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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL1 June 2017

Race Reports from VSCC and Most Historic

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VSCC 'FORMULA VINTAGE' - SILVERSTONE 22/23 APRIL

New Season - New Name!

The warm and bright April weather gave Silverstone a more summery feeling than that of a "Spring Start" over the April weekend this year as the Vintage Sports Car Club got their racing season under way with the rebranded launch of "Formula Vintage". Within this new name for the VSCC's on-track racing activities were grids from invited clubs including a brace of races for our cars.

Following another very successful and well attended HGPCA Test Day on the Friday, practice began on Saturday morning in the cool but dry conditions which prevailed throughout the weekend.

The pre-66 GP cars had the circuit to themselves for 20 minutes at the end of which the top five places were occupied by Lotuses. Chris Middlehurst, having his first race in Charles McCabe's white Lotus 18 was fastest with a time of 62.39 seconds on the second of his eleven laps. Last year's race winner Peter Horsman was 0.26sec behind in the



Saturday race start - Peter Horsman leads 'youngsters' Chris Middlehurst, Andrew Hibberd and Sam Wilson photo Jim Houlgrave

HGPCA Head Office: 3.52 Canterbury Court, Kennington Park, 1-3 Brixton Rd, SW9 6DE
Tel/Fax: +44(0)20 7785 7204 Email: contact@hgpcanet www.hgpcanet



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sleek 18/21 with Andrew Hibberd in Stephen Bond's 18 in the pale green colours of the UDT/Laystall team third fastest. Sam Wilson was next up driving Sir John Chisholm's 18 and then it was Chris's father, Andy Middlehurst in the iconic Lotus 25 (R4) of John Bowers. Guillermo Fierro was a late addition to the programme and qualified his Maserati 250F (2523) in 12th place – but was not to start the race – while Graham Adelman had his 250F in 20th place.

The second race of the meeting on the Saturday was a 20 minute race for pre 1966 Grand Prix Cars. As the lights went out, Chris Middlehurst ran into Copse in a slight lead which he was never to relinquish, with Horsman and Wilson in close attendance, Chris pulled up managing 19 laps with a fastest tour of 1:02:25.

These three gradually pulled clear of Middlehurst Senior who, at five laps, succumbed to Hibberd's advances before, sadly, pulling the monocoque car up with an oil leak three laps later. Barry Cannell (Brabham BT11A) was next up, just ahead of Sid Hoole whose Cooper T66 F1 sounded absolutely glorious. At half distance, only Eddy Perk (Heron F1), Wulf Goetze (Cooper T53) and Marshall Bailey (JBW F1) remained on the same lap as the leading six but further back Adelman's Maserati was surrounded by rear-engined Coopers and Lotuses and giving every bit as good as it got. At the flag, the leading trio were still covered by less than five seconds with Hibberd a relatively lonely fourth, Cannell fifth and Hoole in sixth.

Retirements were few, although Bernardo Hertogs (first time out with the Association) in his Lotus 18/21 pulled off at bridge after only 3 laps, Andy Middlehurst stopped John Bowers's Lotus 25 on lap 8 - the same tour that saw a spin at Becketts for Alan Bailie in his Cooper T71/73. Ted Williams pulled off on lap 15 in the T43/45 Cooper belonging to Tim Ross, and Harindra De Silva, another HGPCA debutante, managed to complete 15 laps before his Lotus cried "enough" on the 16th.

The Seventh race on the card was one of the VSCC's "Crown Jewel" races: The Patrick Lindsay Memorial and Amschel Rothschild Trophies, with HGPCA members comprising over 40% of the



Andrew Hibberd in Stephen Bond's 1961 Lotus 18 alongside Chris Middlehurst in Charles McCabe's 1960 model photo Jim Houlgrave



