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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL5 SEPT 2016

**HGPCA Annual Lunch
& Prizegiving**

**Friday 2nd December
RAC Club London**

Booking Forms will be
circulated in late October

OULTON PARK GOLD CUP - AUGUST 27-29

Horsman Strikes Gold at Oulton

Six years to the day after Andy Middlehurst (Lotus 25) won the HGPCA's previous race here, Peter Horsman became the first winner of the new Oulton Park Historic Gold Cup when he completed a Bank Holiday weekend double on Monday, August 29. Historically, the Reg Parnell team Lotus 18/21 'P1' Peter drove finished fifth in Oulton's 1962 non-championship Formula 1 race with New Zealander Tony Shelly, albeit in its period alternative 1.5-litre Coventry-Climax FPF-engined guise.

The presentation was made by Jim Clark's fabled mechanic Bob Dance who was delighted to see two Lotuses on the podium, Dan Collins having finished third in the



Peter Horsman - eventual winner of the Gold Cup - on Saturday ahead of Rudi Friedrichs photo jeff@jeffbloxbam.com

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Peter Horsman's Lotus 18/21 takes the chequered flag which wins him the new Gold Cup photo Paul Lawrence

decider – behind Rod Jolley's ex-works Cooper T45/51 – in the Type 21 Innes Ireland drove to Team Lotus' maiden World Championship race win at Watkins Glen, New York, in '61.

Our first visit to MotorSport Vision's scenic Cheshire parkland outpost since 2010 celebrated the illustrious history of its popular Gold Cup race, inaugurated in 1954, when Stirling Moss won in Maserati 250F '2506.' Our president went on to win it a further four times, driving a 250F '2515' in '55, then landing a hat-trick from '59-'61 in Cooper T51, Lotus 18 and four-wheel-drive Ferguson P99 in patron Rob Walker's dark blue and white colours.

Making our races more memorable, the 20-car field was graced by the winning Coopers of 1956 (T41, Roy Salvadori) and '57 (T43, Jack Brabham) – when it was run to F2 regulations – and '59 (T51, Moss) proudly entered by owners Brian Maile, Clive Wilson and Richard Wilson. Your scribe corralled the trio and worked with event organiser Grahame White (CEO of the Historic Sports Car Club, marking its own 50th Anniversary this year) and marshals to create a splendid photo opportunity on the startline at the end of Saturday's practice day.

PRACTICE:

Under cloudy skies Peter Horsman served notice of his intent, laying down a 1m56.920s (83.33mph) marker to secure pole position in the 20 minute qualifying session with his 2.5-litre Tasman Cup-spec Lotus. Given Peter's experience, for Oulton debutant Rudi Friedrichs to get within a second in his very original low-line Cooper T53 – chassis F2-8-60 in which Jack

Brabham defended his '59 World Championship title, and finished second in the 1960 Gold Cup – was a bold effort indeed.

"Completing a lap was my problem this afternoon. I've visited quite a lot of the scenery," grinned Horsman. "It's a long time since I was here – in fact I've only gone round a couple of seconds quicker than I managed in my [1500cc] Lotus 17 sports car so far. You could say there's plenty of work to be done yet..."

Friedrichs looked impressive in his 10-lap recce of the demanding 2.69-mile circuit, cutting a 1:57.705, but Dan Collins went round only 0.023s slower in his Classic Team Lotus-tended 1500cc Lotus-Climax 21. Dan's 1:57.728 pipped young Ed Morris, back in Malcolm Ricketts' ex-Syd van der Vyver Lotus-Alfa Romeo 18 to Class 10 pole by 0.136s, giving rise to prospects of a great battle.

Rod Jolley headed row three with his ex-Brabham/Bruce McLaren 2.5-litre Cooper, his 1:58.179 half a second swifter than Iain Rowley posted in possibly his final meeting in John Carpenter's South African Assegai-Alfa Romeo – Silverstone's sensation with 1999 Formula Palmer Audi champion Richard Tarling up – which he debuted at Monaco in May.

Cumbrian dentist Andrew Smith had worked his (or maybe his Cerec machine's?) magic fixing his ex-Brabham Cooper T43's gearbox in the month since the Classic. Supported by indefatigable father Dick, Andrew's 1:59.109 was five seconds clear of two-litre class rivals and good enough for a highly-competitive seventh overall.

Alan Baillie – who has raced every season since the early 1960s – would sit over his left shoulder on the grid in his little ex-John Taylor/John



Rod Jolley in his trusty Cooper T45/51 starts from second on the grid with Ed Morris in Malcolm Ricketts' Lotus 18 in P4 for Sunday's decider photo jeff@jeffbloxham.com



Brian Jolliffe and Sid Hoole, Richard Wilson, Clive Wilson (no relation) and Andrew Wareing photo Paul Lawrence



Ed Morris in Malcolm Ricketts' Lotus 18 and Dan Collins in his Lotus 21 photo jeff@jeffbloxham.com



Brian Jolliffe in his Cooper T45 and Andrew Wareing in his magnificent BRM P261 photo jeff@jeffbloxham.com

ing arm and bending its exhaust skywards. While it may have been fixable in situ – under the Jolley equipe's awning – Malcolm withdrew, preferring to investigate the cause in his home workshop, shared with a newly-acquired T51 which he and Angela have tested at Goodwood!

