

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



Klaus Lehr's Maserati 250F
Photograph: Elf Images

Autumn in the Ardennes

35 cars and 37 drivers travelled to Belgium for the Spa Six Hours meeting; with both Charles Gillett and Arnold Herreman opting to share their cars: Charles sharing with his preparer Eddie Williams, and Arnold with his son Harold. As we have a 30-minute qualifying session and the regulations for Spa demand only one full lap to set a qualifying time, this is very do-able in the time.

Unusually, we were allocated an unsilenced 25-minute Free Practice session first thing on Thursday morning, shared with the F3 grid, which was very welcome and the majority of drivers opted to join. (The session was also very reasonably priced at €120 for the session in comparison to many of the other race meetings where the Free Practice sessions are becoming more and more expensive).

The Driver Briefing was very good as usual at Spa and it was agreed that, for the races, we would be able to pre-grid in the Pit Lane once again. Although in a different operation to 2024, we would be stopping on the grid for a 3-minute countdown before the green flag lap – they must have had more space in their timetable this year.

QUALIFYING

On Thursday afternoon 34 cars went out for qualifying. Unfortunately, Luc Brandts wasn't able to get to the circuit until Saturday and prior agreement had been made with the Stewards that he could race only in Saturday's Race 2 and count the green flag lap as his qualifying lap.

Weather conditions had been truly dreadful all morning but by the time we went out, it was overcast and damp but with a drying line on the circuit. Track limits were being policed by observers at three turns and there were several reports of infringements with many drivers having lap times deleted.

Rudi Friedrichs set pole with a time of 2.42.388 with Tim Child alongside him on the grid with 2.42.545 and then behind them, Tom Waterfield in Tim Ross's Cooper T53 on 2.43.45. Fastest of the front engine cars was John Spiers in tenth place with a time of 2.54.19.

Post-Qualifying, Classic Team Lotus hosted a drinks party in memory of John Bowers who had passed away the previous year while en route to Spa. Chris Dinnage represented CTL who have commissioned a new trophy which is to be presented annually for the best V8 performance over the season. The trophy (a perfect scale model of the Lotus 25's Coventry Climax engine) was on display for all to admire.



COOPER CAR COMPANY LTD 80TH ANNIVERSARY 2026

The Bugatti Owners' Club Speed Hillclimb at Prescott on the 27th and 28th July 1946 heralded the beginning of the 'Garagist' dynasty of British Motor Sport when Charles and John Cooper arrived with their prototype race car. Driven by John and his friend Eric Brandon it was the start of a new era leading to two consecutive Formula 1 Constructors Championships in 1959 and 1960. Since the Cooper Car Club returned to the UK at the end of 1999, after having been run from the USA for some years, we have been able to celebrate the 60th and 70th anniversary of this event thanks to the support of the BOC.

In 2026 we will be celebrating the 80th Anniversary on Saturday 15th August at Prescott which also coincides with the 65th Anniversary of the Mini Cooper, so a double celebration! Please make a note of this date. Entries will open with the BOC in late February and we are hoping to have the most spectacular array of Cooper Race Cars assembled on the day. There will be Competition Classes for all types of Coopers, static displays and much more. We look forward to seeing you there to help us celebrate this most important milestone in British Motor Sport history.

Peter Jackson

President, Cooper Car Club Ltd
Email: coopercc@btinternet.com

PRESIDENT: CLIVE CHAPMAN **CHAIRMAN:** PETER HORSMAN **TREASURER:** ANDREW BEAUMONT
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The grid streams down to Turn 1 at the iconic circuit

RACE 1: SATURDAY

On Friday, early in the afternoon, 34 cars took the rolling start on a drying track in rather cold and sunny weather. The Pit Lane assembly marshals had worked well with everyone to get all the cars in pre-grid in good time to take to the track and make their way round to the grid. Not long after the start, Tom Waterfield pulled Tim Ross's Cooper T53 off to the side of the track; and with the marshals waving double yellow flags, he remained there throughout the race. Again, many track limit infringements were notified with the standard RACB penalties applied: warning flag for the first report; a 5 second penalty for the second; 10 second penalty for third and then a drive through for the fourth. Justin Maeers was given a drive through which he took in quick order.