John Bowers' Lotus 25 expires on lap 8 - helix alongside David Wenman's Cooper Bristol photo Jim Houlgrave

grid and no less than 8 of the top 10 at the fall of the chequered flag being members. Fred Harper powered the Kurtis Indy-Roadster to overall victory, taking the Rothschild spoils, whilst Mark Gillies in Dick Skipworth's ERA R3A came home 4th to secure the Lindsay pot. Second on the track, but out of the VSCC awards, was Guillermo Fierro in his 250F Maserati. Fastest laps in all three categories were also secured by HGPCA members, which is, arguably, just as it should be. Sunday brought the second HGPCA race. All looked set for a repeat of Saturday's result until pole man, Chris Middleton, retired on lap 5. Sam Wilson pressed Peter Horsman hard for the inherited lead until he, himself, retired five laps later. This promoted Andrew Hibberd to second and Barry Cannell, clearly enjoying his "new" Brabham (ex Andrew Wareing) to third, creating a podium that was maintained to the end of the 19 laps. Chris Middlehurst had the consolation of an improved fastest lap of 1:01:57. Drive of the race, however, had to be Hall & Hall's Andy Willis in Tony Best's 1960 Ferrari 246 "Dino" F1. He made it up as high as 4th from the back of the 23 car grid before clutch slip intervened, finishing 7th. In the process, however, he gave Graham Adelman such an apparent shock that Graham span the 250F on lap 15!

A splendid weekend to start the season, with fantastically improved weather conditions than forecast and a very successful Test Day on Friday.

JUNE NEWSLETTER



Birthday boy, Guillermo Fierro, photo bombs the HGPCA group 1-r; Sam Wilson, Chris Middlehurst, Alex Morton, Marshall Bailey, John Clark, Tony Ditheridge, Graham Adelman, Harindra de Silva, Barry Cannell, Peter Horsman, Eddy Perk, Brian Maile, Alan Baillie, Nick Taylor, John Bussey, Wulf Goetze, Erik Staes, Paul Grant, Tony Best, David Wenman and Andy Middlehurst all photos by Jim Houlgrave



Rod Jolley and Scott Brown



Terry and Amanda with Class 7c: winner John Bussey and Brian Maile (2nd) photo Jim Houlgrave

Invited from engine cars: David Wenman (3rd), Andy Wills (winner) and Paul Grant (2nd) with Terry and Amanda photo Jim Houlgrave



Terry and Amanda with Class 10: winner Eddy Perk, Alan Baillie (2nd) and Alex Morton (3rd) photo Jim Houlgrave



Chris Phillips piloted Nick Eden around the circuit, but we suspect that Nick was really doing the driving! Ian Nutball checks the rev counter... photo Jim Houlgrave



Terry Whitelegg checks the stickers on Simon Diffe's FJ at the HGPCA Test Day. photo Jim Houlgrave



Saturday podium: Sam Wilson (3rd), Chris Middlehurst (1st) and Peter Horsman (2nd) with Supagard's David Paterson

The new format for the HGPCA Test Day - which involves inviting select groups to join us - has enhanced the event where everyone has plenty of track time and provides a perfect opportunity to take sponsors, guests and friends around the track. We're very grateful to Vanessa and Oliver Marçais for their help with signing on and Scott and Terry – our pit lane Marshalls. If anyone has any comments – positive or otherwise – please do give them to us as we're keen to make the day work well for everyone.

The Red Truck hospitality continues to delight our members and guests alike with thanks here to Bob and Wendy Beever and their team for keeping the stomachs full and Alison for making sure the glasses chinked all weekend. (Guy Loveridge and Peter McFadyen)



New Member Harindra de Silva



New Member Bernardo Hartogs with son Fernando photo Jim Houlgrave



Sunday podium l-r: Andrew Hibberd (2nd), Arbutnot Latham's Chris Bland, winner Peter Horsman, AL's Amanda Weston and Barry Cannell (3rd) on the podium first time out in the ex Andrew Wareing Brabham all photos Jim Houlgrave