Brian Jolliffe (T45) was barely a tenth slower than Cook, but gridded ahead of Lancastrian Andrew Wareing (ex-Graham Hill/Richie Ginther BRM P261, the sole V8 present) and Paul Griffin (ex-Moss/Maurice Trintignant Cooper T51) who were split by 0.011s!

Clive Wilson led the five-strong 1500cc class which comprised a quarter of the field, the former Historic Formula Junior champion taking his Cooper T43 round in 2:06.978, six tenths quicker than Sid Hoole's T41 – one of a quartet which

Rhodes Cooper T71/73 with Lotus Ford twin-cam power. Hot on his heels was Richard Wilson, playing himself in to the ex-Moss Cooper T51 with its distinctive magnesium front/wire rear wheel combo.

Smith's nearest challenger, Malcolm Cook, was winding up his ex-Alec Mildren Cooper T43 (wearing RRC Walker colours) when a brake appeared to lock approaching Old Hall corner on his seventh lap. The car swapped ends and clonked the soft Recticel barriers backwards, tweaking a lower wishbone, compressing a trail-

contested the 1956 Gold Cup race. Isle of Wight champion Anthony Goddard lined up between them in his red and white ex-Trevor Blokdyk Cooper-Alfa Romeo T56/59.

With its cylinder compression restored since Silverstone, Barry Cannell's 2.5-litre BRP/Yeoman Credit Cooper T51 completed only two laps before a split ignition lead burned the coil out. The combo would thus start Sunday's race from P17 in the company of one of Barry's previous mounts, John Bussey's beautifully-presented ex-Lance Reventlow Cooper T43.

The pack was completed by two small-capacity cars with important Oulton Park histories. Tasmanian Scotty Taylor – in the Cooper T45 in which race school pioneer Jim Russell won the '59 British Empire Trophy – and Brian Maile's T41, 60 years after its Gold Cup triumph in Roy Salvadori's hands.

RACE 1:

Horsman made a cracking getaway in Sunday's race, extending an immediate gap to Friedrichs, with lightning-starter Morris shooting through to third ahead of Jolley and Collins. Smith was sixth ahead of Baillie at the end of the opening lap, with Cannell up from the penultimate row to eighth. Rowley and Wilson were tucked in behind the pale green Cooper at this early stage.

Jolley overpowered Morris on lap 2 and wasted no time engaging Friedrichs in combat, with Morris at close quarters and Collins, Smith and Cannell ganging up behind. Sadly, Barry's race lasted only until lap four when he hit the ignition kill switch and coasted to a halt in the Hislop's chicane escape road after his throttle had jammed open.

'Cannelloni' alighted, hopped over the barrier and was invited to your reporter's commentary box at Knickerbrook corner, whereupon he was handed a bottle of water and proceeded to watch the remain-



Rod Jolley in his Cooper T45/51 ahead of Ed Morris in Malcolm Ricketts' Lotus 18 and Rudi Friedrichs' Cooper T53 photo Paul Lawrence



Dan Collins in his Lotus 21 ahead of Richard Wilson's Cooper T51 and Ed Morris' Lotus 18 photo John Fox



Barry Cannell's Cooper T51 photo jeff@jeffbloxbam.com

Oulton Park Gold Cup - 27/28/29 August, 2016

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Name	Car	cc	Year	Colour
Class 7b - Pre 1961 Grand Prix cars on 15" wheels						
2	2	Jolley	Rod Cooper T45/51	2495	1958	BRG/White
4	3	Cannell	Barry Cooper T51	2500	1960	Green/Red
9	7	Griffin	Paul Cooper T51	2495	1958	Dark Blue
15	14	Wilson	Richard Cooper T51	2495	1959	Dark Blue
DNF	12	Friedrichs	Rudi Cooper T53	2462	1960	Green
DNS	18	Wilson (John Chisholm)	Sam Lotus 18 372	2496	1960	Green
DNS	69	Guarino	Andrea Lotus 18 370	2495	1960	Green
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres						
8	66	Hoole	Sid Cooper T41	1500	1956	unpainted
10	34	Bussey	John Cooper T43	1460	1957	Blue
12	43	Wilson	Clive Cooper T43	1500	1957	Green
13	45	Taylor	Scotty Cooper T45	1475	1958	Silver
14	41	Maile	Brian Cooper T41	1460	1956	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
6	23	Smith	Andrew Cooper T43	1960	1957	BRG
DNF	4	Cook	Malcolm Cooper T43	1960	1957	Blue
DNF	47	Jolliffe	Brian Cooper T45	1960	1958	BRG
DNS	32	Plante	Guy Cooper T45	1998	1958	Black
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars						
3	21	Collins	Dan Lotus 21 933	1500	1961	Green
5	35	Rowley (John Carpenter)	Iain Assegai F1	1500	1961	Red
7	71	Baillie	Alan Cooper T71/73	1498	1964	BRG
DNF	23	Morris (Malcolm Ricketts)	Ed Lotus 18 375	1489	1960	Maroon
DNF	28	Goddard	Anthony Cooper Alfa T56/59	1500	1961	Red
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
11	26	Wareing	Andrew BRM P261	1480	1964	BRG
Class 12 - Pre '66 Tasman & Intercontinental 4 cyl cars of not more than 2.7 litres						
1	22	Horsman	Peter Lotus 18/21 P1	2500	1961	Dk Blue/Black

