

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



Tim's on top form at Brands Hatch Centenary Meeting

For our second race meeting of the season, the UK weather decided to give us the hottest May on record and under a blazing sun, with temperatures in the high twenties and early 30s, our superb grid set up camp in the lower paddock at Brands Hatch.

In the week before the race meeting, our final reserve had been elevated to the grid, and then one further withdrawal meant a total of 31 cars were present for the Masters Historic Festival meeting which, on the Sunday, was also MSV's celebration of 100 years of Brands Hatch. Anyone arriving through the main gate at Brands drove through an avenue of photographs of the great and the good; winners at the circuit over the decades on two wheels and four – it was quite a sight!

New Motorsport UK regulations meant that we had the option of either 100% of the cars being scrutineered or just a representative 25% of the grid - which in our case was eight cars. We opted for the smaller percentage but when we checked on Saturday morning to make sure the scrutineers were happy that they'd seen enough cars; we found that 27 cars had actually presented themselves for checking on Friday! The Chief Scrutineer mentioned how impressed they had been with the high standard of preparation of all the cars that they had seen – and how nice everyone had been. Lots of brownie points for the HGPCA teams there!

Several of the cars took part in Test Sessions on the Indy circuit during Friday and luckily, no-one broke, so we arrived at the Driver Briefing early on Saturday morning with all 31 drivers and no withdrawals. Masters' International Race Director, Kees Koning gave a very comprehensive briefing with our UK National Clerk of the Course, Gary Tanner, in support. Time was tight to get back from the Briefing Room to the lower paddock to prepare for our 9.40am Qualifying.

Very sadly, we lost two long term HGPCA members this month and our deepest condolences go to their families and friends.

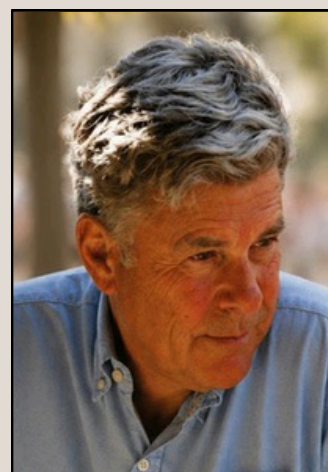
Guy Plante

November 1961 - June 2026



Adrian Van Der Kroft

January 1949 - June 2026



PRESIDENT: DAVID BRABHAM **CHAIRMAN:** PETER HORSMAN **TREASURER:** ANDREW BEAUMONT
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Mark Shaw



Elliott Hann, Tony Ditheridge & Glenn Loxton

QUALIFYING

The biggest drawback of the fabulous Brands Hatch circuit is the distance from the lower paddock to the Assembly Area at the far end of the GP paddock involving steep gradients and tunnels... However, everyone made it in good time and were sound checked on arrival, ready for the session.

Qualifying went off mainly without a hitch, although three drivers fell foul of track limits regulations and had their best lap times disallowed. Tim Child's (Brabham BT3/4) final lap proved to be his quickest 'clean' lap, setting pole with a time of 1:38:035. Joining him on the front row for Race 1 was Rudi Friedrichs (Cooper T53) just 0.505 behind. Second row of the grid would be Tom Waterfield in one of Tim Ross's T53s, joined by Michael Gans in his Cooper T79. In fifth place, and very much the quickest of the Front Engine cars, was Mark Shaw in the Scarab Offenhauser with a time of 1:40:788.

RACE 1: SATURDAY

Following an early lunch at the Red Truck, the activity in the paddock soon started ramping up as everyone prepared for Race 1, which was due to start at 13.50. HGPCA were the first race of the weekend – and the biggest grid by a long way – and the sight and sound of all 31 cars roaring down the pit straight to take their rolling start was surely enjoyed by all the spectators.

Hearts were in mouths for a few moments as Michael Gans spun at the top of Druids but everyone managed to avoid the rotating T79 and there were no casualties. On the third lap, from within a gaggle of cars coming through Graham Hill Bend, Tony Ditheridge's Cooper T45 spun coming to a halt in the centre of the track. Sid Hoole in his Cooper T66 managing to avoid a collision with an emergency braking manoeuvre, ending up literally millimetres from the stricken car. No sooner had the Race Control team called for the safety car to deploy, when Dithers managed to re-start and get the T45 underway again. Too late to recall the Safety Car, it stayed out for just one lap before the circuit went green again.

