

HGPCA

HISTORIC GRAND PRIX CARS ASSOCIATION



2020/2021 YEARBOOK



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CHAIRMAN'S LETTER

Dear all,

Things are resuming some semblance of normality, and with that comes our Yearbook after a couple of years in abeyance. I am very grateful to Eddy Perk, Richard Webb of our publishers Narrative Media, and all our advertisers for their support to make this issue possible. Please support our advertisers wherever possible.

I don't wish to dwell on the pandemic years, save to thank our members for supporting us with their subscriptions during that time, even though they suspected that racing would be rather thin on the ground. This has enabled us to survive strongly as an association and be ready for the future. We have been able to welcome quite a few new members to our fold with their cars, and they have already made a great contribution to our grids.

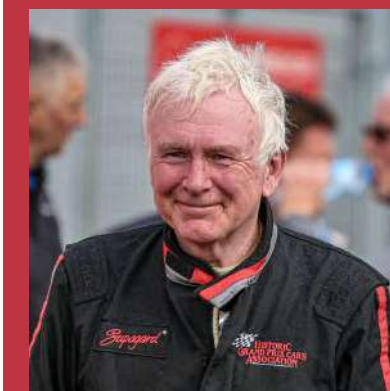
We were not totally moribund during that period, however. With the sad passing of our past President, Sir Stirling Moss, we turned our attention to who might be a worthy successor. We thought that Clive Chapman would be perfect and, much to our pleasure, he said that he was honoured to accept the post in recognition of his father's and Team Lotus personnel's contribution to Grand Prix racing in the pre-1966 period. Of course, Clive himself has been a long-standing supporter of the HGPCA both personally and through his Classic Team Lotus organisation.

We have welcomed some young(er) members and our first non-UK member, Stephan Rettenmaier, to the board. We have started to be active on social media, with an increased presence on Instagram thanks to member Chris Helliwell. It's under the 'HGPCA Official' tag and has attracted nearly 500 followers already. We have also welcomed Lindsey Warren to the HGPCA to undertake the duties of competition secretary, following Martin Grant Peterkin's decision to pass on the baton he has carried so well over the past 20 years. We will have the opportunity to thank MGP more formally at this year's Christmas lunch (Friday 2 December; save the date!) and look forward to his continued involvement with eligibility matters.

The 2022 calendar is a great mix of the old and much-loved circuits (Pau, Spa, Nürburgring, etc.) with circuits newer to us (Val de Vienne, the revised Zandvoort and Navarra in Northern Spain). We have been given the honour of having the HSCC's Gold Cup awarded to the overall winner of our Oulton Park race. We haven't yet gotten fully to grips with our 2023 calendar as I write this, but we'll be at the regular 'favourites': Silverstone, Spa, Nurburgring and Portimao, hopefully Brands Hatch and Donington and run some stand-alone front engine car races.

My heartfelt thanks to Stella and Lindsey, Bertie, Richard, Chris and all the directors for their help and support during this period. And, of course, to all our members for supporting their association by bringing their fabulous cars out to race with us, and themselves and their families to socialise with us.

PJH



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Thanks to the following, the HGPCA is the successful association that it is today
Paula Alexander, Richard Attwood, Martin Eyre, Brian Gilbert-Smith, Bob Gilbert CBE, Martin Grant Peterkin, Gerry Hann, Peter Hannen, John Harper, Sidney Hoole, Brian Horwood, Robin Lodge, Roger Lucas, Peter Mann, Nick Mason, Tony Merrick, Allan Miles, 'Spike' Milligan, Ian Nuthall, Trish Pilkington, Ted Rollason, Kirk Rylands, Julian Sutton, Sheridan Thynne, John Ure, Paula Webb and Nick Wigley.

A MESSAGE FROM THE HGPCA PRESIDENT

Historic motor sport is about celebrating the achievements of drivers and teams through the decades, where those that manage to harness the power of team spirit were most successful. The HGPCA embodies that team spirit which results in – fabulous cars, big grids, and wonderful events.

The respect given by our members' to both their cars and the other competitors is paramount. Furthermore, they enjoy one another's company and know how to have a good time. The outcome is dozens of pre-'66 F1 cars saved and restored for enjoyment now and into the future.

Congratulations to the HGPCA for such worthwhile achievements.

I salute you all for getting it so right!




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Ian Nuthall's tribute to Stirling reveals a few rarely heard anecdotes.



48

Stephan Jöbstl's Lotus remains where it should be – on the track.



58

Then and now; the story of the Ferrari 166.



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ZWARTKOPS RACEWAY

Pretoria, South Africa

31 January – 1 February 2020

HGPCA members assembled at Zwartkops race circuit, near Pretoria, for the first meeting of the South African Tour 2020. The track is said by owner Peter du Toit to be inspired by the club atmosphere he encountered at Brands Hatch in the sixties.



Race 1

Pole sitter Andrew Beaumont's Lotus 18 led in front of fellow front-row starter Will Nuthall, who was driving a Cooper T53. Nuthall took the lead early on and held off Beaumont till the end. Both cars suffered carburettor problems, possibly due to the high altitude of the track.

Peter Horsman was third in a Lotus 18/21, followed by Chris Drake and Rod Jolley, both Cooper mounted.



Race 2



Nuthall managed to develop a comfortable lead ahead of Horsman, Beaumont and Drake. Justin Maeers was fifth, while Eddy Perk's Heron finished sixth, as it did in both races.

1: #9 Arnold Herreman, 1962 LDS 06 Alfa Romeo, #20 Christian Dumolin, 1956 Maserati 250F
 2: #27 Steve Hart / Chris Wilson, 1958 Cooper 51 Maserti, #36 Erik Staes, 1962 Lotus 18/21 P2 Coventry Climax, #18 Brad Hoyt, 1960 Lotus 18 Alfa Romeo, #42 James Willis, 1958 Cooper T45, #21 Ian Nuthall, 1952 Alta F2

3: #18 Brad Hoyt, 1960 Lotus 18 Alfa Romeo, #21 Ian Nuthall, 1952 Alta F2, #27 Steve Hart / Chris Wilson, 1958 Cooper 51 Maserti
 4: #18 Brad Hoyt, 1960 Lotus 18 Alfa Romeo, #36 Erik Staes, 1962 Lotus 18/21 P2 Coventry Climax
 5: #22 Peter Horsman, 1961 Lotus 18/21, #53 Justin Maeers, 1960 Cooper T53



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KILLARNEY

Cape Town, South Africa

7–8 February 2020

After Zwartkops, the group travelled west to Cape Town's Killarney International Raceway for the final meeting of the tour—Passion for Speed.

Race 1



Pole man Will Nuthall in his Cooper T53 just led into the first corner, with the first four cars being side by side. Nuthall then drove a steady race for the win.

Andrew Beaumont in his Lotus 18 finished some 2.7 seconds behind Nuthall, while Chris Drake in another Cooper finished third. Greg Thornton did well to finish fourth in a locally built LDS.

Race 2

Beaumont spoiled Nuthall's clean sweep for the series by winning the second race by half a second after a close race. Drake was third again, this time ahead of Steve Hart in a Cooper Maserati. Eddy Perk, who came fifth in his Heron, won the 'local' car race after Thornton retired in his LDS.



1: #4 Greg Thornton, 1961 LDS 03 Alfa Romeo
 2: #2 Rod Jolley, 1958 Cooper T45/51
 3: #36 Erik Staes, 1962 Lotus 18/21 P2, #21 Ian Nuthall, 1952 Alta F2

4: #91 Chris Drake, 1964 Cooper T71/73 Ford T/C
 5: #37 Eddy Perk, 1960 Heron F1 Alfa Romeo

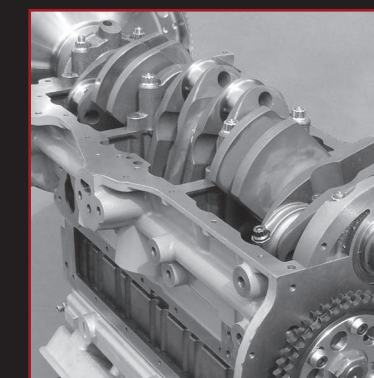
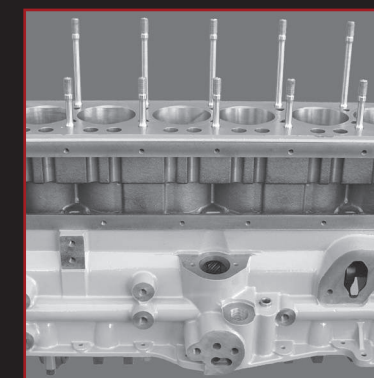
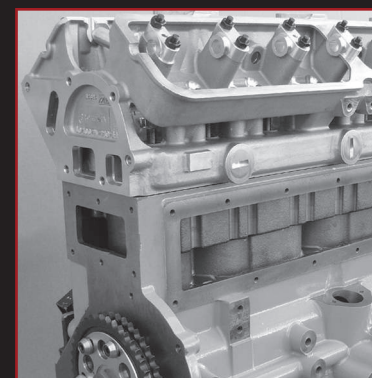


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DONINGTON

Historic Festival

18 July 2020

With only one race over the weekend, Donington's Masters meeting was short and sweet.

Pole was taken by Will Nuthall in his Cooper T53, by a healthy 1.2 seconds from Sam Wilson in his Lotus 20/22.

With rain falling at the start, the race was tricky. It was a lot trickier for Nuthall, however, as engine trouble on the warming-up lap forced him to start from the pit lane.



Despite his handicap, Nuthall socially distanced himself from the rest of the competitors by driving through the field to take the win. Some distance behind Nuthall were Andy Willis and Barry Cannell, Cooper 45/51 and Brabham BT4 respectively, who raced to finish second and third.

Steve Hart's Maserati 250F raced to sixth as the only front-engined car entered in the race.

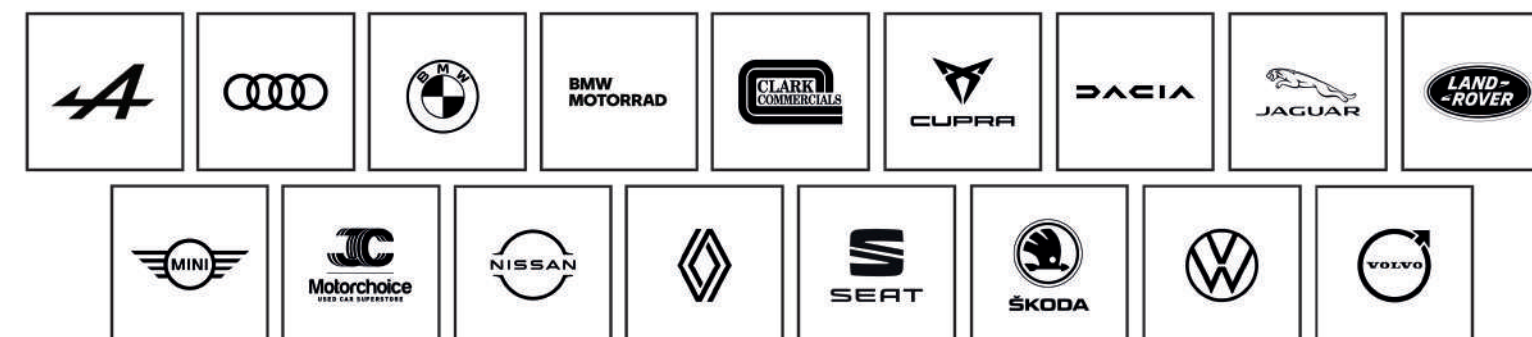
1: #51 Rod Jolley, Cooper T43/51, #55 Nick Topliss, Cooper T53 Low Line, #22 Steve Hart, Maserati 250 CM7, #17 Alan Baillie, LDS F1
 2: #3 Barry Cannell, Brabham BT 11A, #53 Sam Wilson, Lotus 20/22, #14 Richard Wilson, Cooper T60, #55 Nick Topliss, Cooper T53 Low Line, #51 Rod Jolley, Cooper T43/51
 3: #4 Andy Willis, Cooper T45/51, #3 Barry Cannell, Brabham BT

11A, #14 Richard Wilson, Cooper T60, #10 Will Nuthall, Cooper T53, #55 Nick Topliss, Cooper T53 Low Line
 4: #3 Barry Cannell, Brabham BT11 A, #14 Richard Wilson, Cooper T60, #7 Nick Topliss, Cooper T53 Low Line
 5: #7 Nick Topliss, Cooper T53 Low Line, #63 Michel Kuiper, Brabham BT4, #6 John Emery, Brabham BT4



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BRANDS HATCH

Masters Historic Festival

22–23 August 2020

Two 25-minute races greeted competitors for the Masters Historic Festival at Brands Hatch.

Race 1



Andrew Beaumont drove well to put his Lotus 18 on pole position, but to no avail as he failed to finish. This left Jon Fairley in his Brabham BT11/19 to lead home Will Nuthall's Cooper T53 by a scant 0.8 of a second.

Nick Fennell brought himself home a fine third in his Lotus 25, followed by Rudi Friedrichs in another Cooper T53 in fourth.

Race 2

The second race of the weekend also went to Fairley, but with a safer margin back to Nuthall in second. Friedrichs and Fennell were third and fourth respectively. This time, Beaumont had enough fuel in his car for this race and managed to finish sixth having started from the back of the grid.



