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THE INTERNATIONAL ASSOCIATION FOR Owners & Drivers of Historic Grand Prix Cars

NL5 Oct 2015

Annual Lunch will be held on Friday 4th December at the RAC Club, London More info and a booking form will be available next month

If you are currently a member of the BRDC or RAC Club, please can you let us know

zandvoort historic grand prix Sun and Fun by the Seaside

2015 was the fourth year running that the organisers of the Historic Grand Prix Zandvoort has invited the Association to be part of their meeting – we were delighted to accept the invitation for what has developed into a superb event. The Souvenir Edition of the 2015 Official Programme is quite one of the very best race programme many of us have ever seen – full of wonderful period photographs and articles.

Not everything was perfect though. Our paddock space was very congested which, if we had not been allowed to make use of the kart track, would have made life impossible and the chief scrutineer decided that all cars, including HGPCA cars, were required to report to the Scrutineering Bay to be checked. In vain did Bertie attempt to get this ruling changed and, luckily, by the time most members had realised that they would have to drive or push competition cars to the other end of a VERY crowded paddock, it had almost stopped raining. This brings us on to the weather! The forecast was not good and we had a torrential downpour on Thursday afternoon; we were warned of



A victory wave from Marshall Bailey on Sunday photo Richard Hampson

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others to come but someone 'up there' decided otherwise because, over the whole weekend, the sun shone and it was not until members left the circuit that the heavens opened again with tremendous thunder, lightning and torrential rain!

Perhaps for the first time ever, every single HGPCA driver was present at the midday Drivers' briefing – very good for our reputation!

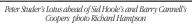
Eighteen front-engine and twenty-six rear-engine Grand Prix cars took part in HGPCA practice on Friday afternoon. Fastest in the former, by nearly two seconds was Julian Bronson in the Scarab





Andrew Beaumont's IDS abead of No 41 - David Ferrier's Lola and Sid Hoole's Cooper all photos Richard Hampson





with a welcome returnee, Marshall Bailey, second in his Lotus 16. Tony Smith was third fastest in his Ferrari followed by a pair of Maserati 250Fs, Guillermo Fierro and Steve Hart driving Gerry Hann's car. Paul Grant would lead class 5 with John Bussey heading the class 7c group; Scotty Taylor with his 7c Cooper suffered gear-box problems but enthusiastic help by Mark Hunter and parts borrowed from other competitors had the car running for the next day's race.

Sadly Albert Streminski had not been able to get the BRM fuel tank, broken at the Oldtimer meeting, repaired in time but was able to substitute his delightful little Emeryson in its place. Thirteenth on the grid was a welcome guest, Alexander van der Lof driving his beautiful Ferrari GP 340 F1, a car that has been in the family for many years.

Best multi-cylinder entry of the Season

The pre 1966 practice was dominated by a staggeringly fast lap by Miles Griffiths guest driving for John Evans in the Tasman Brabham BT4 some four seconds faster than Peter Horsman in the Tasman specification Lotus 18/21. After a lot of hard, late night work, the Lotus team had their





Mark Hunter's pop-up workshop photo Richard Parnell

car fit and running to allow Andy Middlehurst to put John Bowers' beautiful Grand Prix Lotus 25 third on the grid. Rod Jolley in his faithful Cooper was next up, with Will Nuthall, guest driving Chris Wilson's Cooper Maserati, a couple of seconds slower. It was wonderful to see (and, especially, hear) five class 11, the 1.5 litre V8 cars, in the race with Mr. John of B's Lola and Peter Mullen's BRM in the top eight qualifiers. Towards the back of the grid were the Bailey brothers, enthusiastic as ever despite some niggling gear selection problems for Tim.

New to UK competitors was the name of the flag (black with red centre), used when a competing car is leaking fluids onto the circuit – in Holland they call it "the meat-ball" and it had to be shown to Tony Ditheridge during practice.

Competitors had been warned at the briefing that, should the lights fail, the race would be started by the Dutch national flag and, sure



Horsman and Griffiths battle for the lead in the Pre 66 start photo Richard Hampson



Chris and Amanda with Class 11 - winner Andy Middlehurst, 2nd Sid Hoole and 3rd Mr John of B photo Richard Hampson

enough, they failed!

After five minutes of the pre 1966 race one, Miles Griffiths was five seconds in the lead followed by Peter Horsman, Andy Middlehurst, Rod Jolley and Will Nuthall. At half distance Miles's gearbox stuck in top gear and he called into the pits to retire. This let Andy into the lead but, within a lap, he was being shown the 'meat-ball' flag. Andy new better (all instruments correct only some steam evaporating from the engine) ignored the warning flag and continued to take the chequered flag after eleven laps. Rod Jolley held on to second place with Peter, third. Barry Cannell was third on the track but had incurred a 10 second penalty for starting from the wrong place dropping him back a few places.

Race two for the rear-engine cars (pre'66) sched-



Peter Mullen's magnificnet BRM abead of Eddy Perk's Heron and Brian Jolliffe's Cooper photo Richard Hampson



Wulf Goetze and Cooper 1753 working well together at last abead of Tony Ditheridge's Cooper and Mr John of B's Lola

stopped after two laps with a re-occurrence of his gear selection problems. At about half distance, David Ferrier - driving his very recently acquired (from Mark Piercy) Lola Mk4 - suffered a loose oil line and emptied most of the car's oil around the circuit. Such was the extent of the oil that the safety car was deployed to control the race; the first three cars over the line may have only been a second apart but they were not racing – just following the safety car. A disappointing end to what promised to be an exciting race.

