yellow
Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre										
6	50	Philipp Buhofer	Swiss		Lotus	44	44-F2-3	997	1966	Green
Class 11: Pre 1966 1.5 litre Formula 1 Cars										
9	66	Sid Hoole	British		Cooper	T66F1	F12-63	1495	1963	Blue/White
Class 12: Pre 1966 Tasman and Intercontinental Cars under 2.7 litres										
2	76	Tim Child	British		Brabham	BT3/4	F1-2-62	2497	1962	Red/Green
3	63	Michel Kuiper	Dutch		Brabham	BT4	F1-4-63	2500	1963	Red
4	2	Rod Jolley	British	Tim Ross	Cooper	T53	F1-2-61	2700	1961	Green/red
DNF	100	Jean De Mestral	Swiss		Brabham	BT11A	IC-1-64	2495	1964	Red/White
DNS	7	Max Bles	German		Brabham	BT7	IC-1-63	2495	1963	Burgundy
DNS	17	Michael Gars	Luxembourg		Cooper	T79	FL1/64	2500	1964	White



Markus Neisius & Stephan Rettenmaier



Ewen Sergison & Sergison Junior



Mark Shaw & Sid Hoole



Peter Horsman & Brad Baker



Above: Mark Daniell. Below: Rod Jolley & Chris Wilson



CIRCUIT DIJON-PRENOIS



Celebrating the 'Golden Age' at Dijon

From 2025's inaugural meeting at Hockenheim, we moved on to a circuit that many of us have visited often over the years, which together with the lovely city of Dijon, is an absolute favourite! Despite some rather 'iffy' weather; the circuit didn't disappoint.

The Grand Prix de l'Age d'Or was originally oversubscribed and with a full reserve list; during the preceding week, we had used up all of our reserves with last minute withdrawals and had 37 cars arrive at the circuit; including a very healthy number of Front Engine cars with no less than six Maserati 250Fs!

Peter Auto's organisation team, under the company's new ownership, made us all very welcome and, in usual PA style, had provided white tent 'garages' for our cars and a prime location for the Red Truck just across the paddock road. Bertie Gilbert-Smith was in attendance and set about scrutineering all the cars on Thursday afternoon leaving only a very few who arrived on Friday morning for his main task to be complete.

On Friday morning, we had the Driver Briefing which had a rather delayed start due to the latest technology developing a glitch... At sign on, each driver was given a wristband with a barcode to be scanned by an electronic device to confirm attendance at a driver briefing. Only the machine had gone rogue and had to be 'turned off and on again' causing something of a queue outside the briefing room. There's a lot to be said for the old-fashioned way of signing a sheet of paper!

The new Managing Director of Peter Auto, Marc Ouayoun, welcomed everyone to the race meeting and said a few words about his background (leading Porsche in France and Canada as well as his time with Audi France – particularly his experiences at the 24 Heures du Mans) and the company's plans for the future, before handing over to the Clerk of the Course for our briefing.

QUALIFYING

The day had been overcast and rather windy and started to rain just before our Qualifying session. All the cars left the pre-grid area to join a rather wet track. Alarmingly, some rather over-enthusiastic pit-lane marshals stopped several front engine cars enroute because they had no seatbelts. We explained in Race Control that Period E cars do not have to have belts and they were all allowed to continue – albeit rather bemused.

The slippery conditions on track caused a few spins but all recovered well until Markus Neisius' Maserati 6CM spun at Turn 1 leaving Tony Lees' Cooper T53 nowhere to go to avoid contact. A Red Flag ensued and a rather tricky recovery of the Maserati meant it took several minutes before the session restarted with 5 minutes remaining on the clock.

Right at the end of the session with less than a minute to go, Peter Horsman's Lotus came to a halt on the exit to the pit lane and a second Red Flag was called meaning the session was over.

Will Nuthall set a blistering pole time of 1.40.207 with Michel Kuiper just under 4 seconds slower on 1.44.14 and Mark Shaw (1.45.718) and Clinton McCarthy (1.46.680) filling the second row of the grid. Fastest Front Engine time and joining Tim Child on the third row was Guillermo Fierro (1.47.476).



Guillermo Fierro



Clinton McCarthy



Paul Grant, Klaus Lehr, Nick Taylor, Tim Child & Ian Nuthall



Ready for the off – Race 1



Marshals warn of oil on track



Tony Smith & John Spiers



Michel Kuiper & Stephan Rettenmaier



Peter Horsman & Max Blees



Jean De Mestral, Alex Morton & Andrea Stortoni



Alex Morton & Olivier Huez

RACE 1 - SATURDAY

With Tony Lees' Cooper badly damaged and withdrawn from racing, we anticipated 36 cars would make it for Race 1 and a whole crew set forth to help Markus and Max Neisius fix their 6CM overnight. Sam Jordan was instrumental in lending his expertise and they all worked incredibly hard to try and get the car ready. However, it was not to be and the decision was made to withdraw and take the car home.

