

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



Rudi Friedrichs leads the field to take the Race 1 start

Photo: Eric Sawyer

## CELEBRATING 30 YEARS OF THE SPA SIX HOURS MEETING

The Spa Francorchamps circuit set in the Ardennes Forest is filled with motor racing history. Not only do they host a Grand Prix, a 24-Hour race and a Six Hour race for modern GT and Sports prototypes, it also is the home of the classic Six Hour race which, this year, celebrated its 30th anniversary. In recent times, it has seen an entry list far in excess of 100 cars, with drivers from across the world.

The Spa climate is as much a part of the legend of the track as the elevation and turns of this 7km circuit. The names La Source, Eau Rouge, Stavelot and Blanchimont instantly conjure the picture of the forests with steep ascents and descents.

The timing of the event was fresh for this year with the race timetable starting on Thursday and culminating on Saturday evening with the Six Hour Race. Sunday was ostensibly a 'Family' day of parades and demonstration runs with a large gathering of pre-War cars expected.

All eras of the circuit were represented at this year's Six Hour meeting, with cars from the pre-War up to modern GT3 cars and LMP1 prototypes with Masters Historic Racing presenting a grid of F1 cars dating from 1966 – 1985. HGPCA had a broad entry representing the Grand Prix era from the 1930s right through to 1965.

The original entry of 38 cars was fielding three pre-War cars - all Maseratis. Stephan Rettenmaier in his 8CM, Rebeca Rettenmaier in Josef's 8C 3000 and new member - Markus Neisius from Germany - in his super-charged 6CM. The car looked glorious in its silver livery. The Maserati was likened to a pre-War ERA, but whilst the ERA was strong and very utilitarian in its appearance, the Maserati with its sleek body looks every inch a racing car.

Niamh Wood, sharing with Eddie McGuire in the Cooper Bristol Mk1, made a welcome return to competition. The smile on her face indicating how much she had missed being behind the wheel of a race car for a while.

Stuart Jones was a new name to the Association. He was a late substitute for Syd Fraser who was unable to travel at the very last minute due to a family illness.

Possibly the unluckiest man of the weekend was Michel Kuiper in his Brabham BT4. He returned to the pits following Thursday morning's test session with a broken gearbox and had to retire from the race meeting.

Fragile gearboxes were to become a recurring theme during the weekend. But the event would contain all the elements of a Spa weekend including sunshine, showers and morning fog.



From Top: Eau Rouge just visible in the fog; Maserati 6CM; Niamh Wood and Eddie McGuire shared the Cooper Bristol; Stuart Jones in Syd Fraser's Cooper  
Photos: Eric Sawyer

PRESIDENT: CLIVE CHAPMAN CHAIRMAN: PETER HORSMAN TREASURER: ANDREW BEAUMONT  
BOARD OF DIRECTORS: JULIAN BRONSON, ROD JOLLEY, EDDY PERK, STEPHAN RETTENMAIER, TED ROLLASON, MARK SHAW, RICHARD WILSON



Above: Andy Middlehurst in John Bowers' Lotus 25, Tim Child & Justin Maeers.  
 Top Right: Elliott Hann, Paul Grant & Simon Hope. Right: Tom Dark, Andy Middlehurst  
 and Philipp Buhofer

## QUALIFYING - THURSDAY

Thanks to the more relaxed timetable this year, the Roadbook organisers were able to slot in an unsilenced free practice session on Thursday morning, which 22 cars took advantage of. The HGPCA qualifying session took place in the afternoon in bright sunny conditions. Shirt sleeves being the order of the day for much of the weekend!

In the early part of the session, it was Charlie Martin (driving Paul Waine's Cooper) who headed the times, with Justin Maeers, Rudi Friedrichs, Andy Middlehurst and - the driver who had set the fastest time in free practice - Tim Child, following.

Rod Jolley had an electrical problem which slowed him on the ascent into Radillon where he was able to pull off opposite a recovery point. Having pushed the car behind the barriers, Rod was able to work on the car ultimately returning to the circuit to complete the qualifying session!

Both Tim Child and Nick Taylor were suffering from misfires on their cars. For Tim, it was the return of the problem they had experienced at Silverstone in August. The team had replaced a number of components hoping they had cured it, but midway through the session, it was back. Nick - despite the misfire - was pleased to have set a faster time than his previous best at the circuit in 2019. Reflecting on his success, he was reminded of a slogan on a tee shirt. "When you get over the hill the faster you get."