On lap six, one of the front runners and our double race winner at Donington, Tom Waterfield had brought his T53 into the pits and retired. Just one lap later and at around half race distance, Mark Shaw's Scarab was seen to be running very slowly before safely pulling off the circuit at a marshal post.

On lap 13 with just a couple of minutes left on the clock, a mishap when lapping a car left Peter Horsman's Lotus 18/21 marooned in the gravel at Pilgrims and a second safety car period was called. The race then ended just one lap later under the safety car with Tim Child crossing the line first. Rudi Friedrichs was second, and Justin Maeers third. Having expected the order of the front engine cars at the start of the safety car period to remain the same – we were suddenly aware that Richard Wilson's Ferrari had gone missing from his leading position and the front engine podium was going to be a Maserati 250F 1, 2, 3 with John Spiers on the top step; Elliott Hann in second and third place taken by a delighted Glenn Loxton in his first season with CM8!

It later transpired that Richard had taken the safety car period to check his instrument panel on the Cooper Straight and approached Surtees at some speed, flying off through all the sand and gravel, ending up alongside the tyre barrier under the medical centre! Andy Willis and his young son Harrison had a lot of cleaning up to do to get the Ferrari ready for Sunday's race 2...

Unfortunately, Paul Grant's Cooper Bristol was withdrawn having blown its engine and Tom Waterfield's Cooper T53 would also be a non-starter in Sunday's race. 'Patron' Tim Ross suggested that the team went to fetch a third of his stable of cars so that Tommy still had a drive the next day. After a discussion with the Clerk and then the Stewards, we were given permission to substitute Tim's Cooper T45/51 for the sick T53 provided all the drivers signed to give their agreement (which they all did without hesitation).



Clinton McCarthy



Tom Waterfield & Justin Maeers

RACE 2: SUNDAY

On Sunday morning the weather was decidedly cooler with a stiff breeze making things a lot more comfortable. Tom Waterfield was first out of the paddock, travelling up to the Pit Lane at the start of the lunch break to qualify the Cooper T51 behind the course car – he did two laps, as his third qualifying lap would be the Green flag lap for the race.

For Race 2, 29 cars arrived on the grid. Peter Horsman's Lotus being our second withdrawal with a water leak. The back of the grid comprised Richard Wilson's Ferrari, Mark Shaw in the Scarab and Tommy in the T51 – with everyone eager to see how much progress these three could make through the field!

Unlike in Race 1, Tim Child managed to keep his lead after the rolling start and kept the Brabham in front all the way through to the chequered flag. Rudi maintained his second place throughout the race too, and once Michael Gans had managed to overtake Justin Maeers on lap 8; that was our rear engine podium sorted.

The front engine race was a sight (and sound) to witness with Mark taking the Scarab from 28th to 12th by the third lap. He continued to progress through the next three laps before the Scarab's engine developed a misfire when up to 9th place which he maintained for the win. John Spiers brought his Maserati home in second place with Richard Wilson third.

A late lunch in the Red Truck followed a very jolly Class Awards presentation. Sponsor, Paul Denman of TrinityBridge doing the honours.



John Spiers & Alex Morton



Nick Topliss & Wolfgang Henseler



Above Left: Justin Maeers & Michael Gans Above Right: Rod Jolley, James Denty & Tony Lees Below: Richard Wilson



Photographs: Clive Green



Above John Spiers & Richard Wilson Below Left: Mark Shaw & Nick Taylor Below Right: Wolfgang Henseler & a spinning Peter Horsman



Above: Teifion Salisbury & Alex Morton
Below: Tony Lees, James Denty & Clinton McCarthy



Below: Nick Topliss, Tom De Gres & Tom Waterfield





Top Left: Front Engine Podium, Race 1 Above Centre: Rear Engine Podium Race 1 Above Right: Paul Denman & Erik Staes, Class 5 Winner



Above: Rudi Friedrichs, Tim Child & Michael Gans Race 2 RE podium
Below: John Spiers, Mark Shaw & Richard Wilson Race 2 FE podium



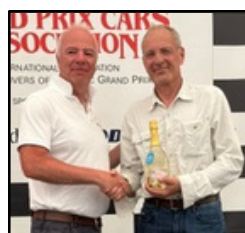
Photographs: Steph Clements



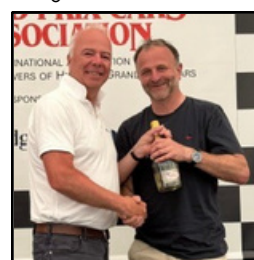
Above Left: John Spiers - 6; Right: Richard Wilson - 7a



