

# HGPCA

HISTORIC GRAND PRIX CARS ASSOCIATION



2024 YEARBOOK

INCLUDING 2022 - 2023 RACE REPORTS

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# CHAIRMAN'S LETTER

Dear all,

Welcome to our latest Yearbook. A considerable amount of work has been put into this publication and my thanks go to Stella as well as Lindsey and the team at Narrative Media. Eddy Perk has put enormous effort into coordinating and driving the whole project forward once again this year and certainly, what you have before you simply would not have been possible without him. Please support our Yearbook advertisers wherever possible: they are an essential part of our wider team.

These post-Covid seasons have seen us getting back to normal with some great circuits and great racing. We have welcomed a number of new members and are happy that they have found a welcoming home in their wish to experience the best of the European circuits within a safe and enthusiastic community of friends. We race with care and good spirit rather than being overwhelmed with the desire to win: we race to experience pre-66 Grand Prix racing rather than to accumulate trophies!

We have had the benefit of Lindsey as our Competition Secretary throughout 2023 and I'm sure you'll all agree that she has done a great job, often behind the scenes, to make sure that competition matters are all addressed smoothly. She has also been instrumental in introducing more modern technology into our lives with the HGPCA App as well as a more streamlined way to enter (and pay for!) our event participation.

The Red Truck continues to be a most valued part of a number of our race weekends although with the retirement of our 'Mistress of Ceremonies' (well, of everything really!), the ever-present and helpful Stella, it will be now managed by our new Membership Secretary, Steph Clements. You may well have met her at our Annual Lunch. She will be liaising with the IN Racing team, Donna and Tim and the Beevers to ensure that the Red Truck will continue to provide a welcoming and informal place for us all to relax, eat, shelter from the rain and so on. My continued thanks are also due to the directors and members like Bertie, Richard and Chris who actively make our racing safer and more enjoyable.

So, we are in a period of change, yet I am confident that with your continued support, the fundamentals of HGPCA racing will endure. We race as enthusiastic amateurs mindful of the inherent dangers of the historic and valuable pieces of kit we pilot, and of the wish to spend enjoyable down time with our fellow racers and their families. After a couple of years of being largely side-lined, I missed that and am looking forward to 2024. I'm sure you are too!



Peter James Horsman, Chairman



## Historic Grand Prix Cars Association

Email [contact@hgpcanet](mailto:contact@hgpcanet)

[www.hgpcanet.com](http://www.hgpcanet.com)

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## Thanks to the following, the HGPCA is the successful association that it is today

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



## A MESSAGE FROM THE HGPCA PRESIDENT

Dear Members,

As the president of the Historic Grand Prix Cars Association, I am honoured to write this message for our flagship publication. I would like to begin by thanking all our members for their support and dedication towards preserving the legacy of historic grand prix cars. Your passion for these beautiful machines and your commitment to their preservation and above all, racing them, is what keeps our Association thriving.

Our Association is more than just a club; it is a community of like-minded individuals who share a common interest in these magnificent cars. We have members from all walks of life, and our diversity is one of our strengths. It brings different perspectives, ideas, and experiences, which we can use to improve our organisation.

As we look ahead to the coming year, we will work towards ensuring that the cars continue racing at UK and other great

tracks, as we have a crucial role to play in preserving the heritage of these iconic machines, and we must do all we can to promote their legacy to future generations.

We are fortunate to have access to some of the most talented mechanics, engineers, and enthusiasts in the world, and we honour their contributions to our cause. These individuals are the unsung heroes of historic grand prix racing, and without them, we would not be able to keep these cars on the track.

As we work to actively promote the benefits of membership to younger generations across the gender divide, we believe this is crucial for the long-term sustainability and growth of our Association. We continue to highlight the opportunities that our Association provides, such as the chance to experience historic grand prix racing up close, learn from seasoned experts, and be part of a supportive community of like-minded individuals.

Thank you and best regards,

Clive Chapman,

President, Historic Grand Prix Cars Association



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# CONTENTS

Chairman's Letter ..... 1  
 A Message from the President ..... 2

## THE RACE REPORTS 2022

Donington Masters Historic..... 6  
 Pau Classic Grand Prix ..... 8  
 Val De Vienne Sport & Collection .....10  
 500 Ferraris Against Cancer  
 Zandvoort Historic Grand Prix .....12  
 Oulton Park Gold Cup .....14  
 Nürburgring 49.AvD Old-Timer Grand Prix .....16  
 Silverstone Classic .....18  
 Spa Six Hour Meeting .....20  
 Navarra Trofeo Velocidad .....22  
 Algarve Classic Festival .....24

## THE RACE REPORTS 2023

Donington Masters Historic .....30  
 Dijon Grand Prix de l'Age d'Or .....32  
 Zandvoort Historic Grand Prix .....34  
 Oulton Park Gold Cup .....36  
 Nürburgring 50<sup>th</sup> Old-Timer Grand Prix .....38  
 Silverstone Festival .....40  
 Spa Six Hour Meeting .....42  
 Jerez Historic Festival .....44  
 Algarve Classic Festival .....46

## RACES, RESULTS AND AWARDS

2022 Awards Ceremony .....26  
 2022 Race Results .....28  
 2023 Awards Ceremony .....48  
 2023 Race Results .....50  
 2024 Race Calendar .....63

## FEATURES

In the Paddocks .....52  
 The Legend that is Martin Grant-Peterkin .....56  
 Mary Grant: The Lady at the Apex .....60  
 CTA-Arsenal - .....65  
 The Ill-fated French Grand Prix Challenger  
 HGPCA in the Rear-View Mirror .....71  
 Art of an Era .....73  
 Advertisers Index .....80

# 56

Lunch with  
 Martin Grant-Peterkin



# 60

Mary Grant: The Lady  
 at the Apex

# 65

CTA-Arsenal -  
 The Ill-fated French  
 Grand Prix Challenger



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*Annual lunch:* Janey McGill

**On the cover.** 'Racing Genius - Alberto Ascari Ferrari' by John Ketchell  
 1952 Belgian Grand Prix at Spa-Francorchamps. Winner Alberto Ascari's Ferrari 500 F2 in front of 4th placed Cooper-Bristol of Mike Hawthorn

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 Karyn Pitcher Art Direction  
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# DONINGTON

Masters Historic



15 - 16 APRIL 2022



Nick Fennell, Tim Child, Chris Drake, John Spiers, Peter Horsman

## 2022 SEASON OPENER AT DONINGTON

The Donington weekend was a well timed shakedown for Members in preparation for the Monaco Historique. With both Formula Junior and the Masters Racing Legends for Formula One cars from 1966 to 1985, single seater fans were well catered for.

With an excellent entry of 32 cars, two would be listed as reserves but all were able to qualify. Eddie McGuire's session came to abrupt end after 17 minutes with a blown engine. Michel Kuiper in the Brabham BT4 only managed 3 laps before a broken throttle cable launched him into the gravel trap. Michel was still getting familiar with the car, so he hoped he would have longer in the race to learn a little more about it!

Will Nuthall set fastest time in Giorgio Marchi's Cooper T53, next up was Peter Horsman's Lotus 18/21 and then Nick Fennell's Lotus 25. With McGuire's withdrawal from the event, this left one reserve place which had Horsman's name on it - promoting Tim Child, having his first race in the Brabham BT3/4, to third on the grid.

Completing the second row with Child was Guillermo Fierro Eleta - quickest of the front engine cars with his Maserati 250F. Row 3 was John Spiers, second of the front engine cars in his 250F and Rod Jolley in the Cooper T43/51.



Stephan Jöbstl, Nick Taylor



Peter Horsman



## THE DONINGTON WEEKEND WAS A WELL TIMED SHAKEDOWN FOR MEMBERS IN PREPARATION FOR THE MONACO HISTORIQUE.

### RACE 1

There was some confusion for Peter Horsman as Race Control were caught off guard when Greg Thornton had problems with the gearbox in his LDS. Stuck down in the pit lane as the team tried to resolve the issue made him a late non-starter. The information didn't get back to the Assembly Marshals or Peter that he could start the race so he dutifully completed his formation lap and drove into the pit lane. He had a lot of catching up to do when he was finally released onto the circuit.

From the outset, Will Nuthall took command of the race coming past the line at the end of the first lap with an advantage of over two seconds and extending to nine on the next. In Will's wake, an intriguing fight developed throughout the race between Tim Child and Nick Fennell. Both enjoyed their race so much they missed the chequered flag!

Klaus Lehr had a first lap he would want to forget when a grabbing brake took him from 12th on the grid to dead last. He doggedly climbed back to a creditable 22nd overall. At least he finished, unlike Guillermo Fierro Eleta who dropped from 4th to 7th and then pulled into the pit trailing oil in his wake. John Spiers in his 250F slipped into the fourth position vacated by Guillermo and became involved in a fascinating duel with Chris Drake's much more modern Cooper. Drake finally taking the position on Lap 14.

Other drives of note came from Julia de Baldanza in her Bugatti 35B, the oldest car in the race, and Erik Staes' Cooper Bristol, who moved up ten places starting in 25th to finish 15th ahead of Brian Jolliffe's Cooper T45. Paul Grant and his Cooper Bristol had an interesting race keeping ahead of Tom Waterfield in Tim Ross's Cooper T41 until lap 12 and just managed to keep Cliff Gray's Cooper T43 at bay.



Julia De Baldanza

### RACE 2

The lights went out and Peter Horsman launched from his 3rd row position to go into Redgate in third place. This was as high as the car was going to go as the Lotus refused to pull cleanly, limiting him to top rev range of 4500 to 5400 rpm. It looked like being another simple win for Will Nuthall but Tim Child had other ideas... he kept the Cooper within his sights throughout the race, with the gap see sawing between 2 and 10 seconds. Peter Horsman finished a lonely third from a distant Nick Fennell in 4th place.

In the early laps there was a super battle between John Spiers, Tony Lees and Rod Jolley. Spiers gradually eased away to take sixth place behind Chris Drake with Lees 7th and Jolley 8th.

Michel Kuiper finally got a trouble-free race and, from the back of the grid, worked his way through to 9th - an indication of what is to come from the Dutchman and his Brabham. Klaus Lehr, despite a change of brake hubs on the Maserati, retired on lap 6.

During the Class awards, Lindsey Warren was introduced as our new Competition Secretary. Front engine Driver of the Day was Erik Staes and Tom Waterfield received the Rear Engine award.



Tom Waterfield, Brian Jolliffe, Erik Staes



Michel Kuiper

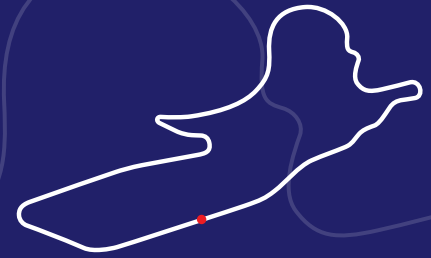
FRANCE



# PAU

## CLASSIC GRAND PRIX

20 - 22 MAY 2022



Michel Kuiper, John Spiers,  
Rod Jolley, Clinton McCarthy

### A FOUR-WEEK BREAK PUNCTUATED BY SWELTERING HEAT

Between Donington and Pau, a month's hiatus brought a welcome weather change although the sweltering heat was not helped by the loss of several trees in the paddock park. The event, known variably as the Classic Grand Prix, Pau Grand Prix, and Pau Motors Festival, featured a major exhibition commemorating Jim Clark's Formula One victory at Pau. We were back with Laurent Vallery-Masson and his team at HVM but paddock arrangements were slightly chaotic and it took a while for the Red Truck to find its place within the HGPCA contingent.

Although only booking three sessions for a combined grid, the cars were allocated testing and free practice on Friday afternoon as well. Qualifying and Race 1 on Saturday followed by Race 2 in the morning on Sunday, allowing for an early exit or a retreat to the bar.

Jim Clark's legacy was celebrated with displays featuring several HGPCA drivers. Cars arriving from Monaco, including Katsu Kubota's Lotus 18, faced issues, emphasizing the challenges of back-to-back racing weekends. This is the car in which Clark had won his first World Championship points but, sadly, the car



Clinton McCarthy



Charlie Martin

## DESPITE THE CHALLENGES POSED BY THE HEAT AND THE DIFFICULT TRACK, EVERYONE ROSE TO THE OCCASION AND PUT ON A GREAT SHOW FOR THE SPECTATORS.

couldn't be repaired. Clinton McCarthy, in Clark's 1961 Lotus 18, made his HGPCA debut, supported by Sam Wilson (a fact that Tony Lees was extremely grateful for when his distributor failed minutes before assembling for R2).

Will Nuthall dominated, securing both poles and two comfortable race wins. Chairman, Peter Horsman, was not so fortunate... missing the drive through signals for a jump start, he was black flagged in Race 1. A tremendous charge from the back to third by the end of lap 2 in Race 2 ended with an unplanned visit to the barriers. Tim Child withdrew after a downshift over-rev in qualifying approaching the hairpin which was disappointing after his success at Donington.



Klaus Lehr

Older cars from Monaco, Nick Topliss' ERA R4A and John Gillett's MG K3 where they had their own grid, braved the streets of Pau amongst cars 30 years younger. Maybe there were more blue flags waved than strictly necessary but better too many than none at all. They finished, very respectfully, 11th and 12th overall.

There were tussles up and down the field, but worth particular mention was John Spiers (250F), Nick Taylor (Lotus 18) and Rod Jolley (Cooper T45/51). Three completely diverse cars racing as close as you like - a fine demonstration of how it's all done, with Rod Jolley coming out on top.

Class 7c which has seen better grids so far, contained just two - Elliott Hann and Steve Banham - both Pau virgins, along with Harvey Sykes who hadn't raced in Europe at all beforehand. All thoroughly enjoyed the atmosphere in the paddock and the town, the restaurants and the weather.



John Gillett, Nick Taylor



Philippe Bonny, Steve Hart,  
Klaus Lehr, Guy Plante

FRANCE



# VAL DE VIENNE

## SPORT & COLLECTION - 500 FERRARIS AGAINST CANCER



3 - 5 JUNE 2022



Steve Hart, John Spiers, Richard Wilson, Nick Topliss

### HGPCA TAKES ON A UNIQUE CHALLENGE IN FRANCE

Sport & Collection's 500 Ferraris Against Cancer event at Val de Vienne, near Poitiers, marked a distinctive side shift for the HGPCA in June 2022. Board Members Rod Jolley and Julian Bronson played pivotal roles in making our participation a reality.

The circuit witnesses an unprecedented annual gathering of sports and supercars with Ferraris, Lamborghinis, Porsches and hundreds of classic cars converging in the paddock for demonstration runs in support of charity.

The HGPCA were invited to run two grids (front and rear engine) and be the only 'racing' during a weekend of demos. The majority of HGPCA drivers took advantage of free practice sessions to learn the twisty and technical track, unfamiliar to most (if not all) of our drivers.

Julian Bronson entrusted Will Nuthall to pilot his Scarab which resulted in rather impressive performances once he had learnt how to re-start the beast! Nuthall secured the fastest times in both free practice and qualifying and clinched victories in both front engine races. Rudi Friedrichs, behind the wheel of his Jack Brabham championship-winning T53, triumphed in the first rear engine race but faced retirement in Race 2 due to transmission issues.

The rear engine race saw Barry Cannell engaging in a spirited battle with Justin Maeers until brake pedal unreliability forced him off-track. Safety car intervention provided a unique lift, allowing Cannell to continue before retiring in the pits.

Michel Kuiper enjoyed a positive weekend securing second in Race 1 and an overall third in Race 2 - the family were overjoyed.



John Emery, Will Nuthall



Justin Maeers, Michel Kuiper

## THE CIRCUIT WITNESSES AN UNPRECEDENTED ANNUAL GATHERING OF SPORTS AND SUPERCARS WITH FERRARIS, LAMBORGHINIS, PORSCHEs AND HUNDREDS OF CLASSIC CARS CONVERGING IN THE PADDOCK FOR DEMONSTRATION RUNS IN SUPPORT OF CHARITY

Tony Lees enjoyed a trouble free weekend claiming third in Race 1 and fourth in Race 2.

Olivier Huez's Cooper T51 encountered misfiring and first gear selection issues but persevered to finish ninth in Race 2 having started from the back. The front engine grid featured Richard Wilson engaging in an exciting battle with John Spiers in his 250F, securing second in Race 1. However, a mishap in Race 2 saw Wilson partially blocking the track after a wide line into a turn.

Eddie McGuire, starting from the back in Race 2, showcased determination following the lost wheel in R1, finishing first front engine, both Scarabs claiming the top two spots on the front engine podium. Rod Jolley's Lister 'Monzanapolis' ran faultlessly all weekend but the nature of the circuit didn't really suit the car and the rear tyres in particular took a hammering. A magnificent 4-wheel drift in Race 1 was a replayed highlight in Race Control earning Rod a track limits warning! Nick Topliss exhibited remarkable control of ERA R4A on a circuit that didn't favour its strengths.

An ongoing Class 5 battle between Erik Staes and Guy Plante saw an unfortunate penalty error in Staes' favour which was later corrected to recognize Guy Plante.



Rod Jolley, Will Nuthall, Nick Topliss, Eddie McGuire

The absence of the Red Truck was felt but several members brought beers along to our tent to 'enhance' the circuit hospitality. Overall, the weekend ended on a positive note at Sunday's prizegiving with event organiser, Jean-Paul Doury, presenting awards.

Drivers of the Day were awarded to Nick Topliss and R4A (front engine) for a consistent performance on an 'unfriendly to Pre-War cars' track and Alex Morton (rear engine) for his beautifully prepared Lotus 21 and impeccable driving.

The event organizers, Sport et Collection, expressed appreciation for HGPCA's participation. With over €300,000 raised during the weekend (including a contribution from the HGPCA), a successful collaboration and positive feedback confirmed a memorable experience.



Will Nuthall, Rudi Friedrichs and Barry Cannell lead the grid

NETHERLANDS



# ZANDVOORT HISTORIC GRAND PRIX

15 - 17 JULY 2022



## A TRIUMPHAL RETURN TO THE ICONIC TRACK

Halfway through 2022, but by no means halfway through the HGPCA's season of 10 race events, a welcome return to Zandvoort was on the cards and finally a chance to race on its reconfigured track. The FIA-led upgrade had introduced banking at Arie Luyendijk Bocht which was thoroughly enjoyed by HGPCA competitors.

Paddock marquees, visually appealing but challenging to use, required elevating race cars onto plinths over 10cm off the tarmac. Richard Parnell, Event Competition Secretary, wisely advised a measured approach during the driver briefing. With hastily produced wedges, the situation was resolved.

Unexpected, non-car-related incidents affected several grid positions for Race 2. James Hagan stumbled in the paddock resulting in a badly strained leg muscle and he arrived in a wheelchair on Sunday! Stephan Jöbstl's bicycle mishap led to a hospital visit and retirement and Philipp Buhofer also missed the race due to flight difficulties.

Local boy, Luc Brandts' Talbot Lago gearbox behaved itself much better than at Val de Vienne to the owner's relief following some hard work by his team. A demanding circuit and creditable lap times on his home track would earn Luc Front Engine Driver of the weekend.



John Emery, Klaus Lehr



Tim Child, Will Nuthall

## HALFWAY THROUGH 2022, BUT BY NO MEANS HALFWAY THROUGH THE HGPCA'S SEASON OF 10 RACE EVENTS, A WELCOME RETURN TO ZANDVOORT WAS ON THE CARDS AND FINALLY A CHANCE TO RACE ON ITS RECONFIGURED TRACK.

In qualifying, Michael Gans Cooper T79 was second fastest but demoted three places for overtaking under yellow flags. In the first race he made up for it and finished behind Will Nuthall in Giorgio Marchi's Cooper T53 with Rudi Friedrichs' Cooper T53 in third.

Race 2 grid showed Will on pole with Michael beside him. With Michael out and Will's car failing on the out lap, Rudi Friedrichs inherited pseudo pole and led the race from start to finish, undeterred by strong challenges from Michel Kuiper Brabham BT4 and Andy Middlehurst (in Charles McCabe's 1960 Lotus 907) and was presented with the coveted Tag Heuer watch on the podium.

Rod Jolley had replaced the 'vintage' tyres on his Lister Jaguar, after a disastrous performance at Val de Vienne, to bring the iconic car to Zandvoort again and enjoyed the increase in handleability and performance – money well spent, Rod. He finished third overall in the front engine group for Race 2 behind Richard Wilson's Ferrari Dino who took the top spot following a spin by John Spiers in his Maserati 250F.



At prizegiving, Richard Parnell commended Chris Drake's performance in his Cooper T71/73 and James Willis, awarding both Rear Engine Driver of the Day!