Driver of the Day: **Dan Collins**

der of the race from a chair on the verandah! While Barry headed south to a party, Mick Mobberley's Hi-Tech team discovered that the pedal had gone over-centre and remedied it for Monday's stanza.

On Cannell's retirement, Rowley, near neighbour Baillie and Richard Wilson's heady dispute became one for seventh, with Jolliffe, Wareing and Hoole in pursuit. Even at the back of the field there was a tussle for Taylor and Maile were circulating close together. Griffin lost his clutch on the formation lap, thus pitted and had his Cooper jump-started in the pitlane. Having departed behind an ambulance – "the crew did kindly wave me through" – Paul made his way up to 16th.

Before half-distance Horsman was almost 10 seconds clear of the energetic Friedrichs and Jolley tussle, but the able German pegged Peter's escape with some great times in the long middle sector of the lap in his paler green Cooper. Friedrichs' rival meanwhile – with 25 more years of experience of its earlier stablemate underpinning his natural bravado – was flinging his steed through the corners, its tail constantly wagging and front wheels hovering in mid air as the weight transferred left to right.

Eventually, Rod found a way past Rudi when the German's gearbox jammed in third, but second place – with a class win bonus – was only delivered on the last lap. Class 10 winner Morris, Collins and Smith chased the top three home. Richard Wilson grabbed seventh when Baillie's attempt to pass Rowley's brakeless Assegai at Old Hall ended in a brush of tyres in commentator Ian Titchmarsh's sightline. Iain



Lovely beat haze above the HGPCA Pre '66 cars out on track. Not sure if it will show up in print... photo jeff@jeffbloxbam.com



Peter Horsman wins the new Oulton Park Gold Cup on aggregate presented by Classic Team Lotus's Bob Dance photo Bob Beaver



Class 7c - l-r: Clive Wilson (3rd), Sid Hoole (winner) and John Bussey (2nd) photo Colin Campbell



Class 10 - l-r: Supagard's Ronnie Loan with John Carpenter (2nd), winner Dan Collins and Alan Baillie (3rd) photo Colin Campbell

spared off into the grass and continued while Alan subsequently spun at Cascades. Hoole, who had shaken Wareing off, gratefully split them in ninth place at the chequered flag.

Wareing's sonorous BRM finished 11th, with Jolliffe, Clive Wilson and Goddard not far behind, blanketed by 2.8 seconds. Of the lapped runners, Bussey and Griffin crossed the finish line 10 seconds apart, but



Dan Collins - Driver of the Day - presented by Neil Broom of Supagard photo Colin Campbell



Class 7b - winner Rod Jolley (centre), 2nd Barry Cannell (left) and third, Paul Griffin (right) photo Colin Campbell



A welcome return to the HGPCA grid and class award for Andrew Wareing and his beautiful BRM P261 with Neil Broom

Taylor beat Maile to the chequer by just under 1.7 seconds.

Winner Horsman's fastest lap of 1:54.814s (84.40mph) was almost 1.5 seconds inside his pole time, but Friedrichs found two, his best shot a meritorious 0.923s shy of Peter's. Of the class winners, Hoole made a quantum leap, improving by more than five seconds and gaining seven places within the 20 minute event. "Today the track itself was the opposition," said Peter. "It's a wonderful circuit, very,

very challenging. Probably the best in Britain."

RACE 2:

With the destiny of the Gold Cup to be decided on aggregate times over the twin races, Horsman carried a handy 13.565s cushion into Bank Holiday Monday's feature contest. Just as well, for he made a dreadful start, arriving at the first corner [Old Hall] only seventh. "It jumped out of first gear, so I had to let the revs die and have another go," Peter explained later.

Never one to tarry, Horsman was soon up to speed and lay third behind Jolley and Friedrichs at the end of the opening lap. Class battlers Morris and Collins were soon tied together in their wake, with Smith and Rowley chasing, Iain endeavouring to get past the two-litre Cooper and bridge the gap to the other late-model 1500cc four-potters. Cannell, by the way, had already carved his way up to 10th from the back, a podium place - his [not unreasonable] target.

Second by lap two, Horsman had a couple of shots at usurping Jolley before making a move stick on lap six. Even then, Rod refused to be dropped and, with his older chassis beautifully balanced on the throttle, hammered over the finish line just 1.164s behind our jubilant victor. "I had a lot of fun," beamed Rod, who lost sparring partner Friedrichs on lap 10 when his Cooper was halted by a broken mechanical fuel pump drive - a cam-driven component which most owners have now abandoned in favour of an electric pump.