Prizegiving took place 30 minutes later. Many of the drivers in the race deserved to be awarded the 'driver of the day' trophy but is was decided that James Willis who, dressed in his kilt, had stripped his Climax engine to small pieces on Saturday evening and rebuilt it on Sunday morning (much to the amusement and interest of the passing public) was truly worthy of the award.



Saturday's Pre 66 podium - winner Andy Middlehurst, 2nd Rod Jolley and 3rd Peter Horsman photo Stella Jackson

uled for 11.30 on Sunday morning started well with a repaired Miles Griffiths leading from the off followed by Andy Middlehurst and Peter Horsman. Brian Jolliffe had a quick trip to the gravel and James Willis an even quicker trip to the pits to replace a plug lead!! Barry Cannell



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Marsball Bailey abead of Marc Valvekens, Paul Grant, Ian Nutball and Klaus Lebr pboto Richard Hampson



The Red Truck - our clubbouse in the paddock photo Chris Bland

Many changes of leader in Pre '66

Although a smaller field than the rear-engine cars, the pre 1961 grid produced some very exciting racing. Race one on Saturday started nearly an hour late but not with the fastest car in qualifying on pole... in practice the engine on Julian's Scarab had done something it should not do and was out for the weekend.

This left Marshall Bailey alone on the front row with the red cars of Guillermo (250F), Tony Smith (Ferrari) and Steve Hart (250F) ready to pounce from behind.

An excellent start by Tony had him in the lead for the first four corners before Marshall took the lead in his Lotus. An exciting race developed behind him with the two 250Fs and the Ferrari battling, half a second apart. One of the Coopers leaked fluid onto the track and was black flagged; this caused a number of spins, one of which was the Lotus of race leader Marshall Bailey.

At the front, Guillermo kept his Maserati on the tarmac to win the race by a couple of seconds from Tony's Ferrari and Steve's Maserati. A superb race had developed mid-field between the Cooper Bristol of Paul Grant and the Alta of Ian Nuthall. Paul held Ian off until the last lap when the Alta passed at the Tarzan corner. It was great to see Klaus Lehr running so well to finish sixth in his 250F.

Race two for the front-engine grid was scheduled to start at 4.15pm – the very last race of the weekend on the circuit – and even then is started 30 minutes late! Marshall was back on pole (having set a fastest practice time) with three red Italian cars behind him again (Fierro, Hart & Lehr but no Smith who had had to depart). There was a good start by all but sadly, on the first lap, Gullliermo's gear lever broke leaving the Lotus chase to Steve in Gerry Hann's Maserati. Behind the leaders, a very good race was developing between the Cooper Bristol of Paul Grant and the three 1.5 litre cars of Clive Wilson, Albert Streminski and John Bussey.

At half distance (5 laps) Steve led the race in the Maserati by a couple of seconds but Marshall was closing on him. Marshall was right on his tail in the second last lap and took the lead only for Steve to regain it. The two cars kept the crowd thrilled, passing and repassing, up until the very end when Marshall took



Marsball Bailey, winner of Sunday's Pre 61 race receives the Tudor watch, left, Steve Hart (2nd in Gerry Hann's 250F) and Klaus Lebr (3rd in bis 250F) photo Richard Hampson



Saturday's tremendous battle between Guillermo Fierro's 250F and Tony Smith's Ferrari Dino photo Richard Hampson



Alexander van der Lof's magnificent Ferrari abead of Guy Plante's Cooper Bristol photo Richard Hampson



Chris Bland with Class 6: Klaus Leber and winner Guillermo Fierro photo Richard Hampson

the flag by a third of a second.

A superb end to a great day's (weekend's) racing. But it was not the end... the official presentations on



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Tony Smith abead of the two 250Fs and Marshall Bailey photo Richard Hampson



Arbuthnot Latham's Chris Bland and Amanda Westson present Marshall Bailey with bis class prize and Driver of the Day photo Richard Hampson



Amanda Weston with Class 7c: winner Clive Wilson, 2nd Albert Streminska and 3rd John Bussey photo Richard Hampson

the podium were turned into an X Factor finale by the enthusiastic enjoyment of the Marshall brothers congratulating their father after a loud and serious, but thankful, 'clearing' of the area of errant delivery trucks by George Fowles.

It was truly a great race by Marshall and he was awarded 'driver of the day' at the HGPCA pre 1961 prizegiving shortly afterwards.

SPA SIX HOURS - 18-20 SEPTEMBER Francorchamps - Full House!



Race start for our biggest grid at Spa photo Richard Hampson

Association members covered themselves in glory on the annual pilgrimage to Spa-Francorchamps, where an unprecedented turnout of 53 cars – evenly-distributed between the Pre-1961 and Pre-1966 classes – presented enthusiasts with a sensational history of World Championship Grand Prix racing at the Roadbook Organisation's 23rd Spa Six Hours event.