1: Ian Nuthall, Jon Fairley and Nick Fennell
2: Richard Parnell, Bernardo Hartogs, Chris Helliwell, Geoff Underwood
3: Eddy Perk and Sid Hoole

4: Pre-Race Paddock
5: Rudi Friedrichs, Will Nuthall, Andy Willis



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SILVERSTONE

VSCC SPRING START

17 April 2021

The HGPCA was invited to organise a springtime race for the VSCC meeting at Silverstone on 17 April 2021. 22 cars were entered and 20 finished. That's pretty good going.



1: #9 Chris Helliwell, Cooper T75, #42 James Willis, T45
 2: #19 Steve Banham, Cooper T43, #3 Barry Cannell, Brabham BT11A, #42 James Willis, Cooper T45
 3: #3 Barry Cannell, Brabham BT11A, #10 Will Nuthall, Cooper T53
 4: #6 Christian Dumolin 1956 Maserati 250F, #10 Will Nuthall, Cooper T53
 5: #128- Geoff Underwood, Cooper T56/59, #14 Richard Wilson, Cooper T60



Coopers dominated the entry list, and it was Will Nuthall who put his Cooper T53 on pole by a handy 0.5 seconds in front of Barry Cannell driving a Brabham BT11A. The ever-present Andrew Beaumont was third in his Lotus 18 a further second behind.

The race was a different story however, as Cannell managed to get ahead of the pole-sitter to win by just over 0.2 of a second in a very close race, his Brabham defeating the hoard of Coopers. Beaumont was third but could not match the speed of the first two finishers.



6: #34 John Spiers, Maserati 250F, #43 Eddie Williams in Charles Gillett Cooper T43, #9 Chris Helliwell, Cooper T75, #32 Bernardo Hartogs, Lotus 18/21, #42 James Willis, Cooper T45, #12 Ben Maeers, Cooper T51
 7: #15 Marshall Bailey, Cooper T51, #128 Geoff Underwood, Cooper T56/59
 8: #10 Will Nuthall, Cooper T53, #3 - Barry Cannell, Brabham BT11A, 49 Andrew Beaumont Lotus 18.
 9: #39 Cliff Gray, Cooper T43, #60 Elliott Hann, Cooper T45

The father-and-son team of Justin and Ben Maeers, driving Cooper T53 and T51 respectively, had mixed fortunes. Justin finished a fine fourth, while the younger Ben failed to finish with engine overheating problems. Tom Dark had a good race to place fifth with his Cooper T51.

Such was the fast pace of the leaders (along with the Club Circuits relatively short lap) that the Cooper T60 driver, Richard Wilson, ended up in Sixth place.





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DONINGTON HISTORIC FESTIVAL

1-2 May 2021

The HGPCA had two races at Donington's Historic Festival, with a healthy 29 cars on the grid for the first race. It was no great surprise to see Will Nuthall put his Cooper T53 on pole, but the gap of 2 seconds to Miles Griffiths's Cooper T56 was.



2

1: #40 Stephan Jöbstl, Lotus 24, #39 Cliff Gray, Cooper T43, #60 Elliott Hann, Cooper T41, #33 Chris Phillips, Cooper Bristol, #20 Teifon Salisbury, Lotus 18
2: #248 Klaus Lehr, Maserati 250F, #40 Stephan Jöbstl, Lotus 24, #30 Tom Dark, Cooper T51
3: A very impressive grid of well-prepared cars
4: #10 Will Nuthall, Cooper T53



3

4



1

Race 1

Nuthall took the lead at the start and immediately opened a gap to second-placed Griffiths, taking full advantage of Donington being his local circuit. Griffiths had retired by the end of the race.

A safety car after 10 minutes allowed the field to bunch up – apart from leader Nuthall, who had a lapped car between him and Mark's Shaw's second-placed Lotus 21. The mix-up at the restart allowed Jon Fairley in a Brabham BT11A to come through to second – a position he held until the end.

Andrew Beaumont was another driver to gain as a result of the safety car, and he came home a good third in his Lotus 18.



5

Race 2



6

Nuthall started well, but not as well as fellow front-row starter Fairley, who took the lead. However, Fairley's glory lasted just half a lap before Nuthall resumed his place at the head of the field.

Fairley continued in second place, finishing some 23 seconds behind Nuthall. Barry Cannell made it a Brabham 2-3 with his BT11/19 version.

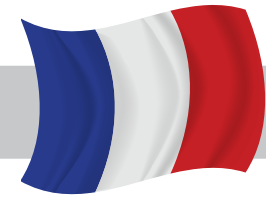
5: #59 Cliff Gray, Cooper T43, #42 James Willis, Cooper T45, #3 Barry Cannell, Brabham BT11A
6: #99 Mark Shaw, Lotus 21 7, #3 Barry Cannell, Brabham BT11A, #11 Jon Fairley, Brabham BT11/19
7: #55 Nick Taylor, Lotus 18, #43 Eddie Williams Cooper T43



7



1



DIJON

GRAND PRIX DE L'AGE D'OR

4-5 June 2021

Naturally, Covid was a big talking point prior to the two back-to-back rounds held in France. Life was made a lot easier for the competitors by the French authorities when they gave the race meeting international status, thus saving the British contingent from quarantine.



2

1: #38 Rebeca Rettenmaier, Alfa Romeo 8C Monza
2: #14 Andy Willis, Cooper Maserati T51, #40 Stephan Jöbstl, Lotus 24
3: #7 Max Blees, Brabham BT7A, #99 Mark Shaw, Lotus 21, #50 Philipp Buhofer, Lotus 24



3

Will Nuthall again led the way in qualifying, heading Andy Willis and Rudi Friedrichs in a Cooper 1-2-3. Mark Shaw had a near disaster during practice when he and his Lotus 21 overturned while being towed out of the kitty litter. Luckily, Shaw and his car were able to race.



4

Race 1



5

Like qualifying, the race was also a Cooper 1-2-3. Nuthall came first, with Friedrichs and Willis swapping places to finish second and third respectively. A Cooper whitewash so far! The first non-Cooper was Shaw in his Lotus 21 – a good result following his practice mishap.

Race 2

Andrew Beaumont spoiled the Cooper clean sweep by coming third in the second race. His Lotus 18 was 7 seconds behind Friedrichs's Cooper. Nuthall won again driving his Giorgio Marchi Cooper T53, this time winning by a handy 16 seconds.

Interesting additions to the grid for this meeting were Fritz Burkard in his Bugatti T51, and Rebeca Rettenmaier in her father's Alfa Romeo 8C.



6

4: #6 Klara Rettenmaier, Cooper Bristol, #31 Guillermo Fierro, Maserati 250F, #22 Steve Hart, Maserati 250F
5: #10 Will Nuthall, Cooper T53
6: #99 Mark Shaw, Lotus 21, #7 Max Blees, Brabham BT7A, #50 Philipp Buhofer, Lotus 24
7: #40 Stephan Jöbstl, Lotus 24, #14 Andy Willis, Cooper Maserati T51



7



PAUL RICARD

FRENCH HISTORIC GRAND PRIX

11–13 June 2021

Pole was taken by Luxembourg's Michael Gans driving a Cooper T79, followed by British HGPCA regulars Will Nuthall and Andrew Beaumont in a Cooper T53 and Lotus 18 respectively. It was nice to see a variety of nationalities joining the fun.



1: #15 Thomas Matzelberger, Cooper T45/51, #248 Klaus Lehr, Maserati 250F, #24 Ingo Strolz, Cooper T51, #25 Francesco Baldanza, Gilby F1
 2: #50 Philipp Buhofer, Lotus 24, #40 Andy Willis, Cooper Maserati T51
 3: #248 Klaus Lehr, Maserati 250F, #22 Steve Hart, Maserati 250F, #17 Michael Ganz, Cooper T79
 4: #25 Francesco Baldanza, Gilby F1, #14 Michel Baudoin, Cooper T45
 5: #6 Julia De Baldanza, Maserati A6GCM, #9 Olivier Huez, Cooper T51, #17 Michael Gans, Cooper T79



Race 1

The race resumed after a false start, and Gans took advantage of being on pole to lead the first few laps, until stopping with throttle cable problems. This left Nuthall in the lead – a position he held onto until the end of the race.

Germany's Rudi Friedrichs in his Cooper T53 came through in second, followed by Briton Mark Shaw in a Lotus 21 that was once campaigned by Jim Clark.



Race 2



With the track temperature at 54 °C, a cool Gans flew through from the back of the grid to take the lead after just three laps. He extended his lead to the end, followed by Nuthall (Cooper T53) and Beaumont (Lotus 18). Gans managed the fastest lap a full second faster than Nuthall.

Spanish driver Guillermo Fierro, driving his Maserati 250F, repeated his first race feat of being the first front-engined car home.

6: #10 Will Nuthall, Cooper T53, #12 Rudi Friedrichs, Cooper T53
 7: #10 Will Nuthall, Cooper T53
 8: #40 Andy Willis, Cooper Maserati T51, #45 Hans Ciers, Cooper T45





BRANDS HATCH LEGENDS SUPERPRIX

10–11 July 2021

A new format of four sessions was trialled at Brands in order to give the front engine cars a race of their own with a combined front and rear engine race on Sunday afternoon.



1: #41 Alex Simpson / Tim Ross, Cooper T41, #39 Cliff Gray, Cooper T43
 2: #21 Ian Nuthall, Cooper Bristol, #5 Tony Smith, Ferrari 246 Dino
 3: #6 John Emery, BT4, #28 Eddie McGuire, Scarab
 4: #2 Rod Jolley, Lister Jaguar, #34 John Spiers, Maserati 250F
 5: #22 Peter Horsman, Lotus 18/21 leads a hard-charging pack
 6: #5 Tony Smith, Ferrari 246 Dino, #39 Cliff Gray, Cooper T43



Race 1

The first race of the new race meeting format was for front-engined cars and Class 7C. This was won by John Spiers in his Maserati 250F. Rod Jolley came second in his shiny Lister Jaguar Monza, and third was Eddie McGuire in his Scarab.

First of the rear-engined Class 7 cars was Elliott Hann's Cooper T41.



Race 2



This race was for the balance of the rear-engined cars and was won by pole sitter Wilson from fellow front-row starter Horsman by less than 0.6 of a second. Rudi Friedrichs in a Cooper T53 was only a further 1 second back in third.

Race 3

The survivors from the first two races combined for the last race of the weekend. The grid was set by the fastest lap times in each heat.

Wilson won by 20 seconds from Horsman. Third, after a great drive from the back of the grid, was Miles Griffiths driving Julian Bronson's Scarab Offenhauser.



7: #30 Miles Griffiths, Scarab, #34 John Spiers, Maserati 250F
 8: #14 Richard Wilson, Cooper T60, #32 Bernardo Hartogs, Lotus 18/21
 9: #82 Tony Ditheridge, Cooper T45
 10: #33 Chris Phillips, Cooper Bristol, #9 Chris Helliwell, Cooper T75, #41 Alex Simpson, Cooper T41, #38 Cliff Gray, Cooper T43





1 2

Race 1

A wet track met the competitors, and it was Rudi Friedrichs who took advantage to take the initial lead in his Cooper T53. However, by the end of lap one Wilson had taken the lead, quickly followed by the chasing Nuthall.

The race ended with Wilson just 0.3 seconds ahead of the hard-charging Nuthall. Friedrichs finished in third some way back, but ahead of the squabbling pack of a recovering Andrew Haddon (whose Scarab Offenhauser suffered earlier overheating), Justin Maeers (Cooper T53), Barry Cannell (Brabham BT11A) and John Spiers (Maserati 250F), who were covered by less than six seconds.



6



SILVERSTONE CLASSIC

30 July–1 August 2021

An amendment to the qualification time sheet revealed to the spectators that it was, in fact, Sam Wilson driving John Chisholm's Lotus 18 into pole position and not the owner.



3

- 1: #10 Will Nuthall, Cooper T53, #12 Ben Maeers, Cooper T51, #30 Andrew Haddon, Scarab
- 2: #33- Chris Phillips, Cooper Bristol
- 3: #10 Will Nuthall, Cooper T53, #30 Andrew Haddon, Scarab
- 4: #30 Andrew Haddon, Scarab Offenhauser, #12 Rudiger Friedrichs, Cooper T53
- 5: #55 Nick Taylor, Lotus 18, #2 Ian Nuthall, Cooper Bristol

Race 2



7

A damp but drying track was at least an improvement over the previous day's race. It was Nuthall who had pole, but in a repeat of the first race Friedrichs took the lead early on. Nuthall soon pitted with plug-lead problems, leaving Haddon to get past Friedrichs in the Julian Bronson-owned Scarab and go on to win by more than 7 seconds.

Maeers in his Cooper T53 was a steady third, with Spiers and his front-engined Maserati fourth.

- 6: #34 John Spiers, Maserati 250F
- 7: #28 Eddie McGuire, Scarab, #21 Alex Morton, Lotus 21, #248 Klaus Lehr, Maserati 250F
- 8: #64 Ben Maeers, Cooper T51, #50 Philipp Buhofer, BRM P261, #7 Paul Griffin, Cooper T51



4 5



8



Race 1

Nuthall capitalised pole to take a lead that he never lost. In second, despite starting at the back of the grid after missing practice, was Phil Keen driving a Lotus 18 that is normally peddled by Andrew Beaumont. The latter tested positive for Covid and could not attend the meeting. Friedrichs (Cooper T53), Mark Shaw (Lotus 21) and Maers (Cooper T53) completed the top five.

