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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

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Annual Lunch  
will be held at  
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Friday 7th Dec

SPA SIX HOURS - 14-16 SEPTEMBER

## Wins for Friedrichs and Gans

Germany's Rudi Friedrichs and American Michael Gans turned the HGPCA formbook on its head at Francorchamps, winning an exciting encounter apiece in their respective ex-Jack Brabham and Bruce McLaren Coopers as Lotus-mounted practice pacesetters Andy Middlehurst and Peter Horsman ran into mechanical problems at the 26th annual Spa Six Hours event.

Hewn into the wooded Ardennes region of Wallonia, Belgium's majestic 4.35-mile Grand Prix circuit – characterised by its jaw-dropping plunge to Eau Rouge, followed immediately by the staggering climb over Raidillon – is a perennial favourite which never fails to impress. A week after Goodwood's 20th Revival, a fantastic turnout of forty-seven Association members graced its demanding contours, driving chassis showcasing ten magnificent marques.



*Class 5 contenders: Ian Nuthall, Chris Phillips and Martin Eyre photo Richard Hampson*



Peter Horsman's excellent start in Race 1 would soon be foiled by Andy Middlehurst's Lotus 25 at La Source photo Richard Hampson

Narrowly beaten by Italian-American Joe Colasacco's flat-12 Ferrari in the previous weekend's Glover Trophy race, Middlehurst was on top form from the start of Friday's qualifying session in John Bowers' ex-Jim Clark Lotus 25 R4, its 1500cc Coventry-Climax FWMV V8's shriek diffused by the lofty pine trees that surround the track which uses part of the outbound and return legs of a terrifying original road course, to Malmedy and back, on which the Scot won four successive Belgian Grands Prix from '62-'64 in Type 25s and in '65 with a 33.

Alas the session was red-flagged after five minutes when UK-based Dutchman Eddy Perk gyrated his Heron-Alfa Romeo in the mighty downhill left-handed Pouhon corner and clonked the barrier on its exit. While Eddy escaped unhurt – and continued to work with the HGPCA team – the impact split the ex-Ernie Pieterse South African F1 car's gearbox casing, thus it was game over for the weekend.

Middlehurst had wasted no time in recording a 2m47.654s (93.45mph) lap which impressed Classic Team Lotus' crew chief Bob Dance, Clark's period spannerman on Lotus Cortinas to F1 cars, and would stand as pole position for Saturday's



Mid-field start photo Richard Hampson

race. It took Horsman four more laps to get within 0.253s in his ex-Tony Shelly Lotus 18/21 propelled by a torquey 2.5-litre Climax FPF 'four.'

Also lapping under the 'magic' 2m50s mark for third place was Barcelona's Joaquin Folch-Rusinol, his 2:49.295 a fine effort in his ex-Graham Hill Lotus 16 365 also tended by CTL.

The front-engined star outpaced Cooper trio Friedrichs (T53), Tom Dark (BRP T51) and Gans – racing his ex-McLaren Australian GP-winning T79 properly for the first time, following a brief appearance at Monaco – banded by 0.193s within the 2:50s bracket. They were chased by Chris Drake in his ex-Gerard Racing T71/73 with Lotus Ford twin-cam power.



Rudi Friedrichs' T51 ahead of Peter Horsman's Lotus 18/21 photo Richard Hampson



Rod Jolley's Lister Monzanapolis ahead of class rival Geraint Owen's Kurtis photo Richard Hampson

Perk's eighth place was forfeited, thus the rest – led by Barry Cannell who cut 2:54.000 in his Brabham BT11A – would shuffle up the grid, 'Cannelloni' in the company of Rob Walker Cooper Cooper pilots Sid Hoole (ex-Jo Bonnier T66 V8) and Richard Wilson (T51) who sandwiched impressive class 9 two-litre leader Charles Gillett (T43) in the 2:55s.

Thirteenth quickest on 2:56.467, second of the Pre-'61 front-engined competitors, was another rapid Spaniard, Madrid's Guillermo Fierro-Eleta, going great guns in his ex-works/Maria Teresa de Filippis Maserati 250F 2523. Sparring partner Steve Hart was two seconds and four places back in the Hann family's Cameron Millar 250F CM7. Germans Wulf Goetze (Cooper T53) and Max Blee (Tasman Brabham BT7A) plus Gillett's class rival James Willis (ex-Merv Neil/Denny Hulme Cooper T45) separated the scarlet cars.