VSCC Formula Vintage

No	Surname	Name	Car	cc	year	colour
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels						
DNF	18 Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960	Green
DNF	24 Middlehurst (Charles McCabe)	Chris	Lotus 18 907	2500	1960	White
DNF	20 Bailey **	Marshall	JBW F1	2460	1959	Green
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres						
13	34 Bussey	John	Cooper T43	1460	1957	Blue
18	41 Maile	Brian	Cooper T41	1460	1956	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
12	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
DNF	51 Williams (Tim Ross)	Ted	Cooper T43/51	1960	1957	BRG
Class 10 - Pre 1966 1.5 ltr 4 cyl Formula 1 cars and 1964/65 Formula 2 cars of not more than 1000cc						
6	37 Perk	Eddy	Heron F1	1488	1960	Red/Gold
7	71 Baillie	Alan	Cooper T71/73	1498	1964	BRG
8	21 Morton	Alex	Lotus 21 939/952	1498	1961	Green/gold
9	23 Taylor	Nick	Lotus 18 914	1495	1961	White
10	128 Underwood	Geoff	Cooper/Alfa T56/59	1500	1961	Red
11	32 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
14	5 Staes	Erik	Lotus 18/21 P2	1475	1962	Green/Red
DNF	36 Best	Tony	Lotus 21 934	1500	1960	Green
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
4	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
DNF	14 de Silva	Harindra	Lotus 24 946	1500	1962	White
DNF	25 Middlehurst (John Bowers)	Andy	Lotus 25 R4	1498	1962	Green/Yellow stripe
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 litres						
1	22 Horsman	Peter	Lotus 18/21 P1	2500	1961	Dk Blue/Black
2	79 Hibberd (Stephen Bond)	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
3	3 Cannell	Barry	Brabham BT11A	2700	1964	Red/White
DNF	50 Goetze	Wulf	Cooper T53	2700	1961	Green
Invited HGPCA Front Engine cars						
5	136* Wills (Tony Best)	Andy	Ferrari 246 Dino BHR01	2417	1961	Red
15	45 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
16	15 Wenman	David	Cooper Bristol Mk 1 3/52	1971	1952	Green
17	48 Adelman	Graham	Maserati 250F 2522/23/26	2498	1956	Red
DNS	46 Fierro	Guillermo	Maserati 250F 2523	2493	1954	Red

* Front engine car running on Sunday only

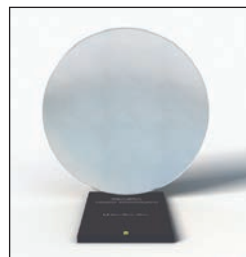
** rear engine running on Saturday only

Driver of the Day: **Andy Wills** in Tony Best's Ferrari Dino

The Scuderia Tazio Nuvolari Italia Trophy

HGPCA Member, Jason Wright, is also a member of the Scuderia Tazio Nuvolari Italia whose aim is to promote and commemorate the legacy of Tazio Nuvolari.

The Association has been invited to engage with the Scuderia, under the patronage of the Tazio Nuvolari Museum in Mantova, and they have commissioned a stunning solid silver trophy which will be presented annually to the driver of a Pre 1951 car competing in HGPCA races during the season.



To be eligible, the Scuderia's logo must be displayed on the cars in all races. At the end of the season, the winner will be chosen and the trophy presented at the Historic Grand Prix Cars Association Annual Lunch on Friday 8th December at the Royal Automobile Club, London.

Each winner will be given a commemorative brass plaque carrying their name and the year of victory for them to keep.

Our stand at HMI, ExCel London in February displayed flags and banners and you can see one of the decals on Nick Topliss's ERA in the photo below. We will have copies of Scuderia literature at race meetings and hope to include all our Pre 1951 cars in this exciting new Annual Trophy. Thanks to Jason for bringing the initiative to the HGPCA.



Nick Topliss kindly loaned his ERA - R4A - to sit on the HGPCA stand at the inaugural Historic Motorsport International at ExCel London and was the focal point of our introduction of the Nuvolari Trophy photo Ellie Birchenbough



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Arbutnot Latham Team: Paul Denman, Chris Bland, StJohn Gardner and Amanda Weston

Tel: +44(0)20 7012 2500
motorsport@arbutnot.co.uk
Arbutnot House, 7 Wilson Street, London EC2M 2SN

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THE HGPCA RETURNS AFTER 17 YEARS TO THE MOST HISTORIC GRAND PRIX - CZECH REPUBLIC - 12-14 MAY

Most Desirable Racing!

Despite the long way to Most (CZ), the grid of the HGPCA was really international – and again a festival of rare Monoposti, that have not been to the Czech Republic for a long time, or maybe even never...

Thanks to the Arbuthnot Latham-crew and Supagard, the main-partners showed the flag and enjoyed a nice weekend with mixed weather but exciting racing.

Even in rain Guillermo Fierro's Maserati 250F, the Cooper-Bristols and the Climax-engined-cars were screaming along the straight and everybody got "goose-skinned" just by listening and watching the cars rushing down in a cloud of spray... tremendous!