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We were delighted to welcome two newcomers to the HGPCA fraternity in Belgium: Dutchman Luc Brandts debuted the ex-Tony Bianchi Talbot-Lago T26C chassis 110008 in which Rouen-born Frenchman Philippe 'Phi Phi' Etancelin – then a veteran of 53 – raced in the inaugural Formula 1 World Championship of 1950, having competed in it from new in '48 and Argentinian Carlos Miguens who was also out for the first time, driving the ex-Jack Brabham Lotus-Climax 24 '947' raced with us for many years by David Coplowe.

Sadly, we lost Julian Bronson's Reventlow Scarab – last year's wet leg winner – prior to the trip. It's potent four-cylinder Offenhauser engine received a new set of pistons in the week's turnaround between Zandvoort's practice failure and Goodwood, but broke again in the Revival Meeting's Richmond & Gordon Trophies race, for which the combination had annexed pole position by almost five seconds!

While Peter Horsman (ex-Tony Shelly Lotus 18/21) and top qualifier Miles Griffiths (back in John Evans' Brabham BT4, raced in period Inter-Continental Formula events by the Swiss Carlo Vögele) shared the weekend's race victories, all eyes were on the scintillating battles which raged behind the leaders on the acknowledged king of circuits.

The Spa Six Hours must rate in the top three events



Class 11 cars - Peter Mullen's BRM and Sid Hoole's Cooper T66 - catch the photographers' attention photo Richard Hampson



Geraint Owen's mighty Kurtis was, unfortunately, not to last the weekend photo Richard Hampson



Tim Bailey abead of Francesco Baldanza and Brian Maile photo Richard Hampson



Christian Dumolin's 250F and Richard Pilkington's Talbot pboto Richard Hampson



Michael Steele's Connaught alongside Rod Jolley and abead of Paul Grant and Klaus Lebr photo Richard Hampson



Guillermo Fierro's 250F abead of Rod Jolley and Peter Mullen photo Richard Hampson



Charles McCabe's Lotus 18 abead of Martin Eyre's Cooper Bristol photo Richard Hampson

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OCTOBER NEWSLETTER



Steve Hart winning the front engine battle with help from a wheel be borrowed from bis 300s photo Richard Hampson



A gang of Cooper Bristols - Martin Eyre, Eddie McGuire and Steve Russell photo Richard Hampson

of the historic calendar and the HGPCA is welcomed by organisers Vincent Collard and Alain Defalle, year on year, with open arms and given pride of place in the F1 garages. We were certainly a 'tight fit' despite being allowed an additional garage and very grateful to Classic Performance Engineering's 'team' Andy and Tom for managing to rig the awning in Wednesday's dreadful weather and providing us with some much needed shelter.

None of the action over the three days in the densely-forested Ardennes region was more photogenic than Sunday's red-blooded tussle for front-engined supremacy. With the Maserati 250Fs of Steve Hart and Guillermo Fierro locked in combat, Rod Jolley powered the unique 'Monzanapolis' Lister-Jaguar up to join the fun, splitting the iconic machines for a while. Throughtout the weekend, incidentally, John Frankenheimer's classic movie Grand Prix was screened in the Pits Brasserie restaurant atop the F1 pits. While it was released in 1966, the filming was all done in our period – using footage of Formula Junior Lotuses rebodied as various famous machines by Jim Russell and Ralph Firman spliced into race action aerial panning shots of cars flashing through the trees at Spa set the scene.

QUALIFYING

Having kept his eye in since his Zandvoort win at the end of August by racing Philip Walker's cream Lotus-BRM 24 to fourth place at Goodwood, Miles Griffiths's hotly-competitive 2m45.349s (94.75mph) best set the pace in Friday's official practice session. Seasoned rival Peter Horsman lapped within a second, though, to keep the young West Midlander on his toes.

Like Griffiths, Andy Middlehurst is invariably on top form. Having pipped Miles and Peter in the first race in Holland and landed his fifth successive Glover Trophy victory at Goodwood in John Bowers' 1500cc Lotus-Climax 25, the Merseysider screamed to P3, his 2m51.286s three seconds quicker than class 7A leader Barry Cannell in the BRP/Yeoman Credit Cooper T51 raced in 2014 by Griffiths.

Two seconds adrift of 'Cannelloni,' the competition was much tighter. A quarter of a second blanketed Jon Fairley (Brabham BT11/19), Irishman Peter Mullen (flying in his BRM P261) and the front-engined Maseratis of Spaniard Guillermo Fierro (2501/2523) and marque specialist Steve Hart (in Gerry Hann's



The tremendous battle between Rod Jolley's Lister Jaguar Monzanapolis, Steve Hart in Gerry Hann's 250F and Guillermo Fierro in bis 250F was to entbrall those who were able to watcb photo Richard Hampson



Tom Dark's wondrous Bugatti and Anthony Goddard's Cooper-Alfa photo Richard Hampson



Wulf Goetze and Marsball Bailey approach to lap Julia Baldanza's beautiful Maserati photo Richard Hampson

CM7) which augured well for the race.