The next two 'pushers,' Welshman Geraint

Owen's hulking ex-Fred Agabashian Kurtis-Offy 500C 'Merz Engineering Special' and Rod Jolley's unique ex-Jack Fairman Lister-Jaguar 'Monzanapolis,' were the last to be taken round inside three minutes, both bold drivers eager to chase down the svelte Maseratis even if Folch's lithe Lotus-Climax was realistically beyond reach.

Perk's unfortunate withdrawal left prospects of a tight class 10 tussle with Nick Taylor (ex-Scuderia Colonia/Wolfgang von Trips 1500cc Lotus 18 914) and Frenchman Philippe Bonny (1000cc F2 Brabham BT2) closely matched. Tony Ditheridge (Cooper T45) was behind them, with Ian Nuthall's Alta F2 in tow, best of the class 5 two-litre GP cars of 1952-'53 on 3:02.767. For once Ian's perennial duellist Paul Grant was nowhere close, five seconds adrift, indeed oil pressure issues trailered the genial Scotto-Belgian's omni-present Cooper-Bristol Mk2.

Hard-trying German Rainer Ott's oft-recalcitrant

Cooper T53 sat in mid-pack with Brazilian Bernardo Hartogs' Lotus 18/21 916 and John Evans, showing greater pace in his Brabham BT4. Swiss Formula Junior ace Philipp Buhofer's stunning little ex-Jim Clark Lotus-SCA 44 F2 car and a raft of Coopers came next. Brian Jolliffe (T45), Malcolm Cook (T51), Frenchman Michel Baudoin (T45), Chris Phillips (T23-Bristol), Robi Bernberg (T43), Austrian Ingo Strolz (T45/51) and Martin Eyre (T23/25-Bristol) formed the Surbiton posse.

Harindra de Silva's ex-Tony Settember/Hugh Powell Scirocco-BRM V8 was the other class 11 car in the field. The amiable Sri Lankan-American headed off Belgian Erik Staes (Cooper-Bristol), class 7c stalwart John Bussey (ex-Lance Reventlow Cooper T43), South African Patrick Dunseith – guesting in Alex Morton's ex-Neville Lederle Lotus 21 939/952 – and the Cooper-Bristols of Niamh and [father-in-law] Barry Wood, barely a second apart.

The field was completed by Belgian Christian Dumolin's Maserati 250F 2522, Dutchman Luc Brandts (Talbot-Lago T26), Channel Islander Guy Plante and France's Jean-Georges van Praet (Cooper-Bristols) and Germany's Stefan Rettenmaier in the beautiful 4.5-litre OSCA Tipo 6. Local man Thierry de Latre du Bosqueau failed to record a qualifying time but with extensive Francorchamps experience was permitted to start R1.

## SATURDAY RACE:

Saturday morning dawned overcast but the colourful field brightened it up as it progressed round to the dummy grid in the build-up to the rolling start. Cannell brought his red Brabham straight back into the pits, oil leaking from a gearbox circlip. Equally maddeningly, Cook's pale green and red Cooper was pushed back off the matrix, overheating. Drake, van Praet (who pulled-off at the Bus-Stop) and de Latre du Bosqueau were non-starters, thus 40 came under orders and shot away at the light signal.

Within seconds there was mayhem at the first corner, La Source. Horsman's torquier 2.5-litre engine trumped Middlehurst's 1500cc V8 in the drag race, but Andy's lighter car outraked Peter's up the inside into the right-handed hairpin, with its steep downhill exit. Arcing out wide Middlehurst "squeezed Peter [on a lesser turning radius] out over the kerb and he spun. "In qualifying I'd been lapping two seconds faster in sector 1 [to the braking point for Les Combes] and thought, if I could lead at the end of the long straight, I might be in with a chance."

Horsman recovered quickly. With almost half an hour to make up lost ground was 18th at the end of S1, 12th out of S2 and ninth crossing the timing line after lap 1. Middlehurst, Friedrichs, Folch, Gans (still with brakes "not up to snuff" following "a massive overshoot"), Dark, Gillett, Hoole and Ott were ahead of Horsman, with Fierro, Blees and Hart leading the main pack in his mirrors. Gone suddenly after four laps was Hartogs' Lotus when a con-rod burst its engine.

As Middlehurst established a lead of 2.4 seconds, team mate Folch was soon in trouble. Gans, then Dark had passed Joaquin when he pitted with gearbox issues in his Lotus. He resumed, but an oil fitting was leaking and he retired having lost cogs as a result. That threw the front-engined battle between the Maseratis of Fierro and Hart under the spotlight, and they traded places constantly in a wonderfully evocative duel.