First of all: a nice pitlane and paddock gave space to everybody and "the family" enjoyed close contact. Good to see three Cooper-Bristols, giving a certain bank-holiday-feeling especially together with Josef Rettenmaiers French Arsenal CTA, which was a French Formula-1-attempt of the late '40s that failed in its days but now is getting some racy miles after a 65-years as a sleeping beast... not beauty, but so sophisticated, that Ingo, the Mechanic, had no chance to turn off the light in his pit.

The practice of the pre-61 GP Cars was again showing the milestone-step of mid-engined cars: out of sheer power and highest driver-skills Guillermo Fierro managed to take the pole right next to the mid-engined Emeryson of Albert Streminski, who could keep control over the Cameron-Millar Maserati 250 F of Klaus Lehr just 3/10th of a second behind him and just another 1.5 seconds behind was the first Cooper Bristol, Steve Russell, who drove a remarkable average of 122 kmh at the 4.2 km-course in the west of the Czech-Republic.

Paul Grant and John Bussey, just a heartbeat behind promised a good race for the 5 Cooper-cars on the grid. Quite happy was Josef Rettenmaier, because the first outing of his bare Aluminium-Arsenal CTA led to a few laps around the 4.2 km-course... a little bit like somebody who is skiing for the first time!

Race 1 on Saturday morning, roared off the line without Klaus Lehr (#248) whose Maserati had magneto-problems and the Arsenal (#10), which failed to manage the formation lap and gave new duties to his mechanic. Guillermo Fierro rushed away and gave an all out audible impression of what it means to rev a Maser higher than 7.500/rpm, while the spectators could study, how solid the most known Maserati-Monoposto is cornering under any conditions, if a knowledgeable driver is behind the wheel.

Race atmosphere was offered by the bunch of Coopers, because John Bussey with his blue-white T43 was chasing the light-green Steve Russell (#4) and was chased by Ian Nuthall's Cooper Bristol (#21), proving that a front-engine car with distance to the front-axle can still beat the first mid-engined Cooper. Stephan Rettenmaier with the rare Maserati 6 CM of 1937 managed tremendously well until at half of the

distance there was a loud boom, leading Rettenmaier to turn-off the engine, raise his arm and quietly roll along the pit-straight into the paddock: the experienced driver had immediately noticed that the pressure-hose of the charger was blown by backfire and saved the engine by turning it off in order to be back in race 2 on Sunday. John Gillett from Australia showed a good performance and the typical sound of the blown 6-cylinder MG K3, but in the last lap he failed to see the chequered flag like his track mate Brian Maile in his Cooper T41.

The Supagard- pre-1966 grid showed 14 cars, each one worthy of a multi-page story, but nevertheless raced like in its heydays. Just 1.5 seconds difference between the sleek green-golden Brabham BT 7 of James King and the black Lotus

18/21 of Peter Horsman and, just 3 tenths behind, Rudi Friedrichs in his Cooper (#12) ahead of Andrew Beaumont's milky-green Lotus 24 on 4th position of the starting grid.

Promising conditions indeed for James King (#15) to start the Saturday afternoon heat 1. But, when the starting lights turned green, he was revving high, but not shooting off the line – Peter Horsman rushed away, with Rudi Friedrichs' Cooper T53 and Rod Jolley nearly side by side. The first right – left-Z led to confusion and, all of a sudden, favourite King found himself in 8th position and possibly did not expect how fast not only Peter Horsman (Lotus 18/21) but also Barry Cannell in the 1964 Brabham BT 11A were lapping: they took an average-speed of more than 135 km/h around the fluent Most-circuit. Fluent?

Well, except the first chicane, a brutal 90 Grade right, directly followed by a tight 50 grade left, which allows one car on the line and the others behind or off the grid. James King experienced that, and it did cost him the lead until the very end, while fast-starter Peter Horsman widened



Changeable weather conditions prevailed. The rear engine podium - like their races - was held in glorious sunshine - l-r: Supagard's Terry Abbott, James King (2nd), Peter Horsman (winner) and Barry Cannell (3rd) with Jurgen Barth and the Most ladies photo David Paterson



'Rainmeister' Paul Grant approaches to lap Stephan Rettenmaier's Maserati photo Simone Ott



Peter Horsman ahead of Rudi Friedrich, Rod Jolley, Andrew Beaumont, Rainer Ott, Barry Cannell, Julian Bronson, Larry Kinch, Guy Plante and Philipp Bubofer photo Simone Ott

the lead to nearly half a minute, lapping the weekend's best with 1:50.047! But all eyes were with the American, because he climbed back to the podium like he was on a steep ladder. In third lap, he was already sixth behind the Brabham of Barry Cannell (#3) and then pushed the BT 11A to third position in lap 8, his rare green-golden-rocket always ready to attack.