The first front-engined car home, and finishing in sixth position overall, was Richard Wilson's Ferrari Dino 246, which just beat John Spiers's Maserati 250F.



SPA-FRANCORCHAMPS

SPA SIX HOURS

1-3 October 2021

It was a Cooper T53 1-2-3 for qualifying, with Will Nuthall ahead of Rudi Friedrichs and Justin Maers.



1: A good clean start
 2: #63 Michel Kuiper, Brabham BT4, #42 James Willis, Cooper T45
 3: #49 Andrew Beaumont, Lotus 18 leading a gaggle of cars.
 4: #50 Philipp Buhofer, BRM P261-2, #72 Tom De Gres, Brabham BT14, #87 Tony Lees Cooper T53

Race 2

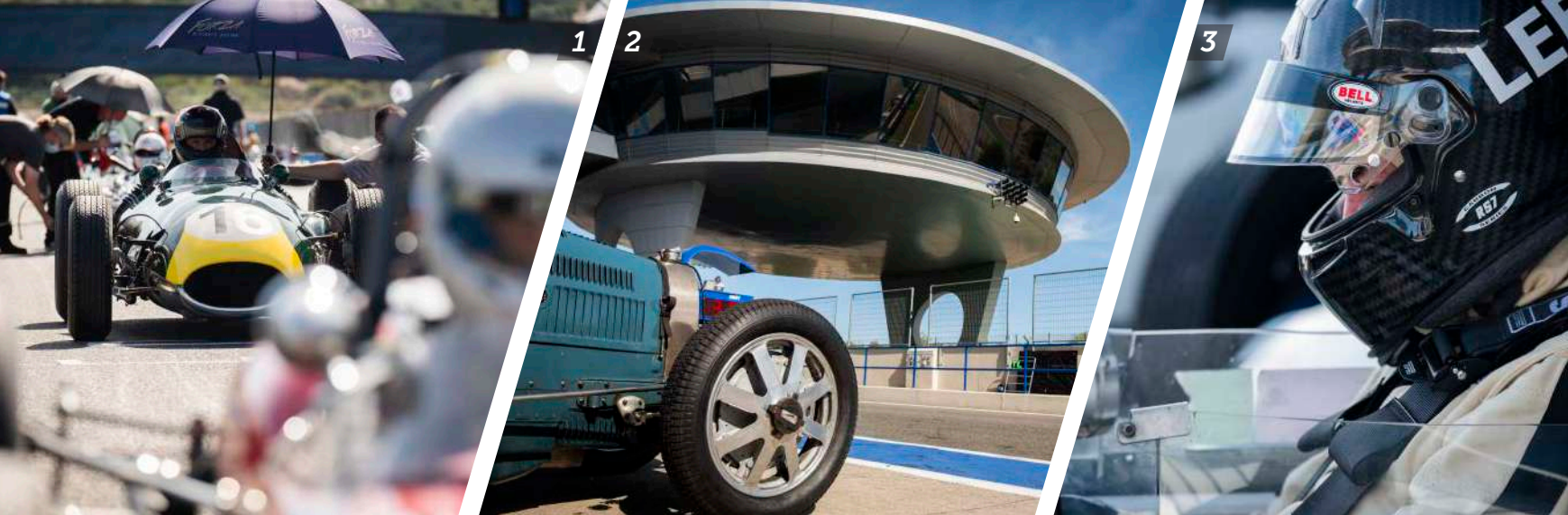


Saturday's dry weather changed overnight to a typical wet Spa race day. This did not deter Keen, who turned the tables on Nuthall and won by a healthy margin of 11 seconds. The consistent Friedrichs picked up third again, beating Class 6 winner Steve Hart in his Maserati 250F.

Local driver Marc Valvekens brought his Aston Martin DBR4/4 into thirteenth overall – five positions better than he managed in the first race.

5: It's a bustling atmosphere in the pit lane
 6: #248 Klaus Lehr, Maserati 250F
 7: #10, Will Nuthall, Cooper T53





JEREZ

JEREZ HISTORIC FESTIVAL

23–24 October 2021

A good field of 31 went out to qualify under the Spanish sunshine for the first of two races. Rudi Friedrichs in his familiar Cooper T53 was fastest, just ahead of Mark Shaw driving his Lotus 21. Just 0.086 separated the pair. Michael Gans, driving a Cooper T79, was just 0.382 of a second further back.



- 1: #16 Max Smith-Hilliard, Lotus 16
- 2: #51 Fritz Burkard, Bugatti T51
- 3: Tony Lees
- 4: #42 James Willis, Cooper T45, #51 Rod Jolley, Cooper T43/51, #53 Ben Maeers, Cooper T53
- 5: #49 Andrew Beaumont, Lotus 18
- 6: #49 Andrew Beaumont, Lotus 18, #3 Barry Cannell, Brabham



Race 1

An exciting battle ensued between Friedrichs and Shaw throughout the race, but it was Andrew Beaumont who won by the tiny margin of 0.089 seconds – incredibly close after 12 laps – leaving Friedrichs in second place.

Swiss driver Philipp Buhofer in his 1964 Graham Hill team BRM P261 was home fourth behind final podium finisher Barry Cannell in his Brabham.

The front-engined cars put up a good show for fifth and sixth, with Max Smith-Hilliard edging out Richard Wilson by 2 seconds. They were driving a Lotus 16 and Ferrari 246 respectively.



Race 2



Friedrichs led at the start of the second until Gans got into his stride and took the lead. Friedrichs did well to hang on and was less than a second behind at the end.

Cannell again took third, this time with a bigger gap back to Buhofer. Smith-Hilliard and Wilson resumed their front-engined battle and came in sixth and seventh respectively, just after Beaumont in fifth place.

- 7: #31 Guillermo Fierro, Maserati 250F, #64 Justin Maeers, Cooper T51, #87 Tony Lees, Cooper T53
- 8: #42 James Willis, Cooper T45, #53 Ben Maeers, Cooper T53
- 9: #7 Nick Topliss, Cooper T53, #31 Guillermo Fierro, Maserati 250F, #12 John Emery, Brabham BT4





Race 1

In the first race, Gans took the lead just after the start and held on to it to the chequered flag. He finished 11 seconds ahead of Richard Wilson, who revelled in the wet conditions that suited his Ferrari 246 Dino. Also impressive was Lukas Halusa a last-minute entry in his Bugatti T35B.

Front-engined cars finished fourth and fifth – again with the conditions helping – with Guillermo Fierro ahead of John Spiers, both driving Maserati 250Fs.



PORTIMÃO



ALGARVE CLASSIC FESTIVAL

28–31 October 2021

Held at the Portimão Circuit, qualifying had Andrew Beaumont (Lotus 18) and Michael Gans (Cooper T79) with a healthy lead of nearly 2 seconds over Justin Maeers in Tony Ditheridge's Cooper T45, after he had gearbox problems with his own T53.

Race 2



Sunday proved no drier, but it did provide an overall win for the front-engined car. Spiers took victory from Halusa by less than a second. Halusa also set the fastest lap – a remarkable 3 seconds faster than the winner.

Wilson's Ferrari stayed in contention and was only 1.7 seconds behind Halusa by the end. Fierro made it a 1-2-3-4 front-engined sweep with a fine fourth place. Gans spun early on and, despite clawing his way back into contention, retired on the last lap.



- 1: #34 John Spiers, Maserati 250F, #248 Klaus Lehr, Maserati 250F, #38 Cliff Gray, Cooper T43
- 2: #34 John Spiers, Maserati 250F.
- 3: #51 Rod Jolley, Cooper T43/51, #99 Mark Shaw, Lotus 21, #34 John Spiers, Maserati 250 F
- 4: #19 Paul Grant, Cooper Bristol, #64 Ben Maeers, Cooper T51, #34 John Spiers, Maserati 250F, #248 Klaus Lehr, Maserati 250F
- 5: #6 John Emery, Brabham BT4, #28 Fritz Burkard, Alfa Romeo Monza
- 6: #51 Rod Jolley, Cooper T43/51, #89 Stephen Banham, Cooper T45, #27 Christian Dumolin, Maserati 250 F

- 7: #89, Stephen Banham, Cooper T45, #87 Tony Lees, Cooper T53, #36 Eric Staes, Cooper Bristol T23 Mk 2 5
- 8: #1 Lukas Halusa, Bugatti T35B, #27 Christian Dumolin, Maserati 250F
- 9: Pushing hard in the wet





2020/2021 AWARDS CEREMONY

Once again, our Annual Lunch was held at the Royal Automobile Club in Pall Mall, London. Founded in 1897 'to promote automobilism', the RAC is an appropriate venue for celebrating the HGPCA's prestigious awards ceremony.



Left to right: Richard Wilson, Martin Grant Peterkin (MGP) with Fritz Burkard and Eddie McGuire



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Above from left to right: MGP and Chris Helliwell, Will Nuthall with Peter Horsman for Giorgio Marchi, Jack Brabham Trophy, MGP and Mark Shaw.



2020/2021 AWARDS CEREMONY



Above left: Tony Ditheridge (on behalf of Barry Cannell), MGP, Justin Maers and Andrew Beaumont.
Above right: MGP with Tom Dark and Will Nuthall.



Above left: Steve Banham, MGP, Cliff Gray and Elliott Hann.
Above right: Steve Hart and entrant Chris Wilson, Tim Ross entrant, and Rod Jolley.

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2020/2021 AWARDS

HGPCA congratulates these class and special cup winners in 2020 and 2021.

Class 1–1925–1934 Grand Prix cars

Fritz Burkard–Alfa Romeo/Bugatti

Class 5–1952–1953 2-litre Grand Prix cars

Paul Grant–Cooper Bristol
Ian Nuthall–Alta
Chris Phillips–Cooper Bristol

Class 6–1954–1958 Grand Prix cars on 16" wheels

Guillermo Fierro–Maserati
Klaus Lehr–Maserati
John Spiers–Maserati

Class 7a–Pre1961 front engine Grand Prix cars on 15" wheels

Malcolm Cook–Connaught
Max Smith Hilliard–Lotus 16
Richard Wilson–Ferrari

Class 7b–Pre1961 Grand Prix cars on 15" wheels

Tom Dark–Cooper
Rudi Friedrichs–Cooper
Will Nuthall, Giorgio Marchi–Cooper

Class 7c–Pre1961 Formula 2 cars of not more than 1.5-litre

Stephen Banham–Cooper
Cliff Gray–Cooper
Elliott Hann–Cooper

Class 8–Formula Libre, Indianapolis, and Intercontinental cars

Julian Bronson–Scarab Offenhauser
Eddie McGuire–Scarab Offenhouse

Class 9–Pre1961 Grand Prix/Formula 2 cars of not more than 2-litre

Steve Hart, Chris Wilson–Cooper Maserati
Rod Jolley, Tim Ross–Cooper
James Willis–Cooper

Class 10a–Pre1966 1.5-litre 4-cylinder Formula 1 cars

Mark Shaw–Lotus
Erik Staes–Lotus
Arnold Herreman–LDS

Class 10b–Pre1966 Formula 1 cars and 1964/66 Formula 2 cars of not more than 1000cc

Alan Baillie–LDS
Chris Drake–Cooper
Chris Helliwell–Cooper

Class 11–Pre1966 1.5-litre multi-cylinder Formula 1 cars

Philipp Buhofer–BRM
Stephan Jöbstl–Lotus
Richard Wilson–Cooper

Class 12–Pre1966 Tasman and Intercontinental 4-cylinder cars of not more than 2.7-litre

Andrew Beaumont–Lotus
Barry Cannell–Brabham
Justin Maers–Cooper

Special Awards

Jack Brabham Trophy– Will Nuthall, Giorgio Marchi
Alan Putt Trophy–Klaus Bergs
Chairman's Cup -Rudi Friedrichs