At the end of the half hour race, Tim Child in his Brabham BT3/4 took the chequered flag first with Rudi Friedrichs 12 seconds behind and Max Castelein in third place, a further 3 seconds back. The Front engine podium was John Spiers first (and 10th overall); Eddie McGuire's Scarab in second (12th overall) and Klaus Lehr taking the third step (17th overall).

RACE 2: SUNDAY

We had lost three cars from the grid after race 1: Geraint Owen (Kurtis 500S) and Tom De Gres (Brabham BT14) both had mechanical problems which they were unable to repair and Philipp B  hofer had suffered a nasty accident in his Lotus Elan, on someone else's oil in the Six Hours qualifying the previous evening. He withdrew from the race meeting, taking no further part. We gained a car as Luc Brandts had arrived and signed on and joined the start, although sadly the Talbot Lago pulled off and retired after just two laps. Therefore 32 cars took the start of Race 2.

With 10 minutes remaining on the clock, Andy Willis pulled Charles McCabe's BRM P48 off at Turn 15, leaving a deposit of oil on the circuit – the marshals were very quick to bring out the red and yellow slippery surface warning flags and the spill therefore didn't result in any problems for the following cars.

Tim Child had unfortunately had to retire his Brabham after 7 laps of the 11-lap race. First to pass the chequer was Rudi Friedrichs in his Cooper T53 with Michel Kuiper (Brabham BT4) second and Max Castelein (Lotus 18) again taking third – a great result on his birthday weekend! The Front Engine podium was a duplicate of Friday's race one: John Spiers first; Eddie McGuire second and Klaus Lehr in third place.

Post-race, the Red Truck was very crowded for the Class Awards presentations, followed by the Driver of the Day awards, Front Engine going to Chris Phillips and then, earning the biggest cheers and a prolonged round of applause, the Rear Engine being awarded to Charles Gillett as this was the first time he had raced at Spa since his accident in the Six Hours Race in 2018

Mention must be made of the fabulous food on all three days served by Abbots Events, our new caterers. The two chefs had produced delicious hot food from a tiny field kitchen for more than 140 people on each day. Considering the weather, this was very welcome indeed and we received many compliments from members! After a somewhat turbulent season, it's really good to know that we now have a great team in place for the future.



Rudi Friedrichs, Tim Child & Peter Horsman



Eddie McGuire & John Spiers



Above: Rudi Friedrichs & Max Castelein



Eric Staes & Andy Willis



Philippe Bonny & Tom De Gres



Above: Harold Herreman & Tony Smith



Ian Nuthall, Glenn Loxton & Paul Grant



Charles Gillett & Geraint Owen



Pre-Grid in the Pit Lane



Queuing for the green light for Qualifying



Hans Ciers & Michel Kuiper



Eddie McGuire



Glenn Loxton



Barry Cannell & Ben Maeers



Team Herreman



Above Left: Sid Hoole, Klaus Lehr & Justin Maeers. Centre: Niamh Wood. Above Right: Tom Dark & Chris Phillips



Glenn Loxton, Markus Neisius & Max Castelein



Barry Cannell, Philippe Bonny & Ian Nuthall



Tony Ditheridge



Eddie Williams - Race 2 in Charles Gillett's T43



Above: Tom Waterfield and Geoff Underwood



Front Engine Podium (Race 1): Eddie McGuire, John Spiers & Klaus Lehr



Rear Engine Podium (Race 1): Rudi Friedrichs, Tim Child & Max Castelein



Race 2 Winner - Rudi Friedrichs



Race 2 Front Engine Podium was a duplicate of Race 1



Class 3 winner - Markus Neisius



Jane Nuthall receives Ian's Class 5 award; Class 6 winner - John Spiers and Class 8 winner- Eddie McGuire



Class 10a winner - Nick Taylor



Above: Class 12 winner - Michel Kuiper.
Below: Chris Phillips DoD Front Engine



Above: Paul Denman of TrinityBridge presents Charles Gillett with Rear Engine Driver of the Day award.