An unlucky weekend for our Austrian duo, Thomas Matzelberger and Ingo Strolz. Gearbox problems causing a safety car period in Race 2 for Thomas, and Ingo's gear-lever came off in his hand just before qualifying and then suffered gear selector failure and a DNS.

A scrutineer spotted potential cracks in Tony Lees' T51's roll bar. Brian Jolliffe, a DNS due to gearbox problems, played the role of a welding hero. Subsequently, a fuel leak in the port side bag tank prompted a switch to the starboard tank and then a battery lead fell off necessitating a Safety Car, however, with the time almost elapsed, the race was red flagged instead. Help from Team Lotus and a perky drive from the back up to P13 in R2 put a smile back on Tony's face.

The ongoing battle within Class 5 between Guy Plante and Erik Staes was a little marginalised by fresh engines in both Ian Nuthall's and Paul Grant's Cooper Bristols but it remains an exciting challenge.

As echoes of engines faded at Zandvoort, this historic track had once again proven its timeless allure.





# OULTON PARK

## GOLD CUP

29 - 31 JULY 2022



Alex Morton, Philipp Buhofer, Nick Taylor, Ben Maeers, Geraint Owen

### FULL GRIDS AND HISTORIC DRAMA

After a well-supported Historic Grand Prix at Zandvoort, entries for the Oulton Park Gold Cup meeting were excellent. The field featured several cars that had competed during the original Gold Cup period, setting the stage for a challenging competition.

The absence of Will Nuthall, who had dominated most of the HGPCA races this season, added an element of uncertainty. Nuthall, dealing with a gearbox failure in Holland, assumed the role of overseeing the preparation work of his customers' cars rather than donning his race overalls. Rudi Friedrichs, the only other driver to claim the top step of the podium so far, withdrew late, opening the field for a potential new winner.

John Spiers stood as the sole representative of the Maserati 250Fs, having seen three of them racing at Donington earlier in the year. He faced competition from Geraint Owen's Kurtis 500C, presenting a challenge on the twists and turns of the Oulton Park International Circuit. Three Cooper Bristols completed the front engine group. Unfortunately, Spiers retired his 250F with a broken cam follower on lap three of the first race.

Early setbacks included Richard Wilson's Cooper T60 which suffered a split radiator during morning testing. Despite the setback, Wilson remained positive, acknowledging the progress made in resolving previous performance issues.



Andy Willis in Charles McCabe's BRM P48-7



Ben Maeers, Cliff Gray, Elliott Hann



## THE FIELD FEATURED SEVERAL CARS THAT HAD COMPETED DURING THE ORIGINAL GOLD CUP PERIOD, SETTING THE STAGE FOR A CHALLENGING COMPETITION.

Qualifying saw Andy Willis in Charles McCabe's BRM P48-7 leading the timing sheets. Sam Wilson in Clinton McCarthy's Lotus 18, running the 1.5-litre engine, would share the front row. The damp conditions kept the competition close, with Sam Wilson aiming for an advantage if the track remained damp or got wetter.

On the second row, Andy Middlehurst in the ex-Jim Clark 1963 Gold Cup winning Lotus 25 owned by John Bowers and Charlie Martin in Paul Waine's 1960 2.5-litre Cooper T53 completed the line-up. Despite Rod Jolley's sideways antics, he secured the fifth position on the timing sheet. Geraint Owen powered the Kurtis up to sixth place, almost two seconds faster than his front engine rival John Spiers in the 250F.

The rolling start, implemented due to the grid's size and safety concerns, saw Sam Wilson and Andy Willis leading the grid in perfect formation after the Pace Car pulled off. The first lap unfolded with the top four cars crossing the line in starting order. Willis led from Wilson with Middlehurst third and Martin fourth.



On the first lap, Stephan Jöbstl pitted to examine the damage caused when he had a coming together with the rear of Philipp Buhofer's BRM at the chicane at Hislops. Buhofer, despite briefly going airborne, continued and made a remarkable recovery drive to finish 11th, having dropped to 21st.

Race 1 featured some exciting dicing. Geraint Owen found himself entangled at the head of a chain of cars, finished 15th overall but the front engine race winner.

Race 2 on Sunday took place on a dry track, with Sam Wilson caught between Charlie Martin and Andy Willis at the start. Martin led from Wilson at the end of lap one and the two engaged in a fierce contest throughout the race. In the final lap, Wilson briefly took the lead but oversteered wide giving Charlie the win.

Despite Andy Middlehurst slipping back from the leaders, his fastest lap was within a tenth of Wilson's and hundredths from Martin's. Justin Maeers finished fifth, with Nick Fennell passing him in the closing laps.

Philipp Buhofer upheld BRM honours, being the sole finisher for the marque, advancing to sixth place from his 11th place start. Graham Adelman sadly retired at the start of the race along with Tony Lees, whose problems from Race 1 remained unresolved.

The Gold Cup podium saw Charlie Martin receiving the Historic Gold Cup from circuit owner and former F1 driver, Jonathan Palmer. Sam Wilson was awarded Driver of the Day for the Rear Engine races, and Geraint Owen became the Front Engine Driver of the Day. The Red Truck crew's great team effort kept everyone well fed and watered over the three days.

GERMANY



# NÜRBURGRING

## 49.AVD OLD-TIMER GRAND PRIX

12 - 14 AUGUST 2022



Tom De Gres, Josef Otto Rettenmaier, Ingo Strolz, Eddy Perk, Tony Smith, Ian Nuthall, Paul Grant

### THIS YEAR'S EDITION OF THE RACE MEETING HAD MANY CHANGES

Only a fortnight after the Oulton Park Gold Cup, we journeyed to the 49th AvD Oldtimer Grand Prix at the Nürburgring in Germany's 'High Eifel' region.

This year's race meeting underwent significant changes, including a new organisation team. The paddock setup and driver hospitality differed vastly from previous years.

With 33 entries almost equally split between front and rear engined cars, the Rettenmaier family contributed five front engine cars. Prior to qualifying, Martin Eyre suffered a cardiac incident, preventing his participation. Quick medical response airlifted Martin to hospital where he received excellent treatment.

Will Nuthall, driving Giorgio Marchi's Cooper T53, set the pace, posting a blistering lap of 2 minutes 14.74 seconds to secure pole position. Michael Gans (Cooper T79) and Tim Child (Brabham BT3/4) claimed second and third on the grid with Michel Kuiper (Brabham BT4) fourth. Fastest among front engined cars was John Spiers in his lovely Maserati 250F. Erik Staes completed four laps but his timings weren't recorded. Thankfully, the stewards agreed to add him to the back of the grid for Race 1.

Friday evening's fabulous traditional German food and drinks party hosted by the Rettenmaiers was a great hit with the competitors.



Guillermo Fierro, Eddie McGuire, Ian Nuthall



Philipp Buhofer, Barry Cannell, Thomas Matzelberger, Ingo Strolz, John Spiers, Andrea Stortoni, Guillermo Fierro



Paul Grant,  
Thomas Matzelberger,  
Ingo Strolz



James Willis, Klaus Lehr, Thomas Matzelberger

**THE NÜRBURGRING RACETRACKS OPENED IN 1927, MAKING 2022 ITS 95<sup>TH</sup> YEAR IN OPERATION IN ONE GUISE OR ANOTHER.**

Race 1 on Saturday saw 31 cars on the start line after Rebeca Rettenmaier's 8C faced fuel issues. Hans Ciers' Cooper T45 suffered a stub axle failure on the green flag lap. Nuthall and Gans engaged in a remarkable 11-lap battle for the lead with Gans eventually winning. Barry Cannell claimed the third step.

Eddie McGuire in his Scarab secured front engine honours with John Spiers in a close second and Guillermo Fierro in his 250F third.

Tim Child's Brabham, having been damaged following contact with Gans, received attention from the Hawker Racing team who spent hours repairing and reinforcing it after the race.

Sunday promised another hot day as 30 cars lined up for Race 2, with Hans Ciers, Tim's Brabham, and Guy Plante's Cooper

Bristol (which had retired with mechanical issues – sorted by the IN Racing team) joining from the back. Unfortunately, Klaus Lehr (Maserati 250F) and Andrea Stortoni (Lotus 18) did not make it to the assembly area.

Nuthall claimed victory after Gans' throttle cable snapped, while Tim Child came through from the back, finishing in third place behind Michel Kuiper.

Eddie McGuire once again secured front engine honours with John Spiers in second and Josef Rettenmaier in third. The podium presentations, accompanied by the correct national flags and even the Irish anthem for McGuire, celebrated their outstanding performances.



Andrea Stortoni, Guillermo Fierro, James Willis,  
Eddie McGuire, Eddy Perk, Tom De Gres,  
Josef Rettenmaier, Klaus Lehr, Ian Nuthall



# SILVERSTONE

## CLASSIC



26 - 28 AUGUST 2022



*Andy Middlehurst in John Bowers' Lotus, Tim Child, Justin Maeers, Philipp Buhofer, Rudi Friedrichs, Andrew Beaumont, Tony Wood, Barry Cannell, Chris Drake, Clinton McCarthy, Nick Fennell, John Spiers*

## 45 CARS EMBARKED ON A GRAND WEEKEND AT SILVERSTONE

The Silverstone Classic, a staple for Grand Prix racing enthusiasts, unfolded over the August Bank Holiday weekend instead of the usual July dates, drawing a substantial crowd to witness the spectacle of Grand Prix cars spanning the ages.

While our entry was slightly smaller than previous years, it still featured one of the largest grids of the weekend. Coopers, both front and rear engined, dominated the 45-car field, representing half of the entries. The front engine grid, with a 14-car presence at the Classic, signalled a positive trend for their resurgence on the circuits.

Despite rain during Thursday's testing, the competition days

welcomed warm and sunny weather. In qualifying, Will Nuthall, in Giorgio Marchi's Cooper T53, secured the pole position closely followed by Michael Gans in the Cooper T79. Oulton Park Gold Cup winner Charlie Martin claimed the third spot in Paul Waine's Cooper T53, while Andy Middlehurst, driving John Bowers' Lotus 25, broke the Cooper dominance by finishing fourth. Tim Child's Brabham BT3/4 came in fifth with Justin Maeers' Cooper T53 securing the sixth position.

Rudi Friedrichs, victorious at Val de Vienne and Zandvoort Historic Grand Prix, clinched a commendable seventh place driving his Cooper T53. Barry Cannell, having a last run in his Brabham BT11A before passing it on, secured the eighth spot.



*Paul Griffin, Eddie McGuire, Cliff Gray, Klaus Lehr, Ian Nuthall*

## SILVERSTONE CLASSIC SWAPS THE AUGUST BANK HOLIDAY WEEKEND WITH OULTON PARK GOLD CUP FOR 2022

Philipp Buhofer, the sole BRM entry, took ninth place while Tony Wood, driving the Maserati Tec Mec, led the front engine runners and completed the top 10.

Qualifying at Silverstone wasn't without drama as Elliott Hann's Maserati 250F suffered a catastrophic failure causing a red flag. Unable to rectify the problem, Hann's Cooper T41 was substituted for the races. A casualty of the oil left by the Maserati was Teifion Salisbury's Lotus 18 which collided with the tyre wall and had to retire.

Saturday's Race 1 brought some chaos in the assembly area when the cars were sent to the track out of position. Will Nuthall executed a flawless start and, despite less than two seconds between the T53 and Michael Gans' T79, went on to secure the first win. Rudi Friedrichs was next up followed by Charlie Martin who had started sixth, caught and passed Andy Middlehurst on lap 8 and then fourth place went to Justin Maers on the last lap by 2 tenths of a second with Middlehurst just 3 tenths behind.

During the race, there were several contests for position: Friedrichs, Justin Maers, Andy Middlehurst and Charlie Martin were one. Another involved Andrew Beaumont - Lotus 18 and Nick Fennell in the Lotus 25; sister car to Andy Middlehurst's.

Clinton McCarthy in his Lotus 18, now fitted with its 2.5 litre Tasman engine, was part of a five car group that included Tony Wood - Tec Mec Maserati, Barry Cannell - Brabham BT11A, Mark Daniell Cooper T45 and Chris Drake Cooper T71/73.

Sunday's Race 2 saw a 'prompt' assembly, with some Race 1 retirements unable to be repaired in time. The top three from Race 1 - Nuthall, Gans, and Friedrichs led the charge but this time with Gans at the head. Despite his efforts, Nuthall was ahead by lap 2. Gans did not give up and stayed on his tail throughout to finish second with Friedrichs third.

Within the pack, Tony Wood was having a good dice with Mark Daniell who passed him on lap 3, but Tony had to retire on lap 5 with front suspension collapse. Geraint Owen and John Spiers got involved in a close battle that would last until Spiers retired the 250F on lap 8.



Stephen Banham, Nick Fennell, John Clarke

The front engine race saw Andrew Haddon in Julian Bronson's Scarab securing the top spot with Owen and Klaus Lehr second and third respectively. Despite the challenges and retirements, both races at Silverstone provided thrilling moments for both participants and spectators.

As the Silverstone Classic concluded, the Red Truck hosted class presentations with Lindsey Warren and Bee Grant-Peterkin overseeing the proceedings. Geraint Owen and Mark Daniell earned the Drivers of the Day titles for the front and rear engine grids, respectively. Chairman Peter Horsman presented special awards - Rudi Friedrichs receiving the Chairman's Cup and Martin Grant-Peterkin's 40 years of service to the HGPCA were recognized with a special presentation of a painting by Simon Taylor who has painted portraits of our Chairmen since Tony Merrick retired in 2002.



Tim Child



Philipp Buhofer, Mark Daniell, Rod Jolley, Tony Lees, Cliff Gray, Nick Topliss, John Spiers



John Clarke, Geraint Owen, Bernardo Hartogs, Tony Lees, Nick Topliss

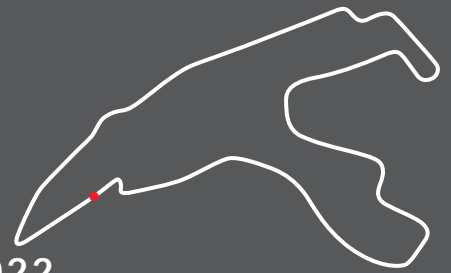
BELGIUM



# SPA

## SIX HOUR MEETING

30 SEPTEMBER - 2 OCTOBER 2022



### HGPCA DEFIES DECLINE: 35-STRONG ENTRY CHALLENGES SPA SIX HOURS TREND

Charlie Martin, fresh from his victory at Oulton Park's Historic Gold Cup in July, showcased his exceptional skills at Spa-Francorchamps during the 29th annual Spa Six Hours event. Braving challenging conditions, Martin secured wins in both HGPCA races - a memorable celebration for his 31st birthday weekend. Reflecting on the difficult conditions, he said "Conditions were horrendous on Saturday... Just seeing where you were going was difficult, then, suddenly finding slower cars in the spray was a bit of a shock."

Despite the final Belgian Grand Prix of the 2.5-litre Formula One era taking place in 1960 on a different version of the circuit, Martin's victory in Paul Waine's Cooper T53 was fitting, echoing Jack Brabham's triumph in the same car in 1960. Michael Gans, securing the second position in both races with his Cooper T79, added another layer of historical significance to the event.

Amid a drop in entrants for Roadbook's Spa Six Hours endurance race, the HGPCA presented a robust 35-car field, defying the general trend. The impressive turnout underscored



## CHARLIE MARTIN TRIUMPHS IN TREACHEROUS CONDITIONS



the enduring appeal of racing on the iconic Grand Prix circuit at Spa-Francorchamps, renowned as one of the most challenging tracks globally.

Qualifying took place in glorious weather, with Michael Gans claimed pole position with a remarkable 2m42.487s performance in his Cooper-Climax T79 Tasman Cup car. Rudi Friedrichs, in an ex-Jack Brabham F1 Cooper T53, secured the second spot, while Tim Child, making his first visit to Spa, was in third position in his ex-Brabham/Graham Hill Brabham BT3/4.

Saturday's opening race saw torrential rain, creating extremely difficult conditions. Initially planning for two safety car laps, competitors were caught off guard when the pace car retreated after only one lap. Gans emerged as the leader after the first lap, followed by Friedrichs and Child. Rudi Friedrichs' T53 retired early due to a driveshaft issue, leading to a reshuffle.

Charlie Martin engaged in a fierce battle with Gans and Maers, eventually taking the lead on lap seven and securing a commanding victory. Maers claimed the third step of the



podium, with Shaw and Child following closely. The race showcased the prowess of the HGPCA drivers, overcoming challenging conditions and providing spectators with thrilling on-track action.

Sunday's race day witnessed several withdrawals due to overnight rain. Despite the diminished grid, the race remained competitive. Charlie Martin again demonstrated his skill, leading the field with Gans in pursuit. Tim Child, determined and confident, secured the third position after overcoming Maers.

The class-winning performances of drivers like Shaw, Kuiper, and Spiers highlighted the diverse and competitive field. Despite some withdrawals, the remaining 25 drivers faced the challenges of a wet track, highlighting their commitment to the sport.

In conclusion, Spa Six Hours proved to be a memorable event, with Charlie Martin's exceptional victories and the robust HGPCA entry challenging the prevailing trend - a standout weekend for historic motorsports.

Nick Taylor, Eddie McGuire



SPAIN



# NAVARRA

## TROFEO VELOCIDAD

22 - 23 OCTOBER 2022



Justin Maeers, Rudi Friedrichs, Andrew Beaumont, Rod Jolley lead the field

### NAVARRA CIRCUIT CHARMS LIKE A SMALLER PORTIMÃO

The uncertainty surrounding our end-of-season double-header was resolved with a change in plans. The cancellation of Espiritu del Jarama due to contractual issues led Diogo Ferrão, CEO of Race Ready, to include the HGPCA in the Trofeo Velocidad at the Navarra Circuit in Northern Spain, the weekend before the Algarve Classic Festival.

The 3.933km FIA Grade 2 circuit, renowned for its swift turns and challenging braking zones, boasts infrastructure excellence. Despite being a mere twelve years old, the circuit features large pit garages, an expansive tarmac-covered paddock, and a generous viewing area atop the garages. However, the choice of location had raised questions about spectator attendance.

Pamplona (200K residents) is 65km north, and Logroño, famous for gastronomic tourism and Rioja wines, is nearby. While it may lack immediate proximity to major cities, the circuit benefits from tranquillity and freedom from noise issues. South of the A12 autoroute and surrounded by arable land, the serene setting prompted Jonathan Palmer and MSV to successfully acquire the entire site, with plans for a resurfaced track and potential future events such as 24-hour endurance races and night-time qualifying.

Guillermo Fierro stood in for the absent English-speaking official at the Drivers Briefing, providing essential information. However, the accompanying notes contained inaccuracies



Volker Hichert



Klaus Lehr, Tom Waterfield





Steve Hart, Guillermo Fierro, Alex Morton



Rudi Friedrichs, Justin Maeers

## THERE ISN'T A BAD CORNER ON THIS TRACK, IT HAS EVERYTHING - AND NO CHICANES

regarding Race 2's length, pole position, and safety car procedures! A pre-race hiccup due to light failure between the green flag and race start led to a quick decision involving the National Flag, resolved just in time. An overnight storm, possibly the culprit for the intermittent light failure, added challenges, affecting the HGPCA Team's hotel.

The event saw 18 cars and 19 drivers, including newcomers like Volker Hichert and co-driver Björn Ebsen with a stunning Talbot Lago. To spectators, their seamless drive around the circuit resembled a model car on a Scalextric track.

The Cooper cars faced challenges with Harvey Sykes and Charlie Martin experiencing issues during free practice. Rudi Friedrichs' Cooper T53 set the fastest lap in private practice, but Justin Maeers' Brabham BT11A claimed pole for Race 1. Intense competition was showcased in Race 1 with Maeers emerging victorious, followed by Beaumont, Friedrichs, and Steve Hart in Chris Wilson's Cooper Maserati T51.

Sunday brought additional challenges, with Nick Topliss' gearbox failure and Rod Jolley in Tim Ross's Cooper facing gear-box issues. Race 2 promised excitement, with Friedrichs on pole, leading to an eventual win. Despite Cooper issues, Jolley expressed delight with the circuit, praising every corner.

Event Competition Secretary Chris Wilson's journey - without a Carnet - following guidelines from Chairman Peter Horsman, was successful, with minor fuel issues across France being the only concern. Gratitude was extended to Tim Cottam and Donna Baskerville who provided tea, coffee, soft-drinks and biscuits during the events in Navarra and Portimao.

Despite initial concerns about the track suiting the cars, everyone agreed that Navarra Circuit resembled a smaller version of Portimao, and the participants expressed a desire to return in the future.