Switzerland's Peter Studer lined-up ninth, well clear of his class 10 1500cc four-cylinder rivals in his Scuderia Pilzsammler* Lotus 24. Wulf Goetze (Cooper T53), class 9 standout James Willis (Cooper T45), Goodwood's Richmond & Gordon Trophy race winner Rod Jolley (having switched from Cooper T45/41 to his Lister-Jaguar) and Zandvoort Pre-'61 winner Marshall Bailey (Lotus 16) were all inside three minutes in his wake, Marshall leading the class 7a set.

The next group embraced a wonderful mix of marques, headed by leading Belgian Marc Valvekens (Aston Martin DBR4) and Sid Hoole (ex-Rob Walker Racing/Jo Bonnier Cooper T66). Welshman Geraint Owen was with them, going great guns in the ex-Fred Agabashian 1954 Kurtis 500C 'Merz Special,' from the era when the Indianapolis 500 was a World Championship qualifying round.

Local veteran Michel Wanty's Marc Widar-run Lotus 16, Tony Smith's ex-Phil Hill Ferrari Dino, Eddy Perk's Heron-Alfa Romeo, Argentinian Carlos Miguens (in the ex-Jack Brabham Lotus-Climax 24) and the indefatigable Alan Baillie (Cooper 171/73) were hot on their heels.



Andy Middleburst in John Bowers' Lotus 25 ahead of Jon Fairley's Brabham photo Richard Hampson

Ian Nuthall wound the F2 Alta up to head off the quickest Cooper-Bristols of Belgium's Paul Grant, Martin Eyre and Chris Phillips among the two-litre Grand Prix cars of 1952.'3. Lotus returnees Erik Staes (18/21), Frenchman Frank Trouillard (24/21) and Stephen Bond (ex-Stirling Moss 18) were in their midst, as were Italians Federico Buratti (ex-Jim Clark 21) and Andrea 'Andrew' Guarino (18) in the care of Davide Riparbelli and Enrico Spaggiari's jolly RS Historics team.

The miscellany in the lower order embraced circuit debutant Tim Bailey ("having the most fun ever at a race track" in dad Marshall's JBW-Maserati) and brother Tom in the Cooper-Maserati repaired by Pearsons Engineering's crew since it was nailed by Roger Wills' Lotus 16 at Goodwood five days earlier. Roger was not out with us, incidentally, but finally landed the Spa Six Hours victory he'd been chasing for 10 years on Saturday evening. Our congratulations to him and rapid co-driver James Littlejohn.

Americans John Romano (Brabham BT11) and Charles McCabe (Lotus 18), Spa debutant Tom Dark's Bugatti T73, Nigel Batchelor's big Coventry Godiva



The two mighty Talbots - foreground: Luc Brandts in bis T26C and Richard Pilkington in bis trusty T26SS photo Richard Hampson



Peter Mullen's BRM in the haze of Spa photo Richard Hampson

V8-powered Kieft, Christian Dumolin's Maserati 250F and the ex-Trevor Blokdyk Cooper-Alfa of brewer Anthony Goddard were in the mix too. Michael Steele was experiencing difficulties with his Connaught Ctype, meanwhile, Eddie McGuire parked his Cooper-Bristol up near Speaker's Corner without completing a flying lap.

Two mighty Talbot-Lagos made a splendid sound, Dutchman Luc Brandts' ex-'PhiPhi' Etancelin T26C paired with Richard Pilkington's pre-war T26SS. It was good to see Sgt Pilko's daughter Tania back in the saddle of her Cooper T45 too. Another family enjoying themselves was the Baldanza team, Francesco in the ex-Hugh Dibley/Barry Cannell Scuderia Light Blue Lola Mk3 and wife Julia in her Maserati A6 GCM.

Sidelined after practice, unfortunately, were Steve Russell (whose Cooper-Bristol's engine ran a cam bearing), and Cooper T45 duo Brian Jolliffe (gearbox) and poor Michel Baudoin, whose steed staunchly resisted Hall & Hall's efforts to get it running properly. That left us with 50 starters for Saturday's opening race thus guaranteeing a start for reserve Franck Trouillard.

SATURDAY RACE:

Fifty cars gathered under grey skies for our Saturday morning race, the colourful field a tremendous spectacle as it snaked back from the start and timing lines through the hideously tight Z-bend chicane installed at modern Formula 1's behest as the lap's final turn following the fearsome Blanchimont sweeper, still



Stephen Bond in his Lotus, Klaus Lebr in his 250F and Carlos Miguens in his Lotus 24 achieving a triple - making his debut with the Association, in the car and at Spa photo Richard Hampson

one of the world's finest racing challenges.

In no mood to hang around, poleman Griffiths established a furious tempo from the moment the red lights went out to signal the rolling start, haring off towards the right-handed La Source hairpin with Horsman in tow. As they hurtled downhill past the old pits into the compression which presages the steep climb to Raidillon, determining exit speed onto the Kemmel Straight, the leaders stretched their legs as their pursuers jostled for position.

By the end of the lap Miles had eked out a 2.5 second lead over Horsman, with Middlehurst, Fairley, Cannell, the duelling Maseratis of Fierro and Hart, Mullen, Studer, Willis, Hoole and Marshall Bailey completing the top dozen. Over the next seven circuits Griffiths extended his advantage to almost 14 seconds, before the triple-striped Brabham appeared to falter.