Spa Six Hours Meeting 25-27 September 2025

| Result | Class | Race No | Driver | Owner | Car | Chassis | cc | Year | Colour | Nationality |
|---|-------|---------|---------------------------------|-----------------|-------------------------|--------------|------|------|--------------------|-----------------------|
| FRONT ENGINE | | | | | | | | | | |
| Class 2: 1935-1951 Grand Prix Cars | | | | | | | | | | |
| 12 | 2 | 26 | Luc Brandts | | Talbot Lago T26 | 110008 | 4482 | 1948 | Blue | Netherlands |
| Class 3: Pre 1939 1.5 litre Voiturette | | | | | | | | | | |
| 9 | 3 | 118 | Markus Neiskus | | Maserati 6CM | 1561 | 1500 | 1938 | Silver | German |
| Class 5: 1952/53 2 litre Grand Prix Cars | | | | | | | | | | |
| 4 | 5 | 21 | Ian Nuthall | | Cooper Bristol MkII | IN-1-CB | 1971 | 1953 | BRG | British |
| 5 | 5 | 19 | Paul Grant | | Cooper Bristol Mk 2 | CB-3-53 | 1971 | 1953 | Blue/Red | British/Belgian |
| 6 | 5 | 36 | Erik Staes | | Cooper Bristol T23 Mk I | CB-7-53 | 1971 | 1953 | Green | Belgian |
| 7 | 5 | 33 | Chris Phillips | | Cooper Bristol Mk II | CB-6-53 | 1971 | 1953 | Green/Yellow | British |
| 8 | 5 | 75 | Niamh Wood | Eddie McGuire | Cooper Bristol Mk I | CB-8-52 | 1971 | 1952 | Green | British |
| Class 6: 1954-1958 Grand Prix Cars | | | | | | | | | | |
| 1 | 6 | 34 | John Spiers | | Maserati 250F 2516 | 2516 | 2494 | 1955 | Red | British |
| 3 | 6 | 248 | Klaus Lehr | | Maserati 250F CM5 | CM5 | 2500 | 1957 | Red | German |
| 10 | 6 | 4 | Rebecca Rettenmaier | | Maserati 250F 2508 | 2508 | 2500 | 1954 | Red | German |
| Class 7a: Pre 1961 Front Engine Grand Prix Cars | | | | | | | | | | |
| 11 | 7a | 5 | Tony Smith | | Ferrari 246 Dino | 4 | 2471 | 1960 | Red | British |
| Class 8: Formula Libre, Indianapolis & Intercontinental Cars | | | | | | | | | | |
| 2 | 8 | 28 | Eddie McGuire | | Scarab | | 2441 | 1960 | Blue/White | Irish |
| DNF | 8 | 77 | Gerald Owen | | Kurtis 500C | 376 | 4454 | 1954 | Maroon | British |
| REAR ENGINE | | | | | | | | | | |
| Class 7b: Pre 1961 Grand Prix Cars | | | | | | | | | | |
| 1 | 7b | 12 | Rudi Friedrichs | | Cooper T53 | F2/8/60 | 2462 | 1960 | Green | German |
| 5 | 7b | 10 | Tom Dark | | Cooper T51 | F2-1-59 | 2500 | 1960 | Green/Red | British |
| 7 | 7b | 59 | Geoff Underwood | | Cooper T53 | F2-16-60 | 2495 | 1960 | Green | British |
| 19 | 7b | 1 | Andy Willis | Charles McCabe | BRM P48-7 | 48/7 | 2500 | 1960 | BRM Green | British |