First victim was Andrew Beaumont (#4) in his beautiful light-green Lotus 24, who fell back to 6th position, but from 7th lap on was fighting like hell with Rod Jolley, who was not at all willing to be overtaken in his dark-green Cooper T45/51. Ping-pong they were changing for 5 laps, but then Jolley pulled away to gain third, all of a sudden losing James King in his mirrors, because the American overstretched it and fell back from 2nd to third in Lap 11 before his Brabham lost power because of ignition failure and fell back to a honourable 7th place. Andrew Beaumont, who had (except in Lap 6) always been within the top five, finally came in fourth.

The lead of Peter Horsman was never in question, but we cannot forget the race of Barry Cannell (#3) who started at 6th, climbed to fourth in the first half of Race 1 and then fought like a lion to avoid the two fighting Beagles behind him (#2 Jolley and #4 Beaumont) who might kick him off the podium. Well done, because the pressure on Rudi Friedrichs (#12) got so hard, that he lost power of his Cooper T53 and, 4 laps before the end, had to park his 1960 race-bullet.

Eddy Perk showed that good preparation is leading to better results than in the actual days of a car because his rare Heron one-off performed so well that he managed to be fifth!

Sun(& rain)day

It's a pity, that the Most-organizers were suffering under April-weather-conditions, because everybody would have liked to have more spectators, but obviously they were not umbrella-minded. The grids were arranged in the order achieved in the first race, and it was delightful



We hear that everyone enjoyed the circuit. The organisers went out of their way to welcome us. The party at the castle on Saturday evening was exceptional - fizz followed by a delicious buffet and BBQ, really special fire dancers and then fireworks and we were taken to and from the venue by coach - even for those in the paddock. Very special. Many thanks. photo Simone Ott



Philipp Bubofer and Julian Bronson photo Simone Ott

to see, that the mechanics did not turn-off the lights and managed to get all ill-fated cars back to the grid: the Maserati 6CM as well as Lehr's Maserati 250F CM5, the rare Arsenal CTA and also the Australian John Gillett in his beautiful roaring MG K3.

What a Start for the two Cooper-Bristols of Paul Grant (#19) and Steve Russell (#4), who forced the Maserati 250 F of Fierro to show a few seconds of wheel-spin, but before either of the



Weekend victor, Peter Horsman with Jaqui photo David Paterson



The weather conditions brought prizegiving into our garages - the girls were lucky to escape but everyone enjoyed the atmosphere and appreciated the enthusiasm from Jürgen Barib and the organisers - especially Jana Švobodová photo David Paterson



Class 5: Winner Paul Grant flanked by Ian Nuthall (left) 2nd and Steve Russell (3rd) photo David Paterson

Coopers arrived at the speed-cutting-Z, the torque of the DOHC-Maserati had wrestled them down and gave Grant and Russell a close tail-sight.

Before anything was settled, the red shark of Klaus Lehr (#248), who had been receiving magneto-parts from home during the stylish gala-party at Most castle the night before, darted through the grid, coming from the red-lantern starting-position and arriving at third within 4 minutes – offering an unforgettable 6-cylinder-concert over three octaves. Poor Steve Russell with the light-green Cooper could not avoid seeing red until the chequered flag was waived, but managed to keep Ian Nuthall at a safe 5th rank behind him.

A heart stopping moment for Fierro when he passed the finish line expecting to see the chequered flag, instead he saw Paul Grant (a maestro in the wet) overtake him and had to set about retaking the lead! Guillermo Fierro and Paul Grant managed to take rank 1 and 2 again, while Klaus Lehr took the honour of 3rd in front of the next three Coopers.