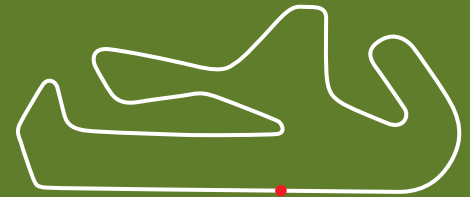
Tom Waterfield, Eddy Perk, Alex Morton

PORTUGAL



# ALGARVE CLASSIC FESTIVAL

28 - 30 OCTOBER 2022



Charlie Martin, Tim Child, Rudi Friedrichs, Justin Maeers, Andrew Beaumont and Rod Jolley lead the field



## HGPCA WRAPS UP 2022 SEASON UNDER GLORIOUS AUTUMN SKIES

The entry list for the HGPCA season finale at the Autódromo Internacional do Algarve suffered withdrawals due to issues encountered in Spain. Harvey Sykes faced suspension failure, Steve Hart advised Guillermo Fierro to withdraw due to potential engine expenses, and Nick Topliss retired. Despite the disappointment, Topliss was able to drive in Portugal, sharing a Mini Cooper with Ellie Birchenough.

The Dorset Racing Team weren't able to rest, with Rod Jolley's Cooper requiring a gearbox change and Tom Waterfield's car needing significant last-minute repairs. Safety scrutineer Bertie Gilbert-Smith oversaw the extensive work including some welding by Julian Bronson.

Klara Rettenmaier, racing the ex-Bob Gerard Cooper Bristol, made her Portimão debut. Stephan Rettenmaier raced a patinated 1954 Maserati 250F, believed to be an ex-Gilby Engineering Company racer. Barry Cannell returned in a Cooper T51 that had lain dormant for at least a decade in its Belgian owner's garage.

23 cars went out for qualifying. Justin Maeers, Charlie Martin and Rudi Friedrichs were quickest until the timing screens went wild with track limit infringements letting Michael Gans emerge ahead of Charlie in Paul Waine's Cooper ahead of Tim Child.

In Race 1, Gans and Friedrichs dominated, leaving the competition behind. Tim Child's early third-place position



Barry Cannell, Klaus Lehr



Richard Wilson, Barry Cannell, Eddy Perk

## FROM THE START OF THE RACE, IT WAS CLEAR MICHAEL GANS WAS NOT TO BE BEATEN - THE LEADING PAIR OF GANS AND RUDI FRIEDRICHS PULLING CLEAR OF THE RACE BEHIND THEM

was compromised by gearbox issues allowing Charlie Martin and Justin Maeers to advance. John Spiers - Maserati 250F had made a good start gaining two places promoting him to 8th overall and a very clear lead in the front engine race. Rod Jolley - Cooper T41, Eddy Perk - Heron F1, Richard Wilson - Ferrari Dino 246 (second of the Front Engine runners) and Chris Locke - Lotus 32 enjoyed a super little four-car duel. Fritz Burkard retired his 8C Alfa early on lap 2 with clutch problems and Philipp Buhofer's BRM also retired with front suspension damage. Wilson's Dino suffered catastrophic delamination on one of the tyres and limped into the pits. Klaus Lehr and Rod Jolley also retired - all but the Alfa and BRM would run on Sunday.

Celebrations for Klara Rettenmaier taking her first podium ever - third on the front engine grid.

Michael Gans aimed for a second victory in Race 2 but was thwarted by Rudi Friedrichs for a few laps. Maeers and Child battled away with Justin ultimately securing third.



On lap 9, having caught up with Andrew Beaumont - Lotus, Tom Dark - Cooper came into the pits to serve his drive-through penalty for a jumped start. With Tom off track, Mark Shaw was now in 7th place with Chris Locke 8th, positions they would hold until the chequered flag. Tom Dark returned to finish 12th overall and second in class behind Charlie Martin.

John Spiers claimed the front engine podium, joined by Richard Wilson and Klaus Lehr.





We are grateful to RAC and HGPCA Member, John Clark, for facilitating our Annual Lunch at the Club

All photos by Janey McGill



PreWar group (L-R) Stephan Rettenmaier, Rod Jolley (for Luc Brandts) and Nick Topliss



President, Clive Chapman, with Class 5 (L-R) Guy Plante, Erik Staes and Ian Nuthall



Class 6 (L-R) Clive Chapman with Lucretia Botin (for Klaus Lehr), Steve Hart (for John Spiers) and Guillermo Fierro Eleta



Class 7a (L-R) Clive Chapman with Jo Greenwood (for Tony Smith) and Richard Wilson



*Class 8 (L-R) Clive Chapman with Eddie McGuire, Alex Simpson (for Geraint Owen) and Rod Jolley*



*Class 7b (L-R) Clive Chapman with Charlie Martin, Will Nuthall and Rudi Friedrichs*



*Class 7c (L-R) Cliff Gray, Steve Banham, Clive Chapman, Tom Waterfield and Tim Ross*



*Class 10a (L-R) Clive Chapman, Alex Morton, Eddy Perk and Nick Taylor*





*Class 12 Justin Maers with HGPCA President, Clive Chapman*



*Rebeca (on behalf of father, Josef) and Stephan Rettenmaier, 2022 winners of the Chairman's Cup*



*Steve Hart collects the Jack Brabham Trophy on behalf of John Spiers. All photos by Janey McGill*

<b>Donington Masters Historic</b> Donington Park Circuit, United Kingdom 15 & 16 April 2022	<b>Front Engine:</b> John Spiers Erik Staes Chris Phillips <b>Rear Engine:</b> Will Nuthall Tim Child Peter Horsman	<b>Driver</b> John Spiers Erik Staes Chris Phillips <b>Car</b> Maserati 250F Cooper Bristol MkII Cooper Bristol MkII Giorgio Marchi's Cooper T53 Brabham BT3/4 Lotus 18/21	<b>Class Winners:</b> Julia De Baldanza (Bugatti 35B), Erik Staes (Cooper Bristol MkII), John Spiers (Maserati 250F) Will Nuthall (Giorgio Marchi's Cooper T53), Tom Waterfield (Tim Ross's Cooper T41), Rod Jolley (Tim Ross's Cooper T43/51), Nick Taylor (Lotus 18 914), Chris Drake (Cooper T71/73) Nick fennell (Lotus 25 R5), Tim Child (Brabham BT3/4)	<b>Driver of the Day</b> <b>Front Engine</b> Guy Plante <b>Rear Engine</b> Tony Lees 
<b>Pau Classic Grand Prix</b> Pau Street Circuit, France 20 - 22 May 2022	<b>Front Engine:</b> John Spiers Steve Hart Klaus Lehr <b>Rear Engine:</b> Will Nuthall Charlie Martin Rod Jolley	<b>Driver</b> John Spiers Steve Hart Klaus Lehr <b>Car</b> Maserati 250F Maserati 250F Maserati 250F Giorgio Marchi's Cooper T53 Paul Waine's Cooper T53 Cooper T45/51	<b>Class Winners:</b> John Gillett( MG K3), Nick Topliss (ERA R4A), Guy Plante (Cooper Bristol T23), John Spiers (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Elliott Hann (Cooper T41), Harvey Sykes (Cooper T45), Nick Taylor (Lotus 18 914), Peter Horsman (Lotus 18/21)	<b>Driver of the Day</b> <b>Front Engine</b> Nick Topliss <b>Rear Engine</b> Alex Morton 
<b>Sport et Collection</b> Val de Vienne, France 3 - 5 June 2022	<b>Front Engine:</b> Will Nuthall John Spiers Eddie McGuire <b>Rear Engine:</b> Will Nuthall Rod Jolley Michel Kuiper	<b>Driver</b> Will Nuthall John Spiers Eddie McGuire <b>Car</b> Julian Bronson's Scarab Offenhauser Maserati 250F Scarab Giorgio Marchi's Cooper T53 Tim Ross's Cooper T43/51 Brabham BT4	<b>Class Winners:</b> John Gillett (MG K3), Stephen Rettenmaier (OSCA Tipo G), Nick Topliss (ERA R4A), Erik Staes (Cooper Bristol MkII), John Spiers (Maserati 250F), Will Nuthall (Julian Bronson's Scarab Offenhauser)	<b>Driver of the Day</b> <b>Front Engine</b> Nick Topliss <b>Rear Engine</b> Alex Morton 
<b>Zandvoort Historic Grand Prix</b> Zandvoort, The Netherlands 15 - 17 July 2022	<b>Front Engine:</b> Richard Wilson John Spiers Rod Jolley <b>Rear Engine:</b> Rudi Friedrichs Michel Kuiper Andy Middlehurst	<b>Driver</b> Richard Wilson John Spiers Rod Jolley <b>Car</b> Ferrari 246S Dino Maserati 250F Lister Jaguar Monza GP Cooper T53 Brabham BT4 Charles McCabe's Lotus 18 907	<b>Class Winners:</b> John Gillett (MG K3), Luc Brands (Talbot Lago T26), Ian Nuthall (Cooper Bristol MkII), John Spiers (Maserati 250F), Richard Wilson (Ferrari 246S Dino), Rudi Friedrichs (Cooper T53), Cliff Gray (Cooper T43), James Willis (Cooper T45), Alex Morton (Lotus 21), Chris Drake (Cooper T71/73), Sid Hoole (Cooper T66 F1), Michel Kuiper (Brabham BT4)	<b>Driver of the Day</b> <b>Front Engine</b> Luc Brandts <b>Rear Engine</b> James Willis & Chris Drake 
<b>Oulton Park Gold Cup</b> Oulton Park, United Kingdom 29 - 31 July 2022	<b>Front Engine:</b> Geraint Owen Erik Staes <b>Rear Engine:</b> Charlie Martin Sam Wilson Andy Middlehurst	<b>Driver</b> Geraint Owen Erik Staes <b>Car</b> Kurtis 500C Cooper Bristol MkII Paul Waine's Cooper T53 Clinton McCarthy's Lotus 18 372 John Bowers' Lotus 25 R4	<b>Class Winners:</b> Erik Staes (Cooper Bristol MkII), Geraint Owen (Kurtis 500C), Charlie Martin (paul Waine's Cooper T53), Cliff Gray (Cooper T43), Mark Daniell (Cooper T45), Alex Morton (Lotus 21), Andy Middlehurst (John Bowers' Lotus 25 R4), Justin Maers (Cooper T53)	<b>Driver of the Day</b> <b>Front Engine</b> Geraint Owen <b>Rear Engine</b> Sam Wilson 
<b>Oldtimer Grand Prix</b> Nurburgring, Germany 12 - 14 August 2022	<b>Front Engine:</b> Eddie McGuire John Spiers <b>Rear Engine:</b> Josef Rettenmaier Will Nuthall Michel Kuiper Tim Child	<b>Driver</b> Eddie McGuire John Spiers <b>Car</b> Scarab Maserati 250F Maserati 250F Piccolo Giorgio Marchi's Cooper T53 Brabham BT4 Brabham BT3/4	<b>Class Winners:</b> John Gillett (MG K3), Stephan Rettenmaier (Maserati 8CTF), Ian Nuthall (Cooper Bristol MkII), John Spiers (Maserati 250F) Tony Smith (Ferrari 246 Dino), Eddie McGuire (Scarab), Will Nuthall (Giorgio Marchi's Cooper T53), Albert Streminski (Emeryson F1), James Willis (Cooper T45), Eddy Perk (Heron F1), Tom De GRes (Brabham BT14), Philipp Buhofer (BRM P261-2), Michel Kuiper (Brabham BT4)	<b>Driver of the Day</b> <b>Front Engine</b> IN Racing team <b>Rear Engine</b> Hawker Racing team 
<b>Silverstone Classic</b> Silverstone Historic Grand Prix Circuit, United Kingdom 26 - 28 August 2022	<b>Front Engine:</b> Andrew Haddon Geraint Owen Claus Lehr <b>Rear Engine:</b> Will Nuthall Michael Gans Rudi Friedrichs	<b>Driver</b> Andrew Haddon Geraint Owen Claus Lehr <b>Car</b> Julian Bronson's Scarab Offenhauser Kurtis 500C Maserati 250F Giorgio Marchi's Cooper T53 Cooper T79 Cooper T53	<b>Class Winners:</b> Ian Nuthall (Cooper Bristol MkII), Klaus Lehr (Maserati 250F), Andrew Haddon (Julian Bronson's Scarab Offenhauser), Will Nuthall (Giorgio Marchi's Cooper T53), Tom Waterfield (Tim Ross's Cooper T41), Mark Daniell (Cooper T45), Andy Middlehurst (John Bowers' Lotus 25 R4), Michael Gans (Cooper T79)	<b>Driver of the Day</b> <b>Front Engine</b> Geraint Owen <b>Rear Engine</b> Mark Daniel 
<b>Spa Six Hours Meeting</b> Spa-Francorchamps Circuit, Belgium 30 September - 2 October 2022	<b>Front Engine:</b> John Spiers Klaus Lehr Erik Staes <b>Rear Engine:</b> Charlie Martin Michael Gans Tim Child	<b>Driver</b> John Spiers Klaus Lehr Erik Staes <b>Car</b> Maserati 250F Maserati 250F Cooper Bristol MkII Paul Waine's Cooper T53 Cooper T79 Brabham BT3/4	<b>Class Winners:</b> Stephan Rettenmaier (Alfa Romeo P3), Erik Staes (Cooper Bristol MkII), John Spiers (Maserati 250F), Charlie Martin (Paul Waine's Cooper T53), Stephen Banham (Cooper T445), Brian Jolliffe (Cooper T45), Mark Shaw (Lotus 21), Tom De Gres (Brabham BT14), Michael Gans (Cooper T79)	<b>Driver of the Day</b> <b>Front Engine</b> Jakob Rettenmaier <b>Rear Engine</b> Brian Jolliffe 
<b>Festival de la Velocidad</b> Circuito de Navarra, Spain 21 & 22 October 2022	<b>Front Engine:</b> Guillermo Fierro Klaus Lehr Stephan Rettenmaier <b>Rear Engine:</b> Rudi Friedrichs Justin Maers Andrew Beaumont	<b>Driver</b> Guillermo Fierro Klaus Lehr Stephan Rettenmaier <b>Car</b> Maserati 250F Maserati 250F Maserati 250F Cooper T53 Brabham BT11A Lotus 18 915	<b>Class Winners:</b> Volker Hichert/Bjorn Ebsen (Talbot Lago T26), Klara Rettenmaier (Cooper Bristol MkII), Guillermo Fierro (Maserati 250F), Rudi Friedrichs (Cooper T53), Steve Hart (Chris Wilson's Cooper Maserati T51), Alex Morton (Lotus 21), Justin Maers (Brabham BT11A)	<b>Driver of the Day</b> <b>Front Engine</b> Klaus Lehr <b>Rear Engine</b> Eddy Perk 
<b>Algarve Classic Festival</b> Autodromo Internacional do Algarve, Portugal 27 - 29 October 2022	<b>Front Engine:</b> Guillermo Fierro Klaus Lehr Stephan Rettenmaier <b>Rear Engine:</b> Rudi Friedrichs Justin Maers Andrew Beaumont	<b>Driver</b> Guillermo Fierro Klaus Lehr Stephan Rettenmaier <b>Car</b> Maserati 250F Maserati 250F Maserati 250F Cooper T53 Brabham BT11A Lotus 18 915	<b>Class Winners:</b> Volker Hichert/Bjorn Ebsen (Talbot Lago T26), Klara Rettenmaier (Cooper Bristol MkII), Guillermo Fierro (Maserati 250F), Rudi Friedrichs (Cooper T53), Steve Hart (Chris Wilson's Cooper Maserati T51), Alex Morton (Lotus 21), Justin Maers (Brabham BT11A)	<b>Driver of the Day</b> <b>Front Engine</b> Richard Wilson <b>Rear Engine</b> Andrew Beaumont 

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# DONINGTON

Masters Historic



GOOD FRIDAY 7 & EASTER SATURDAY 8 APRIL 2023



Mark Shaw, Rod Jolley,  
Miles Griffiths, Geraint Owen

## GLORIOUS SUNSHINE AT DONINGTON

The sun heralded the start of the new HGPCA season and everyone felt relaxed in the Spring warmth. Miles Griffiths headed the times in Max Smith-Hilliard's Lotus 16 in the front engine grid qualifying. Following in Miles' wake were Mark Shaw in his Scarab Offenhauser - recently purchased from Julian Bronson and John Spiers in the ex-Behra 250F. Charles McCabe's BRM P25-8 was sadly withdrawn with mechanical issues in favour of his rear engine P48 for the races. A welcome return to the track was Simon Hope having his first run in Maserati 250F CM4.

Justin Maeers and Tim Child in their Brabham BT11A and BT3/4 respectively, topped the rear engine timing sheets in their session. Several drivers were able to race in both the front and

rear engine grids including Mark Shaw who was third in his Lotus 21, with Philipp Buhofer BRM P261 and Michel Kuiper Brabham BT4 hard on his heels.

Tony Lees headed a run of Coopers in his T53 followed by Richard Wilson in the ex-Bruce McLaren T60, with Rod Jolley in Tim Ross's newly acquired T53. Alex Morton's Lotus 21 formed a wedge between the Coopers of Barry Cannell, John Clark and Eddie Williams in Charles Gillett's T43. James Hagan was the first of the Lotus 18s from Tom de Gres' Brabham BT14 then newcomer, Russell McCarthy, in Richard Parnell's Walker Special. Tony Smith headed the next Cooper pairing ahead of Elliott Hann, with Nick Taylor and Teifion Salisbury in a brace of Lotus 18s, before Sid Hoole and Hans Ciers continued



Charles McCabe



Simon Hope, Erik Staes, Chris Phillips



## THE SUN HERALDED THE START OF THE NEW HGPCA SEASON AND EVERYONE FELT RELAXED IN THE SPRING WARMTH

the Cooper run. Then Arnout Kok, having his first race in the unique South African Netuar and, completing the grid, Stephen Banham, Robert Pulleyn and Charlie Martin who would start from the back having not being able to set a time.

### FRIDAY

**Front Engine Race 1:** Griffiths and the Lotus 16 set a blistering pace from lights out to build an advantage of almost 5 seconds over John Spiers by the end of the first lap. Geraint Owen was third in his Kurtis but Rod Jolley had other ideas, slipping past on lap two. Fred Harper in the second Kurtis taking station in fifth place.

Mark Shaw, starting from the pit lane, was scything through the grid. By lap four, he split the dice between Rod and Geraint. On the same lap, Klaus Lehr's Maserati was passed by Tony Smith's Ferrari where he was to stay until the very last lap when Tony had a problem out on circuit. A young man in a class of his own was Oliver Nuthall, with a commanding lead over fellow Cooper Bristol runners Paul Grant, Chris Phillips and Erik Staes. Simon Hope made good progress in the race with his Maserati, coming through to finish ninth. On lap eight, Miles pulled the Lotus 16 into the pits with a brake issue allowing John Spiers to briefly hold the lead before Mark Shaw swept through.

**Rear Engine Race 1:** Justin Maeers made a good start along with Tim Child and Mark Shaw until Michel Kuiper slipped past making it a Brabham 1 - 2 - 3 with Philipp Buhofer - who had slipped behind Tony Lees on the first lap, coming through to join the chain. Charlie Martin had a terrific first lap passing 12 cars. Charles McCabe was more circumspect with his start as he had not sat in the BRM until taking it to the assembly area. On lap three, Tim set fastest lap of the race in his pursuit of leader Justin Maeers but was never able to pass. With the first two positions set, the interest lay a little further down the order with Michel Kuiper and Mark Shaw in a tight battle, being caught by Philipp Buhofer. Charlie Martin was now sixth, a little way back from Philipp, although lappery was enabling him to continue to close the gap. Behind Charlie was a good tussle between Tony Lees and James Hagan.



Barry Cannell, John Clark and Rod Jolley

### SATURDAY

**Front Engine Race 2:** Starting from the back, Miles had passed the entire field to lead by 8/10ths of a second at the end of lap one. On lap two he retired to the pits and Rod seized the lead from Geraint. Paul Grant had a fantastic two laps to take fourth from Oliver Nuthall and Tony Smith. Lap three and Mark Shaw took a lead he was not to lose! Oliver regained fourth place and the lead of Class 5 and Tony Smith got the Ferrari up to fifth place. The main battle on track was between Rod Jolley and Geraint Owen. The Kurtis slipping into second on lap 10. Nick Topliss had another frustrating race, retiring on lap seven.

**Rear Engine Race 2:** With 22 cars on the grid for the start, Justin Maeers and Tim Child instantly cleared the pack in a formation they were to maintain for the entire race. Third place was heavily fought over...Michel Kuiper, Tony Lees, Philipp Buhofer, James Hagan and Mark Shaw in the mix with Michel finally succeeding.