Having had light rain on and off throughout Saturday, by the time we were due out, the skies were clearing and the track declared dry. The cars left the grid for their green flag lap and neatly streamed around Turn 9 in a very neat 2 x 2 formation and onto the start finish straight. The lights turned green and the race was on. Will was immediately overtaken by Michel Kuiper and a charging Tim Child – it later transpired that he had a significant misfire and eventually came into the pits to retire. Mark Shaw's Lotus 21 again suffered gear box issues and pulled off safely behind a barrier – the race control team were most impressed and asked us to thank him!

Tony Smith's glorious Ferrari 246 Dino suffered a cracked oil filter housing and, unbeknown to Tony was spraying out oil (particularly on left handers) causing a few alarming moments for his fellow competitors. Sadly, the problem was not able to be fixed at the circuit and the Ferrari was withdrawn from Sunday's race.

A flying Tim Child (Brabham BT3/4) took the chequered flag after 17 laps 14 seconds ahead of second placed Michel Kuiper (Brabham BT4) who in turn was nearly 25 seconds ahead of Clinton McCarthy (Lotus 18) who was thrilled at achieving his first ever podium. First step of the Front Engine podium was Guillermo Fierro with John Spiers literally a gnat's behind (0.145 seconds!). The pair of 250Fs had had a race-long battle to the huge enjoyment of the spectators. Third step of the podium went to Rod Jolley in his sparkling silver Lister Jaguar Monza.

RACE 2 - SUNDAY

For Sunday afternoon's race 2, the skies were blue and the sun was shining at last. 33 cars formed up on the grid with Mr John of B's newly acquired Maserati 250F (CM2) missing. Mr John was also racing four sports cars at the meeting and, despite thoroughly enjoying his new acquisition, he decided to withdraw, too fatigued to continue.

We had received notice earlier in the day that the gantry lights had failed and the race was to be started with the French National flag being waved. Having the WhatsApp group is a huge bonus in being able to quickly broadcast messages such as this to all the teams so all drivers were made aware of the revised procedure.

Once the race started with the flag being vigorously and conspicuously waved, the leaders shot away with the Brabhams of Tim Child and Michel Kuiper in close formation. Both Will Nuthall and Mark Shaw got flying starts from the back of the grid and immediately started picking off the field one by one. Meanwhile, from his starting position on the second row, Peter Horsman spun on the first lap, rejoining way down the grid.

By the end of the second lap, Will was up to 13th place when Michel Kuiper suffered a suspension failure and flew off the track, making contact with the barrier. A very careful recovery lifting the stricken Brabham over the barrier onto the inside track was all handled with double waved yellow flags at the preceding turns and the circuit was soon green again.

Will continued to make his way to the front eventually overtaking Tim Child on Lap 12 and stayed there to take the win by just over 6 seconds. Third place again went to Clinton McCarthy with Mark Shaw's Lotus overcoming its gremlins to finish a very creditable fourth. Will's Cooper slowed to a halt on the cool down lap having run out of fuel, so his appearance at the podium was somewhat delayed!

The battle of the leading 250Fs was reversed with John Spiers just beating Guillermo Fierro – this time by 0.876... Rod Jolley again took the third step of the front engine podium.

Once again, the Circuit Dijon-Prenois in its idyllic spot just north of the city, delivered a great race meeting and we look forward to going back very soon.



Klaus Lehr & Elliott Hann



Mr John of B



Rebeca Rettenmaier, Guillermo Fierro & John Spiers



Rear Engine Podium - Race 1
Michel Kuiper, Tim Child, Clinton McCarthy



Front Engine Podium - Race 1
John Spiers, Guillermo Fierro, Rod Jolley



Rear Engine Podium - Race 2
Tim Child, Will Nuthall, Clinton McCarthy



Clinton was rather chuffed with his first podium!



Obligatory champagne shower....



Front Engine Podium - Race 2 - Steph (for Guillermo),
Steve Hart Racing Engineer (For John), Rod Jolley



Celebrating Will's win in Giorgio Marchi's T53



Clinton collects a commemorative medal



Paul Denman of TrinityBridge with (L to R) Class 3 - Stephan Rettenmaier; Class 5 - Ian Nuthall; Class 6 - John Spiers; Class 8 - Rod Jolley



(L to R) Class 7b - Will Nuthall; Class 9 - John Chisholm; Class 9 - Barry Cannell; Class 10a - Mark Shaw



(L to R) Class 12 - Tim Child; Special Award Rear Engine - IN Racing team for solving the misfire issue; Driver of the Day Front Engine - Paul Grant