Friedrichs and Dark then began to close on the leader, but Horsman was on the warpath. He split them, claiming third from Tom on lap four with a superb 2:43.594s (95.75mph) fastest lap, 4.4s inside his Q-time the previous afternoon. Unbeknown to onlookers or rivals, Middlehurst was worried when his car's handling went away. "I thought I had a slow puncture when the rear end started to move around and



Richard Wilson's Cooper shares the tarmac with Guillermo Fierro's 250F, Barry Cannell's Brabham and Joaquin Folch's Lotus 16  
photo Richard Hampson

the steering went off-cock, so decided to keep an eye on it." Andy plugged on, though, lap times lengthening, to be classified 29th. On arrival at the pits, his crew found that the lower right wishbone pivot point was sheared. "A workshop job", opined engineer Dance, thus it was out for the remainder of the event.

Friedrichs and Horsman then took up the cudgels, Peter moving ahead on lap six and doing just enough to stay ahead of his German rival, learning all the while with his personal best lap down to a stout 2:47.388s. Just when it looked as if Horsman was home and dry, there was another twist in this extraordinary race. As he passed the pits going onto lap nine Peter's hand shot out of the cockpit to warn those following of a mechanical problem. Exasperatingly, his gearbox was jammed in second.

"I couldn't believe it when Peter slowed," said Rudi who kept his cool and sped on to a well-deserved maiden HGPCA victory to add to his hard-fought MRL Pre-War Sports Car win at the wheel of his hot Alvis Firefly the previous afternoon. Ironically, Friedrichs was helped by Andrew Tart who has carried out major preparation work on Horsman's Lotuses for many years, thus it was still a team success. Peter could only struggle home ninth, second in class 12 to third placed Gans, who finished half a minute behind runner-up Dark.

Hoole, who profited by Middlehurst's issues to win the V8 division, finished fourth ahead of the ever-improving Wilson and Fierro who earned front-engined honours by winning a fabulous duel with Hart. Beseated by technical problems with his Cooper in recent seasons, Willis separated the 250Fs with a gratifyingly strong run to seventh. Jolley completed the top 10, third of the early brigade and an easy class winner following Owen's retirement with a puncture.

Taylor won the Pre-'65 four-cylinder class in his white Lotus, run by legendary Classic F3 preparer Tom Denyer, from Buhofer and picked up a late bonus of 11th after class 12 runner-up Blees had a quick spin out of the final corner. Ott, Evans and Ditheridge also went the full distance, with Bonny's French blue F2 Brabham, de Silva and Baudoin completing the top twenty.

Without Grant to scrap with – a recurring theme over the past decade – Nuthall won class 5 in an unusually relaxed display, although Cooper-Bristol men Phillips and Eyre's fastest race laps were within a second of his. "My car was flying, I've never been that close to Ian," enthused Chris. Behind them, Niamh Wood 'duffed-up' Barry in his Ecurie Ecosse Cooper-Bristol. Bussey beat Bernberg by less than five sec-



Ingo Strolz's Cooper T45/51 ahead of Patrick Dunseith in Alex Morton's Lotus 21 photo Richard Hampson

onds in 7c and Rettenmaier in the glorious OSCA outdistanced Brandts's Talbot-Lago among the big-engined early cars.

Having made a mega start, jumping from 11th to sixth on the opening lap, Charles Gillett retired his Cooper from 8th place five laps later with a broken rose joint on the rear wishbone. He had it fixed before the Six Hours race started. Sadly Charles was at the helm of his E Type which crashed heavily at Blanchimont and we hope for good news from his doctors attending him in Liège hospital.

## SUNDAY RACE:

Warm and sunny conditions greeted the 40 survivors who set out for Sunday's sequel. Again there was a shemuzzle at La Source where, mid-pack, Bernberg spun into Phillips, launching the latter and bending his Cooper-Bristol's chassis and rear corner. Dunseith was unfortunately hooked-up in the melee too, returning to the pits to check for damage before resuming. Meanwhile, Eddie McGuire – who had taken over his Cooper-Bristol from daughter Niamh – was pincered over the outside kerbs, then dived right for the safety of the pit lane.