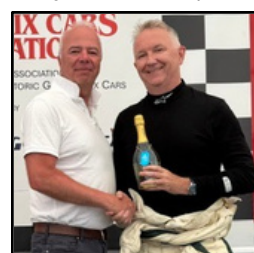
Above Left: Mark Shaw - 8; Right: Jean De Mestral - 7c



Above Left: Rudi Friedrichs - 7b; Right: Tom Waterfiel - 9



Above Left: Tom De Gres - 10b Right: James Denty - 10a



Above Left: Sid Hoole - 11; Right: Tim Child - 12



Above Left: Mark Shaw - DoD FE Right: Tim Ross DoD RE



HGPCA Results - Brands Hatch Masters Festival 30 and 31 May 2020

RESULT	Class	Race No	Driver	Owner	Car	Chassis No Asserted	cc	Year	Colour	Nationality
FRONT ENGINE										
Class 5: 1952/53 Grand Prix Cars										
6	5	36	Erik Staes	Erik Staes	Cooper Bristol Mk II	CB-7-53	1971	1953	Green	Belgian
DNF	5	19	Paul Grant	Paul Grant	Cooper Bristol Mk II	CB-3-53	1971	1953	Blue/Red	Belgian/GBR
Class 6: 1954-58 Grand Prix Cars										
2	6	34	John Spiers	John Spiers	Maserati 250F	2516	2494	1955	Red	British
4	6	22	Elliott Hann	Family Hann	Maserati 250F	CM7	2494	1958	Red	British
5	6	248	Klaus Lehr	Klaus Lehr	Maserati 250F	CM5	2500	1957	Red	German
7	6	88	Glenn Loxton	Glenn Loxton	Maserati 250F	CM8	2496	1955	Red	ZAF/British
Class 7a: Pre 1961 Front Engine Grand Prix Cars										
3	7a	38	Richard Wilson	Richard Wilson	Ferrari 246 Dino	BHR01	2417	1960	Red	British
Class 8: Formula Libre, Indianapolis & Interncontinental Cars										
1	8	99	Mark Shaw	Mark Shaw	Scarab Offenhauser	3	2500	1960	Blue/White	Scottish
REAR ENGINE										
Class 7b : Pre 1961 Grand Prix Cars										
2	7b	12	Rudi Friedrichs	Rudi Friedrichs	Cooper T53	F2-8-60	2462	1960	Green	German
6	7b	18	Clinton McCarthy	Clinton McCarthy	Lotus 18	372	2496	1960	Green	British
8	7b	87	Tony Lees	Tony Lees	Cooper T53	F1-53-60	2495	1960	Green/White	British
DNF	7b	59	Geoff Underwood	Geoff Underwood	Cooper T53	F2-16-60	2495	1960	Green	British
Class 7c: Pre 1961 Formula 2 Cars under 1,500cc										
21	7c	45	Hans Ciers	Hans Ciers	Cooper T45	F2-28-58	1500	1958	Green	Belgian
19	7c	63	Jean De Mestral	Jean De Mestral	Cooper T51	F2-10-57	1475	1958	Blue/Yellow	Swiss
20	7c	92	Stephen Banham	Stephen Banham	Cooper T45	F2-8-58	1475	1958	Silver	British
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2000cc										
10	9	51	Tom Waterfield	Tim Ross	Cooper T43/51	F2/18/57	1960	1957	Green	British
18	9	8	Tony Ditheridge	Tony Ditheridge	Cooper T45	F2-17-58	1960	1958	Green	British
Class 10a: Pre 1964 1.5 litre Formula 1 Cars										
7	10a	21	James Denty	Peter Bloore	Lotus 21	930	1500	1961	Green	British
9	10a	75	Alex Morton	Alex Morton	Lotus 21	939/952	1498	1961	Green/Gold	British
11	10a	55	Nick Taylor	Nick Taylor	Lotus 18	914	1495	1961	White	British
14	10a	13	Wolfgang Henseler	Wolfgang Henseler	Lotus 18	375	1489	1960	Maroon	German
17	10a	20	Teifion Salisbury	Teifion Salisbury	Lotus 18	912	1500	1960	Dk Blue	British
Class 10b: 1964/64 Formula 1 Cars & 1964-66 Formula 2 Cars under 1000cc										
13	10b	72	Tom De Gres	Tom De Gres	Brabham BT14	F Libre-8-65	1498	1965	White/Blue	Belgian
16	10b	3	Barry Cannell	Barry Cannell	Lola T60	SL/2	1000	1965	Blue/Yellow	British
Class 11: Pre 1966 1.5 Litre Formula 1 Cars										
15	11	66	Sid Hoole	Sid Hoole	Cooper T66 F1	F1-2-63	1495	1963	Blue/White	British
Class 12: Pre 1966 Tasman & Interncontinental Cars under 2700cc										
1	12	76	Tim Child	Tim Child	Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
3	12	17	Michael Gans	Michael Gans	Cooper T79	FL-1-64	2500	1964	White	Luxembourg
4	12	53	Justin Maeers	Justin Maeers	Cooper T53	F1-8-60	2500	1960	Green	English
5	12	2	Rod Jolley	Tim Ross	Cooper T53	F1-4-61	2495	1961	Blue/Orange	British
12	12	7	Nick Topliss	Nick Topliss	Cooper T53 Low Line	F1-07-61	2498	1961	Blue	British
DNF	12	40	Tom Waterfield	Tim Ross	Cooper T53	F1-2-61	2500	1961	Green/Red	British
DNF	12	122	Peter Horsman	Peter Horsman	Lotus 18/21	P1	2500	1961	Blue/Black	British