The qualifying session became a battle between the Cooper T53s of Charlie Martin and Rudi Friedrichs. Rudi eventually claiming pole with Charlie second and then Michael Gans in third in his Cooper T79. The next T53 - Justin Maeers qualified fourth with Tim Child's Brabham fifth. Post qualifying, his car's fuel regulator was changed and the ignition coil position swapped over as the suggestion was the problem could be heat related (thanks to a tip-off from Michel Kuiper).

Behind Tim, Andy Middlehurst (in John Bowers' Jim Clark championship winning Lotus 25) was sixth, Philipp Buhofer seventh and then the first of the front engine runners - Mark Shaw in the Scarab Offenhauser. Completing the top 10 were Tom Dark and Tony Lees in Cooper T51 and T53 respectively.

Chris Locke qualified in 11th however his Lotus 32B had developed a problem that could not be fixed at the circuit. Luckily, his Lotus 27 Formula Junior was in the Classic Team Lotus truck and he was allowed to substitute the 27 in the Invitation class starting from the back of the grid.

James Hagan headed class 10a running the 1500cc unit in the Lotus 18, with Nick Taylor next up in the class with Erik Staes third in the Lotus 18/21 followed by Ian Nuthall heading the Cooper Bristol entries. John Spiers was second in the Front Engine classes, as the Maserati 250F numbers diminished. Klaus Lehr would be a non-starter, his 250F having suffered a broken Cam follower.

Stuart Jones - on his HGPCA debut - headed class 7c from Stephen Banham and Hans Ciers, and Stephan Rettenmaier led the pre-War classes.



Above Left: Brad Hoyt, Rudi Friedrichs, Tim Child & Simon Hope  
 Right: Rod Jolley, John Spiers & Mark Shaw  
 Centre: Tony Lees & Andy Middlehurst  
 All Photos: Eric Sawyer



## RACE 1 - FRIDAY

The first race for the HGPCA on Friday afternoon, introduced the classic Spa element - the climate - with differing weather conditions across the circuit.

At the end of the green flag lap before the rolling start, Ingo Strolz filtered into the pits to retire. It was a very unhappy Ingo in the garage later. The new tyres his team had fitted were not correct and he was experiencing 'tramping' in second gear. The car proving impossible to drive.

It was Rudi Friedrichs that led across the startline from Michael Gans and Charlie Martin as the pack funnelled down into La Source hairpin for the first time. Charlie's race would be short lived. He retired on lap two with a broken crown wheel and pinion. With the demise of Charlie, it was Justin Maeers in Rudi's wheel tracks with Michael Gans third and Tim Child gaining on the trio in front.

John Spiers was heading the front engine section of the race taking a close look at the rear of Philipp Buhofer's BRM in the early laps. Following his problems in qualifying, Rod Jolley was also making his way through the pack. By lap three he had passed John Spiers and was heading after Philipp and Andy Middlehurst in front. On lap four, Mark Shaw took the lead of the front engine section.

Further down the field, James Hagan and Thomas Matzelberger were embroiled in a close tussle that would last the entire race. Nick Taylor's race ended on lap four. The misfire on the car had got worse. They tried a couple of changes, Nick completing one more lap before calling it a day. Tom Dark's race ended on the same lap in a more dramatic fashion with a rod through the side of his block; ending his participation for the remainder of the weekend.

As the race progressed, the skies darkened and pockets of rain showers broke out across the circuit. From the grandstand it almost looked like smoke drifting across the track as the rain swept in then fled in the course of a couple of laps. The drivers would approach a corner not knowing the level of adhesion they would find. With the latent heat in the tarmac, the track dried very quickly. The competitors found themselves in a lottery: brake early; lose a place or brake late and you could be spinning all over the place.

Rudi Friedrichs slipped down the order to fourth place on lap five, handing the lead to Michael Gans with Tim Child in second place, Justin Maeers third, with Tony Lees in fifth.

On lap eight John Spiers was to retire when he spun out on very wet grass - luckily with minimal damage to the rear body which Steve Hart was able to tap out in the garage later.

Mark Shaw in the Scarab was revelling in the conditions explaining afterwards that the car is so well balanced he had hoped for more rain rather than less. Rod Jolley lost a place to Mark in the latter stages although did not give up in his attempts to reclaim the position.