Onlookers were not sure whether he'd had a moment, caught a slower car in an inopportune place or had a mechanical problem until Horsman reduced his deficit to 10 seconds next time round and the Brabham's acceleration was blunted. The Lotus gained ground hand-over-fist thereafter and Peter dived past Miles, powerless to resist, approaching Eau Rouge on the final lap. Griffiths' Colotti gearbox had been stuck in top for four tours and Horsman took the chequered flag 6.169s clear.

The tussle for third was gripping with Middlehurst, quicker than Fairley from the off, staying just ahead for five glorious laps until power told and the 2.7-litre Climax four gobbled its 1500cc V8 cousin up passing the pits after Andy found himself three wide in lapped traffic exiting the chicane.



Class 2: Luc Brands 2nd and Julia de Baldanza 3rd with Arbutbnot Latbam's Amanda and Cbris photo Jim Houlgrave

Like a terrier with his teeth sunk into the postman's trouser leg, Middlehurst refused to be shaken off thereafter and, almost hidden in the bigger car's slipstream, crossed the line 0.6 seconds adrift. Untouchable in his class, Cannell's pale green Cooper was a lonely fifth throughout, clear of the duelling 250Fs until Hart went missing on lap eight.

"Accelerating out of the right-left [Fagnes] after Pouhon I suddenly had no drive," said Steve. "I tried another gear, still nothing, then noticed that I was in danger of being overtaken by my own wheel! The left rear hub had broken – thankfully at a relatively slow part of the circuit – and as I pulled off onto the grass the wheel hit the tyre wall, only just missing the car as it rebounded. That would certainly have added insult to injury."

Perk (with his Alfa blowing out water, despite a head gasket change post-practice), Eyre, the Bailey brothers and Americans Romano and McCabe (magneto) were already out, as was Goetze, whose Cooper had been abandoned on the grass on the entry to the chicane since the second lap. Mullen, meanwhile, had stopped at the end of lap four, but the dayglo-nosed BRM returned to the race and finished a couple of laps down.

Following Hart's retirement, Hoole found himself promoted to seventh, with Jolley within striking distance. They finished three seconds apart, with Marshall Bailey ninth, having demoted Willis on the final lap. Owen drove the burly Kurtis from 18th at the end of the opening lap to a superb 11th, behind the three class winners with Studer in his mirrors. Valvekens wasn't far behind in the Aston, having kept ahead of Smith's Ferrari – the final unlapped runner – as Owen bustled through.

Baillie and Staes advanced strongly, finishing 15th and 16th in a photo finish, Staes, like pursuer Wanty setting his best lap last time round. Bond and Guarino (who, like Brandts, climbed 10 places) were next home, ahead of Trouillard, Steele, Grant and Nuthall in a tight quartet. Only McGuire from the back overtook more cars than Steele's 20, while Grant dug deep to catch and overtake among the front-engined 'pullers' and Cook climbed 13 to beat Miguens in the top half of the pack. Dark also made progress, winning his class in the bulbous Bugatti.

SUNDAY RACE:

Following the previous day's mechanical drama, which Mick Mobberley's Hi-Tech crew fixed overnight, Griffiths was back among the 46 survivors on Sunday afternoon. He duly scarpered imperiously in the sunshine, building a lead of 36 seconds over Horsman, who only had the clock to race once he had served a probably misjudged stop-and-go penalty.

Amazingly, the imposition did not cost him silver, for Middlehurst's Saturday sparring partner Fairley started from the pits after a fastener on his Brabham's engine cover came adrift on the green flag lap, leaving it flapping like an air brake. Deflated, Jon roared back to 23rd, fourth in class, while Andy delighted Classic



R1 podium l-r: Miles Griffiths 2nd, Peter Horsman winner and Jon Fairley 3rd photo Jim Houlgrave

Team Lotus with another overall podium position to add to his tally.

Cannell made fourth his own, while Hoole wriggled through to fifth ahead of a gripping front-engined scrap which initially embroiled Hart's repaired car and Fierro. "Having surveyed the damage in the pits on Saturday I robbed my 300S of the parts to fix the 250F," said Steve. "Guillermo was slowed by the car in front through the chicane at the start, so I was able to get a run on him."

The Maserati pair were eventually joined by Jolley who got ahead of the feisty Spaniard for a few laps, only to yield seventh place again on the final lap. "Rod got ahead of me too at one point, but when he drifted wide at Pouhon I was able to repass him," explained Hart after the drive of his life. "Keeping those two behind to the finish was far from easy I can tell you."

Mullen, third of the shrill V8s, carved back to ninth ahead of Studer and Smith, but Owen retired the aubergine Kurtis-Offy when its clutch gave up. McCabe fell early again, pitting on lap two which also claimed Dark's Bugatti and Batchelor's Kieft. Marshall Bailey and Goetze were the last to finish on the winner's lap.

Willis, completing a weekend class double in his Cooper, finished 14th ahead of Valvekens. Lotus men Trouillard and Staes improved their Saturday lap times by seven and five seconds respectively as they moved up the pecking order, while pursuer Cook found eight, working down to a highly respectable 3m01s which would have put him right behind class 9 pacemaker Willis had he managed it in the preliminaries, when his effort was truncated by mechanical issues.