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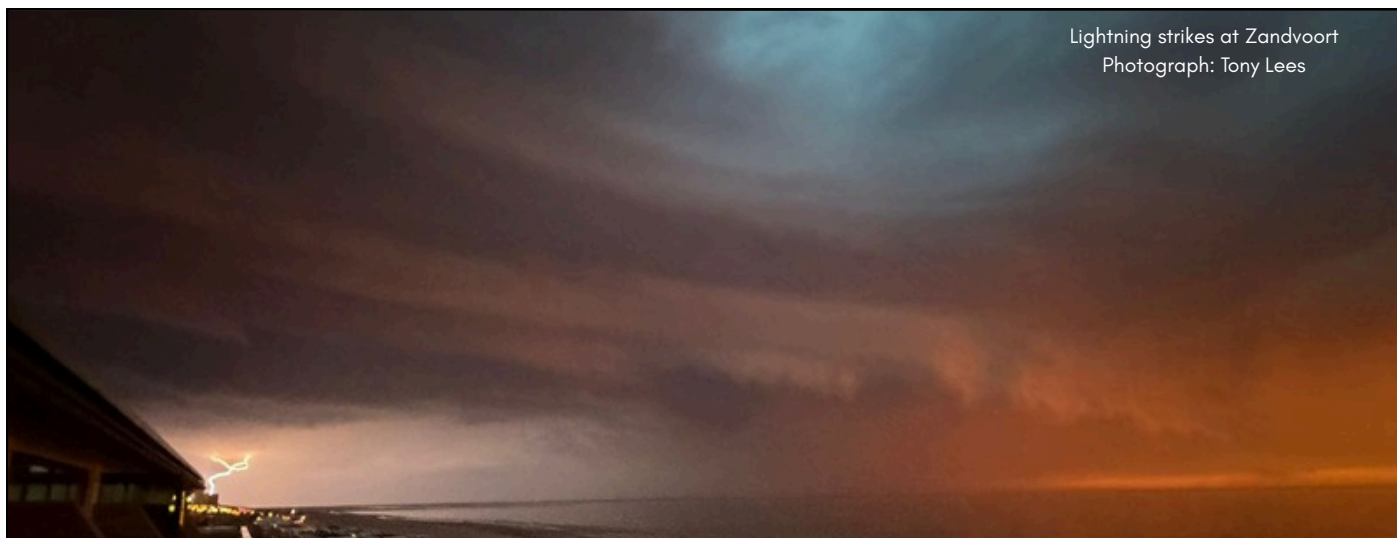
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Lightning strikes at Zandvoort
Photograph: Tony Lees

Stormy Times at Zandvoort

For our first trip into Europe in the 2026 season, we arrived in The Netherlands to clear blue skies and temperatures in the twenties – perfect for a few days by the beach in Zandvoort. As usual the organisers had allocated us a prime paddock space with display tents for the cars and plenty of parking for motorhomes and trucks as well as a fabulous position for the Red Truck close by.