Already out was Morris, who crawled back to the pits on lap 7 when a gear selection issue, which had vexed the team all weekend, worsened. Ed's retirement, after a fine dogfight with Collins' sleeker Lotus, left Dan - now a safe third - to chase Jolley in. "I could see that Ed had a problem, so I kept my head down and made it to the podium," he said after a hearty handshake from Bob Dance, now in his 80s but still a guru within Clive Chapman's Classic Team Lotus organisation.

Cannell's rapid rise continued apace. Having negotiated the middle order without drama, Barry found the vastly experienced Rowley a considerably tougher customer. Having passed Smith with a demon move at Old Hall, Iain wasn't going to concede his hard-won place in a hurry. With an extra litre of sting in his car's tail, however, Cannell could pick his time. He annexed fourth on the penultimate lap and finished 11.525s seconds shy of Collins. More proof of Barry's determination was his best lap of 1:54.764 a scant 0.023s slower than winner Horsman's.

Rowley (whose momentum-enhancing barp-barp throttle applications at Knickerbrook earned approval from the audience) and Smith rounded out the top six, locked together. They ended up a fair distance clear of Baillie - who went autocrossing at Hislop's - Hoole and a more combative Griffin. Jolliffe was fighting over ninth on lap 10, when a misunderstanding into Druids resulted in contact which sent him spinning into the barrier, to the detriment of his TV star T45's tail and rear corner.

Bussey, meanwhile, did a great job to pip Wareing's wailing BRM in his little Cooper, chased by Clive Wilson who finished 12th. Taylor, Maile and Richard Wilson (another Hislop's spinner) completed the finishers. Goddard withdrew before the start, as plans to fulfil a long-held ambition of lapping the British Isles, by boat in retirement, gather momentum.

Horsman shaved 0.073s from his Sunday best, leaving the weekend's fastest lap at 1:54.741. Cannell's 1:54.764 was all the more creditable given that his total lappery over three days was 16 to the double winner's 31. Collins' splendid 1:55.962 was half a second inside Morris' R1 target while Smith improved by a similar tune to 1:55.141. words Marcus Pyle

SPA SIX HOURS - SEPTEMBER 16-18

Cool Pete and Hot Rod star at Spa

Peter Horsman and Rod Jolley shared top honours on the Association's annual sojourn to Francorchamps with a representative Pre-1961 and Pre-'66 grid on September 16-18. The Roadbook Organisation's 24th Spa Six Hours event was as wonderful as its predecessors that we have supported for many years. With the Red Truck back on pole position in the Formula 1 paddock – with an additional al fresco seating area – we very much felt a key part of the big show.

Once again our special emissaries on the ground in Belgium Paul and Mary Grant organised a delicious dinner at nearby Ferme Libert [aka the "Family Bear"] on the Friday night. Renamed Le Marie-Catherine Restaurant, the rural legend with spectacular views over the densely-forested Ardennes valleys has evolved of late. The hostelry's matriarch (Madame Therese) graced the occasion while aperitifs were served and was toasted by our genial scrutineer Bertie Gilbert-Smith.

We were delighted to be joined at Spa, as ever, by Amanda Weston of Arbuthnot Latham, together with Neil Broom and Jim Hewitt of Supagard who had not previously visited the greatest race track on earth. The HGPCA team was completed by acting Competition Secretary Chris Wilson, DSO Ted Rollason, Stella and of course Wendy and Bob Beever who conjured up their catering magic from our social hub with able assistance from daughter Sophie and Si - now engaged post prizegiving proposal.

Blessed with a fairly relaxed timetable, members were first on track officially for qualifying on Friday afternoon. Thirty-nine cars were present but a broken clutch arm on Klaus Lehr's Maserati 250F precluded the German from completing a lap in his Cameron Millar example.

Out for the first time with us was charming Belgian Thierry de Latre du Bosqueau – a stunt double for Oscar-winning actor Mark Rylance reckoned Stella – who qualified his Cooper T45 top of Class 7C. Eddie McGuire's Scarab was another newcomer. Having debuted at the previous weekend's Goodwood Revival, the American car played-up before a time was on the board in practice. Formula Junior ace Sam Wilson took the seat in John Chisholm's ex-Innes Ireland/Jim Clark Lotus 18 '372'

It was also good to see Heinz Bachmann's white 1936 ERA R9B (ex-Dennis Scribbans/Ansell brothers) albeit too briefly, and Dutchman Luc Brandts' return with his splendidly gruff ex-Etancelin 4.5-litre Talbot Lago T26C. Having enjoyed his first run in the ex-Dickie Stoop 2-litre Cooper T45 at Monza, Cooper-Bristol graduate Guy Plante was clearly gaining confidence in the rear-engined chassis with its significantly lower eye-line. Francesco Baldanza also put in a welcome appearance with the unique ex-Hugh Dibley Scuderia Light Blue F1-spec Lola Mk3.