Bond and Miguens also made huge steps forward to finish 20th and 21st, ahead of Lehr's 250F and latestarter Fairley. Nuthall beat Grant this time, after yet another personal battle, the front-engined cars being separated by Buratti's 'pusher.' Tony Ditheridge and Tasmanian Scotty Taylor finished as one behind them, ahead of Steele and race one fallers Eyre and Phillips in their contrasting Cooper-Bristols.

Baillie's Cooper twin-cam expired passing the pits on lap 10, long after Batchelor, McCabe – whose ex-Jim Hall/Lloyd Ruby Lotus 18 resplendent in white and blue US racing colours sadly proved consistently recalcitrant all weekend – and Dark's Bugatti fell by the wayside.

*The Spa weekend also provides the perfect opportunity for Doris Studer (this year accompanied by Louise Eyre) to gather mushrooms in the surrounding area. A bumper harvest of boletus provided more than enough for Saturday evening's wild mushroom risotto which was enjoyed by nearly twenty under the Red Truck awning.



In case we ever doubted that Rod Jolley enjoys Spa ...! photo Jim Hougrave



Cbris Bland with Barry Cannell, Class 7b winner and Charles McCabe 3rd photo Jim Houlgrave



Class 10: Winner Peter Studer, Franck Trouillard 2nd and Erik Staes 3rd with Arbutbnot Latham's Amanda Weston pboto Jim Houlgrave

Friday evening's supper – kindly organised by Paul and Mary Grant – at the Ferme Libert (or, to be more correct, Le Marie-Catherine) was attended by almost fifty members and guests. The food was very good but perhaps a little too long to wait between courses this time? However the canapés beforehand were delicious and the local 'bubbles' flowed and flowed.

We were grateful to Gerry Hann for deputising as Competition Secretary over the weekend whilst Martin Grant Peterkin enjoyed the sunshine with friends in Cyprus and, had you noticed, that Gerry, in turn, sub-contracted this report to Marcus Pye!?!



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Class 9: Winner James Willis, Mark Hunter for Malcolm Cook 2nd and Tony Ditheridge 3rd photo Jim Houlgrave



Race 2 podium: Winner Miles Griffiths, Peter Horsman 2nd and Andy Middleburst 3rd photo Jim Houlgrave



Class 8: Winner Rod Jolley and Marc Valvekens 2nd with Amanda and Chris photo Jim Houlgrave



Class 12: I-r: Amanda Weston, Wulf Goetze 3rd, Miles Griffiths 1st, Peter Horsman 2nd, Cbris Bland and supper snapper Jim Houlgrave pboto Jaqui Walling



NL5/15



photo Jim Houlgrave

Class 7a 'stand-ins', Spencer for Michael Steele 3rd and George Fowles for Tony Smith 1st photo Jim Houlgrave

Zandvoort Historic Grand Prix HGPCA Race for Pre 1961 Grand Prix Cars

HG	PCA	Race	for Pre 19	61 Grand P	rix	Cars		
pos	No Na		Surname	Entrant	Nat		CC	Year
Class	52-19	935-1951	Grand Prix ca	rs on 18" or 19" v				
DNF			van der Lof		NL	Ferrari GP 340 F1	4100	1951
Class 5 - 1952/53 2 litre Grand Prix cars								
5	21 Ia		Nuthall			Alta F2	1980	1952
6	19 Pa		Grant		В	Cooper-Bristol 3/53	1971	1953
10		artin	Eyre			Cooper-Bristol 8/53	1971	1953
13	32 Gi		Plante			Cooper-Bristol 9.53	1971	1953
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels								
2	22 St		Hart	Gerry Hann		Maserati 250F CM7	2494	1958
	248 KI		Lehr		D	Maserati 250F CM5	2500	1957
14		uillermo	Fierro			Maserati 250F 2501/25		1954
ONF		nristian	Dumolin	and Data same an	B	Maserati 250F 2507/23	2493	1954
1 1 1 1 1		arshall		rand Prix cars on		Lotus 16 364	2500	1959
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	1 To		Smith				2500	1960
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7	43 Cl		Wilson			Cooper T43	1500	1957
8	8 Al		Streminski		D	Emeryson F1	1475	1960
9	34 Jo		Bussey			Cooper T43	1460	1957
11	45 Sc		Taylor			Cooper T45	1475	1958
12	41 Br		Maile			Cooper T41	1460	1956
				lis and Interconti				
4	16 M		Valvekens		В	Aston Martin DBR4/4	2992	1959
ONF	30 Ju	ilian	Bronson		GB	Scarab Offenhaoser	2500	1960
					-			
HG	PCA	Race	for Pre 19	66 Grand P	rix 🛛	Cars		
os	No Na	ame	Surname	Entrant	Nat	Car	cc	Year
lass	5 7b - I	Pre 1961	rear engine Gr	and Prix cars on :	15″ w	heels		
4	2 Ro	bd	Jolley		GB	Cooper T45/51	2495	1958
15		mothy	Bailey	Marshall Bailey		Cooper T51	2500	1959
17		nomas	Bailey	Marshall Bailey		JBW F1	2500	1959
24	3 Ba		Cannell			Cooper T51	2500	1959
lass	5 9 - Pi	re 1961 G	rand Prix/Forn	nula 2 cars of not	mor	e than 2 litres		
5	27 W		Nuthall	Chris Wilson		Cooper Maserati T51	1914	1959
7		ndrew	Smith			Cooper T43	1960	1957
12	47 Br		Jolliffe			Cooper T45	1960	1958
14		alcolm	Cook			Cooper T43	1960	1957
20	42 Ja		Willis		GB	Cooper T45	1960	1958
21	51 Te		Williams	Tim Ross		Cooper T43/51	1960	1957
23	8 To		Ditheridge			Cooper T45	1960	1958
NF	45 M		Baudoin		F	Cooper T45	1960	1958
			•	der Formula 1 ca				
9		ndrew	Beaumont			LDS 03	1487	1961
10	50 Pe		Studer			Lotus 24	1500	1962
13	37 Ec		Perk			Heron F1	1488	1960
16		ephen	Bond			Lotus 18 912	1500	1960
19		nthony	Goddard			Cooper Alfa T56/59	1500	1962
NF	13 Er		Staes		В	Lotus 18/21	1475	1962
				cylinder Formula			4500	4000
2	25 Ar		Middlehurst	John Bowers		Lotus 25 R4	1500	1962
6 8	66 Si		Hoole of B			Cooper T66	1495	1963 1962
8 11		r John			F	Lola Mk4 BRGP 42 BRM P261 2	1500	
DNF	26 Pe 41 Da		Mullen Ferrer		GB F	Lola Mk4 BRGP 41	1498 1500	1964 1962
				continental 4				
				•		cars of not more tha		
1	99 M		Griffiths	John Evans		Brabham BT4	2700	1961
3	22 Pe		Horsman			Lotus 18/21	2500	1961
18	18 W	ul	Goetze		D	Cooper T53	2699	1961
Driver	r of the	e Day: Fron	t engine - Mars	hall Bailey, Rear e	ngine	- James Willis		