With slightly fewer cars on the entry list than in previous years, all 33 teams were in good spirits as the official paperwork and technical checks were completed. The Dutch scrutineers were extremely well organised, and everything went without a hitch.

On Friday, after a fabulous lunch in the Red Truck catered by Marcus and his wife Tracy of Abbotts Events, all the drivers attended their briefing, held once again in the air-conditioned splendour of the Red Bull Lounge.

We started the briefing by presenting Erik Weijers, the Chief Sporting Officer of the Zandvoort Circuit, with a token of our appreciation for everything he has done to enable the HGPCA to participate in the Historic Grand Prix (HGP). Erik retires after the F1 Grand Prix later this year after well over 30 years in his role. It was he who launched the HGP 15 years ago following a visit to the Silverstone Classic when he met with Martin Grant Peterkin and invited the Association to attend the inaugural event. We have been regular attendees ever since!

QUALIFYING

By the time we were due out for our qualifying session at 15.40, the temperature had risen to the low 30s and the humidity was intense. All the cars got to the Assembly Area, but unfortunately then had to sit in the baking heat for a long time as red flags in the previous sessions delayed our start. Eventually the cars were released into the pit lane some 25 minutes late – a relief to everyone!

All was going well in the session until a very unfortunate mistake by Glenn Loxton in his Maserati 250F, led to a coming together with Jim Chapman's Aston Martin DBR4 leaving the latter stranded mid-track and necessitating a Red Flag to enable the marshals to clear circuit of the stricken cars (the 250F having collided heavily with the barrier). Sadly, neither were able to be repaired at the circuit and were withdrawn from racing.

The session resumed with 13 minutes left on the clock and there were no further incidents. Dutchman Michel Kuiper (Brabham BT4) set the fastest time of 1:52:116 on his last qualifying lap to take pole position in his local event, with Michael Gans (Cooper T79) alongside him on the front row just 0.599 behind. Rudi Friedrichs (Cooper T53) and Tim Child (Brabham BT3/4) made up the second row with times of 1:52:972 and 1:53:013 respectively. With the front four separated by less than a second, we knew we would be in for quite a race on Saturday!



Race 1 front four: Michel Kuiper, Rudi Friedrichs,
Michael Gans & Tim Child



Rolling Start

RACE ONE - SATURDAY

Overnight on Friday, storms had been forecast but none of us had been prepared for the amazing lightning displays and huge thunderclaps that we experienced. On Saturday, everyone had tales of the drama that had unfolded overnight. Many had had a broken night's sleep with the noise of the thunder and the torrential rain. However, the good news was that the high heat and humidity had dissipated somewhat, making for a more comfortable day's racing.

With our race due to start at 12.45, all cars had to be assembled at least 20 minutes prior to the green flag lap and, with the aid of the assembly marshals, we managed to get through the abundant crowds in the paddocks in good time. The programme was running ahead of schedule and in no time, the 3 minute board was shown and the cars sent out on track – taking the rolling start at 12.38 - 7 minutes early!

The front four sprinted away when the lights went out with Michel Kuiper holding his lead through lap 1. Rudi Friedrichs had made a blistering start and took second place, with Michael Gans in third and Tim Child's Brabham in fourth. They maintained these positions in tight formation until Michael overtook Rudi on lap 4 for second place. Rudi then lost a further place to Tim Child on lap 8.

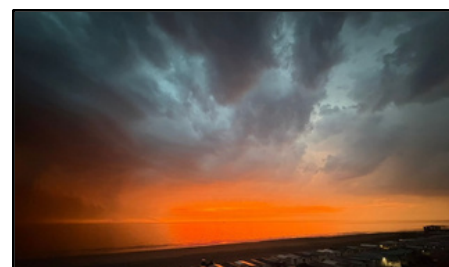
With less than 5 minutes race time remaining, the leading pack came across the Alfa Romeo P3 of Czech member Ivo Smutny, alongside Luc Brandts' Talbot Lago. Imagining a gap that just wasn't there, Michel Kuiper drove between the two, leading to contact with the P3 which forced Ivo on to the grass; a manoeuvre that ended with the Brabham marooned in deep gravel.