As the battle raged ahead, the distinctive scream of the Cooper T60 announced Richard Wilson's progress through the order. Bedding the repaired box in gently, Richard picked his way through the field to finish eighth.



Philipp Buhofer, Tony Lees and James Hagan



Tim Child leading Mark Shaw, Michel Kuiper and Tony Lees

FRANCE



# DIJON

Grand Prix de l'Age d'Or

2 - 4 JUNE 2023



Mark Shaw, Eddy Perk, Ian Nuthall, Erik Staes, Tony Ditheridge, Rod Jolley, Paul Grant, Guy Plante, Steve Banham and Hans Ciers

## WE REALLY LIKE DIJON!

There's a special place in our hearts for Dijon. The allure lies not only in the fantastic circuit but also in the charming town centre with its delightful restaurants. The HGPCA was invited by Patrick Peter's Peter Auto organisation to return in 2023. Our last visit occurred during the Covid-19 restrictions of 2021, with complexities of vaccination certificates and quarantine warnings which were rewarded with a weekend of cold, wet and thundery weather!

In 2023, luck was on our side. Glorious weather graced the event throughout with a welcome breeze. The UK contingent this time filled two thirds of the grid.

Pre-event challenges added a layer of drama. Rod Jolley's motorhome suffered clutch failure in the paddock. True to his spirit, Rod wasn't going to let this spoil his weekend. Meanwhile, Sid Hoole, always the adventurous spirit, decided to travel without a carnet, encountering border issues that added a touch

of uncertainty to his journey. The details of his return journey remain a mystery, but the fact that he and his cars got back home speaks volumes.

35 cars were expected to line up for qualifying but there had been no sign of Fritz Burkard and his 8C Monza. The results show that, despite Justin Maeers completing 15 laps, he had no recorded times. They were ALL deleted due to two offences of speeding in the pit lane and he was going to have to start Race 1 from the back of the grid.

Saturday's race saw pole man Michael Gans rushing from the just-finished Classic Endurance qualifying session. Gans held the lead, briefly challenged by Rudi Friedrich's T53 in the early laps, until the chequered flag. The tenacious Maeers climbed from the back to clinch a third on the podium. Mechanical issues befell Will Nuthall's Cooper T53, with a rear driveshaft breaking near the pit entry, which would be repaired for Race 2. Throttle cable

Rudi Friedrichs, Michael Gans and Will Nuthall





Andrew Beaumont



Tony Ditheridge, Eric Staes, Klaus Bergs, Rod Jolley and Ian Nuthall

**THE WEEKEND WAS A MEMORABLE AND SUCCESSFUL AFFAIR, MARKED BY SMILES AND THE AFFIRMATION THAT “WE REALLY LIKE DIJON.”**

issues forced James Hagan to stop on the first lap, leading to his withdrawal from Sunday’s race. Tom Waterfield faced a similar fate. In a generous move, Rod Jolley stood down to allow Tom to drive the T53 in Race 2, marking an exciting weekend for the young driver.

Sunday dawned with unhappy news of Michael Gans’ absence due to injuries sustained in a Formula Junior race the previous afternoon. Technical issues plagued Rudi Friedrich’s Cooper, forcing him to withdraw from Race 2. Other withdrawn cars included Clinton McCarthy’s Lotus 18 with a water pump seal failure despite posting impressive times on Saturday; Klaus Lehr’s 250F and Simon Hope had over-revved his Maserati.

Will Nuthall secured an impressive victory: starting from the back and leading from lap 8 to the chequered flag. Mark Shaw’s second outing in the Scarab was less successful than his debut at Donington. Tom Smith changed the gearbox after the first race but it suffered engine failure in Race 2.

Front engined cars, particularly the 250Fs, excelled. Guillermo Fierro dominated, securing victories in both races and earning the Front Engine Driver of the weekend award. Josef Rettenmaier’s Piccolo 250F joined the winners’ circle with a pair of podium finishes. John Spiers displayed consistency, securing second place in both races.



Max Blees, Clinton McCarthy and Justin Maers

The Cooper Bristol quartet were impressive taking 4th to 7th places. Rebeca Rettenmaier, in the 8C 3000 made steady progress, improving with each session. Unfortunately, fuel issues led to her eventual retirement.

In the rear engined category, Tony Lees stood out with a strong performance throughout the weekend earning him the Rear Engined Driver of the Day title. The weekend was a memorable and successful affair, marked by smiles and the affirmation that “we really like Dijon.”



Rod Jolley, Tony Ditheridge, Paul Grant and Guy Plante



Nick Topliss, Klaus Bergs, Eddy Perk, Ian Nuthall, Erik Staes, Will Nuthall, Tony Ditheridge, Paul Grant, Mark Shaw, Steve Banham, Guy Plante and Rod Jolley

NETHERLANDS



# ZANDVOORT HISTORIC GRAND PRIX

16 - 18 JULY 2023



*Ian Nuthall, Tony Ditheridge, Klaus Bergs, Klaus Lehr, Guy Plante, Paul Grant, Steve Banham and Andrew Beaumont*

## FAMILIAR FACES, UNPREDICTABLE RACING

Unlike the current F1 world where a car can be transformed and rebuilt in a matter of moments, over twelve HGPCA cars had to withdraw from the Zandvoort entry list within a fortnight. The good news was that our reserve list became confirmed entries.

We were back in our 'old' slot between the two paddocks and trailers, transporters and motorhomes were able to park in the same area. The warm, sunny weather was enhanced with a pleasant breeze.

The tenting was the same – but the organisers had made suitable ramps. Paddock marshals helped to get the cars from the tents to the assembly area through the crowds of spectators and supporters of the pre-War sports cars parked in between.

Best of all was that the Red Truck was right in the middle with room to spread out. The event helps to reconnect with familiar faces – including our Austrian contingent - Thomas Matzelberger and Ingo Strolz – in their inaugural appearance of the season. It was a pleasure to catch up with fellow racers like

James King, piloting his March 712 in Historic Formula 2, and John Chisholm, participating in the F3-500 Owners race with his Arnott.

The Beevers brought daughter, Sophie, and her husband Si, along under the pretext of enjoying a belated honeymoon but they ended up working hard, preparing our delicious lunches in between the celebrations.

Zandvoort regular, Rod Jolley, and his Lister Jaguar were absent, as was Sid Hoole. But it was great that Klara and Stephan Rettenmaier were able to join us. Klara's Cooper Bristol failed in qualifying due to water mixing with the fuel. Fortunately, the family had brought a 'T' car (the terminology stems from the days when a 'spare' car was brought to a race meeting with the same number as the entered car with a 'T' attached and could be a substitute). The Rettenmaier 'T' car was a 1952 Maserati A6GCM which Klara managed extremely well - despite a spin in the second race. She was, by the end, running almost as fast as her father.



*John Emery, Klaus Lehr*



*Tim Child, Will Nuthall*

**WE WERE BACK IN OUR 'OLD' SLOT BETWEEN THE TWO PADDOCKS AND TRAILERS, TRANSPORTERS AND MOTORHOMES WERE ABLE TO PARK IN THE SAME AREA. THE WARM, SUNNY WEATHER WAS ENHANCED WITH A PLEASANT BREEZE.**

No testing was available, so we went straight into qualifying on Friday afternoon. Three minutes before the end of the session, Philippe Bonny's Brabham was stranded on the circuit, and the session ended slightly early. Andrea Stortoni's Lotus suffered a failure on a fresh engine and, sadly, was a non-starter in both races.

On the first lap of Race 1 on Saturday, Andrew Beaumont overtook Mark Shaw on the approach to Tarzan and led the pair through T2 into Hugenholtz. Beaumont took the most usual early turn-in, wide exit, and Shaw opted for the wider 'round the outside' approach. As Beaumont opened the steering to complete the turn, the cars collided. The rear of Beaumont's car landing in the middle of the track. Both drivers continued but were called to the Clerk of the Course, where Beaumont was questionably penalised for 'avoidable contact'.

Will Nuthall, fastest in qualifying in Giorgio Marchi's T53, retired from the lead in Race 1 with broken front suspension. As the Safety Car returned to the pits, Brad Hoyt's Alfa engine exploded, covering the track in oil and the race was red-flagged. With over 75% of the race time elapsed, Race Control decided not to restart.

Michel Kuiper drove well all weekend, culminating in a win in Race 1 and a P2 in Race 2. Hall & Hall stablemates Andy Willis (in Stephan Jöbstl's Lotus 24) and Philipp Buhofer, along with Max Blees (who finished fifth in both races) provided some close racing. Tony Lees and Clinton McCarthy also enjoyed spirited racing and the Cooper Bristol battle (behind Class winner, Ian Nuthall) was won by Guy Plante in Race 1 and Paul Grant in Race 2, with Erik Staes secure in the middle.



Philipp Buhofer and Andy Willis

Mid-race, Willis retired with a gearbox issue having had a fabulous run until that point. First time out this year, Chris Locke ran well in the Classic Team Lotus 32B until the throttle cable broke early in Race 2. Will Nuthall's T53 was repaired courtesy of parts supplied by Thomas Matzelberger. Starting from the back, he carved through the field - third on lap 4; in front on lap 9 and on to the chequered flag. Driver of the Day Awards went to John Spiers (Front Engine) and Thomas Matzelberger (Rear Engine).



Klara Rettenmaier



Klaus Lehr, Guy Plante and Erik Staes



Andy Willis, Philipp Buhofer, Max Blees, Tony Lees, Clinton McCarthy and John Spiers



# OULTON PARK

## GOLD CUP

28 - 30 JULY 2023



Charlie Martin, Justin Maeers, Clinton McCarthy, Eddie Williams, Nick Fennell, Nick Topliss

### CAPACITY GRID FOR THE OULTON PARK GOLD CUP

The Historic Gold Cup Race meeting featured Hampsons auction cars and the sounds of big band jazz from Chequers restaurant. 32 cars participated in qualifying. Unfortunately, the BRM P48, entered by Charles McCabe for Andy Willis, and Arnout Kok's Netuar were withdrawn but this allowed the listed reserves to qualify and race.

In qualifying, Richard Wilson withdrew with water pump failure. Despite Sid Hoole's round trip home to fetch a replacement, the issue persisted – maybe it will be third time lucky in 2024? Coopers initially led the qualifying pace until Sam Wilson secured pole in Clinton McCarthy's Lotus 18. Justin Maeers in his Brabham and Charlie Martin in Paul Waine's Cooper

followed closely. Philipp Buhofer's BRM, Andrea Stortoni's Lotus 18, and John Spiers' Maserati 250F also featured in the top positions. Nick Fennell in the Ron Harris Team F2 car finished 13th. Oliver Nuthall led the Cooper Bristol class in 18th place. New member Syd Fraser qualified 30th with John Gillett completing the grid in his MG K3.

At the start of Race 1 on Saturday, Sam Wilson took the lead from Maeers, Charlie Martin and Rudi Friedrichs. Tony Lees in his Cooper T53 moved up to fifth from the fourth row. Philipp Buhofer claimed 6th and Tom Waterfield secured 7th. John Spiers in the Maserati took 8th, followed by Rod Jolley in 9th and Andrea Stortoni in 10th.



Teifon Salisbury, Julian Ellison, Chris Phillips, John Emery, Elliott Hann



John Gillett and Elliott Hann

## MAEERS RECEIVED THE HISTORIC GOLD CUP WITH CHARLIE MARTIN (SECOND) AND TONY LEES (THIRD) ON THE PODIUM TOO. THE FRONT ENGINE PODIUM FEATURED JOHN SPIERS, GUILLERMO FIERRO, AND OLIVER NUTHALL

The first five laps suggested an easy win for Sam Wilson, who had a lead of over 10 seconds. However, on lap 6, as the cars rounded Lodge corner, Maeers took the lead when Wilson's Lotus experienced a mechanical failure.

John Spiers in his Maserati 250F had an impressive run, engaging in a battle with Rod Jolley's Cooper T53. Guillermo Fierro in the second Maserati 250F joined a four-car train, led by Eddie Williams in Charles Gillett's Cooper T43, with Nick Topliss in the Cooper T53 Lowline, and Graham Adelman in the second BRM 261.

Lap 7 saw Nick Topliss retire to the pits and the race concluded with Maeers winning, followed by Friedrichs, Charlie Martin, and Lees. Philipp Buhofer in the BRM P261-2 secured 5th place. John Spiers topped the Front Engine podium, followed by Fierro and Oliver Nuthall.

Fennell finished ninth behind John Spiers' Maserati and Andrea Stortoni's Lotus 18. Oliver Nuthall won the Cooper Bristol class, just behind Geoff Underwood in the recently re-fettled Cooper T56/59.

The Historic Gold Cup would be awarded on an aggregate of both races. Maeers made it easy by winning both races, but Sunday's was a challenging victory with Charlie Martin back in the repaired Cooper.

As usual, the grid was formed from Race 1's finishing order, placing Nick Topliss at the back with his repaired Cooper Lowline. Martin led at the end of lap one, with Friedrichs retiring after a spin at the Esses. Maeers was second, followed by Tony Lees, Tom Waterfield, and Rod Jolley.

The race became a battle between Martin and Maeers, opening a gap of 16 seconds from third-place Tony Lees. Justin took the lead on lap 6 and secured victory by just under half a second. The top four positions remained unchanged, with Lees on the third step of the podium. Tom Waterfield came home in fourth and Jolley fifth.

On lap 7, Buhofer passed Rod but slipped back to seventh place. John Spiers pulled clear of a three-car dice between Fennell, Fierro and Stortoni. Topliss finished in 16th place after an impressive first lap. Teifion Salisbury in his Lotus 18 and Tania Pilkington in her Cooper T43 both retired.

Maeers received the Historic Gold Cup with Charlie Martin (second) and Tony Lees (third) on the podium too. The Front Engine podium featured John Spiers, Guillermo Fierro, and Oliver Nuthall.

Erik Staes (front) and Syd Fraser (rear) were named Drivers of the Day.



Justin Maeers, Rudi Friedrichs, Charlie Martin, Tony Lees lead the pack



Guillermo Fierro Eleta, Nick Fennell, Andrew Beaumont, Steve Hart, Barry Cannell, Nick Taylor



Nick Taylor, Barry Cannell, Geoff Underwood and Oliver Nuthall



Paul Grant, Erik Staes, Guy Plante, Julian Ellison, Tania Pilkington, John Emery, Chris Phillips and Steve Banham

GERMANY



# NÜRBURGRING

## 50<sup>TH</sup> OLD-TIMER GRAND PRIX

11 - 13 AUGUST 2023



Rudi Friedrichs, Michel Kuiper, Mark Shaw and the rest of the field

### A WEEKEND OF RACING TRIUMPHS AND CHALLENGES

It hasn't been easy in recent years with the changing ownership and management of the circuit, but we're delighted that this historic race meeting has reached the grand old age of 50. We were pleased to join Hubertus von Dönhoff with our Grand Prix cars and his '50s Sports and GT cars in the Eifel mountains.

The Welcome Centre – probably the best arrival point in our season – was full of smiles and pink fizz, very welcome after a long drive. All four track sessions were dry and the Rettenmaier family's convivial evening of drinks and nibbles in the Old Paddock was a great start to the weekend.

Bertie Gilbert-Smith was on hand from early Thursday morning safety scrutineering the cars which we are always grateful for.

Will Nuthall missed Friday's qualifying owing to a gearbox failure, requiring the IN Racing boys to replace it. He was allowed to start from the back of the grid having qualified in another race.

Several drivers faced challenges during qualifying: Streminski, Nuthall, McGuire, and Rebeca Rettenmaier encountered difficulties setting the required one-lap time. All except Rettenmaier (who suffered a terminal magneto failure) would start from the back of the grid along with Nuthall. Despite her setback, Rebeca Rettenmaier found a silver lining as her father, Josef, allowed her to take the 250F Piccolo out for the 50th Anniversary demonstration, turning disappointment into an enjoyable experience.



Eddie McGuire, Brad Baker and Rod Jolley



Erik Staes, Mark Daniell, Brad Baker, Josef Rettenmaier and Geraint Owen





Geraint Owen, Erik Staes, Josef Rettenmaier and Brad Baker



Richard Wilson, Alex Morton, John Spiers

## WE WERE PLEASED TO JOIN HUBERTUS VON DÖNHOF WITH OUR GRAND PRIX CARS AND HIS '50S SPORTS AND GT CARS IN THE EIFEL MOUNTAINS FOR THE 50TH ANNIVERSARY MEETING

Adding to the camaraderie, Brad Baker (participating in his first race with the HGPCA in a recently acquired Maserati 250F) lent his Maserati to friend, Pedro Capelli, for the demonstration. The sense of community and shared passion for historic racing was palpable throughout the weekend.

Hubertus hosted a delightful drinks and nibbles party in a marquee behind the garages, providing an opportunity for participants to unwind after their qualifying sessions.

An impressive field of 18 cars took to the track for the front engine race on Saturday. Despite the vast expanse of the Nürburgring, the race featured exciting duels among the participants. A Cooper Bristol battle unfolded between Ian Nuthall, Guy Plante, and Paul Grant, with Paul ultimately finishing ahead of his competitors. Erik Staes experienced an unfortunate spin, colliding with Chris Phillips, leading to his retirement. IN Racing successfully repaired Chris's car for the combined race on Sunday.

In a surprising turn of events, Jakob Rettenmaier's Alta suffered an engine failure during the session, prompting his withdrawal from the race. Attempts to substitute a T-car were thwarted by a new regulation from DMSB, emphasizing the need for strategic planning in future races.

Uli Bäurle was a last-minute confirmed entry with his Maserati 6CM. Son, Simon, worked late into the evening to complete the fitting of necessary safety equipment in time for qualifying.

Mark Shaw emerged victorious in the Scarab, leading from start to finish and claiming a well-deserved spot on the podium ahead of John Spiers and Josef Rettenmaier. The event poster featured the exact car Josef was racing – a complete co-incidence apparently - added an amusing twist to the awards ceremony.

The rear engine race, initially declared 'wet' due to an expected storm, proceeded under dry conditions. Mark Shaw secured a double triumph, winning in his Lotus 21. Will Nuthall, climbing from last to nearly first, was second and Philipp Buhofer third.

Sunday's race, formed from the qualifying results, saw Rudi Friedrichs leading Michel Kuiper, Mark Shaw and Philipp Buhofer to a rolling start ahead of 27 other cars. The race unfolded smoothly, with multiple dices and exciting moments throughout. Will Nuthall secured the win, with Mark Shaw and Michel Kuiper completing the podium.

Front Engine podium places went to John Spiers, Geraint Owen, and Josef Rettenmaier, with Owen earning the coveted Driver of the Day award.

Despite challenges and unexpected twists, the Oldtimer Grand Prix once again showcased the resilience and passion of historic racing enthusiasts, of which the HGPCA is appreciative. The camaraderie and thrilling races made for an unforgettable weekend.



Rudi Friedrichs leads the rest of the grid



# SILVERSTONE FESTIVAL

25 - 27 AUGUST 2023



*Teifion Salisbury, John Clark, John Emery, Arnout Kok and a spinning Nick Topliss*

## A JUBILANT CELEBRATION

HGPCA grids took centre stage in marking the 75th Anniversary of Grand Prix at Silverstone - one of many anniversaries during the weekend - with an impressive gathering of over 60 cars for the three HGPCA races.

Three BRM P261s shared the grid - Graham Adelman's 261-5, Phillip Buhofer's 261-2, and Stephan Jöbstl's 261-7, the latter recently acquired from former HGPCA President, Richard Attwood. 261-7, was raced by Jackie Stewart to victories in the Italian Grand Prix in 1965 and the Monaco Grand Prix in 1966.

In a single qualifying session on Friday, the Giorgio Marchi-owned Cooper, piloted by Will Nuthall, led a Cooper top three. Charlie Martin, in Paul Waine's car, secured second place, while

Rudi Friedrichs claimed the third spot. Andrew Beaumont's Lotus 18 interrupted the T53 dominance by clinching fourth place, with Nick Fennell in the Lotus 25 at fifth and Andy Willis in the Jöbstl BRM securing the sixth position. The 2.5 Litre Pre '61 class took five spots in the top ten. Tony Lees, in his Cooper T53, claimed seventh, and Clinton McCarthy's Lotus 18 in tenth. Tim Child in his Braham BT3/4 held the eighth position, and Richard Wilson in his Cooper T60 finished ninth.

