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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL2 June 2016

## MASTERS Brands Hatch Race Report

If you haven't sent back  
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You may miss out on an  
event you want to do!

MASTERS HISTORIC FESTIVAL BRANDS HATCH - 28/29 MAY

## 'Silver City' Retro

Although Formula 1 and 2 cars graced Brands Hatch in minor club races and the occasional 'open' John Davy Trophy feature from 1956, the Kentish venue was largely off the International radar until the Grand Prix extension was added in 1960. The challenging switchback, hewn into a wood, more than doubled its length to 2.6 miles and opened new doors. To celebrate this milestone, the Silver City [Airways] Trophy race – staged four times previously at flat Snetterton – was transferred to the scenic track, conveniently close to London, which would host the British GP [sub-titled GP d'Europe] in '64, won by Jim Clark for Team Lotus, then in alternate years until '86.

The Association's first visit to Brands this season, on May 28-29, featured the front-engined Pre-1961 set – we return with a Pre-1965 grid for the HSCC's long-running Historic Superprix on July 1-3 – renewing our relationship with Rachel Bailey and the Masters organisation whose annual Historic Festival the HGPCA supported from 2013-'15. As ever, [the new 'lightweight spec'] Chris Bland and fragrant Amanda Weston welcomed competitors and guests on behalf of our loyal partner Arbuthnot Latham Private



*Tony Smith's Ferrari ahead of Steve Hart in Gerry Hann's Maserati 250F photo Richard Hampson*

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Ian Nuthall's Alta ahead of Steve Russel, David Wenman and John Bussey photo Richard Hampson

Bank at the Red Truck social hub along with a friendly group from new sponsors, Supagard.

Monaco's GP Historique, run in 'even' years, was always going to reduce the size of the field, but a top quality selection of 16 runners and riders arrived with the racing circus as it rolled in to West Kingsdown.

With a nod to history, the entry bore an intriguing resemblance to that of the pioneering Silver City Trophy race on August 1, 1960, the day after the German GP for F2 cars at the Nurburgring, in which many top drivers were engaged. The event did the air ferry operator proud.

Although rear-engined Coopers were dominant numerically, Scuderia Ferrari sent a brace of its fabulous Dino 246s for Americans Phil Hill and Richie Ginther – chassis 0004 and 0006 respectively – while David Piper brought one of his ex-works Lotus 16s. Graham Hill (works BRM P48) was one of three future F1 World Champions in the pack, Jim Clark and John Surtees handling Team Lotus 18s. Defending titlist Brabham won the race in his works Cooper T53, completing a weekend double. Phil Hill finished fourth and Ginther ninth, but Piper crashed out.

We were blessed to have a Lotus 16 (Philip Walker's) and a Ferrari Dino (Tony Smith's ex-Phil Hill 1960 Italian GP-winning 0007, tended as always by gifted mecanicien/bon viveur George Fowles) plus several Cooper 'pushers,' including examples of the T43 and T45 models which waged war here 56 years previously. Fresh from finishing second to Tony Wood's Tec-Mec Maserati at Monaco, Julian Bronson's Scarab and Rod Jolley's pristine 'Monzanapolis' Lister-Jaguar were also in the hunt, pursued by a host of gruff



Julian Bronson and Rod Jolley photo Richard Hampson

Cooper-Bristols and Ian Nuthall's Alta in the two-litre division, mirroring the World Championships of '52-'53.

### QUALIFYING:

Walker and Bronson traded quickest laps in the 20-minute qualifying session on Saturday morning, Julian narrowly having the upper hand when he pitted just six laps in to report that his Offenhauser engine's throttle was sticking open intermittently, causing some lurid moments.

Philip kept the hammer down, meanwhile, annexing pole by 0.328s on his final circuit with a best of 1m44.120s (84.13mph).

Jolley and Smith wound up more than three and a half seconds adrift of the pacemakers, albeit a similar distance apart in the long 1m 47s bracket. The next four in the chasing pack were blanketed by 1.4s, the two-litre Cooper-Bristols of Eddie McGuire (T20 Mk1) and Paul Grant (ex-Rodney Nucky T23 Mk2) plus classmate Ian Nuthall's Alta crowding Steve Hart in Gerry Hann's beautiful Maserati 250F CM7.



Sunday morning race leader, Philip Walker, ahead of Julian Bronson, Rod Jolley and Tony Smith photo Richard Hampson



Niamh Wood (Driver of the Day) ahead of Brian Maile and Erik Staes photo Richard Hampson



Scotty Taylor and Guy Plante photo Richard Hampson



The tremendous battle between Eddie McGuire and Paul Grant in their Cooper Bristols photo Richard Hampson

descent green Cooper-Bristol and Tasmanian Scotty Taylor's T45 – the period F2 mount of race school pioneer Jim Russell – and Brian Maile's diminutive T41 ranged against Channel Islander Guy Plante's Cooper-Bristol.