The Clerk of the Course immediately called a Red Flag and, with so little time on the clock, the race would not be re-started. In this situation the race results were to be settled on countback to the previous lap. Michel received a 30 second penalty for causing the Red Flag, and the winner was therefore declared to be Michael Gans, with Tim Child in second place and Rudi Friedrichs third.

Front engine honours went to the 250F of John Spiers who had had a race-long battle with Guillermo Fierro – the two trading places throughout – Rod Jolley in his gorgeous Lister Jaguar Monza took third.

The podium presentation after the race had the national anthem of Luxembourg playing out loudly across the paddock in honour of Michael's win. (For those of you who haven't heard this anthem – it's very dramatic albeit rather long-winded!) We were all much more familiar with the British national anthem, played in honour of John Spiers.

During Saturday afternoon, the Driving Standards team reflected on the many reports that they had received of inconsiderate driving and contact incidents seen during both the Qualifying session and the morning's race and decided to put out a notice via the WhatsApp group to remind all drivers of the standards that we expect of them. The intention being for everyone to reflect on the message overnight and come back on Sunday for an incident-free, respectful race 2.



Storm clouds roll in at sunset

Photo: Tony Lees



Ivo Smutny



Christian Lange & Erik Staes



Rod Jolley, John Spiers,
Tom Dark & Klaus Bergs



Markus Neisius, Hans Ciers &
Jakob Rettenmaier



John Spiers & Guillermo Fierro Eleta



Stuart Tizzard & Steve Banham



Left: Ian Nuthall & Paul Grant Above: Max Blees

RACE TWO - SUNDAY

Sunday's Race 2 was scheduled for a 10.45 start – before the heat had intensified. Once again, the race control team had got the timetable ahead of schedule and the field of 31 cars left the assembly area just before 10.30, with 'lights out' and their race underway 8 minutes early.

Michael Gans held his lead with Rudi once again into second from his second-row grid position. Unfortunately, Markus Neisius' Maserati 6CM suffered a fuel issue on his way down the start/finish straight and he safely coasted to a halt at the marshal post just before Turn 1, to retire.

Tom Dark (Cooper T51) had been struggling all weekend with engine issues and started from the back of the grid having retired after one lap in Race 1. Everything now fixed and he was on a flyer - making it up to 17th place by the end of lap 2; 11th place by lap 5 and eventually finishing in ninth position.

In the front engine race, the battling 250F duo of John Spiers and Guillermo Fierro had Rod Jolley in his Lister Jaguar with them. All three were racing hard together, eagerly swapping places for the first few laps. The Lister started to overheat so unfortunately Rod then had to back off, leaving the two Maseratis to fight it out in a very exciting contest that sadly saw Guillermo punished with a 10 second penalty for 'driving conduct' after a slight touch of wheels as the two came out of turn 2.

As the chequered flag fell with Tim Child the winner; Michael Gans in second and Michel Kuiper in third place overall, everyone was delighted that this time around, all the racing was superb and very exciting - yet respectful as requested by the Driving Standards Team - with many battles going on right throughout the field. The front engine podium was a replica of Saturday's with John Spiers on the top step; Guillermo Fierro in second and Rod Jolley third.

Paul Denman from sponsor TrinityBridge, presented the class awards in the Red Truck after which we once again enjoyed a delicious lunch before everyone packed up to leave.



Above Left: Team 44 - Klaus Bergs et al. Centre & Right: Max Blees & Tony Lees. Below Left: Erik Weijers & Lindsey Warren Right: Steve Banham





Top Left: Christian Lange & Rudi Friedrichs Centre: John Spiers & partner Jane keeping cool Top Right: Wolfgang Henseler
Below Left: CoC Martin van der Pavert briefs the drivers. Centre: Rudi & Helga Friedrichs Below Right: The Dark Knights aka Justin Maeers & Max Bleeas



Above Top Left: Jim Chapman, Hans Ciers & Stuart Tizzard. Above Left: Luc Brandts, Stephan Rettenmaier, Tom Dark & Ivo Smutny. Above Right: Race 2 Start on Sunday morning. Below Left: Guillermo Fierro Eleta & John Spiers. Below Right: Michael Gans, Rudi Friedrichs & Tim Child





Far Left: Race 1 Rear Engine Tim Child, Michael Gans, Rudi Friedrichs & Paul Denman. Left: Race 1 Front Engine Guillermo Fierro Eleta, John Spiers, Rod Jolley & Paul Denman. Below Left: Race 2 FE Guillermo Fierro Eleta, Steve Hart for John Spiers & Rod Jolley. Below: Race 2 RE Charlie Martin for Michael Gans, Tim Child, Michel Kuiper