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South African Double-Header Zwartkops Raceway South Africa 31 January–2 February 2020	Front Engine: Ian Nuthall Christian Dumolin Rear Engine: Will Nuthall Peter Horsman Andrew Beaumont	Driver Ian Nuthall Christian Dumolin Will Nuthall Peter Horsman Andrew Beaumont	Car Alta F2 Maserati 250F Giorgio Marchi's Cooper T53 Lotus 18/21 Lotus 18	Class Winners: Ian Nuthall (Alta F2), Christian Dumolin (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Steve Hart (Chris Wilson's Cooper Maserati T51), Eddy Perk (Heron F1), Chris Drake (Cooper T71/73), Peter Horsman (Lotus 18/21)	
South African Double-Header Killarney International Raceway South Africa 7–8 February 2020	Front Engine: Max Smith-Hilliard Ian Nuthall Christian Dumolin Rear Engine: Andrew Beaumont Will Nuthall Chris Drake	Driver Max Smith-Hilliard Ian Nuthall Christian Dumolin Andrew Beaumont Will Nuthall Chris Drake	Car Lotus 16 Alta F2 Maserati 250F Lotus 18 Giorgio Marchi's Cooper T53 Cooper T71/73	Class Winners: Ian Nuthall (Alta F2), Christian Dumolin (Maserati 250F), Max Smith-Hilliard (Lotus 16), Will Nuthall (Giorgio Marchi's Cooper T53), Steve Hart (Chris Wilson's Cooper Maserati T51), Eddy Perk (Heron), Chris Drake (Cooper T71/73), John Romano (Brabham BT11), Andrew Beaumont (Lotus 18)	
Masters Historic Meeting Donington Park Circuit United Kingdom 18 July 2020	Front Engine: Steve Hart Rear Engine: Will Nuthall Andy Willis Barry Cannell	Driver Steve Hart Will Nuthall Andy Willis Barry Cannell	Car Hann Family's Maserati 250F Giorgio Marchi's Cooper T53 Stephan Jöbstl's Cooper T45/51 Brabham BT11A	Class Winners: Steve Hart (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Cliff Gray (Cooper T43), Andy Willis (Stephan Jöbstl's Cooper T45/51), Nick Taylor (Lotus 18), Richard Wilson (Cooper T60), Barry Cannell (Brabham BT11A)	
Masters Historic Festival Brands Hatch Grand Prix Circuit United Kingdom 22–23 August 2020	Front Engine: Klaus Lehr Elliott Hann Rear Engine: Martin Halusa Jon Fairley Will Nuthall Rudi Friedrichs	Driver Klaus Lehr Elliott Hann Martin Halusa Jon Fairley Will Nuthall Rudi Friedrichs	Car Maserati 250F Maserati 250F Maserati 250F Brabham BT11/19 Giorgio Marchi's Cooper T53 Cooper T53	Class Winners: Klaus Lehr (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Steve Hart (Chris Wilson's Cooper Maserati T51), Bernardo Hartogs (Lotus 18/21), Chris Helliwell (Cooper T75), Nick Fennell (Lotus 25), Jon Fairley (Brabham BT11/19)	
Vintage Sports Car Club Silverstone Circuit United Kingdom 17 April 2021	Front Engine: Chris Phillips Rear Engine: Barry Cannell Will Nuthall Andrew Beaumont	Driver Chris Phillips Barry Cannell Will Nuthall Andrew Beaumont	Car Cooper Bristol Brabham BT11A Giorgio Marchi's Cooper T53 Lotus 18	Class Winners: Chris Phillips (Cooper Bristol), Will Nuthall (Giorgio Marchi's Cooper T53), Cliff Gray (Cooper T43), Eddie Williams (Charles Gillett's Cooper T43), Bernardo Hartogs (Lotus 18/21), Chris Helliwell (Cooper T75), Richard Wilson (Cooper T60), Barry Cannell (Brabham BT11A)	
Grand Prix de l'Age d'Or Dijon-Prenois Circuit France 4–5 June 2021	Front Engine: Steve Hart Rear Engine: Guillermo Fierro Josef Rettenmaier Will Nuthall Rudi Friedrichs Andrew Beaumont	Driver Steve Hart Guillermo Fierro Josef Rettenmaier Will Nuthall Rudi Friedrichs Andrew Beaumont	Car Hann family Maserati 250F Maserati 250F Maserati 250F Giorgio Marchi's Cooper T53 Cooper T53 Lotus 18	Class Winners: Fritz Burkard (Bugatti T51), Paul Grant (Cooper Bristol), Steve Hart (Hann family Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Albert Streminski (Emeryson F1), Michel Baudoin (Cooper T45), Mark Shaw (Lotus 21), Patrick Jamin (Lola T54), Mr John of B (Lola Mk4), Andrew Beaumont (Lotus 18)	
Grand Prix de France Historique Circuit Paul Ricard France 11–13 June 2021	Front Engine: Guillermo Fierro Steve Hart Rear Engine: Klaus Lehr Michael Gans Will Nuthall Andrew Beaumont	Driver Guillermo Fierro Steve Hart Klaus Lehr Michael Gans Will Nuthall Andrew Beaumont	Car Maserati 250F Maserati 250F Maserati 250F Cooper T79 Giorgio Marchi's Cooper T53 Lotus 18	Class Winners: Julia de Baldanza (Maserati A6GCM), Guillermo Fierro (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Hans Ciers (Cooper T45), Mark Shaw (Lotus 21), Stephan Jöbstl (Lotus 24), Michael Gans (Cooper T79)	
Legends of Brands Hatch Superprix Historic Sports Car Club Brands Hatch Grand Prix Circuit United Kingdom 9–11 July 2021	Front Engine: Miles Griffiths John Spiers Rear Engine: Eddie McGuire Sam Wilson Peter Horsman Mark Shaw	Driver Miles Griffiths John Spiers Eddie McGuire Sam Wilson Peter Horsman Mark Shaw	Car Julian Bronson's Scarab Maserati 250F Scarab Lotus 18 Lotus 18/21 Lotus 21	Class Winners: Guy Plante (Cooper Bristol), John Spiers (Maserati 250F), Tony Smith (Ferrari 246 Dino), Miles Griffiths (Julian Bronson's Scarab), Sam Wilson (John Chisholm's Lotus 18), Elliott Hann (Cooper T41), Eddie Williams (Charles Gillett's Cooper T43), Mark Shaw (Lotus 21), Chris Helliwell (Cooper T75), Richard Wilson (Cooper T60), Peter Horsman (Lotus 18/21) Driver of the Weekend: Eddie Williams - Charles Gillett's Cooper T43	
The Classic at Silverstone Silverstone Circuit United Kingdom 30 July–01 August 2021	Front Engine: Andrew Haddon John Spiers Rear Engine: Eddie McGuire Rudi Friedrichs Justin Maeers Tom Dark	Driver Andrew Haddon John Spiers Eddie McGuire Rudi Friedrichs Justin Maeers Tom Dark	Car Julian Bronson's Scarab Maserati 250F Scarab Cooper T53 Cooper T53 Cooper T51	Class Winners: Chris Phillips (Cooper Bristol), John Spiers (Maserati 250F), Malcolm Cook (Connaught), Andrew Haddon (Julian Bronson's Scarab), Rudi Friedrichs (Cooper T53), Cliff Gray (Cooper T43), James Willis (Cooper T45), Alex Morton (Lotus 21), Chris Drake (Cooper T71/73), Richard Wilson (Cooper T60), Justin Maeers (Cooper T53) Driver of the Day: John Spiers	
Six Hours of Spa Spa-Francorchamps Circuit Belgium 01 October 2021	Front Engine: Steve Hart Richard Wilson Rear Engine: John Spiers Phil Keen Will Nuthall Rudi Friedrichs	Driver Steve Hart Richard Wilson John Spiers Phil Keen Will Nuthall Rudi Friedrichs	Car Hann Family Maserati 250F Ferrari Dino Maserati 250F Andrew Beaumont's Lotus 18 Giorgio Marchi's Cooper T53 Cooper T53	Class Winners: Stephan Rettenmaier (Alfa Romeo P3), Niamh Wood (Eddie McGuire's Cooper Bristol), Steve Hart (Hann Family Maserati 250F), Richard Wilson (Ferrari Dino), Eddie McGuire (Scarab), Will Nuthall (Giorgio Marchi's Cooper T53), Elliott Hann (Cooper T41), Ben Maeers (Justin Maeers Cooper T51), Mark Shaw (Lotus 21), Chris Drake (Cooper T71/73), Philipp Buhofer (BRM P261), Phil Keen (Andrew Beaumont's Lotus 18) Driver of the Day: Front Engine: Klara Rettenmaier, Rear Engine: Mark Shaw	
Jerez Historic Festival Circuito de Jerez – Ángel Nieto Spain 23–24 October 2021	Front Engine: Max Smith-Hilliard Richard Wilson Rear Engine: Guillermo Fierro Michael Gans Rudi Friedrichs Barry Cannell	Driver Max Smith-Hilliard Richard Wilson Guillermo Fierro Michael Gans Rudi Friedrichs Barry Cannell	Car Lotus 16 Ferrari Dino Maserati 250F Cooper T79 Cooper T53 Brabham BT11A	Class Winners: Fritz Burkard (Alfa Romeo 8C Monza), Erik Staes (Cooper Bristol), Guillermo Fierro (Maserati 250F), Max Smith-Hilliard (Lotus 16), Rudi Friedrichs (Cooper T53), Cliff Gray (Cooper T43), James Willis (Cooper T45), Klaus Bergs (Lotus 18), Philipp Buhofer (BRM P261), Michael Gans (Cooper T79) Driver of the Day: Front Engine: Fritz Burkard, Rear Engine: Philipp Buhofer	
Algarve Classic Festival Autodromo Internacional do Algarve, Portugal 28–31 October 2021	Front Engine: John Spiers Lukas Halusa Rear Engine: Richard Wilson Rod Jolley James Willis Mark Shaw	Driver John Spiers Lukas Halusa Richard Wilson Rod Jolley James Willis Mark Shaw	Car Maserati 250F Bugatti T35B Ferrari 246 Dino Cooper T43/51 Cooper T45 Lotus 21	Class Winners: Lukas Halusa (Bugatti T35B), Paul Grant (Cooper Bristol), John Spiers (Maserati 250F), Richard Wilson (Ferrari Dino 246), Tom Dark (Cooper T51), Cliff Gray (Cooper T43), Rod Jolley (Tim Ross's Cooper T43.51), Mark Shaw (Lotus 21), Andrew Beaumont (Lotus 18) Driver of the Day: Front Engine: Richard Wilson, Rear Engine: Rod Jolley	

ON THE PODIUM



Above left to right: Spa Six Hour 2021, Jerez Historic Festival 2021, Donington Historic Festival 2020



Above left to right: Donington 2020 (Classic Team Lotus), Historic Grand Prix 2021 rear engine, Historic Grand Prix 2021 front engine



Above: South African Tour 2020

STIRLING MOSS

A tribute by Ian Nuthall to a racing legend and motorsport ambassador.



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I first met Stirling back in the 1990s when I ran cars for John Coombes and Frank Sytner, who often had celebrity drivers in their cars at the Goodwood Revival meetings. Stirling Moss was one of those famous faces and we hit it off – the start of a friendship with both Stirling and his wonderful wife Susie which was to last over 10 years. Despite being considerably younger than Stirling, he always called me ‘old boy’.

At the beginning he asked me to run him in his Lola Mk1 sportscar in classic races around Europe. He was always into innovation, and we managed to get racing parts for his Japanese motor tricycle, which I souped up for him. He used this method of transport for driving around London between business appointments!

Becoming his co-driver came as quite a surprise. I received a phone call out of the blue inviting Jane and I to lunch in Shepherd’s Street, Mayfair, at the couple’s wonderful home. ‘Lunch’ consisted of a walk down the street with Stirling to his

favourite sandwich shop, and back home to share the spoils with Susie.

Over an informal chat, Stirling asked if I could run his much-beloved Osca FS 372 sportscar and co-drive it with him in a number of different events at Silverstone and Goodwood. Our arch-rival in the same class at those events was Chris Rhea in a Lotus. We had considerable success and always a lot of fun.

The last time I shared a drive with Stirling was in his Porsche RS61 during a Motor Racing Legends support race at the 2011 Le Mans 24-hour event. After several laps, Stirling decided to permanently retire from motor racing during the practice session. To say this decision took our breath away is an understatement. He simply got out of the car, and told us that he felt he couldn’t keep up with the others and it was time to stop! I was getting into the car at the time and suggested we immediately retire from the race. He disagreed and asked me to carry on with the practice session and

then drive the race solo. I agreed and duly appointed him my racing manager for the event – which made him laugh a lot!

Stirling continued to enjoy driving on the road, and we accompanied him twice to the Bahamas to run the Osca for him there. This was the Bahamas Speed Week Revival event – classic car demonstration runs around Nassau. There was always a specially erected garage for all the cars, but we still had to fight off the inevitable layers of sand blowing in from the beach.

The Speed Week event was accompanied by much pomp and ceremony from the local dignitaries. Needless to say, Stirling and Susie were the stars of the show, always ready to smile, wave and chat.

One year, on the way to one of the events in the Bahamas, we were fortunate to be invited to holiday with Stirling and Susie for a few days at their Fort Lauderdale home in Miami. They were such a fun couple to be with, and made us feel extremely welcome in their American home.

The author, Ian Nuthall with Sir Stirling in the magnificent Porsche 718 RS61



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Top: Killarney Racetrack, Cape Grand Prix - 17 February 1960. Stirling Moss and Jo Bonnier about to overtake Syd van der Vyver
Middle: Sir Stirling and Susie in the 1955 Mille Miglia winning Mercedes-Benz 300 SLR
Bottom: This rarely seen late 1960 image shows Stirling chatting to Carel Godin de Beaufort, Jo Bonnier, Huschke von Hanstein - the Porsche 'Racing Baron'



The following year Stirling and Susie came to stay with us in Nottingham and joined us for a VSCC dinner that we hosted at home. Their visit was very low key, and the following week we bumped into one of the attendees who congratulated us on inviting such an amazing Stirling Moss lookalike!

Stirling had a wicked sense of humour and was always the life and soul of the party. He dedicated his later life to being an ambassador for British motorsport. At every event, he was constantly surrounded by fans wanting his signature, and he was always loathe to turn anyone away - even though he must have found it, at times, exhausting.

He is very much missed. Ciao Stirling.





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AN EVOLUTION OF ORIGINAL THOUGHT

With its focus on bespoke engineering, vehicle design and traditional craftsmanship, the Envisage Group is perhaps best known for creating concept and bespoke cars for manufacturers. But then, in April 2022, they launched an ultra-exclusive reincarnation under a new luxury British brand, Caton.



