

HTP Expiry Dates

When the FIA introduced a validity life for the HTP document it detailed a staggered withdrawal schedule dependent on when the original HTP was issued. This is easily checked by looking at the FIA Identity Number can be found on the front page of the HTP, the expiry dates are as follows:

HTPs issued before 2010 (nos 20000-31335) expired on 31/12/2014
HTPs issued in 2010 (numbered 31336-32996) expire on 31/12/2015
HTPs issued in 2011 (numbered 32997-34096) expire on 31/12/2016

From this point onwards the valid life for an HTP is either 5 or 10 years depending on the template. If the HTP is on the older 13 page template then it is valid for a period of 5 years from the date of issue. If the HTP is on the current 26 page template then the HTP will remain valid for a period of 10 years from the date of issue.

It is possible that there are HTPs issued on the 26 page template with an expiry date detailed on the front page less than 10 years from the issue date, this is due to the FIA changing the validity period from 5 to 10 years sometime after the 26 page template was introduced. In this case the expiry date on the HTP can be disregarded and the 10 year validity period equated from the issue date.

Film cars needed for Ferrari movie

Karl McMillan got in touch with us this week. He's involved in producing a Michael Mann film entitled 'Enzo Ferrari' starring Christian Bale which will portray just one year in the life of Enzo Ferrari that led to his success at the final Mille Miglia. The movie takes place in 1957 and follows the personal story of Ferrari and his sprawling world as he faces a brutal challenge to his survival.

Karl is currently sourcing vehicles to use for practical filming. Among the cars they're looking for are: Maserati 250F and 450S, Jaguar D Type and Ferraris – 250GT TdF Long Wheel Base, 315S Scaglietti Spider, 335S, 250 Testa Rossa Pontoon Fender, 500 Testa Rossa, 250 Spyder and 801.

He said "As both originals and replicas are very rare, we understand that we will need to be slightly flexible on the actual year of the car but any owners who may be interested in participating in such a project please get in touch."

"Please understand that we have the utmost respect for these vehicles and the value they represent so we hope that, within your contacts, you may know someone who would like to get involved, would be happy to drive in the film themselves and/or allow our precision drivers to perform sequences in the film."

The filming will take place in Modena, Italy in June of next year (could tie in nicely with racing at Monza?) but they need to secure vehicles as soon as possible. Please get in touch with Karl via email: enzoferriarfilm@gmail.com

Diary Date

Montlhery in April

On the 2nd April 2016, Flavien Marcais will be organising his "Coupes de Printemps" at the famous Autodrome de Montlhery circuit close to Paris. This friendly track-day will use the 3.4 kilometre track, which includes the banking and its three chicanes.

The programme for the day starts with a welcome breakfast and two hours of track time before lunch in the Drivers Club and a further three hours track time in the afternoon. The social event is open to pre 1973 cars which must be silenced.

To book your place or for more information, contact Flavien by email on flavienmarcais@hotmail.fr

Cars for Sale

CONNAUGHT Chassis B2 - Very original car with full & original complete history file, with recent engine rebuild.

For more information contact George Fowles, George Fowles Racing, www.gfracing.co.uk

Email: george@gfracing.co.uk

Tel: +44(0)1628 825081

Mobile +44(0)7767 357368



1954 Kurtis 500S - Fully sorted and competitive drum brake 50s sports car. 400+bhp Hemi V8. New HTPs. Last used 2014 - winner at Goodwood, 3rd at Silverstone Classic.

On the button with extensive spares. Prefer to sell but could part-ex with something interesting that needs work – cash either way. Geraint Owen g.w.owen@bath.ac.uk 01981 570245

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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL7 Dec 2015

Merry
Christmas
and Happy
New Year
to you all

ROYAL AUTOMOBILE CLUB - PALL MALL

HGPCA Annual Lunch

We probably all have things in our lives we'd like to improve and all of us know that nothing improves by itself. We need to do things differently to make that happen - without change, there'd be no improvements.

The Landmark is, without doubt, one of the most stunning hotels in London and, for twenty years, we've enjoyed meeting each other for the end of year celebrations and prizegivings but our preferred date of 4th December was unavailable even before the 2014 awards were over! So, the time to change venue for our Annual Lunch had arrived... several alternatives were identified as possibilities but one - introduced by new Board Director, John Clark - shone out above all others. The Royal Automobile Club in Pall Mall, founded in 1897 with the aim of encouraging the development of motoring in Britain, was clearly worth exploring. The date was available, the rooms for drinks and lunch looked perfect and the Long Bar (to retire to after lunch) much more suitable than the TwoTwentyTwo at the Landmark.