Among the front engine cars, John Spiers was fastest in his ex-Behra Maserati 250F. Eddie McGuire's Scarab and Rod Jolley's Lister Monza completed the top three front engine runners after Geraint Owen withdrew the Kurtis 500C due to a starter



*Tony Smith and Paul Griffin*



*Mark Shaw and John Spiers*

## HGPCA GRIDS TOOK CENTRE STAGE IN MARKING THE 75<sup>TH</sup> ANNIVERSARY OF GRAND PRIX AT SILVERSTONE - ONE OF MANY ANNIVERSARIES DURING THE WEEKEND



Peter Greenfield, Barry Cannell, Russell McCarthy and Thomas Matzelberger

ring gear issue. Mark Gillies in the ERA R3A, Ian Nuthall in his Cooper Bristol, and Peter Greenfield in his Alfa Romeo Alfetta 158 led their respective classes.

Rod Jolley was one of four drivers qualifying two cars each in the session; his second car being Tim Ross's Cooper T53. Mark Shaw, Graham Adelman, and Guy Plante also raced their rear engine entries in the combined grid on Saturday. John Clark and Luc Brandts, who didn't qualify, started from the back of the grid for Saturday's race.

Saturday's Pre'66 Grand Prix Cars race began with rain. Unfortunately, Andrew Beaumont couldn't start due to concussion precautions following an accident in the Formula Junior race and James Hagan faced engine failure, making him a non-starter. However, he would replace the 2.5-litre engine with its 1.5-litre alternative for Sunday's race.

The slippery conditions saw numerous changes in the order - Nuthall in the Cooper took the lead from Martin and, with the second row gone, Willis' BRM emerged in third, followed by Child, Fennell, and Wilson.

Luc Brandts sadly retired the Talbot Lago but there was compensation... the car was awarded 'best in show' at a presentation in the paddock. Guy Plante faced issues with his Cooper T45 dropping out of gear resulting in his retirement after several hairy moments!

It became challenging to know where to focus as the cars grouped together in individual battles. Fennell passed Child on lap six, while Wilson defended his position as a Cooper chain closed in. On lap seven, Nuthall headed into the pits, handing the lead to Martin, a position he retained. Shaw gained fourth place,



John Emery, Chris Phillips and Clinton McCarthy



Will Nuthall

Jolley fifth and McGuire, despite dropping to 20th overall, retained his class win and second position on the front engine podium.

Sunday's 75th Anniversary Trophy race looked wet but, thankfully, the rain stopped before the start. John Spiers' 250F led from the start but dropped to 12th on some wet track letting Rod's Lister Jaguar take the lead with Klaus Lehr, Eddie McGuire, Tony Smith and Graham Adelman behind. Mark Shaw, having qualified in his rear engine Lotus, had to start from the back but a remarkable drive took him into the lead on the last lap. Spiers had recovered by lap 5 to finish second with Jolley in third. Five pre-War cars were entered: Stephan Rettenmaier's 8CM, Michael Birch's 4CM, Julia de Baldanza's Alta, Peter Greenfield's Alfetta and the non-starter, Luc Brandts in his Talbot Lago. Rod Jolley was awarded Front Engine Driver of the Day for his performance in the Lister.

Thirty-five cars started on a dry track for the last of three HGPCA races over the weekend. An interesting back of the grid included Will Nuthall driving Guy Plante's Cooper Bristol and Sam Wilson (replacing Tony Lees who was feeling unwell). Charlie Martin led the field with Tim Child on his heels and Nick Fennell close behind. Andy Willis was called into the pits to have the roll bar locked into place giving fourth to Mark Shaw's Lotus.

Despite the engine change, James Hagan's Lotus was still playing up, pitting on the formation lap and retiring on lap 4. Wilson was up to fifth by lap 3 and third by lap 6. The Shaw/Fennell battle was won by Nick. A race long Cooper tussle between Tom Waterfield in Tim Ross's T43 and Geoff Underwood resolved in Tom's favour on the final lap and he was awarded Rear Engine Driver of the Day.



Klaus Lehr, Ingo Strolz, Tony Smith, Ian Nuthall and Paul Griffin

BELGIUM



# SPA

## SIX HOUR MEETING

27 - 29 SEPTEMBER 2023



Michael Gans, Justin Maers and Tim Child

### 30 YEARS OF THE SPA SIX HOURS

The Spa Francorchamps circuit set in the Ardennes Forest is steeped in motor racing history. La Source, Eau Rouge, Stavelot and Blanchimont are so evocative and it's a favourite track for very many racers. A new race timetable was in place for 2023 from Thursday and culminating on Saturday evening with the Six Hour Race. Sunday was to be a family day of parades and demonstration runs with a large gathering of pre-War cars.

The HGPCA qualifying session turned into a contest between Charlie Martin and Rudi Friedrichs in their Cooper T53s. Rudi secured the pole position, Charlie in second place and Michael Gans taking third in his Cooper T79. Justin Maers' T53 qualified fourth, followed by Tim Child's Brabham.

In the lineup behind, Andy Middlehurst, driving John Bowers' championship-winning Lotus 25, claimed sixth place. Philipp Buhofer was seventh and the first front engine runner, Mark Shaw, in his Scarab Offenhauser, took eighth. The top 10 was completed by Tom Dark and Tony Lees in Cooper T51 and T53, respectively.

Chris Locke qualified in 11th but faced an issue with his Lotus 32B that couldn't be fixed at the circuit. He was able to substitute his Lotus 27 Formula Junior from the Classic Team Lotus truck, starting from the back of the grid in the Invitation class.

In class 10a, James Hagan led with the 1500cc unit in his Lotus 18, followed by Nick Taylor and Erik Staes in his Lotus 18/21.



Stephen Banham



Ian Nuthall and Paul Grant

A NEW RACE TIMETABLE WAS IN PLACE FOR 2023 FROM THURSDAY AND CULMINATING ON SATURDAY EVENING WITH THE SIX HOUR RACE. SUNDAY WAS TO BE A FAMILY DAY OF PARADES AND DEMONSTRATION RUNS WITH A LARGE GATHERING OF PRE-WAR CARS.

Simon Hope, Elliott Hann and Chris Phillips



Markus Neisius, John Spiers, Hans Ciers and Ingo Strolz



Stuart Jones, Nick Taylor and Stephen Banham



Ian Nuthall led the Cooper Bristol entries. In the Front Engine classes, John Spiers took second place as Maserati 250F numbers diminished due to Klaus Lehr's non-starter status, his 250F suffering a broken cam follower. On his HGPCA debut, Stuart Jones led class 7c in Syd Fraser's T43, followed by Stephen Banham and Hans Ciers. Stephan Rettenmaier led the pre-War class in his 8CM.

Race 1 on Friday unfolded amid the typical Spa climate variations. Ingo Strolz encountered issues before the rolling start due to new but incorrect tyres leading to his retirement. Friedrichs took an early lead with Gans and Martin in pursuit. Justin Maeers, following Rudi closely, secured third place when Charlie retired on the second lap, with Tim Child closing in.

John Spiers led the front engined group and Rod Jolley, recovering from qualifying issues, progressed through the pack. Mark Shaw claimed the front engined lead on lap four. James Hagan and Thomas Matzelberger enjoyed a close tussle throughout the race. Sporadic showers created uncertainty, turning the track slippery. Rudi slipped down to fourth place, handing the lead to Gans but Tim climbed into the position on lap 10 and, despite a 5 second penalty for exceeding track limits, won the race – his first in a historic grand prix car.

Race 2 on Saturday dawned with fog across the Spa hillside setting the stage for the HGPCA second race. Gearbox troubles prevented Rudi Friedrichs from leaving the pit lane, and Stuart Jones had issues, denying him a second race appearance. Attrition was high, with Philipp Buhofer and Elliott Hann retiring early too.

Tim Child led initially but, battling a worsening misfire, lost ground to Michael Gans and Justin Maeers. Andy Middlehurst was to secure the final podium place on lap 8. Mechanical issues plagued competitors including Chris Phillips and Simon Hope. Mark Shaw's run ended due to a spark plug explosion - allowing John Spiers to head the front engined runners - with Ingo Strolz entering the top 10.

Michael Gans secured victory, closely followed by Maeers and Middlehurst. Tim Child, despite his misfire, finished fourth, and Tony Lees secured fifth place. Rod Jolley sixth, with John Spiers, first of the front engined cars and Ian Nuthall and Paul Grant second and third in their Cooper Bristols. Rear Engine Driver of the Day was awarded to Andy Middlehurst and Front Engine to Stephan Rettenmaier.

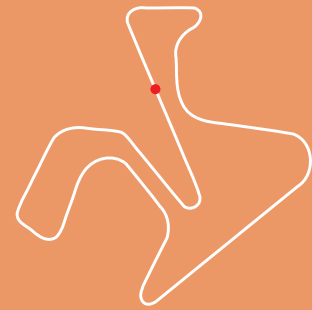
SPAIN



# JEREZ

## HISTORIC FESTIVAL

21 - 22 OCTOBER 2023



*Justin Maeers, Rudi Friedrichs, Tony Lees, Tim Child, Mark Shaw and Rod Jolley*

### THE IBERIAN DOUBLE HEADER

The HGPCA's end-of-season 'double header' in Spain and Portugal is often accompanied with hopes for better weather than at home. The events brought some beautiful, sunny days, sandwiched between chaotic moments.

Ed and Lesley Perk's Iberian adventure faced an unexpected twist, not from the weather but due to fuel injector issues in their camper. Getting parts and language difficulties forced them to abandon their racing plans, missing Jerez entirely and opting for a return trip to Santander and home.

La Cueva Park, the chosen hotel for most members in Jerez, encountered water issues, even the coffee missing from breakfast. Additionally, power outages hit the rooms. The weather at the track on Sunday was brutal, surpassing the declared wet race.

Working with Jesús Pozo and Escuderia Targa Iberia is always a pleasure. Valuable information ahead of the weekend was appreciated. Friday testing saw two unfortunate mechanical breakdowns - Richard Wilson with a rod through his Cooper T60's engine and Klara Rettenmaier with a broken rear axle on the family A6GCM.

New member, Jean de Mestral, showcasing a Cooper T51 with an intriguing history - having originally been exported to Hong Kong with a chassis plate from an F2 school car to avoid purchase tax - the T51 faced a crown wheel and pinion break during testing, swiftly replaced by Hawker Racing.

A well-received Drivers' Briefing on Saturday morning lacked the translating talents of Guillermo Fierro due to work commitments, making the steward's excellent English-speaking skills all the more valuable.



*Klaus Lehr, Dan Collins and Tony Ditheridge*



*Max Smith-Hilliard and Jean De Mestral*

## JAKOB RETTENMAIER TOOK THE WHEEL OF THE DARK BLUE EX-WORKS 250F PICCOLO, FAMOUS FOR FINISHING 4TH IN THE 1957 ITALIAN GRAND PRIX AT MONZA WITH MASTEN GREGORY



Saturday's qualifying session saw thirty cars hitting the track – eight of them front engined cars. Jakob Rettenmaier took the wheel of the dark blue ex-works 250F Piccolo, famous for finishing 4th in the 1957 Italian Grand Prix at Monza with Masten Gregory.

Unfortunately, Jakob's experience with the car was marred by magneto issues, preventing him from completing a lap. The dedicated German team managed to repair the car in time for the race. The recently installed kerbs at Jerez were described as rather unforgiving, possibly influencing the drivers to stay within bounds and no track limits were encountered during qualifying. James Hagan's Lotus was misfiring and Dan Collins ran out of fuel during the session. Fortunately, both drivers safely pulled off the track.

Saturday's Race 1 unfolded under dry and sunny conditions. Chris Locke started from the pit lane and Tony Ditheridge's race ended prematurely. Early in the race, Stephen Banham spun, leaving his Cooper stranded in the gravel on the first lap. Shortly afterwards, Jakob Rettenmaier lost power and stopped on the circuit. Waved yellow flags and Safety Car boards were deployed but John Spiers spun and collided with Jakob's stationary 250F. Stephan Rettenmaier also spun while navigating the incident but managed to continue safely.

The incident caused the Piccolo's fuel tank to break, leading to fuel leakage onto the track. Jakob promptly exited the car and checked on Spiers' well-being. The race was red-flagged, and the Safety Car directed the grid into the pit lane. After a restart with 16.45 minutes remaining, Philipp Buhofer spun but continued. Unfortunately, Charles McCabe and Geoff Underwood retired to the pits. Despite the challenges, 24 cars crossed the finish line out of the initially slated 30 starters.



Before the start of Sunday's Race 2 was an F1-style 'Pit Walkabout' - the HGPCA grid was the star attraction of the event. The unexpected wet conditions gave rise to two green flag laps for the 26 cars on the grid (with Graham Adelman starting from the pit lane). Despite several spins, there were no major incidents. All but two cars successfully crossed the finish line. A notable observation was that some cars on the track lacked working LED rain lights, either not switched on or poorly visible due to being hidden underneath bodywork. The HGPCA emphasised the importance of ensuring the functionality and visibility of rain lights for safety reasons. Drivers were encouraged to personally check or consult their teams to address any issues before the next season begins.

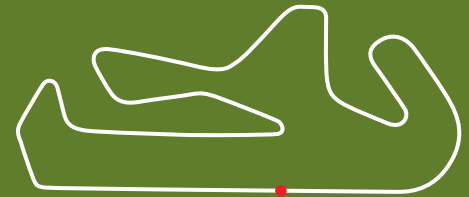


PORTUGAL



# ALGARVE CLASSIC FESTIVAL

27 - 29 OCTOBER 2023



*Tim Child, Rudi Friedrichs, Rod Jolley,  
Philipp Buhofer, Mark Shaw,  
Michel Kuiper and Nick Topliss*

## HERE COMES THE SUN....

Some competitors, seeking calmer conditions, headed direct to Portimão for rest and repairs. Those with plans for trips to Spanish cities Cordoba, Seville and Cadiz encountered the aftermath of Storm Bernard, marked by debris, fallen trees and damaged street furniture but the weather calmed and the sun came out at last.

The administration in Portugal contrasted unfavourably with the comprehensive final instructions circulated for the Spanish event. We had no notification about signing on or Drivers' Briefing in advance of arrival. Fortunately, the HGPCA WhatsApp group, embraced by the majority of drivers and teams, served as an efficient means to stay updated on all event-related information.

Thursday afternoon offered testing sessions shared between HGPCA cars and Formula Juniors. The Drivers' Briefing proved chaotic with the clerk lacking knowledge about start

procedures, several ISC regulations including speeds during a Full Course Yellow period. A formal complaint was lodged with Paulo Pinheiro prompting Chief Steward Mario Manso (familiar from Jerez) to issue a printed detailed response which was handed to all drivers.

Eddy and Lesley Perk lacked confidence in the camper's reliability for the round trip to Portimão so headed home. Christian Dumolin was a no-show and Fritz Burkard had withdrawn. Chris Locke's unrepairable Lotus 32B led to a car swap, enabling his Formula Junior to participate in the Invitation class. Qualifying saw 29 cars streaming onto the dry track.

Joaquin Folch and Michel Kuiper lost their best lap times for speeding in the pit lane and Tom Dark's leaking Cooper faced a black flag. Despite this, he secured 15th for Race 1. The top four cars: Tim Child, Michael Gans, Rudi Friedrichs and Justin Maers ended the session within a second of each other.



**THE EXCITEMENT CLIMAXED AT RACE CONTROL WITH A THRILLING PHOTO FINISH BETWEEN RUDI FRIEDRICHS AND JUSTIN MAEERS - THE LATTER SECURING SECOND PLACE BY A MERE 0.011 SECONDS.**

Rod Jolley's weekend fettling paid off, securing sixth in Tim Ross's T53. However Tony Lees, attempting a clutch fix, faced challenges. Sharing a garage with Hawker Racing proved fortuitous and overnight efforts by the team with kit from Classic Team Lotus had the clutch replaced and Tony back on the track.

Sid Hoole, Tom Dark and Tony Ditheridge withdrew their cars after qualifying so, with the addition of Chris Locke's FJ, 27 cars started Saturday's Race 1. Tony Lees retired on the first lap due to a gear selector issue. Nick Topliss's engine cut out and Barry Cannell's Cooper suffered rear suspension failure. The safety car deployment for recovery mandated an 80kph speed limit but reports indicated two drivers disregarded it.

At the restart, Michael Gans span on the approach to the start/finish straight - luckily everyone managed to take avoiding action.

Post race, Dan Longmore, Tricks and Ben Maeers crafted a new gear selector shaft for Tony Lees's Cooper.

Despite a very wet start on Sunday, with several races starting behind a safety car, the rain had stopped before our Race 2. There were a few more withdrawals but it was a clean race with 20 runners.

The excitement climaxed at Race Control with a thrilling photo finish between Rudi Friedrichs and Justin Maeers - the latter securing second place by a mere 0.011 seconds.

Special thanks were extended to the HGPCA Team, including scrutineer Bertie Gilbert-Smith, DSOs Ted Rollason and Chris Wilson, photographer Vero Strucelj and Tim and Donna for managing the refreshments from the UK. Cheers to a successful 2024 racing season!



John Romano, Nick Topliss, Sid Hoole, Tony Lees and James Hagan



Rod Jolley and Michel Kuiper



Mark Shaw, Michel Kuiper, Rod Jolley



Philippe Bonny and Geoff Underwood



Dan Collins and Klaus Lehr

# THE 2023 AWARDS CEREMONY



Once again, the HGPCA is grateful to Member, John Clark, for facilitating our Annual Lunch and Prizegiving at the Royal Automobile Club where President, Clive Chapman presented the Class Awards

All photos by Janey McGill



Pre-War Classes Stephan Rettenmaier, winner of the Pre-War classes; 3rd placed Rebeca Rettenmaier who also collected father Josef's Entrant's Award. Second in class goes to Australian John Gillett



Class 5 - 1952/53 2 litre Grand Prix Cars Left to Right: Erik Staes - third, Ian Nuthall - second, with class winner Paul Grant (all Cooper Bristol's) show off their leather luggage awards with the appropriate gold, silver or bronze metal engraved tags.



Class 6 - 1954-'58 Grand Prix Cars Left to Right: third-placed Simon Hope in the first season with his newly-acquired car; Steve Hart collecting Klaus Lehr's award for second place and winner John Spiers. (All Maserati 250F)



Class 7a - Pre 1961 Front Engine Grand Prix Cars Three winners were awarded equal first in class 7a. Pictured above: Preparer Dan Longmore collecting Max Smith-Hilliard's award (Lotus 16); Jo Greenwood received Tony Smith's (Ferrari). Joaquin Folch (Lotus 16) couldn't be at the lunch to receive his award.



Class 8 - Formula Libre, Indianapolis and Intercontinental Cars Pictured left: Eddie McGuire (Scarab) took third place with class winner Mark Shaw (Scarab Offenhauser) and Rod Jolley second place in his Lister Jaguar Monza GP.



Class 7b - Pre 1961 Grand Prix Cars Left to Right: Second place in 7b went to Rudi Friedrichs; Class Winner was Tony Lees and in third place Will Nuthall in Giorgio Marchi's car (All Cooper T53)



Class 7c - Pre 1961 Formula 2 Cars under 2 litres  
Left to Right: Second placed Hans Ciers with class winner Steve Banham. Third place is awarded to new member, Simon 'Syd' Fraser. (All Cooper T45)



Class 9 - Pre 1961 Grand Prix/Formula 2 cars under 2 litres  
Left to Right: Tom Waterfield (third) with entrant Tim Ross; Peter Russell collects Tony Ditheridge's second place award. Class winner Barry Cannell celebrating a successful season in his T51



Class 10a - Pre 1966 1.5 litre 4 Cylinder Formula 1 cars  
Left to Right: Alex Morton (Lotus 21) with his second place award and Mark Shaw, Class Winner in his Lotus 21. Third placed James Hagan (Lotus 18) wasn't able to join everyone for the lunch.



Class 10b - Pre 1966 Formula 1 cars and 1964/66 F2 cars  
Left to Right: Second placed Tom de Gres (Brabham BT14) and class winner Geoff Underwood (Cooper T56/59). Third went to Arnout Kok (Netaur) who had already left to catch a train!



Class 12 - Pre 1966 Tasman and Intercontinental cars  
Left to Right: Third Placed Rod Jolley (in Tim Ross' T53); Class Winner Justin Maeers (Brabham BT11A & Cooper T53); and in second place, Tim Child (Brabham BT3/4)












Peter Horsman presents Stella Jackson with an Honorary Membership on the occasion of her retirement

Class 11 - Pre 1966 1.5 litre Multi-Cylinder Formula 1 cars  
First: Philipp Buhofer (BRM P261); 2nd: Sid Hoole (Cooper T66) Third: Charles McCabe (BRM P57). Sid received his award in person but sadly we don't have a photo!