The 'Healey by Caton' is based on the Austin Healey 100/4 BN1, made between 1953 and 1955. Caton's approach to forging this creation was to pay homage to the original vehicle while making it more comfortable, more fun to drive, and even more dynamic and beautiful to look at.

Using state-of-the-art design and traditional craftsmanship, this revered sports car has been brought up to date in a process of purification and refinement. A cleaner, smoother look has been applied to its instantly recognisable lines, while fully respecting the engineering and design principles of its creator, Donald Healey.

The cabin wholly maintains the essence of the original while offering significantly more space – largely thanks to a redesign of the transmission tunnel and a new five-speed manual gearbox. The cockpit has been fitted with the very best in contemporary and period materials, and the seats are upholstered in premium Bridge of Weir hide.

The car's beating heart is a 185 bhp 195 ft/lbs of torque 2954cc four-cylinder engine, endowed with performance to take the car well beyond the 100-mph top speed it was named for. Occupants are placed at the heart of a unique, highly

visceral, life-affirming driving experience, embodied by the sound of the side-exit exhaust below the driver's ear.

It's easy to imagine the Caton being an evolution of what Healey would have built, had the engineering skills been what we have today. The car is Healey by Caton is limited to 25 hand-built examples and is sure to become a collectors' favourite.

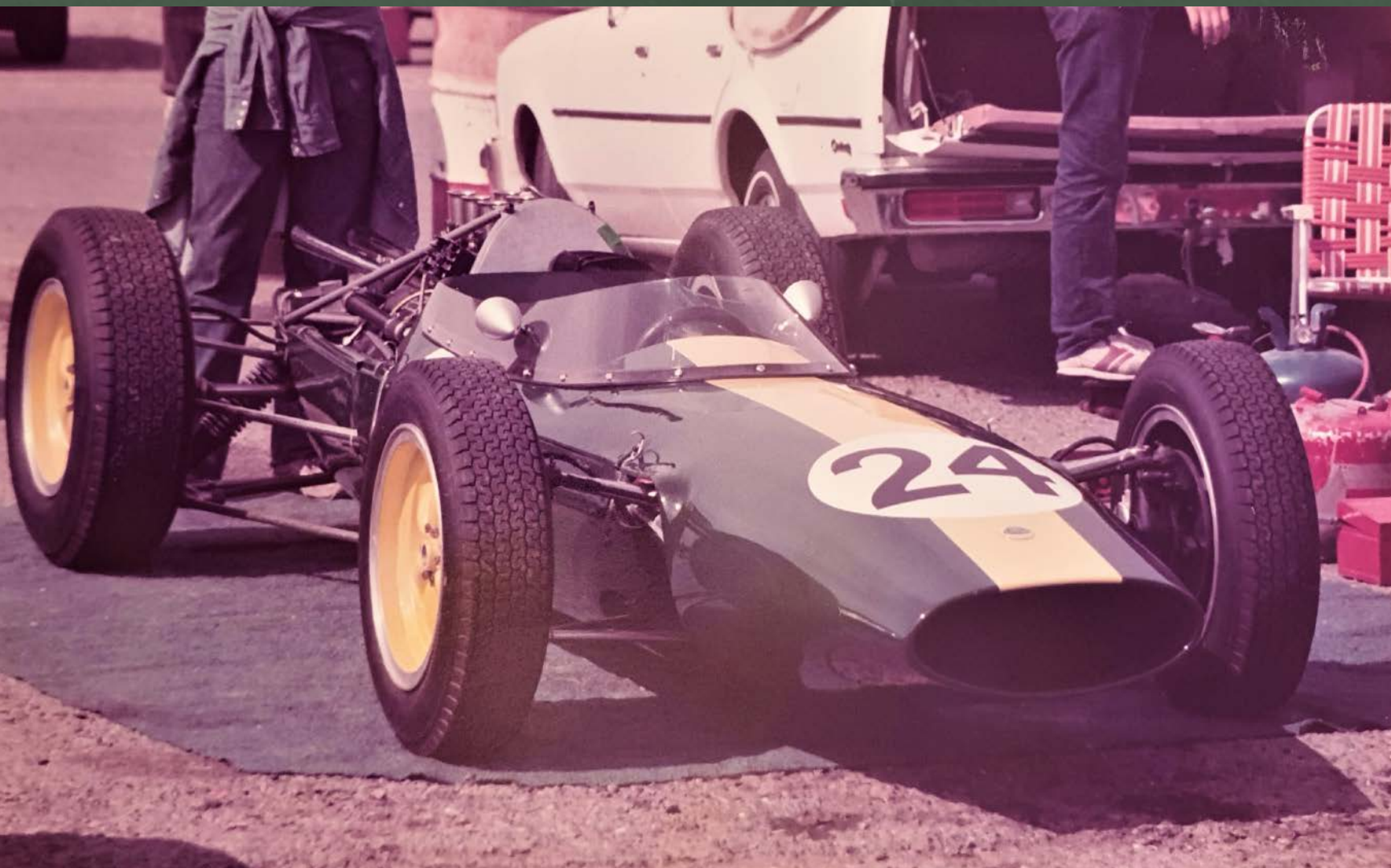
Tim Strafford, CEO of Envisage Group said: "The Healey by Caton is a car for those who appreciate beautiful objects and exquisite works of art."

www.caton.uk

HISTORY IS ALWAYS WRITTEN BY THE WINNERS. OR IS IT?

We take a nostalgic snapshot of Stephan Jöbstl's Lotus 24, chassis number 947, and discover that you never actually own a Lotus 24; you merely look after it for the next competitor.

WORDS: GRAEME WEBB



With apologies to Patek Philippe's universally valid 'Generations campaign', the Lotus 24 has proven to be timeless, and perfectly aligned with Lotus founder Colin Chapman's famous values – Simplify, then add lightness. The ongoing success and extraordinary longevity of number 947 is in no small part due to the 12 passionate custodians of this one very special Lotus 24.

By the early 1960s, Lotus had firmly established itself as a serious player in Formula One – to the point that Chapman decided to launch a successor to his Lotus 21 F1 car. However, this car would be different because it would be available for customers to campaign.

One of those customers was none other than double F1 World Champion Jack Brabham, who had left the Cooper Car Company and teamed up with Ron Tauranac to design and build cars under the Brabham name. Their Lotus 24 947 was meant to just be a 'stop-gap' for Jack until the first Brabham F1 car was built.



Left: Lotus 24-947 during Warren Sankey's first season of ownership. The flanges for the removable engine bay tube are just visible. (Patrick Gearing).

Above: Current owner Stephan Jöbstl at Donington Park in 2022.

Below: Jöbstl enjoying himself at Monaco.



Brabham first raced number 947 in May 1962 at Silverstone, where he finished sixth. He then went on to race the car at exotic places such as Monaco, Spa and yes, Mallory Park!

The car was sold later that year to double South African F1 champion Syd van der Vyver to replace his old Lotus 21 climax FPF engine car and he campaigned in the local South African F1 championship.

Van der Vyver's ownership of the car got off to a poor start; he retired from his first race with clutch failure. Then things got even worse in the following race – the 1962 Natal Grand Prix held at the Westmead Circuit just west of Durban, South Africa. This non-championship F1 race turned out to be rotten luck for Van der Vyver as he rolled the car, causing considerable damage.



Ready for the shakedown: Van der Vyver preparing for some test laps following the rebuild. (Jeff Weinbren)

Van der Vyver had the car rebuilt, possibly using parts from the Rob Walker Racing Team's wrecked Lotus 24 in which promising racer Gary Hocking sadly perished. Once rebuilt, Van der Vyver missed the March 1963 Rand Grand Prix at Kyalami due to engine problems. But things were once again on the up, with two second-place finishes at Westmead.

Van der Vyver's ownership of number 947 ended well, as he won his final race in the car at his home track, Roy Hesketh,

near Pietermaritzburg. Bad luck returned a week later when the car was damaged in a workshop fire.

Running short of funds, Van der Vyver sold the car to fellow Natal driver Vern McWilliams around 1964. Two years later, the car passed on to Dave Hume. Neither of whom ever raced the car.

Just months later, Phil Kleynhans bought the car from Hume, with plans of swapping the engine for a more

economical production-based four-cylinder Alfa. For reasons unknown, this did not happen. Kleynhans only raced the car once – at an historic event held at Kyalami that resulted in rather expensive damage in the form of a blown Climax V8. Perhaps he should have stuck to his original plan with the Alfa motor after all.

After having owned the Lotus for 12 years, Kleynhans swapped the car with Hugh Gearing for a motorcycle. Gearing had the motor rebuilt and in 1980, after

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Van der Vyver had the car rebuilt, possibly using parts from the Rob Walker Racing Team's wrecked Lotus 24 in which promising racer Gary Hocking sadly perished.

the car had been in South Africa for 18 years, it was shipped to America to Warren Sankey, who had the car restored and then campaigned it in a variety of American historic events.

Monte Shalett, number 947's next owner, retained ownership for about 10 years. The details get a bit vague here, but Shalett recalls purchasing it in 1986, and racing it in both IndyCar and F1 support events during his time at the helm.

The car stayed in the USA with its ninth owner, classic car dealer Nick Soprano, who kept it for two years before Rob Hall (of Hall & Hall fame) and Paul Alexander shipped it to the UK. They prepared the

car to rent to several drivers racing in the historic car racing scene.

German racer Dieter Streve-Mülhens bought the car in 2000 and had the misfortune of being T-boned in his very first race with it. The car again needed some chassis repair work, during which the original Colotti gearbox was replaced with a Hewland example. David Coplowe took ownership of number 947 in 2009 and raced it for several years, including at the auspicious Goodwood Revival in September 2012.

In 2017, the car changed hands yet again, this time to Argentine Carlos Miguens, who raced it again at Goodwood Revival

and then onto the Silverstone Classic in 2017, and at Monaco in 2018.

In 2020, motorsport enthusiast Stephan Jöbstl took over ownership and has been active with the car since. Jöbstl believes that the vitality of cars like these are in the racing of them. "Number 947 will join the other Lotus cars in my collection, which include the Lotus XV, 20, 22 and 26R." His plans for the car? "I aim to enjoy the sound of the car on some challenging race-tracks with the HGPCA."

The proposition that each driver in turn becomes the custodian rather than the absolute owner of the car seems to be alive and well.

Warren Sankey driving 24-947 in a historic racing event during the first season he raced the car, 1984, at an unknown track. Note the car is still running its original Type 32 Colotti 5-speed gearbox but without an engine or gearbox cover. (Patrick Gearing)



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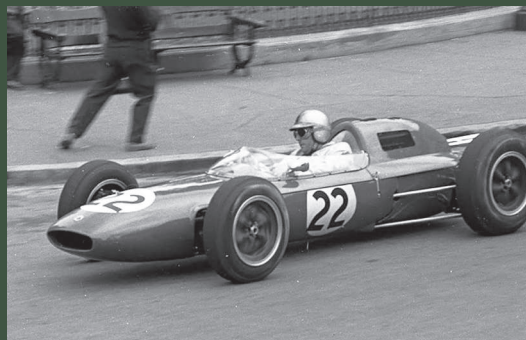
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STORIES AND OBJECTS SHARE SOMETHING, A PATINA

When it comes to provenance, 947 has considerable proof of continuity. The chassis, from photographic evidence, still has the flanged upper engine bay tubes in place, as installed by the Brabham team to assist engine removal. Also, the chassis displays the correct Lotus 24 additional triangulation and radiator water outlet pipes included in the design for V8 Climax engined cars.



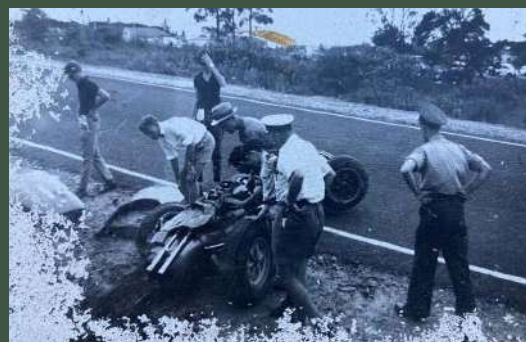
Brabham concentrates hard as he navigates Monaco's Casino Square, where he was to crash in the race. (John Hendy)



This shot shows more clearly that the upper-left chassis rail between the cockpit and engine bulkheads has been badly bent. A shocked-looking Van der Vyver surveys the wreckage, with a medical officer holding his arm. (Graham Vos)



Syd van der Vyver's 24-947 after its Westmead crash. The chassis has been twisted by the impact, which looks to have been at the left rear. The nose has been parted from the rest of the top-body section, with both parts lying in the foreground, while the engine cover also shows signs of the car having rolled. (Graham Vos)



Another angle of the crash scene. It appears the car went in backwards, hitting the left-hand rear first. This may explain why the original gearbox, still with the car, has evidence of a repair to a broken left-top ear where it bolts to the chassis. (Graham Vos)

The author acknowledges the incredible forensic work of Michael Oliver and Hall & Hall for supporting this feature.



The car came complete with the original Type 32 Colotti 5-speed gearbox as supplied with the car when it was new to Jack Brabham. (Hall & Hall)



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Tyrol had an active motorsport scene that included F1 drivers Gerhard Berger and Karl Wendlinger, but Wagger's parents claim that it was local 'bad boy' Franz Albert in his noisy exotics who made a greater impression on youngster.