Ott's Cooper expired with ignition issues and Evans' Brabham was another first lap casualty. Poor Willis' bad luck returned when mysteriously he couldn't keep the oil inside his Cooper's engine or gearbox. An engine oil leak subsequently put paid to de Latre du Bosqueau's T45, ending a miserable weekend for the Panini sticker importer, while clutch problems sidelined Drake's T71/73.



Brian Jolliffe, Tony Dittberidge and Philippe Bonny photo Richard Hampson



Cooper Bristol battle - Barry Wood and Erik Staes photo Richard Hampson

Out front, Friedrichs led Dark, Gans, Horsman and Hoole at the end of the opening lap, with Wilson, Fierro, Blees, Hart, Taylor and Jolley in hot pursuit. Horsman jostled through to second on lap 2, then relieved Rudi of the lead next time round. The German engaged in a scrap for a few laps before Peter eased away. He didn't put more than three seconds of daylight between himself and his pursuers though, then Gans – his Cooper smoking alarmingly – and Friedrichs reeled him in again, entertaining spectators in the grandstands and out in the forest. "We were trying to put on a proper show," smiled Rudi afterwards.

Gans, now amid a smokescreen in some corners with an oil line broken, managed to get ahead on the last lap. Horsman, covered in oil but undeterred, outbraked Gans into the final chicane, only to slither on spilled lubricant and run wide. "Rather than hit Michael to recover the racing line I let him go," said Peter, who crossed the line 0.174s behind the American, with Friedrichs third, well clear of Dark, Blees and Hoole. As Gans arrived in the pitlane after the cooling-down lap his car's engine bay caught fire, but marshals quickly extinguished it. "I had no idea it was smoking; I saw nothing in the mirrors," he said.

Folch, his gearbox fixed, enjoyed a brilliant run from the back, passing compatriot Fierro on lap 7. "Last to seventh and first front-engined car. I am very happy", beamed Joaquin who finished three seconds ahead of Guillermo who only shook off marque specialist Hart in the Hann 250F in the latter stages. Wilson finished between them in ninth.

Buhofer just got the better of Taylor in a ding-dong dice for class 10 glory, the Swiss crossing the line 12th overall. The burly Briton had a coveted double within reach when he came upon a backmarker at the chicane and rotated, advantaging his rival. "I had a great time though, driving round Spa with a huge smile on my face," said Nick, still grinning half an hour later.

Goetze (who'd had gearbox trouble the previous day), Owen and Cook (with temperature gauges still high) all fought through from the back to be next home, Malcolm lapped by the leaders on the final tour. De Silva, Dithers, Bonny and Nuthall

completed the top 20. Ian's closest challenger this time was Eyre who outdistanced Staes.

Cannell, another to burn from the stern, had climbed to eighth by lap 7 and was set fair for a top six finish in the Vogele Brabham when its engine started to splutter and then, ignominiously, ran out of fuel...

Rudi Friedrichs and his wife, Helga, extended an invitation to all competitors and teams – well, all those not actually involved in the Six Hours race – to attend a BBQ at their farmhouse in Aachen on Saturday evening. Over thirty of us enjoyed a wonderful evening in glorious surroundings and wonderful company. We were thoroughly spoiled with delicious wines, steaks and salads. Thank you both very much indeed.

Once again, the HGPCA were afforded pole position in the F1 pits with the Red Truck conveniently parked behind the garages.

Usually, we're grateful for the proximity shielding us from getting wet but, this year, we didn't have to worry. Not quite glorious sunshine all weekend but at least there was not a drop of rain. It was perhaps a curious idea to hold a 'Gin and Yorkshire pudding' party in the middle of a race paddock in Belgium but Friday evening's soiree was a great success. Ellie and Stella transformed into barristas – chopping and crushing cucumber, mint, ginger and strawberries to create three delightful cocktails whilst Wendy and Bob filled the mini Yorkshires with everything from roast beef & horseradish, sausage & mash, to banana and chocolate!

The HGPCA Team was completed with our 'super scrutineer', Brian Gilbert-Smith, Event Comp Sec, Chris Wilson, Driving Standards Observer, Ted Rollason and welcome recruit, Eddy Perk, who joined in after retiring the Heron in qualifying. Supagard were well represented by David Chazan and John Bowden who made the podium presentations on Sunday and Prizegiving in the Red Truck.