With the track slippery rather than wet, many cars were dancing around as their pilots tried to keep them pointed in the right direction. Tim Child briefly held the lead on lap seven - losing it to Rudi on the following lap. On lap nine, Tony Lees had to relinquish fifth place to Andy Middlehurst in the Lotus 25.

On lap ten, Child was back in the lead - a position he held right up to the chequered flag. However, all his attempts to keep car pointing in the right direction had seen him exceed track limits and he was now carrying a five second time penalty. Second on the road was Michael Gans with Rudi dramatically slowing out of the chicane on the last lap. He limped across the line in third, with Justin Maeers closing in to take fourth place. Andy Middlehurst finished fifth from Tony Lees, then Philipp Buhofer, followed by Mark Shaw with Rod Jolley hard on his heels. In a dramatic dash to the line, Thomas Matzelberger took 10th place from James Hagan with Erik Staes completing the finishers on the lead lap. A delighted Tim Child had overcome his time penalty to take his first win in a Historic Grand Prix car.



James Hagan & Rebeca Rettenmaier



Nick Taylor, Stephen Banham & Ingo Strolz



Thomas Matzelberger, Ingo Strolz & Tom Dark



Rod Jolley, Tom Dark, Tony Lees & Stuart Jones



Tony Lees & Eddie McGuire

All Photos: Eric Sawyer





**Race 1 Podium:**

Pictured above left: Rear Engine - Michael Gans (2nd), Tim Child (1st) and Rudi Friedrichs (3rd)  
 Right: Front Engine Ian Nuthall (2nd), Mark Shaw (1st) and Paul Grant (3rd) Photos: Stella Jackson



Tim Child & Michael Gans followed by Justin Maeers, Andy Middlehurst & Tony Lees



Mark Shaw, Tom Dark, Tony Lees & James Hagan



Simon Hope, Eddie McGuire & Chris Locke



Ian Nuthall, Erik Staes & Paul Grant



Julian Ellison & Markus Niesius



## RACE 2 - SATURDAY

Following the heavy rain that had fallen during the Six Hour qualifying and into Friday night, the Spa hillside was shrouded by fog on Saturday morning. The circuit gradually appearing when the Masters Gentleman Drivers & Pre '66 Touring cars took to the track for their 90 minute race. As the fog lifted and the sun broke through, it proved ideal conditions for the HGPCA second race. 30 cars were listed to start from the grid, which became 29 as the gear box gremlins hit Rudi Friedrichs who was unable to leave the pit lane. There was further drama as the cars set off for their green flag lap, when Stuart Jones, could not get the Cooper to re-start and he was pushed to the pit lane. A failed fuel regulator denying him his second race appearance with the HGPCA.

Attrition was proving to be high. Philipp Buhofer came onto the grid but did not complete the first lap. Elliott Hann was another casualty of mechanical issues and he too retired to the pits without completing a lap.

In the race, Tim Child led off the line but, running wide at La Source, he was passed by Michael Gans and Justin Maeers. Andy Middlehurst was fourth with Tony Lees fifth, Mark Shaw in sixth from Rod Jolley, Thomas Matzelberger, James Hagan and Ian Nuthall. The two cars that had started from the back - John Spiers and Ingo Strolz - were making good progress. John up to 14th on the end of lap one, and Ingo 19th.

At the head of the field, the two Coopers of Michael Gans and Justin Maeers continued to extend their lead from Tim Child. Andy Middlehurst was pulling clear of Tony Lees and started to reduce the gap to Tim in front.

The mechanical attrition continued. Chris Phillips brought his car into the pits to retire with carburettor issues. Simon Hope would retire on track at the end of lap three. On lap four, Mark Shaw's run at the head of the front engine grid came to a halt when a spark plug exploded.

Mark's retirement placed John Spiers - now running seventh overall at the head of the front engine runners. Ingo Strolz was now into the top 10 and Chris Locke had the Lotus 27 up to 15th place. Tim Child's misfire was getting worse and, despite his best efforts to drive around it, he was a sitting target for the fast-approaching Andy Middlehurst. Andy taking the final podium place on lap eight. Stephen Banham brought his car into the pits on lap five - the engine having gone flat. His team attempted to cure the problem but, returning to the track for one more lap, Stephen retired. Markus Neisius had sadly retired his beautiful Maserati a lap earlier after his debut run.