After many school and college years spent drawing cars in class, Wagger graduated with a degree in Industrial Design. Opting for freedom rather than working fixed hours in the city, Wagger decided to go freelance. Over time he developed a reputation for technical illustrations, and as a distraction from the precision that

this type of work requires, he would paint cars with wide brushes and big strokes.

His big break came via a competition to design a poster for the Mille Miglia 2000. His dynamic, elevated view of a Mercedes SSK in full flight took first prize and became the official event artwork. A 2002 display at Retromobile in Paris was another turning point, and success there saw demand for his work spread rapidly as he added Goodwood Revival, Festival of Speed, Techno Classica and the Pebble Beach Concours d'Elegance to his list of exhibition mainstays.

Waggers bold style and vibrant brushwork are a visual testament to the drama, noise and speed of the car. Having painted famous race cars for 20 years, Wagger now prefers rare and obscure cars, such as the Lancia D20 – discovering the history of these cars, and then reworking shapes from grainy black-and-white shots.

Waggers has generously supported HGPCA's Yearbook for a decade now, and it is a privilege to have this artistic legend reliably in our fold.

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FROM TYROL TO THE TRACKS

Born in 1958, artist Klaus Wagger grew up in Austrian Tyrol, a place of exquisite beauty in the Alps. But it wasn't the mountains that called to him; it was the tracks.

RENAISSANCE AND THE PRANCING HORSE

The Ferrari 166 F2 may not have had a long racing history, but its time on the track was illustrious. Born of Scuderia Ferrari's excitement around the V12 engine, the 166 secured a win on its maiden race at the III Circuito di Firenze-F2 race in 1948.

WORDS: GRAEME WEBB



The Ferrari 166 F2 is the model in which Argentinian Formula 1 World Champion Juan Manuel Fangio gained fame throughout Europe. An open-wheel single-seater, it was originally designed, developed, and built by Scuderia Ferrari for Formula 2 racing.

These Ferrari models continued to dominate Formula 2 until they were replaced in 1952 by the four-cylinder Ferrari 500 F2. After being driven by several racing legends, this Ferrari 166 F2 – chassis number 116 – is now owned by well-known HGPCA competitor Stephan Rettenmaier. He has commissioned the great Ingo Grimm to restore and race-prepare this important car. If it proves to be competitive, the aim is to get #116 on the circuits by the end of 2022 with the intention of reclaiming its former glory.

When any historic race car is prepared for a race series, the excitement builds among competitors and fans alike – especially if that car has not seen a racetrack for over 30 years. Add the fact that it's a Ferrari – one of the earliest ever made – and the anticipation is palpable.

Overview of the Ferrari 166 F2

Scuderia Ferrari started building the Ferrari 166 F2 in 1948 with a view to competing in Formula 2 racing and the design was based on its 'big brother', the Ferrari 375 F1. Its construction followed



Chassis 116 seen here being piloted by Berardo Taraschi at the VII Gran Premio del Valentino, a non-championship event held at Valentino Park Turin in Italy, 27 March 1955.

the early post-war design norm of having a tubular frame with a rather snub-nosed aluminium body. The body work evolved over time, with a sleeker nose cone and grill, and with the addition of air ducts on the bonnet.

Front suspension is a double wishbone, while the rear was updated in 1950 to the De Dion type (complete with trans-axle gearbox), with a transverse leaf spring replacing the more conventional solid live axle. Since the car was designed years before disk brakes were the norm, it is fitted with finned drum brakes all around. This revised design is known as the Ferrari 166F2/50.

Gioacchino Colombo was entrusted with the design of the engine. With the

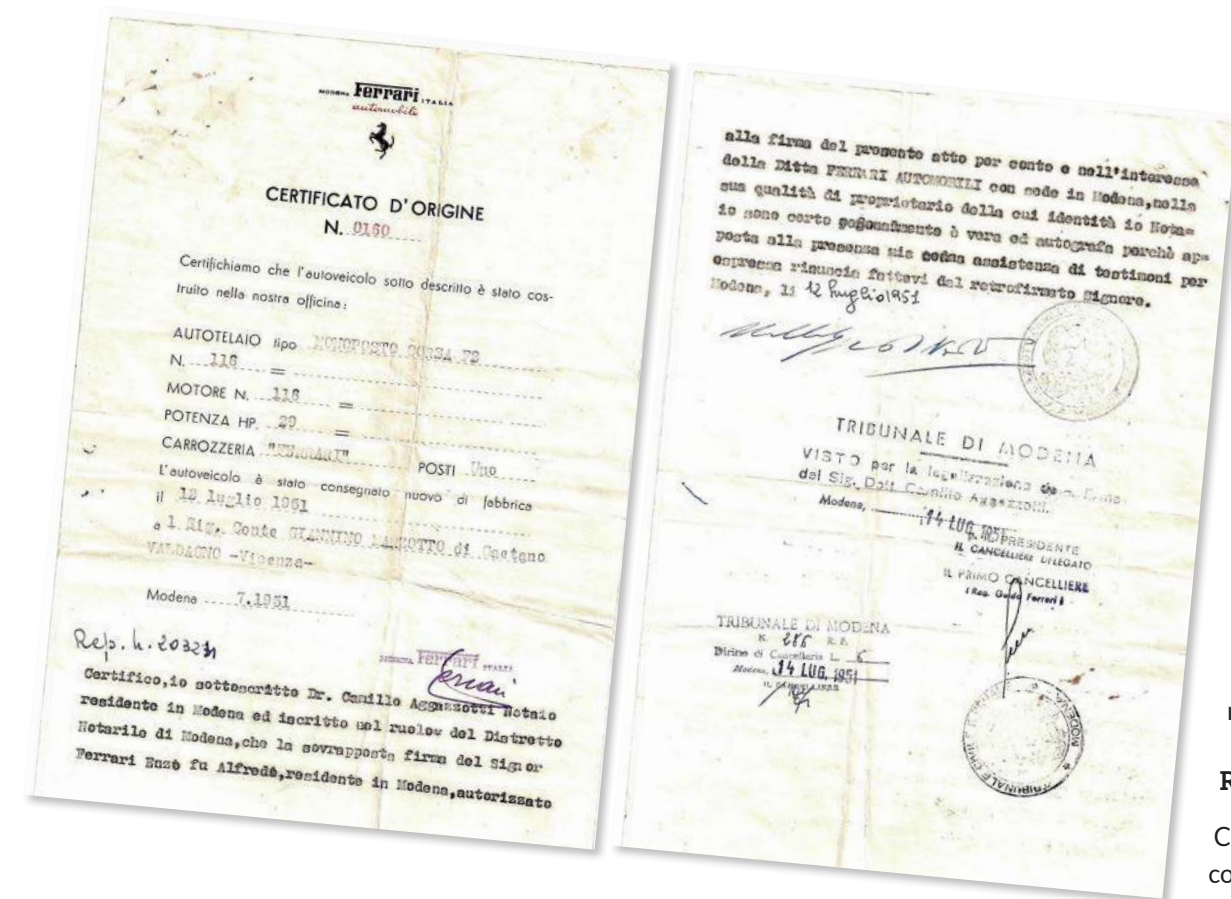
approval of Enzo Ferrari, he came up with a 60° V12 engine. Given Ferrari had no direct experience with V12s, there was an element of risk in deciding on an engine with this configuration. With a compression ratio of 11:1, and two valves per cylinder operated by single overhead camshafts per bank, fuelling was via three Weber 32 DCF carburetors, just like the 166 S sportscars of the era.

This multi-purpose engine was designed in 1.5-litre and 2-litre displacements, both in single-seat Formula 2 and two-seater sportscars. In fact, many 166s were raced with both varieties of the motor during their lifetimes. To show the versatility of the motor, it was also supercharged in 1.5-litre form for Formula 1 use, although the development of the forced induction version is attributed to Colombo's replacement, Aurelio Lampredi, Colombo having returned to Alfa Romeo.

In normally aspirated 2-litre Formula 2 guise, the engine developed about 150 bhp at 7,000 rpm, although Grimm says that they have run Rettenmaier's Ferrari 166 F2 to 7,700 rpm on the test bench with no problems. The 1.5-litre Formula 1 version of this motor, in dual stage supercharged form, made a heady 300 bhp. With the engine installed and no fuel, the complete car weighs 700 kg – not a bad power-to-weight ratio at the time.



#18 Maurice Trintignant in the Scuderia Ferrari 625 and #26 Berardo Taraschi in the Ferrari 166 in tight formation at Gran Premio del Valentino.



Partial translation: 'Certificate of origin. We certify that the single described vehicle is our workshop's Corsa 72 car. Dr. Canillo Aggazzotti Notary resident in Modena and registered in the district register. Signature of Ferrari Enzo was Alfredo, resident in Modena, authorized.'

Some of the Ferrari 166 F2 2-litre cars were also modified and fitted with supercharged engines, racing in Formula Libre/ Monoposto events and even in minor British races.

Rettenmaier's Ferrari 166 F2

Chassis number 116 was constructed in 1951 and sold to Count Gianni Marzotto for his Scuderia Marzotto team to compete in Italian Formula 2 races. The car was entrusted to Gianfranco 'Franco' Comotti for its first race at the Albi Grand Prix in August 1951, but the result was a disappointing retirement. Better results were achieved in subsequent races, leading to wins for Ascari and, in 1952, for the Count himself when he was at the wheel.

The Ferrari 166 F2 then passed on to fellow Italian driver Bernardo Taraschi, who entered it in four races between 1955 and 1957. However, by that time the car had lost some of its competitiveness, and Taraschi's best

Ferrari 166 F2 racing heritage

The Ferrari 166 F2 racing campaign started exceptionally well with a stunning debut in the hands of French driver Raymond Sommer at the Florence Grand Prix, held in September 1948. Sommer commanded the race, winning by a clear lap – and set the fastest lap.

Continued racing brought continued victories. The Ferrari 166 F2 dominated Formula 2 at the time and was represented by both works Ferrari and privateer teams and drivers. Leading drivers of the period, such as Alberto Ascari, Giuseppe Farina, Prince Bira, Peter Whitehead, Raymond Mays and,

of course, the great Juan Manuel Fangio, contributed to this success. The 166 scored significant wins around the world, including in Rome, Monza, Reims, South America and the notorious Nürburgring in Germany.

The car raced between 1948 and 1951, notching up many victories for Scuderia Ferrari. It was replaced in 1952 by the four-cylinder Ferrari 500 F2, which Ascari used to win back-to-back World Championships. In 1953 the Ferrari 166 F2 was still eligible to take part in the World Championship and other non-championship races, although preference had shifted to the Ferrari 500 F2 car.

The Ferrari 166 F2 dominated Formula 2 at the time, and was represented by both Works Ferrari and privateer teams and drivers. Leading drivers of the period, such as Alberto Ascari, Giuseppe Farina, Prince Bira, Peter Whitehead, Raymond Mays and, of course the great Juan Manuel Fangio, contributed to this success.



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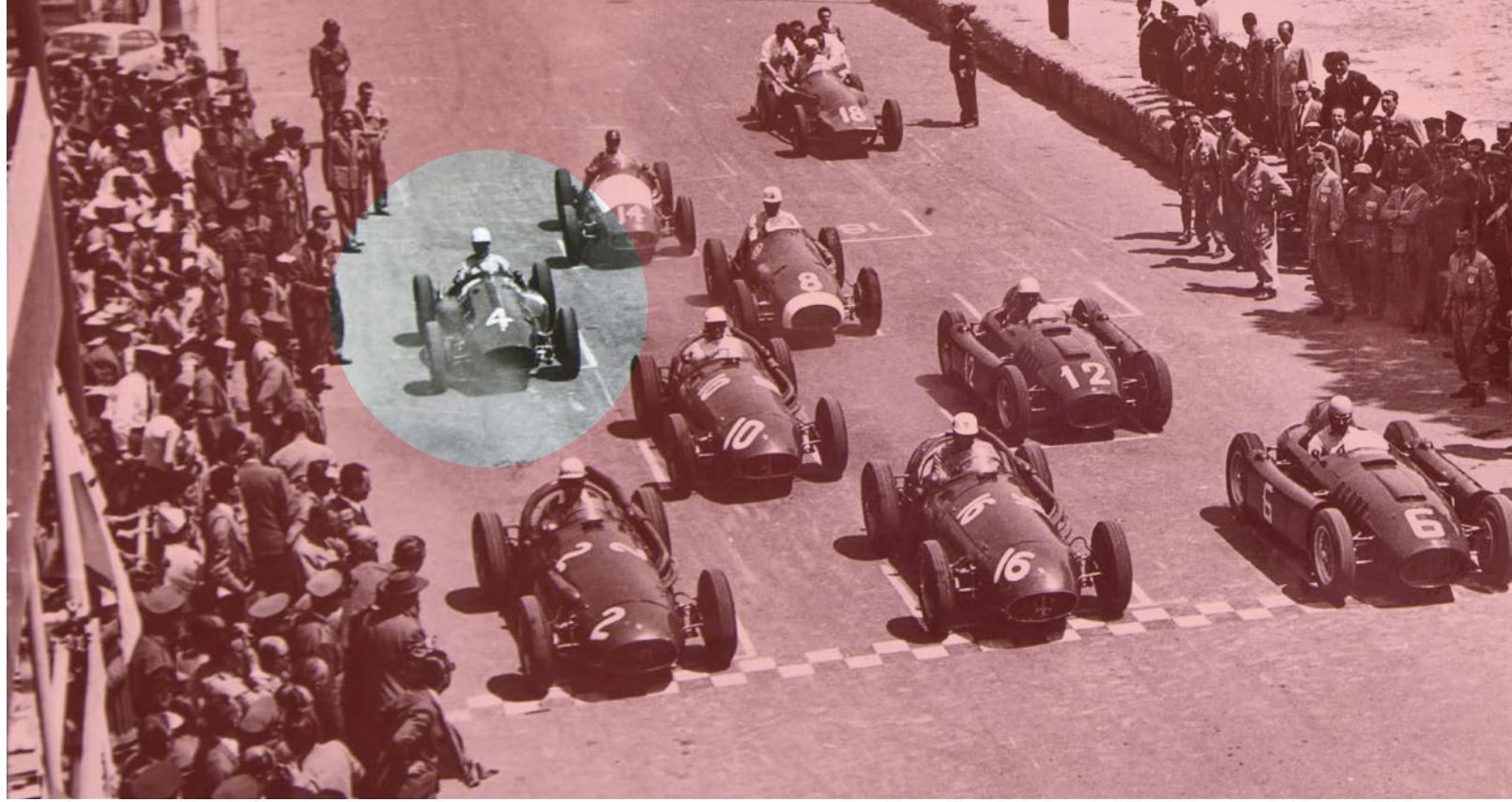
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Naples Grand Prix, Posillipo Circuit. Sunday, 8 May 1955. Privateer Berardo Taraschi, in the Ferrari 166, retired on lap 53 and finished 6th.

results were two fifth places at Napoli and Turin, both in 1955.