We hope you agree that the change has definitely proved to be an improvement.



The Mountbatten Room was a splendid place to enjoy lunch photo Jim Houlgrave

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Welcome to the Royal Automobile Club in Pall Mall. Mary and Andrew Garner photo Jim Houlgrave



Pre lunch drinks were served to Members and guests in the Committee Room photo Jim Houlgrave



The Starter - all photos Jim Houlgrave

2015 HGPCA Awards

FRONT ENGINE CARS

- Class 1** - Josef Rettenmaier - Maserati
Class 2 - Richard Pilkington – Talbot Lago, Tom Dark – Bugatti, Julia de Baldanza - Maserati
Class 3 - Stephan Rettenmaier - Maserati
Class 4 - Nick Topliss - ERA
Class 5 - Paul Grant – Cooper Bristol, Ian Nuthall – Alta, Eddie McGuire – Cooper Bristol
Class 6 - Guillermo Fierro – Maserati, Klaus Lehr – Maserati, Gerry Hann/Steve Hart - Maserati
Class 7a - Tony Smith – Ferrari, Michael Steele – Connaught, Marshall Bailey - Lotus 16
Class 8 - Marc Valvekens – Aston Martin, Julian Bronson – Scarab, Rod Jolley - Lister Monzanapolis
Invitation Class - Nigel Batchelor - Kieft

REAR ENGINE CARS

- Class 7b** - Barry Cannell - Cooper, Rod Jolley – Cooper, Giorgio Marchi/Will Nuthall - Cooper
Class 7c - Brian Maile – Cooper, John Bussey – Cooper, Clive Wilson - Cooper
Class 9 - Malcolm Cook – Cooper, Brian Jolliffe – Cooper, Tony Ditheridge - Cooper
Class 10 - Eddy Perk – Heron, Alan Baillie – Cooper, Peter Studer - Lotus
Class 11 - Sid Hoole – Cooper, Peter Mullen – BRM, John Bowers/Andy Middlehurst - Lotus
Class 12 - Peter Horsman – Lotus, Jon Fairley – Brabham, John Evans - Brabham

Chairman's Cup - Martin Greaves
 Jack Brabham Trophy - Brian Maile
 Alan Putt Trophy - Eddy Perk
 Maserati Brothers Trophy - Sean Danaher



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Ellie Birchenbough, Barry Cannell and Emma Fitzgerald-Lombard photo Jim Houlgrave



Winner of the Chairman's Cup, Martin Greaves with Andrew Garner photo Jim Houlgrave



Lady Susie and Sir Stirling Moss photo Jim Houlgrave



The Mounbatten Room photo Jim Houlgrave

2016 PROVISIONAL CALENDAR

Friday 22nd April

After an absence in 2015, when we went to Barcelona, the Association will be organising a Test Day at Silverstone in April on the day before the VSCC Spring Start race meeting. The test day is an excellent opportunity for members to try out their cars ready for the racing season, a chance to let friends drive their cars and, provided it has two seats, an opportunity to give passenger rides on the circuit.

We have invited owners of Formula Junior cars, Flavien & Vanessa's GT & Sports Car Cup cars and owners of cars racing with the Legends series and U2TC to join us at the circuit. Even if you never get onto the circuit, it will be an excellent day to meet friends and socialise.

Saturday 23rd April

The following day is the Vintage Sports Car Club's annual race meeting at the circuit and we will be supporting the event with a grid of pre 1966 rear-engine Grand Prix cars. The VSCC will be organising their usual trophy races for vintage racing cars and the Patrick Lindsay and Amschel Rothschild Trophies race for pre 1961 racing cars.

30th April – 2nd May

At the end of the month we are planning to support Duncan Wiltshire's Historic Festival at Donington. In 2013 we organised a grid of pre 1940 Grand Prix and Voiturette racing cars for the Nuvolari Trophy; we had an excellent entry of 27 beautiful cars. We are planning a similar race this year and will be contacting all known owners of eligible cars in the next few weeks asking for their support.

27th – 29th May

Brand Hatch Grand Prix circuit is a favourite with members. For the past few years it has been predominately a rear-engine race but this year we are hoping to encourage a full grid of front-engine cars plus, as is usual with this grid, the 1.5 litre pre 1961 rear-engine cars in Class 7C.