At the flag Michael Gans took the win, just over a second clear of Justin Maeers who had kept the pressure on throughout the race. Third was Andy Middlehurst from the hobbled Brabham of Tim Child. Tony Lees was fifth with Rod Jolley sixth. John Spiers was next up in the sole surviving Maserati 250F, with Thomas Matzelberger, Ingo Strolz and Ian Nuthall completing the top 10. Ian having taken the place from Erik Staes on the last lap.

For the final time this season, the competitors gathered in the Red Truck to applaud the class winners. The HGPCA, like swallows, continue to head south for their last two races of the season in Jerez and Portimao, with some Members planning to spread their wings further to spend January in South Africa for two weekends racing in Zwartkops and Killarney.

**Race Report: Alan Jones**



Above: Michael Gans - leads the field at the start of Race 2. Below Left: Michael Gans & Justin Maeers. Below Right: John Spiers, Eddie McGuire, Simon Hope & Chris Locke. All Photos: Eric Sawyer







Photo: Lindsey Warren

A chilly and foggy start to Saturday morning



Markus Neisius' beautiful 6CM



Philipp Buhofer & Simon Hope



Stuart Jones, Simon Hope, Elliott Hann & Chris Phillips



Nick Taylor & Klaus Lehr



Rod Jolley, Mark Shaw & John Spiers



Simon Hope, Elliott Hann & Paul Grant



Stephan Rettenmaier & Erik Staes



Simon Hope, Chris Locke & Julian Ellison



Above Left: Mark Shaw's Scarab Above Right: Rudi Friedrichs, Charlie Martin, Michael Gans, Tim Child, Justin Maeers, Andy Middlehurst, Philipp Buhofer





HGPCA Results - Spa Six Hours Meeting  
28 - 30 September 2023

Results	Race No	Driver	Surname	Nationality	Owner	Car	Chassis No	cc	Year	Colour
<b>FRONT ENGINE</b>										
<b>Class 1 - 1925-1934 Grand Prix Cars</b>										
5	4	Stephan	Rettenmaier	German		Maserati 8CM	3020	2992	1934	Red
7	38	Rebeca	Rettenmaier	German	Josef Rettenmaier	Maserati 8C 3000	3001	3000	1932	Maroon
<b>Class 3 - Pre 1939 1.5 litre Voiturette Cars</b>										
8	6	Markus	Neisius	German		Maserati 6CM	1561	1500	1938	Silver
<b>Class 5 - 1952/53 2 Litre Grand Prix Cars</b>										
2	21	Ian	Nuthall	British		Cooper Bristol Mk II		1971	1953	BRG
3	19	Paul	Grant	Belgian		Cooper Bristol Mk II	CB-3-53	1971	1953	Blue/Red
4	23	Niamh	Wood	Irish	Eddie McGuire	Cooper Bristol Mk I	8/52	1971	1952	BRG
6	5	Klara	Rettenmaier	German	Stephan Rettenmaier	Cooper Bristol Mk II	CB-4-53	1971	1953	Green
11	33	Chris	Phillips	British		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>										
1	34	John	Spiers	British		Maserati 250F 2516	2516	2494	1955	Red
10	123	Simon	Hope	British		Maserati 250F CM4	CM4	2500	1954	Red
DNF	22	Elliott	Hann	British	Family Hann	Maserati 250F CM7	CM7	2494	1958	Red
DNS	27	Christian	Dumolin	Belgian		Maserati 250F 2522	2522	2495	1954	Red
DNS	248	Klaus	Lehr	German		Maserati 250F CM5	CM5	2500	1957	Red
<b>Class 8 - Formula Libre, Indianapolis &amp; Intercontinental Cars</b>										
DNF	30	Mark	Shaw	Scottish		Scarab Offenhauser	3	2500	1960	Blue/White
<b>REAR ENGINE</b>										
<b>Class 7b - Pre 1961 Grand Prix Cars</b>										
5	87	Tony	Lees	British		Cooper T53	F1-53-60	2495	1960	Green/White
6	2	Rod	Jolley	British		Cooper T45/51	F2 23A 58	2495	1958	BRG/White
7	15	Thomas	Matzelberger	Austrian		Cooper T45/51	F2-26a-57	2495	1960	Cream
8	24	Ingo	Strolz	Austrian		Cooper T51		2495	1959	Green/White
DNF	10	Tom	Dark	British		Cooper T51	F2-1-59	2500	1960	Green/Red
DNF	12	Rudi	Friedrichs	German		Cooper T53	F2-8-60	2462	1960	Green
DNS	59	Charlie	Martin	British	Paul Waine	Cooper T53	F2-16-60	2495	1960	Green
<b>Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres</b>										
13	45	Hans	Ciers	Belgian		Cooper T45	F2-28-58	1500	1958	Green
14	92	Stephen	Banham	British		Cooper T45	F2-8-58	1475	1958	Silver
DNF	60	Stuart	Jones	British	Syd Fraser	Cooper T43	F2-15-57	1457	1957	Blue
<b>Class 10a - Pre 1964 1.5 Litre 4-Cylinder Formula 1 Cars</b>										
9	36	Erik	Staes	Belgian		Lotus 18/21 P2	P2	1475	1962	Blue/White
10	18	Brad	Hoyt	American		Lotus 18 375	375	1489	1960	Maroon
11	54	James	Hagan	Irish		Lotus 18 903	903	1500	1961	Blue/White
12	35	Julian	Ellison	British		Assegai F1	1	1500	1961	Red
DNF	55	Nick	Taylor	British		Lotus 18 914	914	1495	1961	White
<b>Class 11 - Pre 1966 1.5 Litre Formula 1 Cars</b>										
3	25	Andy	Middlehurst	British	John Bowers	Lotus 25 R4	R4	1498	1962	Green/Yellow
DNF	50	Philipp	Buhofer	Swiss		BRM P261-2	261-2	1498	1964	Green
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental Cars</b>										
1	17	Michael	Gans	Luxembourg		Cooper T79	FL-1-64	2500	1964	White
2	53	Justin	Maeers	English		Cooper T53	F1-8-60	2751	1960	Green
4	76	Tim	Child	British		Brabham BT3/4	F1-2-62	2497	1962	Red/Green
DNS	63	Michel	Kuiper	Dutch		Brabham BT4	F1-4-63	2700	1963	Red
<b>Invitation</b>										
12	32	Chris	Locke	American		Lotus 27		1100		Green/Yellow