At the sharp end Peter Horsman (ex-Tony Shelly Tasman specification Lotus 18/21) and Rod Jolley (ex-works Cooper T45/51) were quickly into their stride, the 2.5-litre protagonists – in opposing classes – topping the time sheets. Peter's 2m48.904s (92.75mph) pole position clincher was 1.751s better than Rod's in the earlier technology chassis.

John Clark and Miles Griffiths practiced John's 1.5-litre Climax FPF-engined Cooper T56 before – with the Six Hours and U2TC races to prepare for, in Jaguar E-type and BMW 1800Ti respectively – the Scot gen-



Rudi Friedrichs' T53 ahead of Sam Wilson in John Chisholm's Lotus 18 and the Assegai photo richard@racingpics.net



Welcome return from Luc Brandts in the Talbot ahead of Albert Streminski in the Emeryson photo richard@racingpics.net



New Member, Thierry de Latre du Bosqueau in his very original and beautifully restored Cooper T45 with Andrew Smith, Ian Nutball and Rod Jolley in the background (but not behind!) photo richard@racingpics.net

erously ceded it to Miles, last year's pole-sitter in John Evans' Inter-Continental Formula Brabham BT4. Griffiths qualified the ex-John Surtees/Roy Salvadori car third, best of the class 10 quintet, on 2:52.061.

Barely two seconds adrift of class leader Jolley, Sam Wilson was gobsmacked to pull 160mph on the uphill Kemmel Straight in the square-cut Lotus 18, his 2:52.746 a mere 0.072s swifter than Rudi Friedrichs – from just over the German border near Aachen – in his Cooper T53 F2-8-60, defending World Champion Jack Brabham's Belgian GP winner on the fearsome long road circuit here in 1960.

Sixth quickest on 2:53.484 was Richard Tarling in John Carpenter's unique Tony Kotze-built Assegai-Alfa Romeo, the combo which startled newcomers at Silverstone in July. Half a second slower, Andrew Beaumont's 2:53:937 led the 1500cc V8s in his ex-British Racing Partnership Lotus 24 '944' which American Masten Gregory raced – with BRM power rather than its current Climax – in the '64 Belgian GP.

Following his Oulton Park travails, Barry Cannell (2.5 BRP Yeoman Credit Cooper T51) qualified eighth, a second up on Andrew Smith, the Cumbrian dentist showing his ex-Jack Brabham 2-litre Cooper T43's teeth with a scintillating class 9 leading 2:56.197.

As often before the Maserati 250Fs of Spaniard Guillermo Fierro ('2523') and marque specialist Steve Hart (Gerry Hann's CM7) were almost glued together in terms of pace. Tenth quickest overall, Fierro's 2:57.343 played Hart's 2:58.823, set in half the number of laps (four) during the preliminaries. Sadly, there would be no gripping Class 6 tussle for the latter's gearbox disintegrated "and I was hit up the arse



Andrew Smith ahead of Luc Brandts in the ex-Pilkington Talbot photo richard@racingpics.net



Charles McCabe making a welcome appearance in his Lotus 18 ahead of Richard Wilson's Cooper photo richard@racingpics.net

by the propshaft," grimaced Steve, still smarting the following day.

That Paul Woolley is getting the hang of his Scirocco-BRM was evidenced by his 12th place, just the other side of the three-minute mark. Germany's Wulf Goetze (Cooper T53), Alan Baillie (Cooper T71/73



A flawless start on the 'best circuit in the world' (according to Marcus Pye and many members) photo photo richard@racingpics.net



We were lucky with the weather - dry for all of our on-track activities - and rewarded with some fantastic racing photo richard@racingpics.net



Eddie McGuire took over the Cooper Bristol after the Scarab failed and finished 3rd in class photo richard@racingpics.net



HGPCA cars come in all shapes and sizes... Chris Phillips in a Cooper Bristol, Albert Streminski in his Emeryson and Tom Dark in his mighty Bugatti photo richard@racingpics.net



Sunday front engine podium: Tony Smith (2nd), Guillermo Fierro (winner) and Ian Nuthall (3rd) photo Amanda Weston

twin-cam), Tony Smith – in Ferrari Dino 246 '0007' which Phil Hill raced to fourth in the 1960 Belgian GP – and local Michel Wanty (ex-Innes Ireland BRP Lotus 24 '942') were next, all inside 3m05s, pursued by Paul Griffin (ex-Stirling Moss/Maurice Trintignant T51).

De Latre du Bosqueau looked very comfortable in his Mecauto-tended Cooper, his 3:07.653 heading class 7c, with habitual two-litre front-engined battlers Ian Nuthall (Alta F2) and Paul Grant (Cooper-Bristol) in his wake. American Charles McCabe in the white ex-Jim Hall 2.5 Lotus 18 '907' and Brian Jolliffe (Cooper T45) were hot on their heels. How Brian had repaired his battered steel following its Oulton Park con-tretemps – and won the 500cc F3 feature at Zandvoort with his Cooper-JAP in the interim – in under three weeks defied belief!