| Class 7c: Pre-1961 Formula 2 Cars under 1.5 litre | | | | | | | | | | |
| 16 | 7c | 45 | Hans Ciers | | Cooper T45 | F2-28-58 | 1500 | 1958 | Green | Belgian |
| Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre | | | | | | | | | | |
| 8 | 9 | 2 | Rod Jolley | Tim Ross | Cooper T43/51 | F2/18/57 | 1960 | 1957 | BRG | British |
| 11 | 9 | 3 | Barry Cannell | | Cooper T51 | F2-28-59 | 1960 | 1959 | Red | British |
| 14 | 9 | 43 | Charles Gillett/Eddie William | Charles Gillett | Cooper T43 | F2-3-57 | 1964 | 1957 | BRG | British |
| 18 | 9 | 8 | Tony Ditheridge | | Cooper T45 | F2-17-58 | 1960 | 1958 | Green | British |
| 20 | 9 | 53 | Justin Maers | | Cooper T51 | F2-9-60 | 1964 | 1960 | Red/Green | British |
| Class 10a: Pre 1964 1.5 litre Formula 1 Cars | | | | | | | | | | |
| 9 | 10a | 6 | Arnold Heremans/Harold Heremans | | LDS F1 | 6 | 1470 | 1961 | Dark Blue | Belgian |
| 12 | 10a | 81 | Nick Taylor | | Lotus 18 914 | 914 | 1495 | 1961 | White | British |
| 13 | 10a | 18 | Philippe Bonny | | Brabham BT2 | 62-5 | 1450 | 1963 | Blue | French |
| 15 | 10a | 62 | Glenn Lodon | | LDS F1-5 | SA196295 | 1498 | 1963 | Yellow | South African/British |
| Class 10b: 1964/65 Formula 1 Cars & 1964-66 Formula 2 Cars under 1 litre | | | | | | | | | | |
| DNF | 10b | 72 | Tom De Gres | | Brabham BT14 | F Libre-8-65 | 1498 | 1965 | White/Blue | Belgian |
| Class 11: Pre 1966 1.5 litre Formula 1 Cars | | | | | | | | | | |
| 10 | 11 | 66 | Sid Hoole | | Cooper T66 F1 | F1 2-63 | 1495 | 1963 | Blue/White | British |
| DNF | 11 | 50 | Philipp Buhofer | | BRM P261-2 | 261-2 | 1498 | 1964 | Green | Swiss |
| Class 12: Pre 1966 Yasman & Intercontinental Cars under 2.7 litre | | | | | | | | | | |
| 2 | 12 | 63 | Michel Kuiper | | Brabham BT4 | F1-4-63 | 2500 | 1963 | Red | Dutch |
| 3 | 12 | 49 | Maxime Castelain | | Lotus 18 915 | 915 | 2500 | 1961 | UDT/Laystall Green | Belgian |
| 4 | 12 | 22 | Peter Horsman | | Lotus 18/21 P1 | P1 | 2500 | 1961 | Dk Blue/Black | British |
| 6 | 12 | 153 | Tom Waterfield | Tim Ross | Cooper T53 | F1-2-61 | 2500 | 1961 | Green/red | British |
| 17 | 12 | 76 | Tim Child | | Brabham BT3/4 | F1-2-62 | 2497 | 1962 | Red/Green | British |
| DNF | 12 | 7 | Nick Topliss | | Cooper T53 Low Line | F1/07/61 | 2498 | 1961 | Blue | British |
| DNF | 12 | 17 | Michael Gans | | Cooper T79 | FL/1/64 | 2500 | 1964 | White | Luxembourg |