Above Left to Right: Lindsey thanks the team! Paul Denman & Class 1 Winner Ivo Smutny; Class 2 - Luc Brandts; Class 5 - Ian Nuthall



Above Left to Right: Class 8 - Rod Jolley; Class 7b - Rudi Friedrichs; Class 7c - Steph for Stuart Tizzard; Class 9 - James Willis



Above Left to Right: Class 10a - Alex Morton; Class 12 - Tim Child; DoD Rear Engine - Christian Lange; DoD Front Engine - Rod Jolley



HGPCA Results Zandvoort Historic Grand Prix 19-21 June 2026

Results	Class	Race No	Driver	Owner	Car	Chassis No Asserted	cc	Year	Colour	Nationality
FRONT ENGINE										
Class 1: 1925 - 1934 Grand Prix Cars										
10	1	8	Ivo Smutny	Ivo Smutny	Alfa Romeo Tipo B P3	SF39T	2905	1934	Red	Czech
Class 2: 1935 - 1951 Grand Prix Cars										
8	2	26	Luc Brandts	Luc Brandts	Talbot Lago T26	110008	4482	1948	Blue	Netherlands
9	2	4	Stephan Rettenmaier	Stephan Rettenmaier	Osca Tipo G	4502	4500	1951	Red	German
Class 3: Pre 1939 1.5 litre Voiturette Cars										
11	3	18	Markus Neisius	Markus Neisius	Maserati 6CM	1561	1500	1938	silver	German
Class 5: 1952/53 2 litre Grand Prix Cars										
4	5	21	Ian Nuthall	Ian Nuthall	Cooper Bristol MkII	IN-1-CB	1971	1953	BRG	British
5	5	36	Erik Staes	Erik Staes	Cooper Bristol T23 Mk II	CB-7-53	1971	1953	Green	Belgian
6	5	19	Paul Grant	Paul Grant	Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Red	British/Belgian
7	5	27	Jakob Rettenmaier	Stephan Rettenmaier	Alfa F2	F2/5	1980	1952	BRG	German
Class 6: 1954-1958 Grand Prix Cars										
1	6	34	John Spiers	John Spiers	Maserati 250F	2516	2494	1955	Red	British
2	6	31	Guillermo Fierro Eleta	Guillermo Fierro Eleta	Maserati 250F	2501/2523	2493	1954	Red	Spanish
DNS	6	88	Glenn Loxton	Glenn Loxton	Maserati 250F	CM8	2496	1955	Red	ZAF/British
Class 8: Formula Libre, Indianapolis & Intercontinental Cars										
3	8	2	Rod Jolley	Rod Jolley	Lister Jaguar Monza GP	BHL 109	3781	1958	Silver	British
DNS	8	10	Jim Chapman	Jim Chapman	Aston Martin DBR4	DBR4/2*	2892	1959	Green	USA
REAR ENGINE										
Class 7b: Pre 1961 Grand Prix Cars										
4	7b	12	Rudi Friedrichs	Rudi Friedrichs	Cooper T53	F2/8-60	2462	1960	Green	German
5	7b	18	Clinton McCarthy	Clinton McCarthy	Lotus 18	372	2496	1960	Green	British
8	7b	87	Tony Lees	Tony Lees	Cooper T53	F1-53-60	2495	1960	Green/White	British
9	7b	10	Tom Dark	Tom Dark	Cooper T51	F2-1-59	2500	1960	Green/Red	British
18	7b	9	Olivier Huez	Olivier Huez	Cooper T51	F2-21-59	2085	1959	Green/White	French
Class 7c: Pre 1961 Formula 2 Cars under 1.5 litre										
16	7c	43	Stuart Tizzard	Stuart Tizzard	Cooper T43	F2-27-57	1500	1957	Green	British
17	7c	92	Stephen Banham	Stephen Banham	Cooper T45	F2-8-58	1475	1958	Silver	British
19	7c	45	Hans Ciers	Hans Ciers	Cooper T45	F2-28-58	1500	1958	Green	Belgian
20	7c	25	Simon (Syd) Fraser	Simon (Syd) Fraser	Cooper T43	F2-11-57	1500	1957	BRG	British
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 2 litre										
15	9	42	James Willis	James Willis	Cooper T45	F2-20-58	1960	1958	Green	British
Class 10a: Pre 1964 1.5 litre 4-Cylinder Formula 1 Cars										
10	10a	75	Alex Morton	Alex Morton	Lotus 21	939/952	1488	1961	Green/gold	British
11	10a	13	Wolfgang Henseler	Wolfgang Henseler	Lotus 18	375	1489	1960	Maroon	German
12	10a	37	Eddy Perk	Eddy Perk	Heron F1	F1	1488	1960	Red/Gold	Netherlands
13	10a	44	Klaus Bergs	Klaus Bergs	Lotus 18	908	1500	1961	White/Blue	German
Class 11: Pre 1966 1.5 litre Formula 1 Cars										
14	11	24	Christian Lange	Michel Wanty	Lotus 24	942	1500	1962	Green	Belgian
Class 12: Pre 1966 Tasman and Intercontinental Cars under 2.7 litre										
1	12	76	Tim Child	Tim Child	Brabham BT3/4	F1-2-62	2497	1962	Red/Green	British
2	12	17	Michael Gans	Michael Gans	Cooper T79	FL/1/64	2500	1964	White	Luxembourg
3	12	63	Michel Kuiper	Michel Kuiper	Brabham BT4	F1-4-63	2500	1963	Red	Netherlands
6	12	53	Justin Maeers	Justin Maeers	Cooper T53	F2-8-60	2500	1960	Green	British
7	12	7	Max Blees	Max Blees	Brabham BT7A	IC/1/63	2495	1963	Burgundy	German