Germans Rainer Ott (on his first Spa visit in his low-line Cooper T53) and Doc Streminski (Emeryson F2/F1) headed Chris Phillips (Cooper-Bristol). Anthony Goddard (ex-Trevor Blokdyk Cooper-Alfa Romeo T56/59) and John Bussey (ex-Lance Reventlow Cooper T43). Niamh Wood (in papa Eddie McGuire's Cooper-Bristol) headed a tight pack which embroiled Martin Halusa (Maserati 250F '2521'), the Cooper T45s of Plante and Scotty Taylor, Barry Wood's Cooper-Bristol and heroic Goodwood bronze medalist Tom Dark (Bugatti T73C).

Backmann's ERA, Brandts' Talbot Lago, Brian Maile's diminutive ex-Salvadori Cooper T41, Baldanza's Lola and Irishman McGuire's ill-starred ex-Don Orosco Scarab completed the qualifiers.

Unhappy with Andrea Guarino's ex-Alan Stacey Lotus 18 '370,' the urbane Italian's preparers brought an FJunior 22 for 'Andrew' to play with elsewhere on the programme. Belgian Marc Valvekens' Aston Martin was hors de combat too having broken at Goodwood and has been returned to Dr Samways' surgery.

SATURDAY:

On a pleasantly warm morning the phalanx of Grand Prix cars made a fabulous sight as 37 drivers prepared for the rolling start for Saturday's half-hour race. Horsman made the best getaway and while Jolley clung tenaciously to the white nose-banded Lotus for the first couple of laps – both lapping well inside their practice best on the first flier – Peter broke the tow with the race's quickest lap next time round and eked a 12 second lead thereafter. With the job done he slackened his pace – "there was a lot of oil down" – and Rod closed to within 3.4 seconds at the chequer. "I backed-off early in the race as I wasn't going to catch Peter today."

Suppressed from ninth to 12th on the opening lap by more powerful machinery, Andrew Smith drove the race of his life thereafter, flying up the order to fifth on the penultimate lap, then usurping both Fierro and Beaumont to land third place overall in his immaculate little two-litre Cooper T43. A podium place was a stunning achievement in this company, underscored by an improvement in lap times to 2:54.488 following tyre pressure adjustments suggested by our DSO after qualifying.

Guillermo was overjoyed with fifth, after a fine late scarlet Maserati v Ferrari duel with Tony Smith's wailing V6 Dino, tended as always by Ingegnere George Fowles. "I nearly got him twice on the penultimate lap," grinned Tony after sporting hugs and handshakes. "I got alongside but couldn't quite make it past. That was fantastic fun."

Wilson, Friedrichs, Tarling, Cannell and Griffiths had initially chased the breakaway duo but all hit trouble. Sam was concerned by misfire – which a stop failed to cure – while Rudi had a plug lead come adrift and faded to 10th. The Assegai challenge was blunted for



Saturday's podium: Winner Peter Horsman, 2nd Rod Jolley and 3rd Andrew Smith photo Marcus Pye

the weekend when the Alfa lost its sump plug, 'Cannelloni' stopped with gearshaft float rather than risk damaging a borrowed 'box while team-mate Miles pulled-up in the pit entrance, stopped by a cracked rotor arm in the T56's distributor.

Baillie claimed class 10 on the Assegai's demise a couple of laps from home, the veteran finishing seventh (on the front-engined Ferrari's tail) with Ott not far behind and enjoying himself. Woolley, Friedrichs, Griffin – in a morale-boosting run from 17th to 11th – and Wanty completed the unlappped runners.

Following several slipstreaming exchanges, Nuthall pipped Grant to class 5 honours by a second. The pair finished 13th and 14th overall, ahead of Goddard who – having risen from 26th to 15th in the red and white Cooper-Alfa, quietly announced his retirement from racing. To bow out after a fine drive at Spa-Francorchamps seemed somehow fitting for the former Isle of Wight micro-brewer. Streminski, Phillips and Bussey were on Anthony's tail at the chequer.

Taylor, Barry Wood and Halusa all went 10 laps too, while Brandts and Baldanza covered nine. Among the retirements the most dramatic was McGuire whose Scarab's Offenhauser engine threw a con-rod on lap five. Daughter Niamh was spectating by that stage (differential), while Jolliffe (oil leak), de Latre du Bosqueau and Maile (ignition) and Dark (flagging oil pressure) also fell by the wayside and McCabe's elusive misfire returned.

More serious was the pump drive failure which ended Klaus Lehr's race after three laps. Thoughts of replacing the pump in situ were dismissed as impractical because of the probable ingestion of untold quantities of swarf.

RACE 2:

Thirty survivors came under starter's orders on a grey Sunday afternoon, poor Cannell having driven straight back into the pits from the formation lap, overnight work having failed to remedy his Cooper's gearbox woes. Missing too was Wanty who was not happy with the engine of his pale green Lotus 24. On track, Wilson's 18 was push-started before the field roared away.