Spa Six Hours 2015 **HGPCA Race for Pre 1966 Grand Prix Cars** No Name Surname Entrant Nat Car Year сс Front Engine cars Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels Pilkington Brandts 5 Richard GB Talbot Lago T26SS 4482 1937 41 42 23 Luc NL Talbot Lago T260 GB Maserati A6GCM 4482 1998 1948 10 Julia 1951 43 de Baldanza 46 34 Tom Dark GB Bugatti T37C 1500s 1945 Class 5 - 1952/53 2 litre Grand Prix cars 1952 GB Alta F2 1980 24 21 Ian Nuthall 19 Paul 75 Eddie Grant McGuire Cooper-Bristol 3/53 Cooper-Bristol 8/52 1971 1971 1953 1952 26 30 B GB 32 6 Martin Evre GB Cooper-Bristol 8/53 1971 1953 33 33 Chris Phillips GB Cooper-Bristol 6/53 1971 1953 DNF GB Cooper-Bristol 2/53 1971 1953 4 Steve Russel Class 6 - 1954 - 1958 Grand Prix cars on 16" wheels 22 Steve GB Maserati 250F CM7 2494 1958 6 Hart Gerry Hann Maserati 250F 2501/2523 7 31 Guillermo Fierro ES 2493 1954 22 248 Klaus l ehr D Maserati 250F CM5 2500 1957 38 27 Christian Dumolin Maserati 250F 2507/23/22 2493 1954 Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels 1 Tony 9 Marshall Ferrari Dino Lotus 16 364 11 Smith GB 2500 1960 GB 12 Bailey 2500 1959 29 38 Michael Steele GB Connaught C8 2500 1957 Class 8 - Formula Libre, Indianapolis and Intercontinental cars GB Lister Jaquar Monzanapolis 3781 1958 8 2 Rod Jollev 16 Marc 77 Geraint 15 Valvekens Aston Martin DBR4/4 2992 1959 в 4454 GB Kurtis 500C DNF 1954 Owen Invitation Class 44 18 Niael Batchelor GB Kieft GP car 2478 1954 Rear Engine cars Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres 40 41 Brian Maile GB Cooper T41 1460 1956 Class 7b - Pre 1961 5" wheels rear engine Grand Prix cars on 3 Barry Cannell GB Cooper T51 2500 1959 4 GB Cooper T51 USA Lotus 18 907 35 51 Timothy Bailey Marshall Bailey 2500 1959 24 Charles 45 McCabe 2500 1960 Marshall Bailey DNF 12 Thomas Bailey GB JBW F1 2500 1959 DNF 69 Andrea Guarino I Lotus 18 370 2495 1960 Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres 14 42 James Willis GB Cooper T45 1960 1958 19 14 Malcolm Cook GB Cooper T43 1960 1957 8 Tony 43 Tania Ditheridge GB GB Cooper T45 Cooper T43 1960 1960 1958 1957 27 31 Pilkington DNF 47 Brian Jolliffe GB Cooper T45 1960 1958 DNF 145 Michel Baudoin Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars Cooper T45 1960 1958 10 50 Peter Studer CH Lotus 24 1500 1962 119 Franck Lotus 21/24 938 16 Trouillard 1500 1962 17 15 Erik Staes В Lotus 18/21 1475 1962 20 Stephen 29 Federico Lotus 18 912 Lotus 21 20 Bond GB 1500 1960 25 1500 Buratti 1961 GB Cooper Alfa T56/59 CH Lola Mk3 28 Anthony 17 Francesco 71 Alan 34 37 Goddard 1500 1962 Baldanza 1475 1961 Cooper T71/73 39 Baillie GB 1475 1964 DNF 37 Eddy Perk NL Heron F1 1488 1960 Class 11 - Pre 1966 3 25 Andy .5 litre multi-cylinder Formula GB Lotus 25 R4 GB Cooper T66 GB BRM P261 2 1500 1962 3 5 Middlehurst John Bowers 66 Sidney 26 Peter Hoole 1495 1498 1963 Mullen 1964 18 124 Michel Wanty В Lotus 24 942 1498 1962 7 Carlos Miguens ARG Lotus 24 947 1494 1962 21 36 111 John Romano USA Brabham BT11 5 64 1500 1964 Class 12 - Pre 1966 Tasman & Intercontinental 4 c linder cars of not more than 7 ltc