It appears that the car was then kept in the Taraschi collection until Bernardo's son, Tazio Taraschi, raced it in 1988, entering four historic racing events. Tazio Taraschi proved the car was still competitive, winning a second at Zandvoort, and a third closer to home at Monza. Chassis 116 was placed back into the Taraschi collection and was retired for a second time, until Rettenmaier came to hear of it and made an offer to purchase the car via an agent.

Restoration of number 116

Master craftsman Ingo Grimm, the man charged with restoring Rettenmaier's Ferrari 166 F2, has had an interest in all things mechanical from an early age. After leaving school he became an auto technician, then an engine and transmission builder with VW Motorsport and a rally navigator in his spare time. This is the timespan when he realised his love for 'old-school'

mechanics, and the passion for classic and historic vehicles grew from there.

Grimm's relationship with Rettenmaier blossomed through the latter's purchase of a Maserati 8CM, which needed complete restoration. During the first shake-down trials, the duo mutually agreed that Grimm should service the Maserati and look after it for the future. So, when Rettenmaier subsequently purchased the Ferrari 166 F2, Grimm was the obvious choice to restore the car to its former glory and it has become a labour of love for both parties. The car is in Grimm's workshop, and he makes the day-to-day decisions, but all important calls are made together with Rettenmaier.

When Grimm first saw the car over four years ago, his first thought was that it needed a lot of work to get it right for racing. His second thought was: "Well, let's get started!"

The appearance of the car has not been modified. "With matching engine and chassis numbers, the car is largely 'as built' and is correct to specification –

except for a lengthened wheelbase, to which an extra 10 cm was added in 1954," Ingo explained. "Testament to the originality of the car is the fact that, when stripping it down, the Cavallo Rampante stamp remained clearly evident on most of the components."

From a technical point of view, some components need to be made from scratch, but these components will be kept as close as possible to the original design and function. The original drawings and data for individual parts are near impossible to obtain, so new components that need to be machined will be one-offs. These components will be manufactured by outsourced specialists who have access to the required tools and facilities.

In some cases, the tools required to restore the car and its components simply do not exist, but Grimm regards this as one of the key joys of restoring classic cars. Nothing exists 'off the shelf', and in many cases the restorer needs to imagine what the original engineers were thinking



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at the time they designed the car. Once imagined, even the additional tools are fabricated from scratch to get the job done.

Grimm expects no problems with the car using modern fuel and lubricants, since, although the design of the car is old, they will be 'putting it together' in a modern way. "The plan is to test the car at Circuit Zolder in Belgium before the end of 2022. The dream is that the car will be as fast as it was in its heyday, but only time, and some test miles, will tell," says Grimm.

Grimm is honest in saying that, while the Ferrari 166 F2 is among the greats, it is not his personal favourite. Despite it not being the most successful car, Grimm still likes the CTA-Arsenal best. He also feels that the look of the Ferrari 166 F2 could have been improved, and that Ferrari designers should have investigated the likes of O.S.C.A., Maserati, CTA and Delage for design inspiration. But ultimately, he recognises that it's not about the looks. It's about the racing, "and this 166 will do that!"

When it comes to the Ferrari 166 F2, it is the craftsmanship that impresses most. Grimm explains that the car was designed, built, and successfully raced in a very short time-period. "This is a testament to the high skills level of auto workers at the time – skills which sadly seem to be fading." Let's hope that number 116 represents one of many future opportunities to keep these skills alive, and that we will see the results when this fabulous Ferrari soon graces the tracks.

FROM INGO GRIMM'S VAST EXPERIENCE TO THE PROMISE OF YOUTH

The skills Ingo and his like possess are vital to pass on to the next generation. Classic Team Lotus is just one of many engineering houses taking skill transfer seriously. We spoke to CTL apprentice Harvey Boore, with mentor Steve Jest at Hethel.

Harvey knew he wanted to work with cars but didn't really know the exact details. "My parents bought me a tour at Classic Team Lotus for my 11th birthday. I hadn't expected to enjoy it, but I remembered everything. I met some of the very guys I am now working with," Harvey explains.

"I went to boarding school when I was 11 and I worked for a classic car dealer to get some experience at weekends and during school holidays. I did that for three years during school." Harvey got "fairly good results" at GCSE and decided to stick with A levels and took engineering subjects – maths, physics, and product design.

After six months, he decided that it wasn't really for him. "Most of time I was in the classroom, and I was thinking that I could be outside doing something else, but the GCSEs and the school helped me find an apprenticeship which was very helpful.

"I turned down jobs that offered double what I started on here, because I couldn't miss a chance to work at a place like this. That's a long-term, bigger-picture decision, which often people of my age wouldn't make." In September 2019, Harvey joined Classic Team under Steve's watchful and meticulous eye as a welding and fabrication apprentice, in conjunction with City College.

"After coming here and looking around a couple of times, I was sold. The money side was not as important as enjoyment. I couldn't say no, really, it's a bit of a

privilege to work on these cars," Harvey beams. The apprenticeship was to have been two and a half years, but Covid-19 changed all that. "I should be finished by November 2022. I'll hopefully stay here as an employee. That's been the plan all along.

"For me, it's a passion. I'm as excited to come in each morning as I was when I when I started. Many of my peers have gone to the accounting, legal and hospitality profession. Most are car enthusiasts and they're very jealous of what I do."

There's a constant motivation at the factory. "Every day is different. But some jobs are very time consuming. This Lotus 81 full chassis repair has been a project for two years. It's one of my main jobs until one of the mechanics bring something else in and then I might not touch it for a few weeks.

"We've done the same repair that the team did in period, using materials that are little bit better, but the policy is to retain authenticity," says Harvey. Asked if a chassis be considered beyond repair, Steve's answer is emphatic. "We get very close to that every now and then. It can be a bit of a challenge but if we have some good pictures, we can normally rebuild it."

When it comes to choices between making a new panel, which takes a week, or repairing an original, which takes two, Classic Team Lotus always opt to repair the original, if possible. "We want to ensure it remains as it was in period," Steve concluded.

Harvey says modern techniques he's learned at college are being fused with traditional crafts taught by Steve. "I'm encouraged to pick up all the latest skills and techniques. I've taken a lot of advice from Steve, and I guess it's good having access to both modern and traditional solutions." In the future, Harvey hopes to be able to take over from Steve. "I have some big shoes to fill," he says modestly.

It's in places like these where collaboration between older and younger generations combine for the benefit of our sport and our industry. We need to see more of it.

Ingo Grimm deeply emersed at his workshop





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13-17 June

Cruise to Colmar
 France Road Trip



15-17 July

Zandvoort Historic Grand Prix
 The Netherlands
 grid to be confirmed



30-31 July

Oulton Park Gold Cup
 combined Pre- 1966 grid



12-14 August

Oldtimer Grand Prix
 Nürburgring, Germany - grid to be confirmed



26-28 August

Classic Silverstone
 combined Pre- 1966 grid



30 Sept-2 Oct

Spa Six Hours
 Spa-Francorchamps, Belgium
 combined Pre- 1966 grid



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Spanish Classic
 Navarra-combined Pre- 1966 grid



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From an initial, 75 members, the HGPCA has developed a membership that often exceeds 350. Being 'The International Association for Owners and Drivers of Historic Grand Prix Cars', membership not only exists for owners, but also for enthusiasts interested in the stewardship of these fine cars from such a rich period of motor racing history.

Throughout the racing season there are opportunities for members – not invited to race at specific meetings – to join us for lunch at the HGPCA's Red Truck. We are sometimes able to provide tickets to non-racers or arrange a discount on the general admission prices.

Life Member

A Life Member can be either a founding Member, a Member recognised by the Board as having made a special contribution or a Full or Ordinary Member who has paid the Life Membership subscription fee. Life Members are entitled to all the privileges of Membership, entitled to stand for election to the Board, be invited to drive in Association events, and vote at general meetings.

Full Member

One-off Joining Fee £500 & Annual Subscription £500 (2022)
A Full Member is the owner of an eligible Grand Prix car, entitled to all the privileges of membership, entitled to stand for election to the Board, be invited to drive in Association events, and vote at general meetings.

Ordinary Member

One-off Joining Fee £500 & Annual Subscription £500 (2022)
An Ordinary Member is entitled to all privileges of membership, entitled to stand for election to the Board, entitled to drive in Association events but is not entitled to vote at general meetings.

Associate Member

Annual Subscription £200 (2022)
An Associate Member is entitled to receive all privileges of Membership as above except the rights to stand for election to the Board, to vote at general meetings or drive in Association events.

Honorary Member

An Honorary Member is a person who is designated by the Board for a specific period, allowed to drive in Association events, but is not entitled to stand for election to the Board, nor to vote at general meetings.



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COEUR DE LION

What makes a great racing driver? Lightning-swift reactions, a superb sense of balance, good eyesight, and sufficient physical and mental toughness to endure two hours of stifling heat, strident noise and aching cramps. All of these are necessary.

Yet, one may meet these requirements and never achieve greatness on the world circuits, for one more quality is vital. To call this quality 'courage' is not enough. Courage has driven promising young drivers to their deaths when sheer bravery welled over into foolishness. Rather, call it 'fighting spirit' – a point-blank refusal to admit defeat in circumstances that would break the hearts of most.

Tazio Giorgio Nuvolari displayed this spirit to the full when he won the German Grand Prix in 1935 by defeating the combined might of the old conquering Mercedes and Auto Union teams with his obsolete Alfa Romeo after a refuelling stop. This despite everything going wrong, with even the handle breaking off in the refuelling pump. Juan Manuel Fangio did the same when he won the 1957 German Grand Prix after a refuelling stop so prolonged that the

two leading Ferrari drivers were cruising around arguing between themselves who should win. And Stirling Moss time and again awed spectators with his single-handed defeat of teams in faster cars – all thanks to his unconquerable spirit.

Among present-day drivers, none has given more convincing proof of this lion-hearted quality than Graham Hill. To begin with, he overcame such immense odds to achieve greatness, having started a racing career not with slender resources, but with none at all. Recall his fantastic drive in the 1960 British Grand Prix at Silverstone when, after suffering that most bitter fate of being left on the starting line while the rest of the field disappeared into the distance, Hill grimly fought his way back into the race until he took the lead, only to spin off in the closing laps. When Hill arrived on foot at the pits, he had the honesty to admit that it was his own fault, while it would have been so easy to blame the car.

Five years and a World Championship crown later, Hill gave ample proof that the flame still burns within him at Monaco in 1965. After leading for 16 laps, he had to take the escape road at the chicane to avoid a crippled car, and only his quick thinking avoided a monumental pileup. By the time he had restarted the stalled BRM and re-joined the race he had fallen to fifth, and many drivers would then have been content to drive for our place. But not Hill, who lap by lap fought his way back into third place behind the Ferraris of John Surtees and Lorenzo Bandini. And then, at the moment shown in this superb Michael Turner painting, he overtook first one Italian car and then the other to lead again, thus winning the Monaco Grand Prix for the third time in succession.

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What you won't find at CIS is a call centre. "Each client has a dedicated client manager – someone who knows you and your collection. You can contact your client manager on their direct mobile

number or email address, even in the evenings and over weekends," says Rod.

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"We also keep our clients abreast of market conditions. This sector is constantly on the move, and if there are changes in regulations, restrictions, or the value of vehicles, we get in touch to make sure our clients are protected."

When CIS first opened its doors, there was a bit of a 'private club' atmosphere.