Horsman and Jolley made excellent starts, chased by Smith, Beaumont and Fierro in their diverse machines and Friedrichs. This time Rod kept Peter under pressure, keeping his acrobatic Cooper within 0.7s of the more stable (but no less balanced) Lotus over the opening three laps. "My car has never gone better," said Rod. "It's back to where it was three or four years ago. I can get away with anything, it's so forgiving, and was almost flat through Blanchimont!"

Jolley was still pressuring Horsman on lap six, each having a slight advantage over the other in different sectors of the four-mile track, when the leader slowed after the Bruxelles loop and pulled off with a broken gear linkage at the left-handed corner before the



Class 7c - Scotty Taylor (3rd), Amanda Weston, Albert Streminski (winner), John Bussey (2nd) and Neil Broom photo richard@racingpics.net



Class 6 2nd - Martin Halusa with Supagard's Jim and Amanda Weston from Arbutnot Latbam photo richard@racingpics.net



Class 6 - Tony Smith with Arbutnot Latbam's Amanda Weston photo Tim Cottam



Class 5: Ian Nuthall (winner) and Paul Grant (2nd) with Amanda Weston and Jim Hewitt photo richard@racingpics.net



Class 12 latecomer to the prizegiving - Peter Horsman (3rd) with Arbutnot Latbam's Amanda Weston photo Tim Cottam



Class 12: Wulf Goetze (winner) and Rainer Ott (2nd) with Jim Weston, Amanda and Neil photo richard@racingpics.net

steep downhill chute to Pouhon. "I felt sorry for Peter and it spoiled what had been a good battle," said Rod, whose best lap of 2:47.498 – an improvement on Saturday's – was but 0.099s slower than Horsman's.

Rod kept up the momentum with an entertaining drive to victory and a works Cooper one-two, crossing the line 31.572s ahead of Friedrichs's later T53. Beaumont completed the podium party this time, having finished barely three seconds ahead of Andrew Smith's torquier Cooper. Griffiths was fifth ahead of Fierro and Tony Smith, both of whom improved their weekend's best lap times.

The Ferrari made a flying start, running sixth initially and leading the Maserati more than once with Ott in tow prior to his retirement, his 25-litre fuel tank having run dry. Baillie, Woolley, Goetze and Nuthall completed the top 10, Ian and 'Sparring' partner Grant having again changed places repeatedly while doing brilliantly to remain on the winner's lap this time, which brought extra pressures.

Grant's 3:03.904 lap eclipsed Nuthall's 3:04.146, both personal bests by some margin. "Paul's clever and fearless," said Ian. "I managed to put some rear-engined cars between us early on, but as they slowed,

he began to catch me again. "He's flat through Blanchimont and the Cooper has better brakes than mine. When I saw we had to do an extra lap on Sunday I had to take Blanchimont flat [for the first time] to keep him behind!"

Griffin, Streminski and Jolliffe – back on top form – all covered 10 laps as did Eddie McGuire who borrowed his Cooper-Bristol back from Niamh and wrung its neck to land 16th place ahead of Halusa's Maser in its Monegasque colours. Bussey, McCabe [still contending with a maddening misfire from mid-race], Taylor and Barry Wood were the last competitive runners.

words Marcus Pye

Spa Six Hours 2016

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Name	Surname	Entrant	cc	year
Front Engine cars						
Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels						
	24	Brandts	Luc	Talbot Lago	4482	1948
DNF	73	Dark	Tom	Bugatti T73C	1491s	1948
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels						
DNF	36	Bachmann	Heinz	ERA R9B	1484s	1936
Class 5 - 1952/53 2 litre Grand Prix cars						
	11	Nuthall	Ian	Alta F2	1980	1952
	12	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953
	16	75 McGuire (N Wood 1st race)	Eddie	Cooper Bristol Mk 1 8/52	1971	1952
	21	123 Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952
	30	33 Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953
DNS	10	Staes	Erik	Cooper Bristol Mk2 7/53	1971	1953
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels						
	6	31 Fierro	Guillermo	Maserati 250F 2523	2493	1954
	17	25 Halusa	Martin	Maserati 250F 2521	2493	1956
DNF	22	Hart (Gerry Hann)	Steve	Maserati 250F CM7	2494	1958
DNF	248	Lehr	Klaus	Maserati 250F CM5	2500	1957
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels						
	7	5 Smith	Tony	Ferrari Dino	2500	1960
Class 8 - Formula Libre, Indianapolis and Intercontinental cars						
DNF	128	McGuire	Eddie	Scarab Offenhauser	3000	1960
DNS	16	Valvekens	Marc	Aston Martin DBR4/4	2992	1959
Rear Engine cars						
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels						
	1	2 Jolley	Rod	Cooper T45/51	2495	1958
	2	12 Friedrichs	Rudi	Cooper T53	2462	1960
	13	7 Griffin	Paul	Cooper T51	2495	1958
	19	24 McCabe	Charles	Lotus 18 907	2500	1960
	29	18 Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960
DNF	3	Cannell	Barry	Cooper T51	2500	1960
DNS	69	Guariino	Andrea	Lotus 18 370	2495	1960
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres						
	14	125 Streminski	Albert	Emeryson F2/F1	1475	1960
	18	34 Bussey	John	Cooper T43	1460	1957
	20	45 Taylor	Scotty	Cooper T45	1475	1958
	23	41 Maile	Brian	Cooper T41	1460	1956
	27	8 de Latre du Busqueau	Thierry	Cooper T45	1500	1958
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
	4	23 Smith	Andrew	Cooper T43	1960	1957
	15	47 Jolliffe	Brian	Cooper T45	1960	1958
	26	30 Plante	Guy	Cooper T45	1998	1958
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars						
	5	56 Griffiths (John Clark)	Miles	Cooper T56	1475	1961
	8	71 Baillie	Alan	Cooper T71/73	1498	1964
	25	110 Baldanza	Francesco	Lola Mk3	1475	1961
DNF	28	Goddard	Anthony	Cooper/Alfa T56/59	1500	1961
DNF	35	Tarling (John Carpenter)	Richard	Assegai	1500	1962
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
	3	4 Beaumont	Andrew	Lotus 24 944	1500	1962
	9	29 Woolley	Paul	Scirocco	1497	1963
DNF	11	Wanty	Michel	Lotus 24 942	1500	1962
Class 12 - Pre 1966 Tasman & Intercontinental 4 cyl cars not more than 2.7ltr						
	10	50 Goetze	Wulf	Cooper T53	2700	1961
	22	61 Ott	Rainer	Cooper T51	2700	1961
	28	122 Horsman	Peter	Lotus 18/21	2500	1961