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Ending the 2025 season in the Italian sunshine



The HGPCA's first visit to Misano had proved extremely popular with members and for most of the season, we had been juggling an extensive reserve list of those hoping to get a coveted place on the grid. However, for a whole host of reasons, the list was gradually whittled down until, on the Monday before the race meeting, the last reserve was finally guaranteed a place.

The pre-event days were a little stressful with the organisers at Misano insisting that everyone completed their race registration and book free practice and garages on their rather over-complicated online system. Eventually we all managed to overcome any IT difficulties and all were registered in time.

We also discovered that the maximum age for racing in Italy is 85. Brian Jolliffe being 88 - before the event he had to get assistance from Motorsport UK's licensing department who were incredibly helpful and swiftly sent through authorisation and the necessary paperwork – which the organisers accepted and gave special permission for Brian to race.

Arriving on Thursday, the paddock set-up and access to our garages was rather late in the day but we were eventually all settled in and Tim and Donna set up their refreshment operation in one of the garages (Misano being rather too far for the Red Truck to travel!). However, all went smoothly on Friday morning for signing on; ticket collection and free practice. We had been allocated 2 Free Practice sessions; one at 8.30am and one at 13.30 – both shared with Formula Junior who were also fielding a very good-sized grid of 30 cars. Sadly, we lost Tim Child in the Free Practice when his Brabham engine blew resulting in bent valves – meaning we were down to 34 cars.



Above Tim Child

Below: Klaus Lehr, Sid Hoole &
Klara Rettenmaier



It was obvious that Misano had not previously hosted a full historic meeting but the race secretaries and office team were all very enthusiastic and helpful. Our Driver Briefing on Friday afternoon was very well organised and thorough with good briefing notes being distributed to all drivers, although the access to the track was changed post-briefing to allow all to go directly to pit lane from their garages rather than go to the Assembly Area at the far end of the paddock.

Bertie was in attendance and completed scrutineering in the garages with the assistance of 2 local scrutineers, despite them speaking very limited (or non-existent) English. He was made very welcome by the Italian team.

QUALIFYING - SATURDAY MORNING

The weather for Saturday morning's qualifying session was dry and sunny and all 34 cars went out. Track limits were policed by observers at turns 4, 6 and 15 and like Spa, several drivers were penalised having laps times deleted for exceeding track limits. Brad Baker's Maserati came to a stop and a Full Course Yellow was called for a vehicle come on to the circuit to tow him to the pit lane. All cars slowed significantly to close to the regulation 80kph and the green flag was shown after a couple of minutes.

Unfortunately, the 250F was not repairable and Brad withdrew from the meeting. Josef Rettenmaier who had brought his fabulous Alfa Romeo P3 (the 'Don Lee Special' recently restored and showing wonderful patination – this was the car's first outing on track since the 1950s!) suffered a steering failure during qualifying and sadly wasn't able to be repaired in time for that afternoon's Race 1. Graham Adelman opted not to start Race 1 as he was also racing in Formula Junior and F2 and felt a third race within the space of a few hours would be a bit too much.

RACE ONE - SATURDAY AFTERNOON

The Italians were rather ahead of schedule and we were caught out when the pit lane opened for the cars to go to the grid for Race 1's countdown prior to the rolling start. First out of the pits, Joe Colasacco's Ferrari came back in with an engine issue rather than lining up on the grid. Fortunately, the team managed to resolve the problem and Joe was able to start the race from the pit lane.

A safety car period was called when Steve Hart in Chris Wilson's Cooper, made contact with Dean Baker's Cooper. Dean was driving slowly as he'd broken his gear stick (having had an issue with his gearbox in qualifying which the team had replaced with a spare loaned by the Graham and Russell Motorsport team). Steve caught him exiting the corner and rolled several times – landing right way up but extensively damaged. Fortunately, Steve was seen to exit the car unaided although he was taken to the medical centre immediately to be checked over. The Safety car was called in after 5 minutes when both cars had been recovered.

Once the race resumed, Michel Kuiper flew away from the field, winning by a margin of 7 seconds from second placed Mark Shaw with Tom Waterfield in third place. Although Will Nuthall had finished second on track, he had been given a 5 second penalty for exceeding track limits twice; demoting him to fourth place. Front Engine honours went to Elliott Hann; Ian Nuthall and Erik Staes.

RACE ONE - SATURDAY AFTERNOON

For Race Two on Sunday morning, all cars and drivers were ready in good time when the pit lane opened and 29 cars went out to take the rolling start. We had lost Eddie McGuire's Scarab with technical gremlins and Dean Baker had withdrawn following race one's accident. The race went without incident and there were no penalties for track limits this time around. The only non-classified car was Joe Colasacco's Ferrari – which sadly retired on the fourth lap.