## SPA SIX HOURS MEETING CLASS AWARDS:

Class 1 - Stephan Rettenmaier; Class 3 - Markus Neisius; Class 5 - Ian Nuthall; Class 6 - John Spiers;  
Class 8 - Mark Shaw; Class 7b - Tony Lees; Class 7c - Hans Ciers; Class 10a - Erik Staes;  
Class 11 - Andy Middlehurst; Class 12 - Michael Gans

**Rear Engine Driver of the Day** - Andy Middlehurst  
**Front Engine Driver of the Day** - Stephan Rettenmaier



Pictured receiving their awards from Chairman Peter Horsman From Top Left: Stephan Rettenmaier, Markus Neisius with Tim Cottam, Jane Nuthall collecting Ian's Awards while his Cooper Bristol was still being recovered from the circuit! John Spiers. Row 2: Mark Shaw; Tony Lees & Hans Ciers. Row 4: Erik Staes; Andy Middlehurst, Michael Gans All Photos: Stella Jackson





Tom Smith helping Rudi Friedrichs



Michael Kuiper's Brabham - sadly a DNS



Under the bonnet of an 8CM



Charlie Martin & Justin Maeers' T53s



Assistance for Rudi from Peter Horsman, Eddy Perk & Charlie Martin



Master fettler Rod Jolley



John Bowers supervising



Above: Hans Ciers

Below: Justin Maeers, Elliott Hann & Chris Phillips



Jack Williamson with Rebeca Rettenmaier



## 2023 CALENDAR

7/8 APRIL, 2023 - DONINGTON MASTERS HISTORIC

2-4 JUNE, 2023 - GRAND PRIX DE L'AGE D'OR, DIJON, FRANCE

16-18 JUNE, 2023 - ZANDVOORT HISTORIC GRAND PRIX, HOLLAND

28-30 JULY, 2023 - OULTON PARK GOLD CUP, UK

11-13 AUGUST, 2023 - 50TH OLDTIMER GRAND PRIX, GERMANY

25-27 AUGUST, 2023 - SILVERSTONE FESTIVAL, UK

28-30 SEPTEMBER, 2023 - SPA SIX HOURS, SPA-FRANCORCHAMPS, BELGIUM

21/22 OCTOBER, 2023 - JEREZ, SPAIN

27-29 OCTOBER, 2023 - ALGARVE CLASSIC FESTIVAL, PORTIMAO, PORTUGAL

---



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.