Driver of the Day - Front Engine: **Ian Nuthall**, Rear Engine: **Rod Jolley**



Rod Jolley, rear engine Driver of the Day - with Arbutnot Latham's Amanda Weston photo richard@racingpics.net



Ian Nuthall, front engine Driver of the Day with Supagard's Neil Broom photo richard@racingpics.net



John Bond-Smith dropped by, having visited Rheims on his way through France. He donated three bottles of champagne which were presented to our sponsors, Arbutnot Latham and Supagard. Thank you John photo racingpics.net

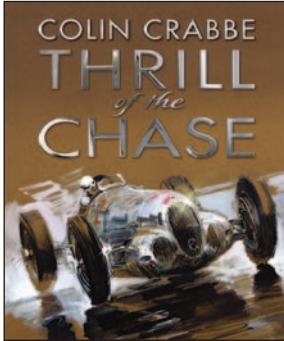


Supagard's Jim & Neil with Amanda and special award winners Ted and Mark photo racingpics.net

Christmas approaches fast....

and here are a couple of suggestions of presents for those hard to please guys written by HGPCA Members...

Colin Crabbe describes his amazing life. His stories from beginning to end are entertaining, not just to those who know him, but also to automotive enthusiasts everywhere. The **"Thrill of The Chase"** began early for Colin when he honed his sleuthing skills as an amateur archaeologist, but, following in his father's footsteps, his true love was fast exotic cars. He soon became engrossed in the world of automobiles, first as a dealer and restorer, then racing driver and race-team owner, and most famously when he tracked down a number of extraordinary cars in South America and Cuba that had been abandoned. Colin describes his adventures and writes in detail about the cars he uncovered.



During the course of his life, he has met and befriended a huge number of people and travelled extensively around the globe. The book is illustrated throughout with his own photographs and signed copies are available from www.chatters.co.uk @ £59.

ERA - The autobiography of R4D by Mac Hulbert

The famous cars made by ERA (English Racing Automobiles) epitomise British motor racing during the 1930s and have a very special place in the affections of patriotic enthusiasts. This magnificent book tells the story of a uniquely historic example that has competed almost without a break for 80 years and achieved innumerable successes. R4D was campaigned extensively before and after the Second World War by Raymond Mays, the leading light of the ERA company, before passing through a succession of subsequent owners who have kept this famous car at the forefront of competition to the present day. The extraordinary life of R4D, a formidably powerful and charismatic racing car, is told in fascinating detail in this long-awaited book.

Mac is thrilled that, after awaiting them nervously, the reviews are universally favourable. Mick Walsh of Classic and Sports Car, described it as "definitive" and "impressive". Motor Sport's Gordon Cruickshank called it an "epic story" of "the most famous of ERAs". Octane concluded that it is a "pleasure to leaf through and a joy to own". Signed copies are available from www.porterpress.co.uk @ £60.



Merchandise

Of course, another idea for presents could be some HGPCA merchandise.

We have stock on board the Red Truck at race meetings but, if you'd like to order anything from polo shirts to baseball caps, get in touch.

The padded jackets and gilets are *only* available to order so get in touch via email - stella@hgpcanet.net and let us know what you'd like.

Polos - navy, burgundy or olive £17

Oxford cloth shirts - long or short sleeved in white or blue £25

Baseball caps £10

Navy gilet £37.50 and Navy jacket £50

Nomex vest - black or white £75



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