Driver of the Day: Front engine - Steve Hart, Rear engine - Peter Horsman

John Evans

Griffiths

Horsman

Goetze

Fairley

Taylor

1 99 Miles

23

28

122 Peter

11 Jon 53 Scotty

13 118 Wulf



GB Brabham BT4

AUS Cooper T53

Lotus 18/21 P1

GB Brabham BT11/19

GB

D Cooper T53

2700 1961

2500 1961

2699 1961

2700 1964

2751

1960

Arbuthnot Latham Team:

Paul Denman, Chris Bland, StJohn Gardner and Amanda Weston

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OCTOBER NEWSLETTER

NL5/2015

STIRLING MOSS DISPLAY

Classic & Sports Car at The London Show Alexandra Palace from 30 October to 1 November

There will be three central displays all sharing a common theme of Best of British. These are the best British car ever, as chosen by the public, the history of Aston Martin and Stirling Moss' significant British single-seaters.

We were recently contacted by James Elliott, Group Editor at Classic & Sports Car who would like some help with tracking down and inviting a few more appropriate cars for the special Stirling Moss display. Given that our President raced everything from Connaught to Cooper as well as BRM and ERA in F1, any contacts would be very much appreciated.

Contact James: james.elliott@haymarket.com

Cooper Car Company - Recognition

On 24th September 2015 the ex Cooper Car Company factory in Hollyfield Road, Surbiton, became a Grade 2 Listed Building, by order of the Secretary of State. This has taken a long time to come to fruition and, as far as Peter Jackson is aware, no other racing car factory has been granted Grade 2 (or any other grade) status.

The new owner has stated his interest in retaining a Cooper connection by way of displays etc., in his business plan to use the premises as a Porsche service/repair garage.

A Transport Trust "Red Wheel" plaque was installed on 1st August 2015 as part of the trust's remit to recognise outstanding contributions in all areas of transport and the Cooper plaque is their 77th such recognition in UK. John Cooper/Cooper Car Co was very much part of the rear engine revolution in racing car design,



achieving two consecutive World Championships, becoming the world's largest production racing car manufacturer providing winning cars for the elite professional and amateur driver alike, spawning the Brabham and McLaren marques and giving birth to the Mini-Cooper.

Nomex vests by Toora and padded jackets

Pia Bianchi has organised some **Nomex vests** in either black or white, printed with the HGPCA logo. They cost \$75.

We have added a **navy padded jacket and gilet** (both men's and women's) to our range of HGPCA clothing. Cost prohibits getting a stock of garments but we can take orders and have them in time for the Annual Lunch.

If you are interested in either the vests or jackets, please get in touch with Stella - stella@hgpca.net

Cars for Sale

CONNAUGHT Chassis B2 - Very original car with full & original complete history file, with recent engine rebuild. For more information contact George Fowles, George Fowles Racing,www.gfracing.co.uk Email: george@gfracing.co.uk Tel: +44(0)1628 825081 Mobile +44(0)7767 357368

Member **Helmut Gassmann** is looking to sell these cars. The links will take you to full descriptions (or email stella and she will send you the links) and enquiries should be directed to: Michael Kiesner -

+49 (0) 551 82020. kiesner@gassmann-gmbh.com **Lotus 18/21 Ch: 915** (recently owned and campaigned by Rudolf Ernst) - www.gassmanngmbh. com/internet/fzq_suche/detail.php?fzq=235

Connaught B Type Ch: B4 - www.gassmanngmbh. com/internet/fzg_suche/detail.php?fzg=900460

Cooper Climax T45/51 Ch: F2-5-59 -

http://www.gassmann-gmbh.com/internet/fzg_suche/ detail.php?fzg=900027

BMW/Derichs Formula 3 - http://www.gassmanngmbh.com/internet/fzg_suche/detail.php?fzg=3450



1949 ALLARD L/J1 - Fantastic road/race car just refurbished.Edelbrock heads and carbs,Blockley tyres on wires with Allard spinners. Original registration with matching chassis and engine numbers.

Julian Sutton - jmdsutton@gmail.com or telephone: $+44(0)1366\ 382204$

Trailer for Sale

Brian James Minno Shuttle box trailer in very good condition, has been kept under cover. Inside: length 3 metres, height 1.4 m, width 1.65 m. Spare

wheel & winch. £Offers. Contact Richard on +44(0)1803 722357 or email trishapilkington@yahoo.co.uk