Two more C-Bs completed the field, half a second apart. With his regular mount sidelined by gearbox gremlins, Belgian Erik Staes was sportingly loaned the Geoffrey O'Connell white version through local buddy Paul Grant, whose famous Garage Vanderveken concern in Brussels has it on its sales inventory. And there was a big welcome for Niamh Wood, whose father-in-law Barry provided his ex-Ecurie Ecosse car for her racing 'comeback,' now second daughter Imogen is five months old.

Steve Russell's emerald green ex-Bob Gerard Cooper-Bristol and John Bussey's metallic blue ex-Lance Reventlow Cooper-Climax T43 were next up, the cars built four years apart providing an illuminating contrast in concepts and sight-lines, Russell's traditional perpendicular machine towering over Bussey's new fangled shrink-wrapped bolide on the staggered grid [as opposed to 1960's 4-3-4 formation!].

There were similar scenes on the next two s'rows,' comprising David Wenman's unusual iri-



**RACE 1:**

As the field blasted away in a flurry of wheelspin on Sunday, Walker won the drag race up the slope towards Paddock Hill bend. Fast starter Jolley dived for the apex of the plunging right-hander as, with Smith on his tail, he tried to wrest second from Bronson's bellowing Scarab. Smith was on a mission though, managing not only to quickly depose the shiny Lister from third but also to repel its advances thereafter.

Walker had established a 2.7 second cushion over Bronson by the end of the opening lap, then plumped it out repeatedly to past six seconds before Julian threw in the towel after five circuits. "The throttle is still sticking between 4500-5000rpm, so I had to keep slipping the clutch which wasn't ideal. I'd rather live to fight another day," said the Bristolian.

Bronson's retirement sharpened the tussle between Smith and Jolley, now for second, with Walker too far gone and in too nimble a machine to think about trying to catch in the remaining time. As Philip took the chequered flag 17.181s clear on "one of the best circuits in the world," Rod threw everything at the curvaceous red Ferrari – its V6 engine, the loudest in the choir, gulping air via a plexiglass scoop – but his efforts proved fruitless.



Class 5: Arbutnot's Amanda Weston, Ian Nutball (3rd), Paul Grant (winner), Eddie McGuire (2nd) and Supagard's David Paterson photo Chris Bland

## HGPCA race for Pre 1961 Grand Prix Cars Brands Hatch Masters - 28/29 May, 2016

Pos	No	Name	Surname	Car	cc	Year
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
5	19	Paul	Grant	Cooper Bristol MkII	1971	1953
6	75	Eddie	McGuire	Cooper Bristol MkI	1971	1952
7	21	Ian	Nuthall	Alta F2	1980	1952
8	12	David	Wenman	Cooper Bristol MkI	1971	1952
10	4	Steve	Russell	Cooper-Bristol MkII	1971	1953
11	32	Guy	Plante	Cooper Bristol MkII	1971	1953
12	23	Niamh	Wood (Barry Wood)	Cooper Bristol MkI	1971	1952
15	10	Erik	Staes (Paul Grant)	Cooper Bristol MkII	1971	1953
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
4	22	Steve	Hart (Gerry Hann)	Maserati 250F CM7	2494	1958
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
1	1	Philip	Walker	Lotus 16 368	2495	1959
2	5	Tony	Smith	Ferrari Dino 0007	2500	1960
DNS	20	Wolfgang	Friedrichs	Aston Martin DBR4/1	2493	1959
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
9	34	John	Bussey	Cooper T43	1460	1957
13	45	Scotty	Taylor	Cooper T45	1475	1958
14	41	Brian	Maile	Cooper T41	1460	1956
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
3	2	Rod	Jolley	Lister Jaguar Monza GP	3781	1958
DNF	30	Julian	Bronson	Scarab Offenhauser	2500	1960
DNS	16	Marc	Valvekens	Aston Martin DBR4/4	2992	1959

Driver of the Day: Niamh Wood



The Red Truck was as busy as ever, despite the compact grid. Wendy and Bob served up delicious lunches on Saturday and Sunday photo Richard Hampson  
Super-duper new awning planned for grand launch at Silverstone Classic!

"I got nearly alongside Tony a couple of times but couldn't quite make it stick," said Jolley. Elated with second, Smith was beaming too. "Over the last couple of laps I was desperate to stay in front [of Rod] and just managed to hold on." That Tony dug deep showed for he slashed 2.2s from his practice time on the last lap! After much handshaking, the top trio made for the podium to receive the plaudits of a sizeable audience.

Maserati preparation expert Steve Hart was a lonely fourth in the scarlet 250F, but the battle for two-litre honours in his wake intensified once Grant reeled-in McGuire's older Cooper-Bristol, the Irish tricolour proudly emblazoned in its radiator grille. Paul made up more than two seconds before half-way, improving on his qualifying time, after which their rasping straight-six engine notes harmonised. In the end, Eddie was ahead by 0.607s as they flashed past the chequered flag.

Nuthall led the chase until he slid off at Clearways, with assistance from Wenman whose C-B had slid wide and "kissed the Alta." Its impetus was arrested by the gravel trap, frustratingly within sight of the finish. Team-mate Russell, who had enjoyed a heady early scrap with class-winner Bussey and Wenman, was already out, having coasted into IN Racing's pit with a broken throttle cable.