Pictured Clockwise from Top Left:  
Peter Horsman presents the Chairman's Cup to Andrew Beaumont;  
Stephan Rettenmaier with the Nuvolari Trophy;  
John Spiers and Paul Grant share the Ascari Trophy;  
Steve and Bev Banham with the Jack Brabham Trophy;  
Bertie Gilbert-Smith presents the Alan Putt Trophy to Andy Willis of Hall & Hall

<b>Donington Masters Historic</b> Donington Park Circuit, United Kingdom 7 & 8 April 2023	<b>Front Engine:</b> Driver Mark Shaw Geraint Owen Rod Jolley <b>Rear Engine:</b> Justin Maeers Tim Child Michel Kuiper <b>Car</b> Scarab Offenhauser Kurtis 500C Lister Jaguar Monza GP Brabham BT11A Brabham BT3/4 Brabham BT4	<b>Class Winners:</b> Oliver Nuthall (Cooper Bristol MkII), Sion Hope (Maserati 250F), Tony Smith (Ferrari 246 Dino), Mark Shaw (Scarab Offenhauser), Tony Lees (Cooper T53), Elliott Hann (Cooper T41), Barry Cannell (Cooper T51), Mark Shaw (Lotus 21), Arnout Kok (Netaur), Philipp Buhofer (BRM P261-2), Justin Maeers (Brabham BT11A)	<b>Driver of the Day</b> <b>Front Engine</b> Oliver Nuthall <b>Rear Engine</b> James Hagan 
<b>Grand Prix De L'Age D'Or</b> Dijon-Prenois Circuit, France 2 - 4 June 2023	<b>Front Engine:</b> Driver Guillermo Fierro Josef Rettenmaier John Spiers <b>Rear Engine:</b> Will Nuthall Justin Maeers Andrew Beaumont <b>Car</b> Maserati 250F Maserati 250F Piccolo Maserati 250F Giorgio Marchi's Cooper T53 Brabham BT11A Lotus 18	<b>Class Winners:</b> Ian Nuthall (Cooper Bristol MkII), Guillermo Fierro (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), Stephen Banham (Cooper T45), Barry Cannell (Cooper T51), Eddy Perk (Heron F1), Tom De Gres (Brabham BT14), Philipp Buhofer (BRM P261-2), Justin Maeers (Brabham BT11A)	<b>Driver of the Day</b> <b>Front Engine</b> Guillermo Fierro <b>Rear Engine</b> Tony Lees 
<b>Zandvoort Historic Grand Prix</b> Zandvoort, The Netherlands 16 - 17 July 2023	<b>Front Engine:</b> Driver John Spiers Ian Nuthall Paul Grant <b>Rear Engine:</b> Will Nuthall Michel Kuiper Mark Shaw <b>Car</b> Maserati 250F Cooper Bristol MkII Cooper Bristol MkII Giorgio Marchi's Cooper T53 Brabham BT4 Lotus 21	<b>Class Winners:</b> Ian Nuthall (Cooper Bristol MkII), John Spiers (Maserati 250F), Will Nuthall (Giorgio Marchi's Cooper T53), hans Ciers (Cooper T45), Tony Ditheridge (Cooper T45), Mark Shaw (Lotus 21), Tom De Gres (Brabham BT14), Philipp Buhofer (BRM P261-2), Michel Kuiper (Brabham BT4)	<b>Driver of the Day</b> <b>Front Engine</b> John Spiers <b>Rear Engine</b> Thomas Matzelberger 
<b>Oulton Park Gold Cup</b> Oulton Park, United Kingdom 28 - 30 July 2023	<b>Front Engine:</b> Driver John Spiers Guillermo Fierro Oliver Nuthall <b>Rear Engine:</b> Justin Maeers Charlie Martin Tony Lees Andy Middlehurst <b>Car</b> Maserati 250F Maserati 250F Cooper Bristol MkII Brabham BT11A Paul Waine's Cooper T53 Cooper T53 John Bowers' Lotus 25 R4	<b>Class Winners:</b> Erik Staes (Cooper Bristol MkII), Geraint Owen (Kurtis 500C), Charlie Martin (Paul Waine's Cooper T53), Cliff Gray (Cooper T43), Mark Daniell (Cooper T45), Alex Morton (Lotus 21), Andy Middlehurst (John Bowers' Lotus 25 R4), Justin Maeers (Cooper T53)	<b>Driver of the Day</b> <b>Front Engine</b> Geraint Owen <b>Rear Engine</b> Sam Wilson 
<b>Oldtimer Grand Prix</b> Nurburgring, Germany 13 - 15 August 2023	<b>Front Engine:</b> Driver John Spiers Geraint Owen Josef Rettenmaier <b>Rear Engine:</b> Will Nuthall Mark Shaw Michel Kuiper <b>Car</b> Maserati 250F Kurtis 500C Maserati 250F Lotus 21 Brabham BT4	<b>Class Winners:</b> John Gillett (MG K3), Uli Baurle (Maserati 6CM), Ian Nuthall (Cooper Bristol MkII), John Spiers (Maserati 250F), Geraint Owen (Kurtis 500C), Will Nuthall (Giorgio Marchi's Cooper T53), Stephen Banham (Cooper T45), Mark Daniell (Cooper T45), Mark Shaw (Lotus 21), Sid Hoole (Cooper T66), Michel Kuiper (Brabham BT4)	<b>Driver of the Day</b> <b>Front Engine</b> Geraint Owen <b>Rear Engine</b> Mark Daniell 
<b>Silverstone Festival</b> Silverstone Historic Grand Prix Circuit, United Kingdom 25 - 27 August 2023	<b>Front Engine:</b> Driver Mark Shaw John Spiers Rod Jolley <b>Rear Engine:</b> Charlie Martin Tim Child Sam Wilson <b>Pre 1966 Front Engine:</b> John Spiers Eddie McGuire Ian Nuthall <b>Pre 1966 Rear Engine:</b> Charlie Martin Nick Fennell Tim Child <b>Car</b> Scarab Offenhauser Maserati 250F Lister Jaguar Monza GP Paul Waine's Cooper T53 Brabham BT3/4 Tony Lees' Cooper T53 Maserati 250F Scarab Cooper Bristol MkII Paul Waine's Cooper T53 Lotus 25 Brabham BT3/4	<b>Class Winners:</b> Ian Nuthall (Cooper Bristol MkII), Klaus Lehr (Maserati 250F), Andrew Haddon (Julian Bronson's Scarab Offenhauser), Will Nuthall (Giorgio Marchi's Cooper T53), Tom Waterfield (Tim Ross's Cooper T41), Mark Daniell (Cooper T45), Andy Middlehurst (John Bowers' Lotus 25 R4), Michael Gans (Cooper T79)	<b>Driver of the Day</b> <b>Front Engine</b> Rod Jolley <b>Rear Engine</b> Tom Waterfield 
<b>Spa Six Hours Meeting</b> Spa-Francorchamps Circuit, Belgium 28 - 30 September 2023	<b>Front Engine:</b> Driver JJohn Spiers Ian Nuthall Paul Grant <b>Rear Engine:</b> Michael Gans Justin Maeers Andy Middlehurst <b>Car</b> Maserati 250F Cooper Bristol MkII Cooper Bristol MkII Cooper T79 Cooper T53 John Bowers' Lotus 25 R4	<b>Class Winners:</b> Stephan Rettenmaier (Maserati 8CM), Markus Niesius (Maserati 6CM), Ian Nuthall (Cooper Bristol MkII), John Spiers (Maserati 250F), Tony Lees (Cooper T53), Hans Ciers (Cooper T445), Erik Staes (Lotus 18/21), Andy Middlehurst (John Bowers' Lotus 25 R4), Michael Gans (Cooper T79)	<b>Driver of the Day</b> <b>Front Engine</b> Stephan Rettenmaier <b>Rear Engine</b> Andy Middlehurst 
<b>Jerez Historic Festival</b> Circuito de Jerez - Angel Nieto, Spain 21 & 22 October 2023	<b>Front Engine:</b> Driver Joaquin Folch-Rusinol Klaus Lehr Simon Hope <b>Rear Engine:</b> Rudi Friedrichs Tim Child Tony Lees <b>Car</b> Lotus 16 Maserati 250F Maserati 250F Cooper T53 Brabham BT3/4 Cooper T53	<b>Class Winners:</b> Klaus Lehr (Maserati 250F), Joaquin Folch-Rusinol (Lotus 16), Rudi Friedrichs (Cooper T53), Stephen Banham (Cooper T45), Barry Cannell (Cooper T51), Mark Shaw (Lotus 21), Geoff Underwood (Cooper T56/59), Sid Hoole (Cooper T66), Tim Child (Brabham BT3/4)	<b>Driver of the Day</b> <b>Front Engine</b> Joaquin Folch-Rusinol <b>Rear Engine</b> Jean De Mestral 
<b>Algarve Classic Festival</b> Autodromo Internacional do Algarve, Portugal 27 - 29 October 2023	<b>Front Engine:</b> Driver Max Smith-Hilliard Joaquin Folch-Rusinol Klaus Lehr <b>Rear Engine:</b> Rudi Friedrichs Justin Maeers Tim Child <b>Car</b> Lotus 16 Lotus 16 Maserati 250F Cooper T53 Cooper T53 Brabham BT3/4	<b>Class Winners:</b> Klaus Lehr (Maserati 250F), Max Smith-Hilliard (Lotus 16), Rudi Friedrichs (Cooper T53), Stephen Banham (Cooper T45), Mark Shaw (Lotus 21), Geoff Underwood (Cooper T56/59), Charles McCabe (BRM P578-3), Justin Maeers (Cooper T53)	<b>Driver of the Day</b> <b>Front Engine</b> Max Smith-Hilliard <b>Rear Engine</b> Tony Lees 



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# IN THE PADDOCKS

Narrative Media's Graeme Webb went along to take photos of the on track activities at the HGPCA's UK events but he also captured some of the camaraderie of the Members, drivers, their teams, friends and mascots behind the scenes



Left to right: Eddie McGuire's Scarab in the grid line up at Silverstone Classic; Erik Staes; Klaus Lehr; Tony Smith



Left to right: Lindsey Warren and Sue Hoole in the Red Truck; Lindsey and Tony Lees; Tom Smith with Mark Shaw's Lotus; Ian Nuthall



Left to right: Monkey enthusiast; Harvey Sykes; Tony Smith and Lindsey

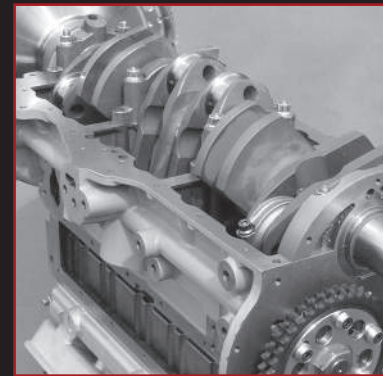
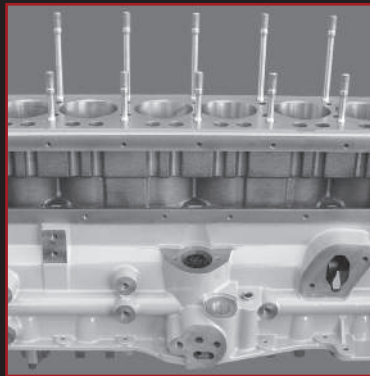
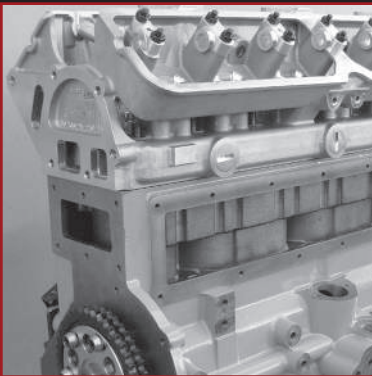


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# IN THE PADDOCKS

Off the track, we share some of the scenes from the beating heart of motorsport—the paddock. It's here, where mechanics toil with meticulous precision, drivers steal their nerves, and enthusiasts share in the passion we have for our sport.



Left to right: Lindsey Warren and Arnouk Kok; Alex Morton; Justin Maeers' Cooper with podium: Tim Child (2nd), Justin (winner) and Michel Kuiper (3rd); John Spiers



Left to right: Hawker racing cars line up - John Emery's Brabham, Barry Cannell's Brabham, Steve Banham's Cooper; dashboard of John Spiers' Maserati 250F; Tony Wood in the Maserati TecMec; Andrew Haddon in Julian Bronson's Scarab.



Left to right: Tim Child, Justin Maeers and Michel Kuiper on the podium at Masters Donington; Michael Birch and Gareth Burnett with Michael's Connaught; Will Nuthall.



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## THE LEGEND THAT IS MARTIN GRANT-PETERKIN

**Richard** Tell me about your earlier life and your influences.

**Martin** I was born within the sound of Brands Hatch in 1942. When I left school, I hadn't a clue what I should do for a career. My father proposed I join the army and I received a commission in the Royal Scots Greys. I was posted around the world – Aiden, Bahrain and Germany. Cyprus was a stand-out for me, it was fantastic. Two tours to Northern Ireland during the 'troubles' helped to balance that out!

When I was commissioned, my father gave me the family Mini as a run around. After a short while, I swapped it for a Bentley Speed Six. In those days, they were roughly the same value.

The Bentley wasn't in great condition, but it drove well. I then joined both the Bentley Driver's Club and the Vintage Sports Car Club and have remained a member of both for 60 years.

**Richard** Where did your influences around motorsport come from?

**Martin** My father contracted tuberculosis during the war and it made sense for us to de-camp from Kent to the family home in the north of Scotland for him to recover.

It was there I met Ray Fielding, a local garage owner and a great family friend,

who competed in the RAC Hillclimb Championship. Ray introduced me to Douglas Doune who had a historic car collection and I learned to drive in his cars on his private estate. I must have only been about 14.

**Richard** When was your first competitive event?

**Martin** It was with the VSCC at Silverstone in Douglas's 1930 Maserati Tipo 26M.

Because I'd driven the car on the roads around the estate, the race was not particularly demanding, but it certainly kindled my racing career.

A later inheritance from my aunt enabled me to buy a Frank Williams Brabham BT21. I held the Formula Ford track record at Castle Coombe and raced against James Hunt. James was very much on the way up at that stage!

Louis Parsons, a brother officer, and I bought a Volkswagen Golf GTI from Richard Lloyd at GTI Engineering, which we also raced in the 1978 Tricentrol Championship. Racing tin-tops is very different from single seaters – you feel much braver. You wear seatbelts and there's more metal around you.

**Richard** Were you very serious as a race car driver?

**Martin** No, it was just fun. Army pay was too modest to take racing seriously and

sponsorship wasn't really a thing at club racing level.

When I retired from the army, it turned out that VSCC were looking for a new Competition Secretary. So, one day in 1980 I was a Major in the Royal Scots Dragoon Guards and the next I was Competition Secretary for the VSCC.

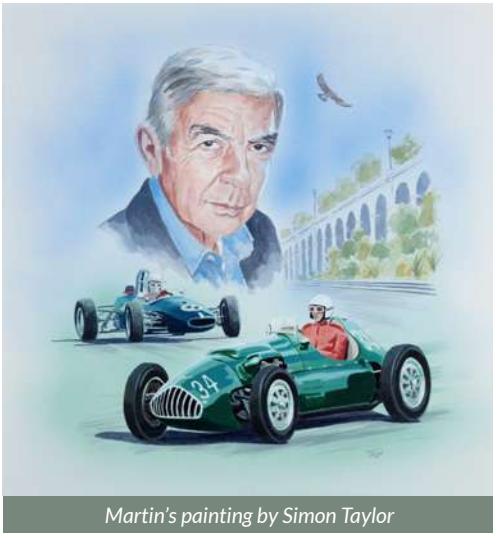
**Richard** What skills were bought to bear in your new job?

**Martin** It was organising racing events – rallies, trials and things like membership of the club. On the day of the event, I was there running things as they happened.

To my surprise, I found that the army was rather better organised than the VSCC and it wasn't a tough job to make things better. 25 years later, I became President of the VSCC for a three-year spell.

**Bee** The VSCC wanted Martin to be President ages before, but he kept wriggling out of it. He's now a Life Member.

**Martin** I was also working at the time for Michael Scott and his '96 Club. He hired tracks like Silverstone for the day and all his friends would come with their Ferraris and Lamborghinis for some fast laps. I organised around seven events a year as track days, non competitive, just fast fun. I was basically Clerk of the Course, keeping the drivers in check.



Martin's painting by Simon Taylor

**Richard** When did your involvement with HGPCA start?

**Martin** I was interested in competing with the Association and learning more about historic Grand Prix racing so I bought a 1952 Alta. At the end of an AGM Richard Pilkington, Chairman at the time, said, "Martin, please would you join the committee," and it developed from there.

I had an accident in the Alta in the VSCC's Seaman Trophy on 16th July 1988. The crash happened when John Venables-Llewellyn spun his ERA and Colin Crabbe and I got caught up in it. I was not very well for a while and it certainly ended my racing.

**Richard** Do you see younger people taking leadership roles in the HGPCA?

**Martin** It's a similar challenge to that of the VSCC except that their cars aren't as valuable and they do lots of other things aside from racing. So, they get a lot more younger participants who may rise to the top of the Club.

With the HGPCA cars being more expensive to purchase and run, we're more likely to see the children of owners coming on board

and yes, one of them has recently been a Board Director. Will Nuthall has been a valuable addition to the mix of racers on the Board and is now leading the eligibility sub-committee that I managed for many years.

**Richard** What other roles have you had within historic motor racing?

**Martin** Within the MSA (the UK's motorsport governing body) they have something called the Historic Committee. I was invited in the early 80s to be a member and volunteer. Eventually, like the other positions I attained, I percolated to the top, and they invited me to be Chairman – around the same time as I became involved in the HGPCA.

The FIA (governing body for world motorsport) also has an historic element and, for 20 years, I was the MSA's UK delegate on the FIA Historic Commission. We used to go to Monaco and Paris for our meetings and it was a memorable time.

I was also an FIA Steward for ten years and would officiate at race meetings to make sure the event was being run according to the rules.

I retired from the HGPCA as Competition Secretary in 2010 and became an advisor for a while but was invited back a couple of years later. With Lindsey Warren now in the role, I'm thankfully able to take my retirement very seriously!

**Richard** Do you have any favourite circuits/events?

**Martin** The Nürburgring events have always been a standout for me although Pau comes close.

**Richard** What's your favourite race-track to compete on?

**Martin** Definitely Brands Hatch - the Grand Prix circuit.

**Richard** Is there anything that you want to say to younger drivers coming through the HGPCA?

**Martin** The one thing I want to say is that whilst it's a competition, you're supposed to enjoy it. It is a critical point to make. Some drivers can be so serious, you wonder why they're doing it... Red Bull and Ferrari do not 'talent spot' at historic race meetings! It's important also to remember that many of our cars are unique – respect for the cars and other drivers is vital.

**Richard** Is there anything else that makes the HGPCA special?

**Martin** Yes. Some race meetings I've been to where the rain is pouring down and you don't have anywhere to go, it gets a bit grim. The HGPCA's 'clubhouse', the Red Truck, is special. Giving people a place to go and sit and have a chat, keep warm and dry is important, isn't it? It's also very important for the wives and partners to have a base at race meetings. The HGPCA are good at that.

**Describe yourself in five words**

I am enjoying my retirement

**Your greatest strength**

My organising ability

**We're buying you a drink at the bar? What's your order?**

Single malt

**Who's your favourite hero**

Nuvolari

**What are you reading at the moment?**

Back issues of the Spectator magazine

**What makes you smile?**

My wife

VSCC Scottish Trial with Richard Elliot-Lockhart



Oulton Park 1987

Martin and Bee in the Austin on the Wessex Trial in 1990





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Mary and Sid Hoole with Richard Attwood at an HGPCA Annual Lunch



Ralle des Hautes Fagnes - MG-K3



Grand Prix de l'Age d'Or - Cooper Bristol

## MARY GRANT: THE LADY AT THE APEX

*In a candid interview with the publisher, Mary Grant opens up about her lifelong passion for cars and racing, shedding light on the influences that shaped her journey.*

**Richard** While we're keen on your motor racing adventures, our readers might appreciate some context about Mary Grant, the lady.

**Mary** My passion for cars and competition comes from my family, particularly my father. I grew up in a tech-oriented household with three siblings - two brothers and a sister. Our discussions often revolved around technology, a fascination that persists today. My eldest brother is a horologist, another works at Sony, and my sister used to work at Alfa Romeo.

Even now, when extended family join us for supper, our conversations invariably gravitate towards technology. I'm also an avid reader.