## Six Hours of Spa-Francorchamps

No	Surname	Name	Car	cc	year	colour
<b>Front Engine cars</b>						
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>						
30	9 Rettenmaier	Stephan	Osca Tipo 6 4500	4472	1951	Red
DNF	10 Brandts	Luc	Talbot Lago	4482	1948	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
20	21 Nuthall	Jan	Alta F2	1980	1952	BRG
25	6 Eyre	Martin	Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
26	36 Staes	Erik	Cooper Bristol Mk 2 7/53	1971	1953	Green/Red
28	23 Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952	Blue/Red
29	70 van Praet	Jean Georges	Cooper Bristol Mk 2 11/53	1971	1953	Blue/Red nose
35	75 Wood/McGuire	Niamh/Eddie	Cooper Bristol Mk 1 8/52	1971	1952	BRG
38	33 Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
39	32 Plante	Guy	Cooper Bristol Mk 2 9/53	1971	1953	Dk Blue
DNF	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
8	31 Fierro	Guillermo	Maserati 250F 2523	2493	1954	Red
10	22 Hart (Hann Family)	Steve	Maserati 250F CM7	2500	1958	Red
23	54 Dumolin	Christian	Maserati 250F 2522	2495	1954	Red
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
7	40 Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
11	2 Jolley	Rod	Lister Jaguar	3781	1958	Silver
15	77 Owen	Geraint	Kurtis 500C	4454	1954	Maroon
<b>Rear Engine cars</b>						
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
3	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
4	73 Dark	Tom	Cooper T51	2500	1960	Green/Red
9	14 Wilson	Richard	Cooper T51	2495	1959	Dark Blue
16	48 Cook	Malcolm	Cooper T51	2500	1959	Green/Red
22	51 Strolz	Ingo	Cooper T45/51	2495	1960	Cream
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
24	34 Bussey	John	Cooper T43	1460	1957	Blue
34	45 de Latre du Busqueau	Thierry	Cooper T45	1500	1958	Green
37	143 Bernberg	Robi	Cooper T43	1500	1957	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
18	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
21	5 Baudoin	Michel	Cooper T45	1960	1958	Red
33	47 Jolliffe	Brian	Cooper T45	1960	1958	BRG
DNF	42 Willis	James	Cooper T45	1960	1958	Green
DNF	43 Gillett	Charles	Cooper T43	1964	1957	BRG
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder F 1 cars and 1964/66 F 2 cars of not more than 1000cc</b>						
12	53 Buhofer	Philipp	Lotus 44 F23	1000	1966	Green
13	11 Taylor	Nick	Lotus 18 914	1495	1961	White
19	18 Bonny	Philippe	Brabham BT2	1500	1963	Blue
27	20 Dunseith (Alex Morton)	Patrick R	Lotus 21 939/952	1498	1961	Green/gold
32	91 Drake	Chris	Cooper T71/73	1498	1964	BRG
DNF	29 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
DNF	37 Perk	Eddy	Heron F1	1488	1960	Red/Gold
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
6	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
17	24 de Silva	Harindra	Scirocco BRM	1498	1963	White/Blue/Red
DNF	25 Middlehurst (John Bowers)	Andy	Lotus 25 R4	1498	1962	Green/Yellow stripe
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
1	17 Gans	Michael	Cooper T79	2500	1964	Green
2	122 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
5	7 Blees	Max	Brabham BT7A	2700	1963	Burgundy
14	50 Goetze	Wulf	Cooper T53	2700	1961	Green
31	3 Cannell	Barry	Brabham BT11A	2700	1964	Red/White
36	61 Ott	Rainer	Cooper T53	2700	1961	BRG
DNF	99 Evans	John	Brabham BT4	2700	1963	Red

**Driver of the Day:** Front Engine: **Ian Nuthall**, Rear Engine: **Philipp Buhofer**



*Diane Jolley and Lesley Perk enjoy a catch up (left)*

*A lovely evening at Rudi and Helga Friedrichs was enjoyed by over thirty Members and guests*



*David with Harin de Silva, 2nd in Class 11*



*Class 8: winner Rod Jolley and Geraint Owen with David Chazan*



*Above right: Supagard's David Chazan with Driver of the Day, Philipp Bubofer  
Above: David with Class 6: Steve Hart (2nd) and Guillermo Fierro (winner)*



*Above left: Supagard's David Chazan with Class 2 winner, Stephan Rettenmaier  
Above: Class 7b winner, Rudi Friedrichs, Richard Wilson (3rd) and Tom Dark (2nd)*



*Michel Baudoin, 2nd in Class 9  
all prizegiving photos by Ellie Birchenbough*