The race was won by Tom Waterfield in Tim Ross's Cooper after a fantastic battle with Will Nuthall who crossed the line just 1.2 seconds behind, with Mark Shaw in third place. Front engine honours once again went to Elliott Hann, with Ian Nuthall in second and Paul Grant just coming out ahead of Erik this time in third place.

After the podium presentations we all adjourned to the HGPCA garage for a very jolly class awards presentation. Member Andrea Stortoni had very kindly donated several cases of his own bottled local wine with commemorative HGPCA labels. A lovely sparkling rosé was designated as the Class Award and each driver was invited to take either a bottle of Red or White away with them as a memento.

A special presentation was made to Brian Jolliffe (a Misano T-shirt which Steph had all the drivers and teams sign). Brian had decided that Misano would be his last race and we felt it was only appropriate to mark this occasion.

Front Engine Driver of the Day went to Josef Rettenmaier with his amazing P3 which hadn't raced since the 1950s and Rear Engine to Tommy Waterfield for superb clean driving all weekend resulting in his first win with the HGPCA (and for setting fastest lap in both races).

Below Left: Josef Rettenmaier & Paul Grant Centre: Dean Baker leads the way. Right: Stephan Rettenmaier & Brad Baker





Eddie McGuire & Alex Morton



Mark Daniell



Julian Bronson & Bertie Gilbert-Smith



Andrea Stortoni & Jakob Rettenmaier



Graham Adelman & Tom Waterfield



Sid Hoole & Martin Halusa



Joe Colasacco & Will Nuthall



Arnold Herreman & Jakob Rettenmaier



Michel Kuiper, Rod Jolley & Joe Colasacco



Rod Jolley, Tom Dark, Mark Daniell & Justin Maers



Martin Halusa, Graham Adelman, Ian Nuthall



Paul Grant & Erik Staes



Stephan Rettenmaier



Sid Hoole, Erik Staes, Paul Grant, Tom Waterfield & Will Nuthall



Tom Waterfield & Will Nuthall



Above Left: Elliott Hann Above Right: Mark Shaw Below: Gridding up for Race 2





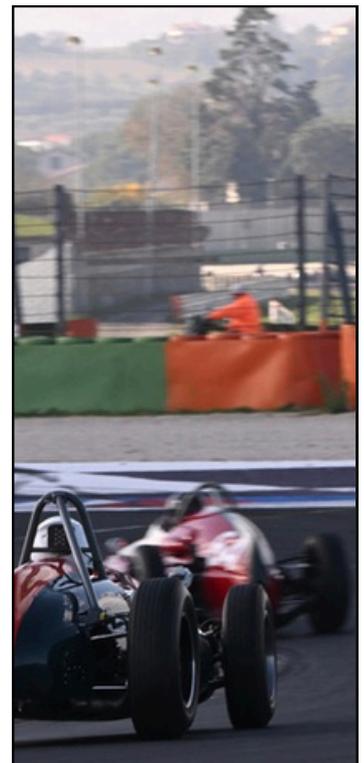
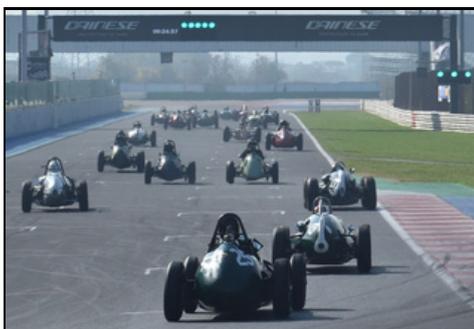
Above Left: Race 1 Rear Engine podium Mark Shaw, Michel Kuiper & Tom Waterfield Above Right: Front Engine Ian Nuthall, Elliott Hann and Erik Staes



Above Left: Race 2 Winner Tom Waterfield Above Right: Front Engine Ian Nuthall, Elliott Hann and Paul Grant