**Richard** What's on your reading list currently?

**Mary** I'm engrossed in "The Nature of War in the Information Age" by David Lonsdale. It delves into the potential impact of the Information Age on warfare, exploring how tactics might evolve while the essence of war remains constant. Throughout my life, I've sought knowledge. Unfortunately, it seems many people aren't as interested in such topics.

**Richard** What path did your career take? Where did you start out?

**Mary** That's a tough one. My career began early - I left school at 18 and dove into various jobs, spanning six distinct fields. I'm fiercely independent yet enjoy the company of others, a bit of a paradox, perhaps.

**Richard** Do you remember when you first encountered cars in a significant way?

**Mary** At seven years old, I accompanied my parents to Circuit de Spa-Francorchamps. There, I sat on Fangio's lap and 'drove' a lap in

the same Alfa Romeo 158 Alfetta he piloted to victory in the 1950 Belgian Grand Prix. I thought it was all quite ordinary. Before each race, we'd immerse ourselves in the atmosphere for a few days. My father, though not a racer himself, served in the army.

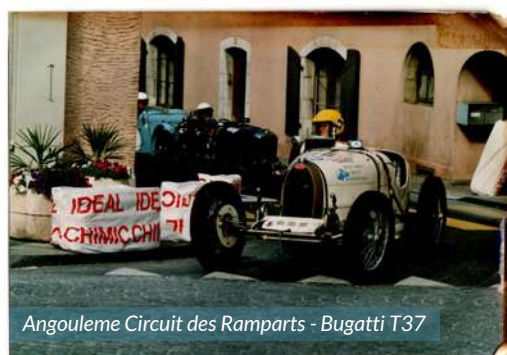
**Richard** When you met your husband, Paul, he was keen to make a good impression on your parents. How did that go?

**Mary** When my father found out that Paul drove an Amilcar, suddenly everything was fine. My father said, "well, fine, he's got an Amilcar. He's a good guy for you to see." And of course, I agreed, and still do! Paul is obviously a continued influence because, since 1980, I've been racing with him.

**Richard** You've got other cars too; Amilcar C6, Cooper Bristol Mark II, a Tojeiro Aston Martin and a Bugatti Type 37. Do you have many other cars in the garage?

**Mary** Well, I did the Mille Miglia in the MG K3, three times, and also with the Cisitalia 202 SMM Barchetta, which was raced by Nuvolari in the Mille Miglia, too. I did the Le Mans Classic several times too, I raced the BMW 328 and the Bugatti T37 with satisfying results.

**Richard** And do you still have most of these cars or do they come and go?



Angouleme Circuit des Ramparts - Bugatti T37

**Mary** I still have the 1956 Tojeiro, the BMW 328s, and the Cooper Bristol. Some drivers ask to race my cars and I agree if I think they are sensitive to the car and are fast. Will Nuthall, for example, sometimes campaigns my Cooper Bristol and he's quick in it.

**Richard** How does it feel to share your cherished cars to be raced hard like that?

**Mary** People like Will are very good drivers and he is the perfect weight and size for that Cooper.

**Richard** You have your family, your businesses, and other things that bring you joy, but is motor racing something that brings you and Paul even closer together?

**Mary** Yes, that's our life, and it's the life of my family too. They join me at all my races, be it Phoenix Park, Monza, Imola, Francorchamps.

**Richard** Do your children question whether you should still be racing?

**Mary** They've said some things like "I am crazy." I kind of agree, because sometimes in life you have to be prepared to be a little crazy, yes?

**Richard** There are times when you race against Paul. Is there any kind of competition between you?

**Mary** In "parc ferme" or during meals, we often discuss lap times and standout race moments, discussing our competitiveness. Engaging with fellow competitors about their experiences creates a camaraderie, like a bubble of shared passion. In the paddock, I'm seen not as a wife but as a woman racer. Once I shed my racing gear, Paul takes care of me like a spouse.

Initially, it was challenging for fellow racers to accept me, perhaps due to my limited English proficiency. However, their

Grand Prix de l'Age d'Or - Amilcar C6



attitude shifted over time, and now they've embraced me as one of their own. I attribute this change partly to my dedication to improving my English skills through two years of schooling. Martin Grant-Peterkin also played a significant role in my linguistic development, for which I'm grateful.

**Richard** That seems to speak into your desire for travel for understanding information. Is that a pattern in your life

**Mary** Yes, after that was easy for me. It was just those first two years where I felt like I was invisible, like a ghost. After that, they became the best friends in the world for me. One day, at the Monaco Historic GP, during qualifications, in the first lap, someone hit my rear wheel which was damaged and I was disqualified. I then set out to get a petition signed by the majority of the drivers that I could find in paddock, Once signed I submitted the petition to the race director Jacky Ickx, and under some pressure, he agreed to let me race.

I still have that petition with all the signatures as a keepsake and a reminder of the incredible support I receive.

**Richard** Have there been any other kind of funny but cherished moments that you can remember?

**Mary** In the United States in Laguna Seca. We were there with the two Coopers. Paul had a trophy, and at the airport, security stopped us and asked what it was. "It's a trophy," I said. "No, it's a bomb," they replied. It caused quite a stir, but we've still got the trophy, so it all ended well.

**Richard** How did you combine being a mum, with having a career and being so actively involved in motorsport?

**Mary** I was born with a lot of energy, it's just my nature. I don't claim to be Superwoman. I am 83 and I work in my garden, and I do car

demonstrations at Francorchamps. I get to be very active in and around the pits. I have had the opportunity to meet, and spend time with some of the best drivers in the world; such as world champions: Emerson Fittipaldi and Lewis Hamilton.

**Richard** You're at a race. The adrenaline is pumping, and you make a mistake – it's not your best performance in the race. How do you deal with that?

**Mary** It's not my goal to be the fastest or achieve the most wins or add to my trophy cabinet. What I love is the chance to scrap with a fellow racer during the race. It's fun to win sometimes, but it's not the main reason I race. When I see other people win, I am very happy for them.

**Richard** You need a lot of strength to wrestle with those race cars. How do you personally keep fit?

**Mary** Gardening. I race and I tend my garden. In each of the last two years, 600 people have visited my garden. So, I'm very busy attending to its many needs and that keeps me very strong. I enjoy the right kind of food and nutrition too.

But being part of that mindset is when I have problems with my car, I can open my engine and with some help, I can find what is what is wrong with my car and even fix it myself.

I broke down on the Mille Miglia and I fixed the car myself. I started again and I finished, although I was too late to be placed.

The mechanics can help you better when you are able to understand things well enough to explain what's going on with it. I can feel the car and interpret that in a way mechanics understand.

**Richard** What events come to mind when you think about your racing career?

**Mary** I am very satisfied with my memories, but I am not at all nostalgic. When I cast my mind back, it often surprises me how much I've done. I now have friends from motorsport throughout the world. And that's a big deal to me. Even though the cars themselves are all about nostalgia, I think about the now and the future more than the past.

**Richard** Are there any road or race cars that particularly holds a passion for you?

**Mary** The Amilcar C6 and the Cooper, the Bugatti, as well as the 1963 René Bonnet Berlinetta. I also love driving my little Fiat 500 Abarth everyday car.

**Richard** Anything you'd like to share about your journey with fellow HGPCA members?

**Mary and Paul** We try to get young blood coming in to the sport but also to the Association to make sure that it continues in the future, but it is difficult - the cars are very expensive. To allow the grassroots younger community to come in and be involved, it needs to be more affordable. There's not a lot of sponsorship money around either, like there was 20 years ago.

We do see the HGPCA as a nice family. We have made good friends around the world by racing with them, and that's the thing that we enjoy most about it. To be together when we have a race meeting, that's meaningful. Seeing each other and sharing these moments is fantastic and unforgettable.

Relationships are probably the most important outcome, particularly the relationships we have built with the Pilkington family and the Nuthall family.



Grand Prix de Monaco Historique - Amilcar C6



Mike Griffin



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Zandvoort, Holland



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Brno Masaryk Circuit, Czech Republic



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Oulton Park, UK



9 - 11 August 2024

### Oldtimer Grand Prix

Nürburgring, Germany



23 - 25 August 2024

### Silverstone Festival

Silverstone Historic Grand Prix Circuit, UK



25 - 29 September 2024

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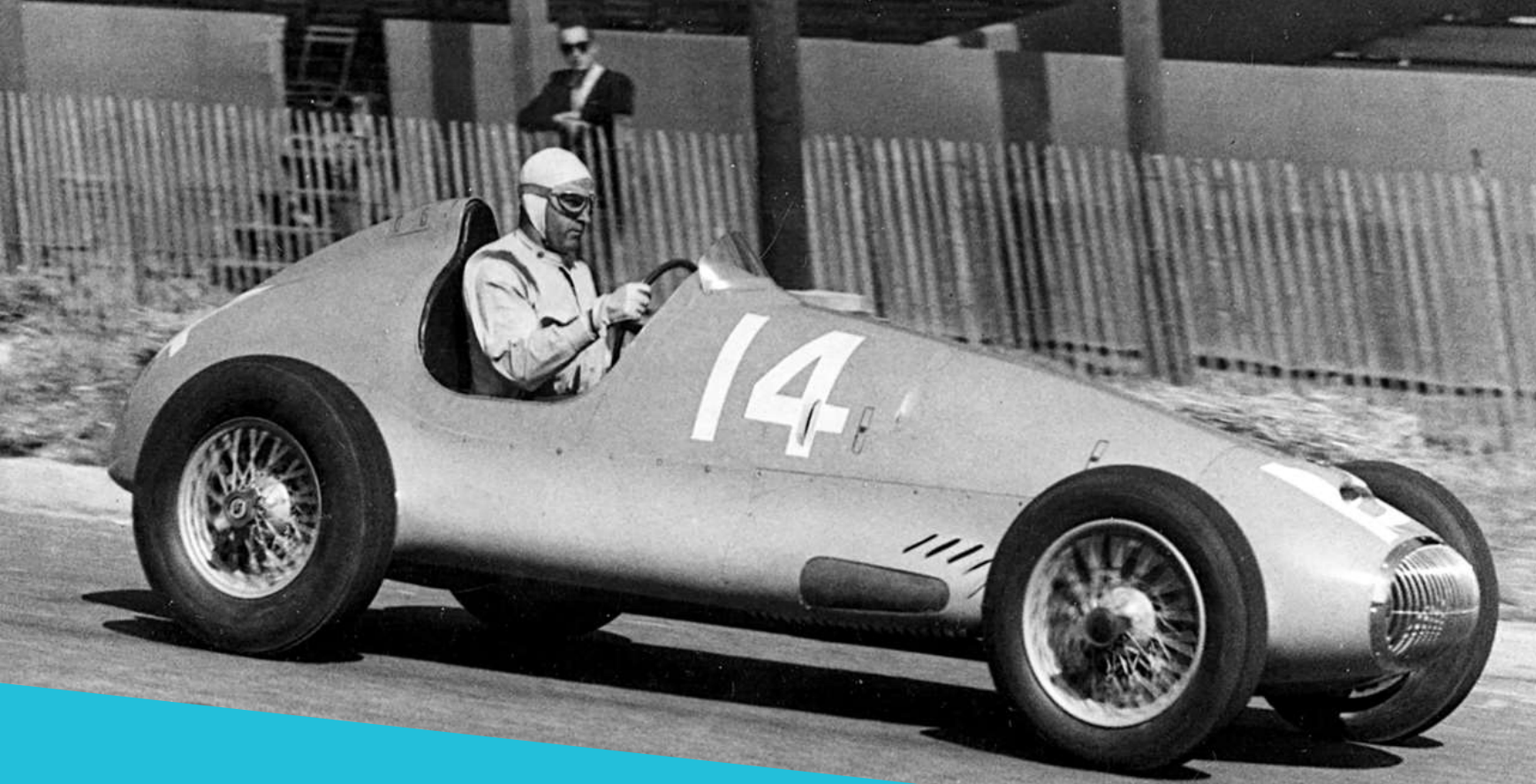
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## CTA-ARSENAL: THE ILL-FATED FRENCH GRAND PRIX CHALLENGER

*Mike Monk gives us an insight into Raymond Sommer's bold racing endeavour*

When a Grand Prix car appeared with arsenal in its name, one would expect – hope? – that it would hit the circuits ‘guns blazing’. So in 1945 when the CTA-Arsenal appeared as a French national single-seat racing car to compete against Alfa Romeo, expectations were high. Let battle commence...

It all started when the respected wealthy French racing driver Raymond Sommer approached the engineers at the French ‘Centre For The Study Of Car And Cycle Technology’ – abbreviated to simply CTA – to build a racing car that could represent France in motor races. CTA later became UTAC (User Technology Assessment Centre), that in 1946 took over the L’autodrome de Linas-Montlhéry situated about 30 km south of Paris. UTAC is today an international organisation with over 30 laboratories and 200 kilometres of test tracks around the world, employing around 1 300 people.

Sommer persuaded France’s Industry Minister Marcel Paul to release government funds to finance the project. Once this was done, Sommer approached Albert

Lory to head up the project team. Lory had risen to prominence working for Delage before leaving the automobile industry for aeronautics. He joined the National Society for the Study and Construction of Aircraft Engines in 1935, and then went to the Châtillon Aeronautics Arsenal. In 1945, the CTA – which was associated with Châtillon Aeronautics Arsenal – entrusted him with the design of a Formula 1 engine to power the CTA-Arsenal. To comply with the period’s Voiturette rules, Lory designed a 1 482 cc quad-cam roller-bearing flat-crank 90-deg V8 with a bore and stroke of 60 x 60,5 mm. The twin overhead camshafts per bank were driven by a complicated system of gears. Each bank had its own cooling system. Dual ignition was employed, and a seven-piston pump was responsible for fuel pressure.

The late renowned engineer and technical journalist Laurence Pomeroy described the engine thus. “The two iron cylinder blocks retained the usual Lory features of integral cylinder heads having two overhead-valves inclined at 100 degrees, also steel plates forming the sides of the water jacket so that

the castings could be thoroughly cleaned before the engine was assembled and run. Drawn from a downdraught double-choke four-float (52 mm) Solex carburettor, the mixture was supplied at 30 lbs boost and, with this boost pressure, well over 300 hp might well have been expected from the engine in its fully developed form.”

The engine was mounted inclined rearwards in a simple welded chrome-steel tubular ladder-frame chassis, the exhausts exiting through the chassis rail.

With a single-stage blower, initial peak output was 215 hp (160 kW) at 6 000 r/min. A seven-piston pump was responsible for fuel pressure. But in 1948, two-stage supercharging was adopted using same-size Roots compressors at the front of the engine running at different speeds, together producing around 24 lbs of boost. Maximum output had been increased to 275 hp (205 kW) at 8 000 r/min.

Transmission was a four-speed Cotal gearbox attached to the rear axle, and featured dry-sump lubrication. A 10-plate dry clutch

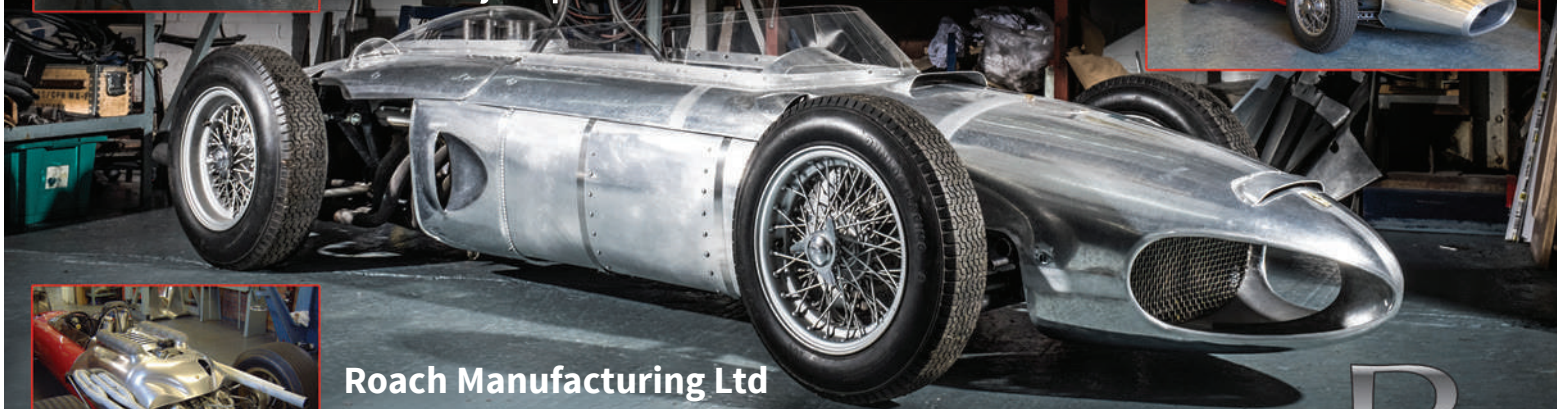
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was used, and the driver sat astride the Cardan shaft that passed under his seat to the transaxle. Adding to the complication, the shift gate was back-to-front. It was a transmission system that one commentator understatedly described as “delicate”.

Independent suspension was fitted all round, the wheel hub-carriers mounted on slides in railway-style axle boxes, which was innovative at the time. Up front, torsion bar springs were parallel to the chassis side members, while the rear swing axles were located with transverse torsion bars. Hydraulic friction dampers could be adjusted for rebound and compression. The car rode on Rudge-Whitworth spoked wheels, 5.50x17 up front and 6.50x16 at the rear. Stopping power came from Lockheed hydraulically-controlled drum brakes. Typical of the car’s complex design, changing the rear brake pads involved removing the driveshafts and half of the suspension...

Most post-war grand prix cars were similar in looks as they were all complying with a formula. Wheelbase was 2 470 mm and both front and rear track widths were 1 440 mm. A long nose and a rounded rump was the order of the day, devoid of garish advertising and paintwork. Having a car that stood out on the grid was something of an achievement, and the CTA-Arsenal was acknowledged as being a ‘pretty car’.

Not surprisingly given who was building it, the car’s construction bore hallmark aeronautical characteristics. The body was made from aluminium riveted or bolted onto

oval cross-members. CTA’s aerodynamic expertise was evident in the adoption of a full-length belly pan. However, the car could not be described as ‘low slung’ – and it was heavy, tipping the scales at 740 kg. Rival cars, such as the Alfa Romeo and Maserati, generally sat lower and were lighter.

The first CTA-Arsenal began testing in September 1947 and immediately the car’s roadholding proved to be “catastrophic”, the chassis proving to be so flexible that it would not run straight at top speed, which was around 260 km/h. Undeterred, the car was entered for the French Grand Prix being held at Lyon-Parilly on September 21.

Sommer, the Coeur de Lion (Lionheart), two-time Le Mans winner and French resistance fighter, finished 13th – and last – in qualifying, more than 30 seconds slower than the pole-position Maserati. As the entrants lined up on the grid, the home crowd looked on in anticipation. Engine notes rose as the Tricolore was raised then dropped to start the race. The CTA-Arsenal’s clutch jammed, freed itself then re-engaged, breaking a half-shaft in the process. Sommer was out without turning a wheel.

Undeterred, in October the car was displayed at the Paris Auto Salon at the Grand Palais but viewed as a failure rather than the hoped for – and expected – success. Thereafter, development continued with the 1948 French Grand Prix to be held at Reims on July 18 targeted as the next race. A second car was built for Eugene Martin to drive, but it was obvious to those involved that the car would not be competitive, so the team’s entry

was withdrawn, and the project was dropped. World renowned motoring journalist and author Doug Nye noted “it became a case of an untried, undeveloped and complex racing car being forced to appear before it was ready”.

Not quite. There have been suggestions that, in fact, three examples of the ill-starred CTA-Arsenal were built, but this has not been substantiated. When the project was abandoned, the cars were purchased by the Italian engineer and motor industry pioneer Antonio Franco Lago. In 1936, Lago bought Automobiles Talbot SA and founded the motor-racing marque Talbot-Lago. Quite why Lago bought the cars is not known, but an article on the ultimatecarpage.com site suggested it was done “to show his workers how it should not be done”! Later, the cars were consigned to dusty storage in the lock-ups beneath the Montlhéry speed bowl banking.

In the summer of 1998, Eckhart Berg bought chassis #2 and, together with his long-time employee Ingo Grimm, they restored the car, a task that took six years. Grimm described the car as being “... as complicated as possible...”. Some items were changed during the rebuild. The six crankshaft roller bearings were replaced with plain bearings, a two-plate clutch was adopted and the transmission’s dry-sump lubrication was abandoned. When the rebuilt engine was fired up on the test bed for the first time, it screamed to life and delivered no less than 330 hp (246 kW) at 6 000 r/min, some 60 hp (45 kW) more than in 1947!