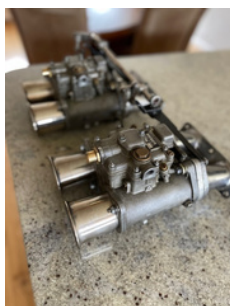


GOODYEAR TYRE SPONSORSHIP

For the HGPCA to benefit from the sponsorship arrangement with Goodyear (Dunlop), we ask that you:

- 1. Email or speak to Steph to let her know which tyres you would like to order**
 - 2. Pay the HGPCA the full price from HP Tyres**
 - 3. Steph will provide you with a voucher per pair of tyres**
 - 4. Order from HP Tyres in the usual way - presenting your vouchers as payment**
- Please also note that if you claim VAT back on your tyres, the scheme is not for you as the HGPCA is not VAT registered.**

The new Goodyear branded Vintage and Historic ranges are technically identical to the outgoing Dunlop Vintage and Historic ranges. The only change that has been made is to the tyre branding engraving on the sidewall of the tyres. The construction, materials, tread patterns and mould shapes used in the tyres remains unchanged. The Goodyear branded products have been homologated by the FIA within the Appendix K tyre homologations, and now appear on the Historic Technical Tyre List. - <https://historicdb.fia.com/regulations/tyre-homologations> Note that the FIA homologation for the Dunlop ranges will continue until all Dunlop stock in the market has gone. The Historic Technical Tyre List highlights the equivalent Goodyear branded tyre ranges compared to the Dunlop ranges. For example: Dunlop CR65 has become Goodyear Blue Streak 65.



2.75l Coventry Climax FPF engine

Freshened 3 events ago with valve seats recut, new valve springs, piston rings and big end bolts being replaced.

Sold with new/ unused set of Omega pistons and spare camshafts. Piper camshafts and Omega 12:1 pistons installed. Also for sale **2.5l Coventry Climax Omega pistons, liners, connecting rods and crankshaft**. Sold preferably with engine or offers separately considered: **Set of Weber 58 DC03 carburettors and inlet manifold** for 2.5l/ 2.7l FPF engine. Also, **Mk5 Hewland gearbox with LSD**, bought having just been refurbished but never used since purchased, fitted with clutch linkage and in very good condition.

Contact:- Jon Fairley 07780 461735 jonf@tandemcontracts.co.uk

HGPCA Calendar 2026

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

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

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

10-12 July: MRL Charade, Clermont-Ferrand, France
Separate Front Engine & Rear Engine grids

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

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

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

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

Friday 4th December - Annual Lunch
Royal Automobile Club, London



Keep up to date with all the latest news and
information about the race meetings by downloading
the

HGPCA Members App

to your Smart device.

Scan the QR code and follow the instructions on your
device to add to your home screen.