HGPCA Results - Grand Prix de l'Age d'Or, Dijon 6-8 June 2025

Results	Race Number	Driver	Owner	Car	Chassis No	cc	Year	Colour	Nationality
FRONT ENGINE									
Class 3: Pre 1939 1.5 litre Voiturette Cars									
11	6	Stephan Rettenmaier		Maserati 4 CL	1582	1498	1939	Red	German
DNF	118	Markus Neisius		Maserati 6CM	1561	1500	1938	Silver	German
Class 5: 1952/53 2 litre Grand Prix Cars									
4	21	Ian Nuthall		Cooper Bristol MkII	IN-1-CB	1971	1953	BRG	British
5	19	Paul Grant		Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Red	British/Belgian
8	36	Erik Staes		Cooper Bristol T23 Mk II	CB-7-53	1971	1953	Green	Belgian
9	33	Chris Phillips		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow	British
10	8	Jakob Rettenmaier	Stephan Rettenmaier	Alfa F2	F2/5	1980	1952	BRG	German
Class 6: 1954-58 Grand Prix Cars									
1	34	John Spiers		Maserati 250F 2516	2516	2494	1955	Red	British
2	31	Guillermo Fierro Eleta		Maserati 250F 2501/2523	2501/2523	2493	1954	Red	Spanish
6	22	Elliott Hann	Family Hann	Maserati 250F CM7	CM7	2494	1958	Red	British
7	248	Klaus Lehr		Maserati 250F CM5	CM5	2500	1957	Red	German
12	4	Rebeca Rettenmaier		Maserati 250F 2508	2508	2500	1954	Red	German
DNF	69	Mr John of B		Maserati 250F	CM2	2500	1957	Red	French
Class 7a: Pre 1961 Front Engine Grand Prix Cars									
DNF	5	Tony Smith		Ferrari 246 Dino	4	2471	1960	Red	British
Class 8: Formula Libre, Indianapolis & Intercontinental Cars									
3	2	Rod Jolley		Lister Jaguar Monza GP	BHL 109	3781	1958	Silver	British
REAR ENGINE									
Class 7b: Pre 1961 Grand Prix Cars									
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White	British
3	18	Clinton McCarthy		Lotus 18 372	372	2496	1960	Green	British
15	90	Olivier Huez		Cooper T51	F2-21-59	2085	1959	Green/White	French
DNF	87	Tony Lees		Cooper T53	F1-53-60	2495	1960	Green/White	British
Class 7c: Pre 1961 Formula 2 Cars under 1.5 litre									
11	70	John Chisholm		Lotus 18 370	370	1500	1960	Green	British
16	92	Stephen Banham		Cooper T45	F2-8-58	1475	1958	Silver	British
17	43	Stuart Tizzard		Cooper T43	F2-27-57	1500	1957	Green	British
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre									
10	3	Barry Cannell		Cooper T51	F2-28-59	1960	1959	Red	British
13	47	Brian Jolliffe		Cooper T45/51	RAC/1021/58/ACP	1960	1958	BRG	British
Class 10a: Pre 1964 1.5 litre 4-cylinder Formula 1 Cars									
4	99	Mark Shaw		Lotus 21	937	1495	1961	Green/Yellow	Scottish
8	75	Alex Morton		Lotus 21 939/952	939/952	1498	1961	Green/gold	British
9	37	Eddy Perk		Heron F1	F1	1488	1960	Red/Gold	Dutch
12	55	Nick Taylor		Lotus 18 914	914	1495	1961	White	British
14	44	Klaus Bergs		Lotus 18 908	908	1500	1961	White/Blue	German
20	23	Andrea Stortoni		Lotus 18 917	18-F1-917	1500	1961	Pale Green	Italian
Class 12: Pre 1966 Tasman & Intercontinental Cars under 2.7 litre									
2	76	Tim Child		Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
5	7	Max Blees		Brabham BT7A	IC/1/63	2495	1963	Burgundy	German
6	122	Peter Horsman		Lotus 18/21 P1	P1	2500	1961	Dk Blue/Black	British
7	71	Nick Topliss		Cooper T53 Low Line	F1/07/61	2498	1961	Blue	British
7	100	Jean De Mestral		Brabham BT11A	IC-1-64	2495	1964	Red/White	Swiss
18	53	Justin Maeers		Cooper T53	F1-8-60	2751	1960	Green	English
19	63	Michel Kuiper		Brabham BT4	F1-4-63	2500	1963	Red	Dutch



Bertie Gilbert-Smith casting a scrutineer's eye over Tim Child's Brabham



Team work - offers of help and expertise to repair the 6CM



Tony Smith & George Fowles



HGPCA's paddock tents



Elliott Hann



Above left: Rod Jolley Above Right: Eddy & Lesley Perk. Below Right: the Rettenmaier team at pre-grid with 6CM and Alta.



Above: Erik Staes Below: Klaus Bergs & Tatjana von Stackelberg



HGPCA Calendar 2025

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

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

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

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

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

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

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

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

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



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