The 2nd Supagard race showed the repaired BT 7 of James King, but did not bring back Rudi Friedrichs green tubular Cooper (#12) or Larry Kinch with the white Tasman-Lotus. But the others started as if the first bend would decide! Well, it did for unhappy #4, when Andrew Beaumont could not avoid problems after he squeezed the his V-8-Lotus 24 in the first lap from 4th to second position – obviously too hard for the 240 HP short-stroke engine, because, after five minutes, he came back to 9th position and rolled out. As an involuntary spectator, he might have noticed that Peter Horsman was recorded with 1:49.9, the best lap-time of

the weekend, which means an average of 137.9 km/h at the 4.2 km long half-GP- / half-Clubrace-circuit. Apart from the fantastic time, it was a heartbeat-race with the Brabham BT 7 of James King, who was restless - attacking like an angry mosquito and twice took the lead for a few seconds, until the green-golden arrow was again conquered by the sleek black and white Lotus 18/21-Climax of 1961. Just 0.5 seconds distance got everybody off the seats when the chequered flag came out, drawing the attention off Barry Cannell, who entered the podium with his Brabham BT 11A – offering the audience of the prize-giving a remarkable Lotus – Brabham – Brabham line of winners.

Rod Jolley (#2) had problems in the first lap, fell back from 3rd to 6th, but then continuously pulled forward to regain reach of the first three, but these were never slower than 1:51 (136 km/h), which kept the experienced race-car-

The Most Historic Grand Prix 2017

The Arbuthnot Latham Race for pre 1961 Grand Prix Cars

No	Surname	Name	Car	cc	year
Classes 1&2 - 1925-1951 Grand Prix cars running on 18" or 19" wheels (period evi					
10	11 Gillett	John	MG K3	1086	1934
11	10 Rettenmaier	Josef	Arsenal CTA	1500s	1948
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels					
8	3 Rettenmaier	Stephan	Maserati 6CM	1493s	1937
Class 5 - 1952/53 2 litre Grand Prix cars					
2	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953
4	4 Russell	Steve	Cooper Bristol Mk 2 4/53	1971	1953
5	21 Nuthall	Ian	Cooper Bristol Mk 2 7/53	1971	1953
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels					
1	31 Fierro	Guillermo	Maserati 250F 2523	2493	1954
3	248 Lehr	Klaus	Maserati 250F CM5	2500	1957
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres					
6	34 Bussey	John	Cooper T43	1460	1957
7	25 Streminski	Albert	Emeryson F2/F1	1475	1960
9	41 Maile	Brian	Cooper T41	1460	1956

Driver of the Day: **Paul Grant**

The Supagard Race for pre 1966 rear engine Grand Prix Cars

No	Surname	Name	Car	cc	year
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels					
4	2 Jolley	Rod	Cooper T45/51	2495	1958
DNF	12 Friedrichs	Rudi	Cooper T53	2462	1960
DNS	18 Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres					
7	27 Bronson (Chris Wilson)	Julian	Cooper Maserati T51	1914	1959
9	47 Jolliffe	Brian	Cooper T45	1960	1958
11	45 Plante	Guy	Cooper T45	1998	1958
DNS	14 Cook	Malcolm	Cooper T43	1960	1957
Class 10 - Pre 1966 1.5 ltr 4 cyl Formula 1 cars and '64/66 Formula 2 cars of not					
5	37 Perk	Eddy	Heron F1	1488	1960
8	53 Buhofer	Philipp	Lotus 44	1000	1966
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars					
2	15 King	James	Brabham BT7	1498	1963
10	4 Beaumont	Andrew	Lotus 24 944	1500	1962
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2					
1	22 Horsman	Peter	Lotus 18/21 P1	2500	1961
3	3 Cannell	Barry	Brabham BT11A	2700	1964
6	61 Ott	Rainer	Cooper T53	2700	1961
DNF	32 Kinch	Larry	Lotus 32 Tasman	1498	1964

Driver of the Day: **James King**



The Rettenmaiers never cease to amaze us... Josef brought along the CTA Arsenal that he couldn't run at Monaco. There is still work to do (surprise, surprise) but we hope to see it out again soon! photo Johannes Huebner

restorer-and-driver finally only 24 seconds away. The place of Andrew Beaumont and his Lotus 24 (#4) was taken by Rod Jolley, followed by the Dutch Eddy Perk in the beautiful Heron and Rainer Ott managed to come in at sixth place. Julian Bronson remained at 7th and one lap in front of the Swiss Philipp Buhofer, whose weekend was also dogged by bad luck: his low capacity Lotus 44 (#53) refused to finish heat 1 and, one lap before finish, the little 35-based Monocoque F-2 also did not manage to see the

chequered flag. Keep your head up, dear Philipp, we must show such cars – keep campaigning and enjoy the ongoing season!