For its comeback race, the CTA-Arsenal was entered in the 2010 Monaco Historic





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## The CTA-Arsenal and Albert Lory: A Forgotten Chapter in French Racing History

In the wake of World War II, as the motorsport world eagerly anticipated the resurgence of racing, France found itself at a crossroads. While the Alfa 158 dominated the scene, the Bugatti 73C project emerged as a potential challenger. However, it was the resurrection of the Alfa team that stole the spotlight, leaving the Bugatti project in the shadows.

Recognizing the need for a competitive French entry, the government stepped in, providing support to CTA, in collaboration with the government Arsenal at Chatillon. The goal was to develop a formidable racing car. Enter Albert Lory, a name synonymous with Delage, who spearheaded the engineering of the CTA machine.

Under Lory's direction, the CTA took shape, boasting a 90V8 PC engine with a displacement of 1,484cc. Featuring a dual overhead camshaft (DOHC) setup and a two-stage Roots supercharger, the CTA's powerplant was a testament to engineering prowess. Notably, the Roots supercharger, first seen on the 1939 Mercedes 3 L, was integrated into the design, enhancing performance.

The CTA's suspension, although not Lory's design, showcased innovation with vertical guides at each corner, establishing a roll axis at track level. However, the car faced setbacks early on, experiencing a half-shaft failure during its debut at the French Grand Prix in 1947. Despite brief appearances in subsequent races, including the 1948 French Grand Prix, the CTA faded into obscurity.

The story of the CTA-Arsenal and Albert Lory serves as a reminder of the challenges faced by innovative endeavours in motorsport. Despite the talent and vision of its creators, limited resources and lack of racing experience hindered its success. Yet, it remains a fascinating chapter in the annals of French racing history, highlighting the ambition and determination of those who dared to push the boundaries of automotive engineering.



The cockpit was nothing if not functional

Grand Prix. "It was restored to full running order just before the event and ran only briefly on a public road before a police officer intervened", wrote Nye. "Josef Otto Rettenmaier ran the car in practice, but concluded that it was not safe to compete in the actual race on the tricky road course as he did not trust the brakes." Sound familiar...? However, in April 2019 at the 77th Members Meeting at Goodwood in England, Rettenmaier took part in – and finished – the Parnell Cup race, thought to be the car's first ever race completion.

Considering the CTA-Arsenal was a dismal failure, it certainly stirred the souls of many motor sport enthusiasts. Motorkits even made a 1:43 scale die-cast model kit of the car as part of its Circuit Series of kits, and there was even a 1 000-piece jigsaw.

The CTA-Arsenal was a grand prix car that Raymond Sommer, the Champion of France, hoped would rekindle the nation's pride against the rest of Europe on the race circuits of the world. Sadly, it was not to be.

*Acknowledgement and thanks to: Josef Rettenmaier, Hans-Jörg Götzl and Ingo Grimm*

The car's construction bore hallmark aeronautical characteristics



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### *This year, Motorsport magazine celebrates its 100th anniversary. Here are some clips from archive editions highlighting HGPCA exploits in the day*

#### **Feb 1989 100 Mile Race**

October's 50th anniversary of the last Grand Prix at Donington Park was marked by an adventurous promotion by the Historic Grand Prix Cars Association — nothing less than a 100-mile race, the most demanding challenge most of these cars had faced since their youth. The race was very successful, with full grids and close racing, justifying the equally bold decision by Peter Hannen, race organiser and entrant, to back a professional video of the weekend.

This makes for an informative and gripping background to the spread of Grand Prix cars owned and run by the Association's members, from T35 Bugatti to Maserati 250F — no less than eight of them entered for the 100 Miles. The excellent atmosphere comes over well, and it is a pleasure to hear Willie Green and Neil Corner talking with relish about the thrill of it all, instead of the poker-faced professionals in today's motorsport.

#### **Sept 1993 Pre '59 Grand Prix cars**

The cut-off date for this year's Chopard Grand Prix Cars race was extended up to 1959, thus thwarting any hopes Martin Stretton might have had of scoring a hat trick with David Duffy's Connaught 'B' Type. The most exciting additions to the grid were the 1958 Vanwall VW10, recently acquired by Vijay Mallya and entrusted to John Harper, and the BRM V16 of Nick Mason, being raced in anger for the first time since 1955. From the middle of the front row, Alain de Cadenet led the opening lap in Peter Hannen's Cooper T51 from Nigel Corner in the 3-litre Tasman Dino Ferrari, a difficult car to get off the line cleanly, and Willie Green in Neil Corner's 250F Maserati.

#### **November 1995 Nogaro**

Gary Pearson continued his successful season by taking David Pennell's Cooper-Climax T51 to victory in the Historic Grand Prix Cars Association race at

Nogaro on 9/10 September. It was an all-Cooper result, with Pearson followed to the line at the end of the two-part race by Allan Miles (T53) and Rod Jolley (T51).

The first race had featured an incredible five-car battle. John Beasley (Cooper T45) and Philip Walker (Lotus 16) lapped in close company with the three leaders, all five cars arriving at the hairpin in line abreast on more than one occasion. There was still nothing between the first two at the last corner, but a quick spin by Miles enabled Pearson to win by eight seconds, with Jolley, Beasley and Walker following them home.

Sunday's race took place in a heavy downpour, through which Pearson kept a cool head and ran home five seconds clear of Miles. Beasley was caught out by the conditions and spun into the wall on the opening lap, leaving Jason Wright (Cooper T51) to finish fourth ahead of Walker.

Drive of the race came from Tony Merrick, whose ERA finished sixth in spite of a

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last-lap spin, after which the marshals demanded he leave the car. He leapt out, started it on the handle, and raced off to claim his prize.

### May 2000 Lancia D50

Unseen for almost 50 years, a Lancia D50 wowed onlookers at the HGPCA's Silverstone test day last month. But while the car, one of five recreations built around an original engine, gearbox and running gear, will race at Goodwood, owner Robin Lodge's entry for Monaco has been rejected.

Vittorio Jano's pannier-tanked design hit F1 at the end of 1954 and, rebadged as Lancia-Ferraris, powered Juan Manuel Fangio to the 1956 World Championship.

### Nov 2000 Imola

Heavy rain upset the form books at Imola's ninth annual Alberto Ascari Trophy (30 September-1 October), particularly in the first leg of the HGPCA Pre-1961 Grand Prix Cars race in which the ERAs of Jost Wildbolz (R4A) and Tony Stephens (R12B) beat post-war opposition. Philip Walker (Lotus 16) grabbed third from John Harper's BRM P25 with a last-chicane lunge.

A more regular order resumed in race two, with Walker winning after Harper's BRM dropped a valve to take aggregate race honours from Stephens, Wildbolz and Barrie Williams (Connaught A4).

Rob Hall won the HGPCA Pre-1966 event in the ex-Innes Ireland BRP-BRM.

### Feb 2002 HGPCA Drum Braked Sports cars

A series of races for drum-braked sports-cars has been announced by the Historic Grand Prix Cars Association. Building on the success of the race at last season's Silverstone Historic Festival, the HGPCA will promote a five-event series across Europe, including a race at the Nurburgring Oldtimer meeting.

"The Silverstone entry includes the reappearance of marques like Allard and OSCA which have not been seen for a while," said Sheridan Thynne, who will co-ordinate the new series on behalf of the HGPCA. "The huge support and enthusiasm of the competitors led to demand for more races in 2002."

### June 2004 Donington Park epic Pre-66 Battle

An epic HGPCA battle between Frank Sytner and Michael Schryver, and a memorable FIA Pre-66 Historic Touring Car contest were the highlights of a busy 14-race weekend at Donington Park.

The Pre-66 HGPCA race delivered a stunning tussle between Sytner (Brabham BT4) and Schryver, racing the ex-Jim Clark/John Surtees Lotus 18 for the first time. Despite giving three years to the Brabham, Schryver drove superbly to press Sytner all the way to the line in the 31-lap race.

Sytner feared running short of fuel in the 40-minute race. "We fitted an auxiliary tank, but it was still marginal," he admitted.

Still, they traded the lead until Sytner eked out a slender advantage in the late stages but his win came the hard way. "It was great fun," reckoned Schryver. "I know Mike and he's a safe chap," added Sytner.

However, both were lucky to see the flag. "I don't think there was another lap left in the fuel," admitted Sytner. Schryver, meanwhile, had clipped a backmarker in traffic and ended the race with a damaged front wheel rim but, luckily, with no loss of pressure.

### June 2008 Donington Grande Passione

The passion and brio of historic racers shone through the cold, damp gloom of a miserable day at the Grande Passione event at Donington Park. The Masters Racing Organisation and the Historic Grand Prix Car Association came together to deliver quality grids and some fine racing on a day when the circuit offered precious little grip. "I had wheelspin in every gear, everywhere," said Duncan Ricketts as he climbed out of ERA GP1 after netting a podium place in the HGPCA Pre-52 race.



***"One of the qualities I would stress about the HGPCA is that it is different from other historic race organisers," says Chairman, Peter Horsman.***

***"Members share a passion for their cars which is far more important than their passion for winning, which means that we do not wish for the cars to be developed to the 'nth' degree or be driven by professional drivers.***



Frederick Gordon Crosby's work reflect the excitement that surrounded the birth and development of the automotive industry

***With motor racing in its infancy, the atmospheric and sometimes wild looking scenes portrayed by F. Gordon Crosby of pre-World War I leviathans blasting down the narrow, tree-lined dirt roads of the continent must have looked other worldly to early readers of *The Autocar*.***

In the early decades of the sport, (Frederick) F. Gordon Crosby stood as a leading figure in illustrating the great motor races and speed attempts. He was joined by Peter Helck, who contributed artwork to *Automobile Quarterly* in the United States, and Bryan de Grineau, an illustrator for the rival magazine *The Motor*. With the exception of Frenchman Ernest Montaut, these three artists are considered the pioneers of automotive art, laying the foundation for the genre.

Crosby's early artistic endeavours were marked by the precision and restraint characteristic of an engineering draughtsman, rather than formal art school training. However, as he continued to refine his craft, his style evolved, gradually transitioning into the expressive and atmospheric compositions for which he is renowned. His background in engineering endowed his work with a

unique technical accuracy and mechanical authenticity, setting his artwork apart from that of his contemporaries.

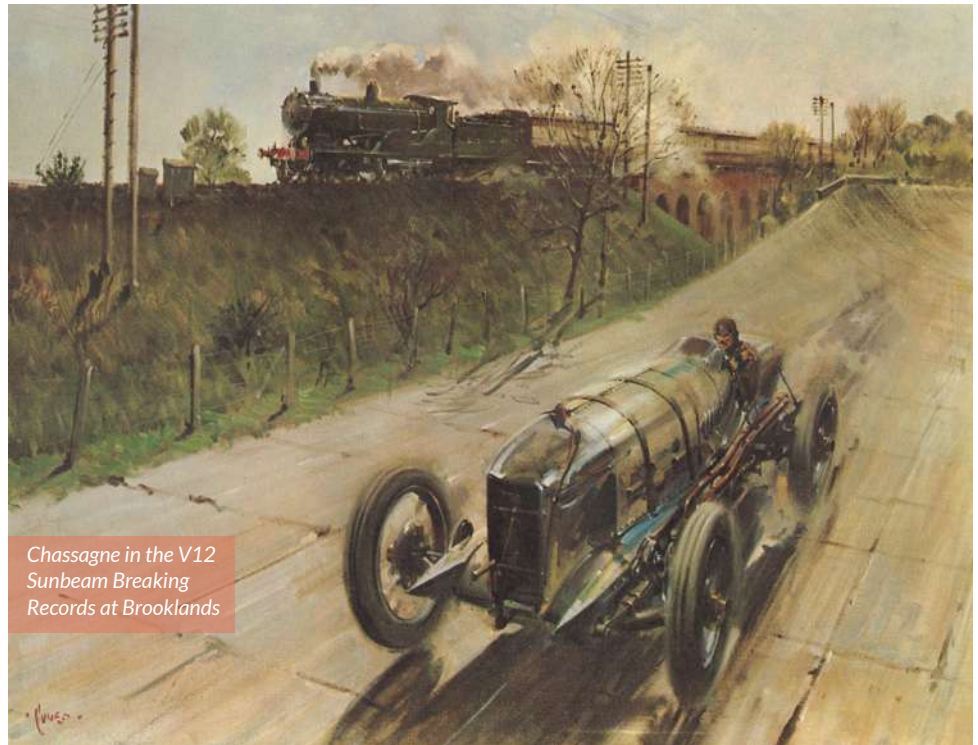
Bryan de Grineau, renowned for his *Motor Magazine* illustrations, exhibited liberated artistic expression, skillfully capturing racing incidents and wartime scenes. Despite adeptly conveying speed and peril, critics noted a visual disconnection between vehicles and surroundings, tempering impact. Nonetheless, de Grineau's talent shone, notably in 'Johnny' Lurani's pre-Second World War series depicting thrilling racing exploits. Another notable painter, Terence Cuneo, revered for diverse mechanical subjects, wasn't solely focused on automobiles. Widely celebrated in the twentieth century, Cuneo's repertoire encompassed railways, automotive, and military vehicles, solidifying his status as a great artist.

During the early 1960s, professional illustrators maintained their prominent role in the realm of motorsport art. Michael Turner, heavily influenced by Cuneo among others, emerged as a leading figure in the 1960s, 70s, and 80s, producing iconic posters for various motorsport events and Grand Prix races. Notably, Turner's portfolio included posters for prestigious races such as the German, Spanish, Dutch, and US Grand Prix, as well as the highly prized Monaco Grand Prix. His contributions followed in the footsteps of French illustrators Geo Ham and Michel Beligond, solidifying his reputation as a preeminent artist in the field.

Dexter Brown was also producing commercial illustrative artworks during this time, with motor racing posters for circuits like Silverstone and Brands Hatch. Dexter Brown artworks range in style



Tazio Nuvolari and the Scuderia Ferrari Alfa P3 at the Circuito di Biella 1935



Chassagne in the V12 Sunbeam Breaking Records at Brooklands

from almost photographic to abstract, and his impressionistic style, painted under the name of de Bruyne, proved to be particularly popular in the United States.

In the 1980s, commercial art posters lost ground to photography, but the tradition was revived by the Earl of March, now the 11th Duke of Richmond, with posters for the 1993 Goodwood Festival of Speed. During a US visit that year, the Earl discovered Peter Hearsey's print of Rene Dreyfus in the Alfa P3, prompting him to commission Hearsey for the festival's poster. This pivotal event marked a resurgence in event poster artistry, led by the Earl's passion for automotive art. Hearsey, a member of AFAS and a British artist, recalls his 2009 Goodwood poster of the Le Mans-winning Audi as a favourite, noting how spontaneity led to its success.

Barry Rowe was invited to join the Automotive Fine Art Society, and in 1996, the Pebble Beach Concours committee commissioned their event poster in 1998. Rowe went on to produce either the Concours or Tour poster (or both) for the next 20 years. No other artist has ever been so prolific for the famous event. He cites the 2009 Goodwood poster of the Le Mans winning Audi as one of his favourites. "I worked on the artwork for this poster for a long time and couldn't get it to come together, so one morning I

went into the studio and mixed up a load of paints, took a big brush and attacked it! Then, for some unknown reason, the whole thing came together, and to this day I still don't know why." Rowe passed away in 2022 having handed over the Pebble Beach reins to younger blood a few years before.

Tim Layzell made waves in automotive art by winning the British Racing Drivers Club Young Artist Award in 1995 at just 13. Influenced by artists like Barry Rowe and movements such as futurism, Layzell developed two distinct styles: one focusing on photorealism and the other embracing pop-art's bold aesthetics. His journey includes significant contributions to events like Pebble Beach, where since 2009, he's created posters, including the Retro Auto poster annually. In 2020, Layzell achieved a milestone by producing all event posters, including the prestigious Pebble Beach Concours d'Elegance, solidifying his status as a leading figure in contemporary automotive art.

For Kevin McNicholas, it's all about capturing the essence of a moment. Photorealism on the other hand is all about accuracy and detail. Artists of this genre often speak about their relentless pursuit of perfection, and about being transported deep down the rabbit hole of recreating reality in almost infinite detail. A Zen-like state of concentration envelopes the

creator who may lose themselves for many, many hours at a time. The painting shown here by Kevin McNicholas has taken almost 1500 hours to paint.

Few automotive artists choose watercolour as their medium of choice. If you make a mistake, it is difficult to correct - you can't hide it under another layer of paint as Neil Collins told me. "I know quite early on if a painting is heading in the wrong direction, and it gets thrown away - about one in three ends up in the bin. The painting needs to be right, and I need to be happy with it - you also need to know when to stop, it's very easy to keep fiddling with a painting and ruin it".

"I get an enormous amount of pleasure from researching and planning my paintings - old photographs are fascinating and I love to translate old black and white photographs into colour with my artwork. Every photograph has a narrative - sometime obvious, sometimes hidden - I like to have this in my paintings" Collins always has a painting in progress and has two or three further ones planned out "I'm always thinking of what I can do next and get grumpy if I've not got something planned and to look forward to," he says with a smile.

Collins is at pains to point out that he does not want to just copy photographs,



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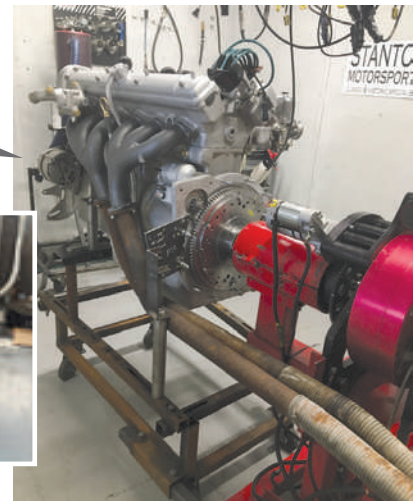
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he wants to add something to them. He uses multiple photographic references for each painting. He rightly points out that many motorsport photographs tend to focus in on the car, "I want to know more about what is going on around what you can see - some of the scenes I create may be a fictitious scenario, but perfectly believable" Although Collins adds some unseen narrative into his paintings and often some descriptive text at the bottom, he also likes to leave some of the detail to the viewers imagination.

With his love of bringing black and white to life with colour, it's no surprise that Collins favourite periods are pre-war and the 1950's. These periods are also less well documented in photography compared to later years and so there are more unseen stories to create.

While some traditionalists contest digital art's authenticity, many artists excel in both digital and traditional media. Digital art demands meticulous craftsmanship; Ian Bilbey exemplifies this, meticulously crafting every detail of his Studio Bilbey works on a computer screen. From sponsor decals to typefaces, each element is painstakingly drawn by hand, eschewing standard fonts for custom construction. Bilbey's process, honed at the London College of Art, requires extensive training in traditional methods. Producing meaningful digital art necessitates this 'old knowledge', a fusion of traditional and digital skills honed over many days of work.

There are many very good automotive artists and designers in Britain, and we have only scraped the surface here. The important thing is to buy what you like - but always consider the style and execution above the subject matter. A piece of great art on any subject is still great art. The reverse doesn't usually hold true.

## ABOUT THE AUTHOR

Rupert Whyte, a motorsport enthusiast since the late-1970s, began collecting automobilia in the early 1990s. His passion led to a decade of racing, starting with a Caterham 7 and advancing to historic cars like the 1959 Lotus XI and 1963 Lotus 23B. Combining his love for art and motoring, Whyte founded Historic Car Art in 2004. Now a leading publisher of automotive fine art and dealer in original works, visit [www.historiccarart.net](http://www.historiccarart.net).



The Grand Prix of Monaco posters always showed the winning car of the previous year and Turner's work caught the essence of the time perfectly



While still in the pram, Tim Layzell was taken to VSCC events. His work, like 'Will-power - Moss at Monaco' captures a thrilling era of motorsport's golden age.



Neil Collins work depicting Stirling Moss at the 1959 Monaco Grand Prix. Moss qualified in first position, but retired with transmission failure.



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This Yearbook cover is from a painting by another of Britain's foremost automotive artists - John Ketchell. Having now been an artist for over 60 years and specialising in motorsport for almost 35, he is seen by many as the master of portraying speed and movement.

"I like painting anything that goes fast," John says. "Aircraft, horses, whatever, but cars are the thing I really love. I can't stand doing paintings of still cars. I always try to introduce a bit of movement."

His paintings such as Storming Drive shows the Posey / Bucknum Ferrari 512S blasting through the rain-soaked darkness at the 1970 24 Hours of Le Mans. John's paintings may look like brushstrokes thrown quickly onto a canvas but look carefully and you will see that each has been carefully considered before being applied and the draughtsmanship is in perfect proportion and rendered with just a few dabs of paint with a flat-ended brush.

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