But thanks largely to word of mouth, the business now boasts about 1,000

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Andrew Bailey, Private Collector

specialist motor trade clients, over 1,000 substantial collectors, and valuations worth over £100 million. "Although the atmosphere might have changed, our focus on service excellence never will", Rod concludes.

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TONY MERRICK

Tony Merrick had a fascinating 40-year career as a world-renowned restorer – and as a successful historic race driver himself. His leading role as a mechanic, restorer, and driver during the heyday of the vintage car racing movement in the UK touched the lives of many from 1960 to 2000. He retired from racing in 2000 following a start-line accident when his stalled Ferrari Dino was rear-ended at Imola.

The fabled machinery that went through his beautiful farm workshops confirmed Tony's standing within the racing and restoration community. Clients included Robin Lodge, Peter Sachs, Hubertus von Dönhoff, Carlos Monteverde, Mercedes-Benz, Yoshiyuki Hayashi, Bernie Ecclestone, Terry Cohn and many more.

And the cars? Alfa P3s, 8C2900s, the two Mercedes-Benz 300 SLR Coupes, Ferrari Grand Prix cars and every form of Grand Prix Maserati, the 'diabolical' V16 BRMs, and perhaps his favourite – a number of ERAs.

Merrick was not only a top restorer with a complete shop in the English countryside, but he also maintained and supported his customers' cars, hauling them to major events in his restored Vanwall transporter, and then, in many cases, racing the cars owned by his clients and restored by his own firm.

Sooner or later, his clients would have good cause to be grateful for Tony's modestly and integrity – because it was never about money. Tony would later become Chairman and then Vice-President of the Historic Grand Prix Cars Association where Stirling Moss was President until April 2020.

The Historic Grand Prix Cars Association misses Tony in so many ways: his knowledge, judgement, advice, guidance, and hospitality to mention just a few. His legacy continues through the multitude of historical cars he worked on.

Beloved husband of Yvonne and the much-loved dad of Emma and Alex, Tony passed away on 15th December 2020.



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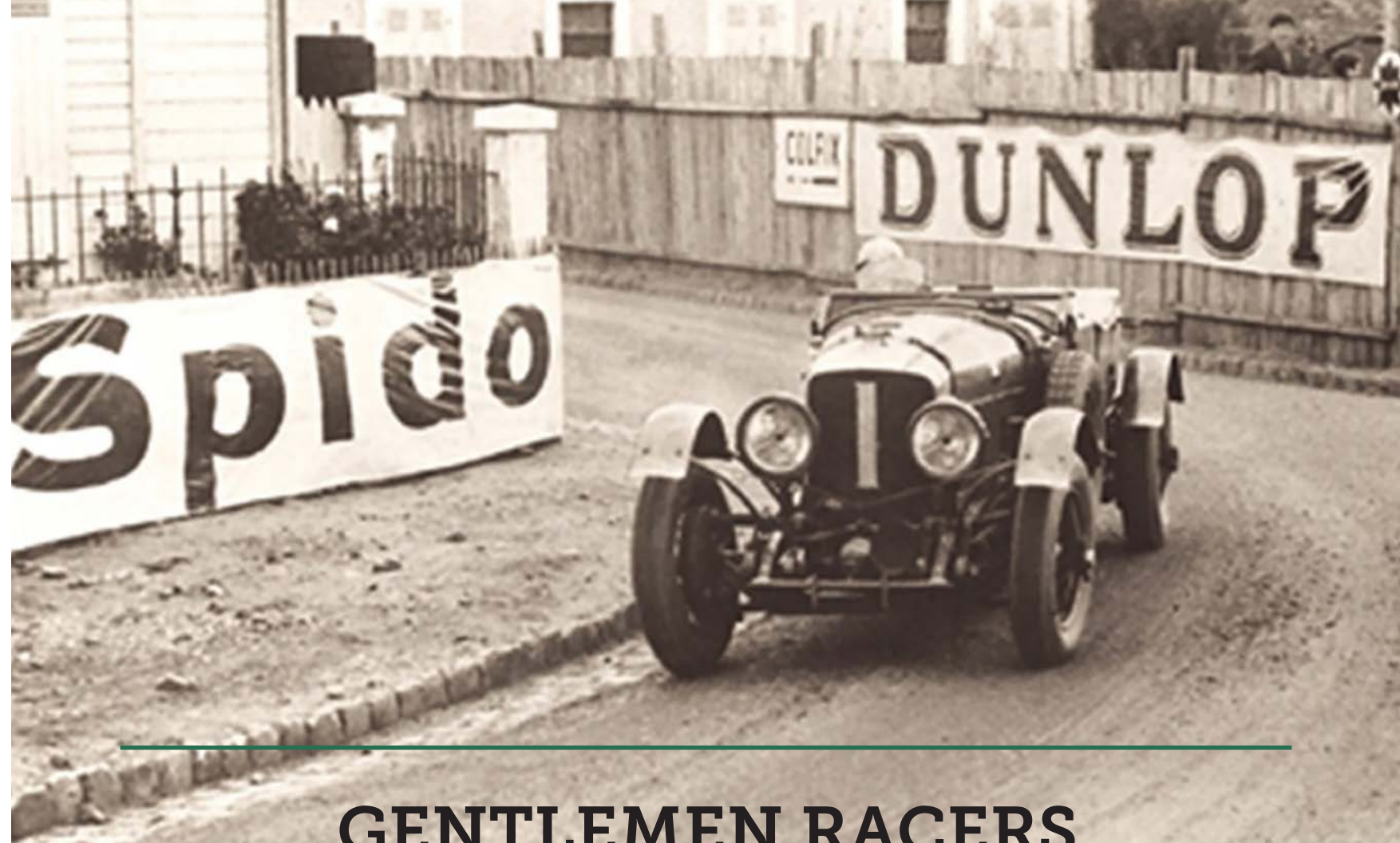
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GENTLEMEN RACERS

Motorsport has always attracted a certain level of gentry. A sporting spirit, a flair for driving coupled with the ability to endure fatigue and a passion for engineering are all elements required to become one of the few gentleman racers.

Arguably, motor racing is mostly a solo sport, but it is actually a pursuit steeped in camaraderie. Early participants often banded together – one example being the Bentley Boys, led by Joel Woolf Barnato. The heir to a South African diamond mine, Barnato had invested heavily in Bentley. Folklore has it that he won a £100 bet that he made whilst partying in Cannes. What was the bet, you ask? That he could pilot his 6½-litre Bentley Speed Six all the way from the Carlton Hotel in Cannes to The Carlton Club on St James Street in London by the time the Le Train Bleu pulled into the French port

city of Calais – and that he'd be nursing a single malt at the bar. He drove the 1,329 kilometres in 22.5 hours, beating the train by a mere four minutes.

Possibly the most gifted and utterly fearless of Bentley Boy drivers was Sir Henry Ralph Stanley 'Tim' Birkin. His restless dynamism and a longing for adventure was best described by The Times: "Danger, and the need for caution, were all sacrificed to the love of brilliant driving at high speed."

In the 1928 Le Mans, he managed a lap average speed of 85 mph while on

just three wheels despite a punctured tyre. But his driving prowess was not just limited to the track. Mischievously, he allegedly managed to shoe-horn a Bentley up the staircase of the Savoy Hotel during a well-lubricated dinner.

Taking the baton from Sir Henry was the Italian Count Carlo Felice Trossi, a young engineer and gentleman racer. In 1930 he commissioned a supercharged 7.1 litre Mercedes-Benz SSK 'Count Trossi', known as the Black Prince. Remember – this was an era where some cars were bespoke works of art.

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Above: Tim Birkin's 4 ½ litre Bentley at the 1930 LeMans.
Right: Count Gianni Marzotto twice took first overall in the Mille Miglia.



Characterised by his ever-present 46 mm diameter Trossi Leggenda by Patek Philippe on his wrist – his greatest achievements on the racetrack were with the mighty Alfa Romeo team, with victory on the streets of Milan's Portello district in the 1947 Italian Grand Prix.

Ferrari's first customers were all wealthy privateers for whom a Servizio Clienti department was set up in Viale Trento e Trieste, Modena. Enzo Ferrari's fourth-ever customer, Count Gianni Marzotto, was the owner of a 2-litre grand touring coupé. He set the sartorial standard by winning the 1950 Mille Miglia in a double-breasted suit. "I raced like that because that was my normal working attire... it meant I was always ready, if forced to retire, to take the train home," he later said of his daring-do.

Scotch whisky heir Rob Walker the man who, having got his wings at Cambridge, was ejected from the university air squadron for clipping the fences around Cottenham racecourse in his Tiger Moth. Citing his occupation as 'gentleman' in his passport, he described himself as self-employed. He went on to form the Rob Walker Racing Team to become one of the most respected characters in motor racing history, winning a Formula One World Championship Grand Prix nine times between 1958 and 1968.

But is there still a place for the modern gentleman driver? The concept of a gentleman driver can seem almost quaint in this day and age, however there's no shortage of venues or outlets for gentlemen drivers to test their mettle behind the wheel of a purebred racing machine.

The enabler these days are the makers of high-performance cars, the Ferraris, Porsches, Lamborghinis and Maseratis of the world. There's plenty of opportunities for the well-heeled to satisfy their need for speed, the HGPCA being one such association.

Cigars and brandy during pitstops may be a distant memory, but the flair for spirited driving and the appreciation of motorsport heritage is alive and well.



The Trossi Mercedes-Benz



Top: Count Trossi's Alfa Romeo
Middle: Bentley have built 12 of the Speed 6 Continuation Series
Above: 1930 R.H. Nockolds 'Birkin Blower' at Pau

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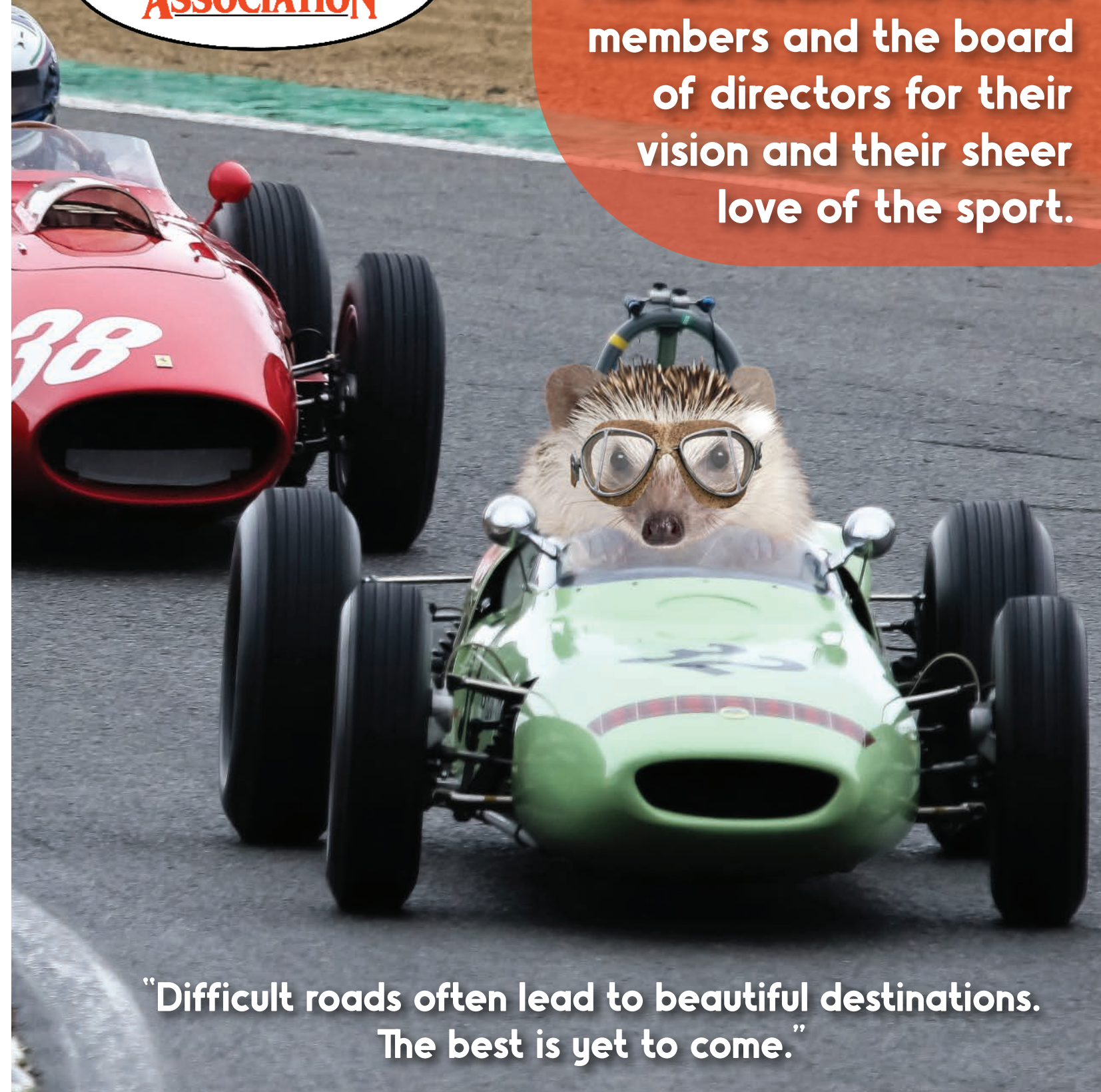
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