Class Award Winners: Class 5 - Ian Nuthall; Class 6 - Elliott Hann; Class 7b - Will Nuthall; Class 7c - Hans Ciers; Class 9 - Mark Daniell; Class 10a - Mark Shaw; Class 11 - Martin Halusa; Class 12 Tom Waterfield





Misano-ACI Historic Racing Weekend 24-26 October 2025

| Results | Class | Race No | Driver | Owner | Car | Chassis No | cc | Year | Colour | Nationality |
|--|-------|---------|------------------------|---------------------|--------------------------|-----------------|------|------|------------------|-----------------|
| FRONT ENGINE | | | | | | | | | | |
| Class 1: 1925-1934 Grand Prix Cars | | | | | | | | | | |
| 8 | 1 | 3 | Josef Otto Rettenmaier | | Alfa Romeo P3 | 50007 | 2005 | 1934 | Red | German |
| Class 5: 1952/53 2 litre Grand Prix Cars | | | | | | | | | | |
| 2 | 5 | 21 | Ian Nuthall | | Cooper Bristol MkII | IN-1-CB | 1971 | 1953 | BRG | British |
| 3 | 5 | 19 | Paul Grant | | Cooper Bristol Mk 2 | CB-3-53 | 1971 | 1953 | Blue/Red | British/Belgian |
| 4 | 5 | 36 | Erik Staes | | Cooper Bristol T23 Mk II | CB-7-53 | 1971 | 1953 | Green | Belgian |
| 6 | 5 | 25 | Jakob Rettenmaier | Stephan Rettenmaier | Alfa F2 | F2/5 | 1960 | 1952 | BRG | German |
| 7 | 5 | 5 | Stephan Rettenmaier | | Osca F2 | 2001 | 1907 | 1952 | Red | German |
| 9 | 5 | 53 | Klara Rettenmaier | Stephan Rettenmaier | Cooper Bristol Mk II | CB-4-53 | 1971 | 1953 | Green - light | German |
| Class 6: 1954-1958 Grand Prix Cars | | | | | | | | | | |
| 1 | 6 | 22 | Elliott Hann | Family Hann | Maserati 250F CM7 | CM7 | 2494 | 1958 | Red | British |
| 5 | 6 | 28 | Graham Adelman | | Maserati 250F 2522/23/26 | 2522/23/26 | 2498 | 1956 | Red | American |
| 10 | 6 | 4 | Rebecca Rettenmaier | | Maserati 250F 2508 | 2508 | 2500 | 1954 | Red | German |
| DNF | 6 | 56 | Brad Baker | | Maserati 250F 2521 | 2521 | 2493 | 1956 | White | Canadian |
| DNF | 6 | 248 | Klaus Lehr | | Maserati 250F CM5 | CM5 | 2500 | 1957 | Red | German |
| Class 8: Formula Libre, Indianapolis & Intercontinental Cars | | | | | | | | | | |
| DNF | 8 | 128 | Eddie McGuire | | Scarab | | 2441 | 1960 | Blue/White | Irish |
| REAR ENGINE | | | | | | | | | | |
| Class 7b: Pre 1961 Grand Prix Cars | | | | | | | | | | |
| 2 | 7b | 10 | Will Nuthall | Giorgio Marchi | Cooper T53 | F2/5/60 | 2495 | 1960 | Green/White | British |
| 5 | 7b | 18 | Clinton McCarthy | | Lotus 18372 | 372 | 2496 | 1960 | Green | British |
| 6 | 7b | 101 | Tom Dark | | Cooper T51 | F2-1-59 | 2500 | 1960 | Green/Red | British |
| DNF | 7b | 24 | Dean Baker | | Cooper T45/51 | F223A58 | 2495 | 1958 | BRG/White | Canadian |
| Class 7c: Pre 1961 Formula 2 Cars under 1.5 litre | | | | | | | | | | |
| 17 | 7c | 45 | Hans Ciers | | Cooper T45 | F2-28-58 | 1500 | 1958 | Green | Belgian |
| 18 | 7c | 92 | Stephen Banham | | Cooper T45 | F2-8-58 | 1475 | 1958 | Silver | British |
| Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre | | | | | | | | | | |
| 8 | 9 | 9 | Mark Daniell | | Cooper T45 | F2-21-58 | 2000 | 1958 | BRG | British |
| 9 | 9 | 64 | Justin Maers | | Cooper T51 | F2-9-60 | 1904 | 1960 | Red/green stripe | English |
| 15 | 9 | 47 | Brian Jolliffe | | Cooper T45/51 | RAC/1021/58/ACP | 1960 | 1958 | BRG | British |
| 16 | 9 | 8 | Tony Ditheridge | | Cooper T45 | F2-17-58 | 1960 | 1958 | Green | British |
| DNF | 9 | 27 | Steven Hart | Chris Wilson | Cooper Maserati T51 | F2-16-59 | 1904 | 1959 | Red | British |
| Class 10a: Pre 1964 1.5 litre Formula 1 Cars | | | | | | | | | | |
| 3 | 10a | 99 | Mark Shaw | | Lotus 21 937 | 937 | 1495 | 1961 | Green/Yellow | Scottish |
| 10 | 10a | 23 | Andrea Stortoni | | Lotus 18 917 | 18-F1-917 | 1500 | 1961 | Pale Green | Italian |
| 11 | 10a | 75 | Alex Morton | | Lotus 21 939/952 | 939/952 | 1498 | 1961 | Green/gold | British |
| 13 | 10a | 6 | Arnold Herremann | | LDS F1 | 6 | 1470 | 1961 | Dark Blue | Belgian |
| Class 11: Pre 1966 1.5 litre Formula 1 Cars | | | | | | | | | | |
| 12 | 11 | 1 | Martin Halusa | | Brabham BT7 | F1-1-63 | 1498 | 1963 | Green/Gold | Austrian |
| 14 | 11 | 66 | Sid Hoole | | Cooper T66 F1 | F12 63 | 1495 | 1963 | Blue/White | British |
| DNF | 11 | 12 | Joe Colasacco | | Ferrari 1512 | 008 | 1500 | 1965 | Red | Italian |
| Class 12: Pre 1966 Tasman & Intercontinental Cars under 2.7 litre | | | | | | | | | | |
| 1 | 12 | 40 | Tom Waterfield | Tim Ross | Cooper T53 F1-2-61 | F1-2-61 | 2500 | 1961 | Green/Red | British |
| 4 | 12 | 63 | Michel Kulper | | Brabham BT4 | F1-4-63 | 2500 | 1963 | Red | Dutch |
| 7 | 12 | 2 | Rod Jolley | Tim Ross | Cooper T53 F1-4-61 | F1/4/61 | 2495 | 1961 | Blue/Orange | British |
| DNS | 12 | 76 | Tim Child | | Brabham BT3/4 | F1-2-62 | 2497 | 1962 | Red/Green | British |

Below Left: Brian Jolliffe being presented with his signed T-shirt celebrating 31 years racing with the HGPCA! Right: and on track at Misano



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HGPCA Calendar 2026

1-3 May: Donington Historic Festival, UK
Combined Pre '66

30 & 31 May: Masters Brands Hatch, UK
Combined Pre '66

19-21 June: Zandvoort Historic Grand Prix, Netherlands
Combined Pre '66

10-12 July: MRL Charade, Clermont-Ferrand, France
Front Engine, Rear Engine & Combined Races

7-9 August: Oldtimer Grand Prix, Nürburgring, Germany
Front Engine, Rear Engine & Combined Races

29-31 August: Oulton Park Gold Cup, UK
Combined Pre '66

2-4 October: Italian Historic Grand Prix, Mugello, Italy
Combined Pre '66

17 & 18 October: MRL Silverstone, UK
Combined Pre '66 (Historic GP Circuit)

December - Annual Lunch (date TBA)
Royal Automobile Club, London



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