Most 2017 was **most** beautiful and mostly every competitor was **most** pleased about the utmost racy feeling – thanks to everybody!

(Our own thanks to Johannes Huebner for this report. He was the excellent commentator all weekend and interviewer of our competitors at Prizegiving. Many of you will remember him from similar duties at the Oldtimer Grand Prix at the Nurburgring - see you there)

Also, our thanks to all the competitors and teams who worked extremely hard to keep all the cars racing - special mention to Ingo for Josef Rettenmaier's ACT Arsenal which has now achieved more laps than it ever did in period!, Oliver Nuthall who travelled from the UK overnight with a magneto for Klaus Lehr's 250F and Eddy Perk who replaced a head gasket in the pit garage. Well done all of you.

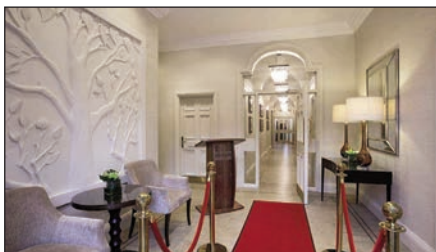
Also, many thanks to everyone who drove their cars into town for the promo on Friday afternoon. Nice to be signing autographs - although I'm not sure the kids Guy Plante signed and drew pictures in indelible ink on their hands will be in their parents' good books now!!!



HGPCA North Yorks Rally

Just a few weeks now to our exciting North Yorkshire Rally. Arrival date Thursday 6th July at Crathorne Hall, Yarm, North Yorkshire, our home for 3 nights and from where we will enjoy 2 full days and a shorter Sunday driving our classic and special road cars on superb scenic roads. Detailed plans are now finalised and the rally route book written, with the roads test driven by our inimitable rally director Julian Bronson, and Hotel arrangements planned for our socialising and dining

We still have a few places to fill so please consider supporting this, the inaugural rally, if you can and, indeed, perhaps bring like-minded friends along to take us to our maximum of 25 cars – we currently are 20 cars. The entry fee is £1500 to include accommodation, welcome drinks and dinner with wine meals and a great time. If you'd like to take part, get in touch with Stella via email: stella@hgpcanet



Supagard

Social media may be an unknown world to many of you but it's here to stay and Supagard are well hooked up to it ...

<https://www.facebook.com/Supagard/>

If you had your car treated by the Supagard guys at Silverstone or Most, they'd really appreciate it if you could email some words that they can either post on social media or their new website which is coming soon.

Send to: amanda.warren@supagard.com

If you missed out then they'll be on hand and happy to do more treatments free of charge to HGPCA Members at the Silverstone Classic next month. The professional treatment comprises a single stage application of a polymer sealant. This technology is applied across all painted surfaces of the car leaving a showroom gloss finish protection against road film, UV fading, makes the vehicle easier to clean with quicker maintenance time on race day (and won't compromise any decals you have on the car). The process takes less than 30mins per racing car and around 45 mins for the road cars as this is a different protection system.

They are offering Members a 20% discount on products via their web site - <https://www.supagard-shop.co.uk/> - just quote RACING20 at the check-out. Let us know if you have any problems placing an order and including the code.



Terry Abbott mirror image at Silverstone photo Jim Houlgrave

... along the same lines, Arbuthnot Latham are also heavily committed to social media. Check out their posts including Most - <http://www.arbuthnot-latham.co.uk/news-and-insights/hgpc-historic-grand-prix/> - which they covered without even being there with a little bit of help from Lesley Perk! The magic of the world-wide-web...