Wenman eventually overpowered Bussey for seventh three laps from home while Taylor, who got the better of Plante in the opening skirmishes, eased away to ninth. Niamh drove well from the back, passing Staes on the first lap, then getting ahead of Maile at mid-distance as she rediscovered her equilibrium after a lengthy sabbatical.



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Amanda Weston on the podium with Tony Smith (2nd), Philip Walker (winner) and Rod Jolley (3rd) photo Chris Bland



Supagard's David Paterson presents Brian Maile with a memento to celebrate his beating the 2 minute lap of Brands GP circuit photo Chris Bland

## RACE 2:

Four hours later it was time for all bar Julian Bronson to come out to play again, the Scarab crew having decided that stripping the Offy's throttle assembly was a job best left for the Hi-Tech workshop's bench. Walker hurtled away at the lights, eager to build in some slack in case his Lotus should prove recalcitrant, but the sleek 2.5-litre Coventry-Climax FPF-powered ran beautifully throughout thus securing his double.

Jolley found traction at the get-go, his 3.8-litre Lister reaching the crest of Paddock ahead of Smith's smaller-engined Ferrari, but Tony threw caution to the wind and rounded Rod, only to forsake second again. Theirs was one of three enduring fights, the powerful steeds galloping round as if locked together until on lap 8 Smith boldly squeezed past into what seasoned spectators know as South Bank bend, the long climbing left-hander onto the Grand Prix loop.

"Rod mugged me at the beginning, but finally I found my way through," grinned Tony, after another significant cut in lap times (to 1m45.259s) contributed to one of his most enjoyable afternoons at the wheel. "Tony was absolutely on it today," agreed Rod. "I thought I had the legs on him – I was wrong!" The second podium thus repeated the first, with Hart fourth again, neither in touch nor under pressure, but appreciating the privilege of racing the Maser, long-time mount of the late Allan Miles.

A tremendous joust between McGuire and Grant saw their order see-saw before Paul got the upper hand to cross the line 1.6s ahead of Eddie, who only lost touch when he drifted wide at Druids hairpin three laps from the end. Nuthall, from the back, supplanted Bussey in a twosome with Wenman, Ian eventually claiming seventh after several place swaps in cars built a couple of miles apart in Tolworth and Surbiton, respectively.

Bussey, first of the lapped runners, again won class 7c, finishing ninth overall, ahead of Russell who had given Plante the slip. Guy provided a target for Mrs Wood to pursue, which she did with gusto. In improving her Q-time by a remarkable 12 seconds – and race one's by almost five – to reach a splendid 1m53.368s, Niamh was unanimously named Driver of the Day to a roar of approval at the Red Truck. Her prize, a fine sculpture in the form of a prancing horse, will be treasured always.

Taylor and Maile rounded off the finishers, Staes having pulled out after five laps with signs of overheating. Much was made by the commentators of Brian's personal battle to lap his Cooper – Roy Salvadori's '56 Oulton Park Gold Cup winner, later raced by Jack Brabham, Tony Brooks, Chris Amon and Tony Shelly – inside two minutes. After several 'near misses' Brian eventually achieved it, improving thereafter to a meritorious 1m58.342s – almost five seconds quicker than the FIA Masters Historic Formula 1 tailender recorded in a 450bhp three-litre Cosworth DFV-powered Surtees!  
(words Marcus Pye)



Arbuthnot Latham's Amanda Weston and Supagard's David Paterson present Niamh Wood with Driver of the Day photo Chris Bland



Cooper Bristol protagonists Eddie McGuire and Paul Grant photo Chris Bland



Class 7c - Amanda Weston, Brian Maile (3rd), John Bussey (winner) and Scotty Taylor (2nd) photo Chris Bland



Class 6: Race winner Philip Walker, Amanda Weston, Tony Smith (2nd) and David Paterson photo Chris Bland





The Pre 61 race started more or less as it finished photo Jim Houlgrave

2016 welcomed the 10th Grand Prix de Monaco Historique with excellent weather. This time the Pre 1966 races were run more to HGPCA format - restricting the earlier race to front engine cars only. Disappointingly, the Pre-War cars were only allowed to demonstrate and not race which could discourage even more cars from appearing in the future.



Pre 66 Winner Andy Middlehurst with Dan Collins (3rd) photo Jim Houlgrave



Julia de Baldanza in her Alta (the A6GCM had engine problems) and Martin Halusa in his 250F photo Richard Hampson



Henry Hope-Frost interviews Sir Stirling Moss who perches on Graham Adelman's 250F photo Jim Houlgrave



Charles McCabe's BRM P57 finished 13th photo Richard Hampson



Marc Valvekens's Gordini finished 13th photo Richard Hampson



Helmut Gassman in his Connaught B Type finished 19th photo Richard Hampson



Winner Tony Wood, Julian Bronson (2nd) and Roger Wills (3rd) photo Jim Houlgrave