17th – 19th May

Very many members have requested that we organise a race in Italy in 2016. We plan to support the Coppa Intereuropa at Monza. It is very expensive to purchase track time at Monza and your Board, despite wishing to arrange separate front and rear-engine grids, felt they could not guarantee enough entries to cover this cost – Monza will be a combined grid.

29th – 31st July

Silverstone Classic is the largest historic race meeting in the World. It is essential that the Association is part of this classic event, and, as usual, we will be organising a combined grid of front and rear-engine cars. The event is one week later next year than in recent years.

12th – 14th August

We are most grateful to our member Hubertus Donhoff who, each year, invites the Association to put together a grid of Pre 1961 front-engine Grand Prix cars for the Oldtimer race meeting at the Nurburgring. We are delighted to accept and will include the Class 7C pre 1960 1.5 litre rear-engine cars.

27th – 29th August

In 2003 the Historic Sports car Club resurrected the award of a 'Gold Cup' to the winner of one of their races at Oulton Park in Cheshire. In the late 1950s and early 1960s the Gold cup was won by the driver of a rear-engine Lotus, Cooper or Brabham and we felt it appropriate to support the HSCC event next year with a grid of rear-engine Grand Prix cars. Even with the modern chicanes that have been introduced, the long circuit at Oulton is one of the best in the UK.

16th – 18th September

In September we will be returning to Spa for their Six Hours event. As usual we will take with us a combined grid. Hugely successful this year, it would be fantastic to run as many cars again in 2016.

7th – 9th October

Because of a date clash with Monza, our visit to Dijon this year will be in early October instead of June. The event has a different French organiser but still the same wonderful ambience and amazing circuit. We will be organising two separate grids, one for front and one for rear-engine cars.

Mid/Late October

Finally we have been asked by the organisers to support their event at Portimao again in late October. The date is not confirmed, nor is our participation. However it is a great track and, when the sun shines, a fantastic place. A decision will be made in the New Year.



Arbutnot Labbam's Chris Bland and Amanda Weston with Class 2: Richard Pilkington, Tom Dark and Julia de Baldanza photo Jim Houlgrave



Class 5: Paul Grant, Ian Nutball and Eddie McGuire with Chris, Amanda and Paul from Arbutnot Labbam photo Jim Houlgrave



Class 7b: Barry Cannell, Rod Jolley & Will Nutball (Jane Nutball collecting for Giorgio Marchi with Chris, Amanda and Paul photo Jim Houlgrave



The main course



Class 7a: Chris Bland with Jo Greenwood (for Tony Smith), Amanda, Michael Steele and Sid Hoole (for Marshall Bailey) photo Jim Houlgrave



Class 11: Sue Hoole (for Peter Mullen), Sid Hoole, Andy Middlehurst and Clive Chapman (for John Bowers) with Chris Bland, Amanda Weston and Paul Denman from Arbutnot Latbam photo Jim Houllgrave



Andrew Garner presents the Jack Brabham Trophy to Brian Maile photo Jim Houllgrave



Class 8: Marc Valbekens, Julian Bronson and Rod Jolley with Amanda Weston and Paul Denman photo Jim Houllgrave



Brian Gilbert-Smith presents the Alan Putt Trophy to Eddy and Lesley Perle photo Jim Houllgrave

RETROMOBILE, PARIS 3-7 FEBRUARY, 2016

One woman... one collection

Retromobile is a real institution for lovers of motorcars and beautiful old machines and, next year, focuses its 41st show on women sharing a universal passion – motorcars and classics. HGPCA Member Julia de Baldanza has no pretensions to being a fast driver, victory for her is “being at the start and being at the finish – the position does not matter very much” but her passion for cars goes back to her early childhood and the eclectic choice that guides her collection is often the fruit of chance and random encounters. She likes to say that it is not she who chooses the cars but rather the cars that choose her.

Members will, of course, be familiar with the Maserati and Bugatti she campaigns in HGPCA races but might be surprised by the 2014 Volkswagen XL1 – one of only 200 cars built.



Chris Bland with Angela Cook, collecting husband Malcolm's Class 9 award photo Jim Houllgrave



Class 10: Peter Studer, Eddy Perle and Alan Baillie with Amanda and Paul photo Jim Houllgrave



Class 12: Miles Griffiths (for Jon Fairley), Peter Horsman and John Evans with Amanda photo Jim Houllgrave