And now... wait for it - our OWN HGPCA Facebook page!!? Member, Geraint Owen has set up a page for Members to share info on transportation, lost kit, ect. https://www.facebook.com/groups/152266125288216/?hc_ref=SEARCH will, we think, take you to the page. (get in touch if not)

Geraint says... "This is a group for HGPCA members only. The purpose is to enable people to liaise over event logistics (where to stay/ferry deals/space in trailers/etc). Private ads are welcome for relevant stuff. Strictly no politics, photos of cats, or videos of people falling into swimming pools - unless it happens to be the Chairman falling in the pool!"

This will be of interest to some of you – but no idea how many – so let's give it a try and thanks to Geraint for setting it up and 'managing' it for us. If you are already on Facebook, click the link and request 'friendship'. If you're not, unfortunately, I think you will have to overcome your inhibitions and join if you'd like to become part of it all.

Goodbye Gerry and Malcolm



Gerry was acting Competition Secretary at Spa in 2015 and, in the photo above, is working out the Class Winners with DSO Chris Wilson and Stella below left - Gerry at the Silverstone Classic. below right - Malcolm at Dijon photos Jim Houlgrave

Gerry Hann, owner of two beautiful HGPCA cars - the Cameron Millar 250F CM7 and the Jack Brabham/Roy Salvadori Cooper T41 - and long time Board member died suddenly on 18th March 2017.

He spent a couple of fantastic days with Sid and Sue Hoole at the Croix-en-Tournais track in France a few weeks beforehand when Gerry took the 250F out on the circuit and his son, Elliott, drove the Cooper T41.

We will dearly miss his humour, his stories and his larger-than-life presence. A real 'one off' character.

A Memorial Service was held earlier this month where the church was more than full to capacity. John McLaren, long term colleague and friend of Gerry's, delivered a comprehensive 'friends' tribute which was enormously interesting - illuminating the many facets of Gerry's life that many of us were unaware of but we print here, Elliott's 7 year old son, Harvey's words...



Good afternoon everyone. My name is Harvey and Gerry was my Granddad.

The first thing I need to tell you is that Gerry never allowed Martha and I to call him Granddad because it made him feel old... Gerry was always very funny and silly and I think he did not want to be called Granddad, because he was still a child at heart.

Gerry loved sweets and naughty things and his favorite was ice cream, especially coffee flavour. He always gave us lots of sweets and it made mummy rather cross!

Gerry also really loved his faithful dog, Nellie. He loved taking her for walks, playing with a ball and he always wanted to make her happy, took her everywhere and said she was Daddy's sister.

Gerry was a good teacher. He even taught me some rhyming slang but Daddy has banned me from saying any of it in church! I can tell you later for 50p. Gerry taught me that trick too.

Gerry was great at fixing things and he mended lots of things for Martha and me. He was always mending our go-karts - especially the very loud horns he bought us.

Gerry loved his sports car and playing with his cars, he had lots of them. I helped him change the oil in his racing car and he said "if you drop the drain plug in the oil I'll smack you in the mouth!" I DID drop it in the oil and he pretended to smack me in the mouth. He was so silly.

He took us to do lots of fun things and if we had an ice cream he would say "Don't tell Mummy and Daddy". Oops now I told them - sorry Gerry.

Martha and I miss you very much but you are safe up in Heaven now. Hey, Heaven rhymes with Devon and you love that too!

Goodbye Gerry



Steve Hart and Anne Hanne with Gerry's beloved 250F in the National Motor Museum, Beaulieu following the memorial service in Lyndhurst. photo Mike Huggan

We are also very sad to report that Malcolm Canham, our enormously supportive and helpful 'overseas' member succumbed to pneumonia just a couple of weeks ago in Spain. He will be sincerely missed, along with Gerry, and we send our condolences to both Anne and Liz, their families and friends.

Malcolm had planned to come to the Test Day but slipped a disc in early April and said he was "hobbling around from seat to seat on a cocktail of pain killers, steroids and Valium and in a fuzzy sort of cloud nine" and would look ahead to see what he could plan. We'd spoken with him in between VSCC Silverstone and Most and then emailed on my return but Liz responded that he was in hospital.

So very very sad. We will miss his droll humour as much as his help - both of which have been much appreciated - since he first happened upon the Association one very wet weekend in Pau almost ten years ago.



Dear HGPCA,

I am contacting you because I am looking to get involved in motor racing as much as possible - it being my passion and what makes me shine. I am currently finishing a bachelor's degree in Automotive & Motorsport Engineering and will shortly start a postgraduate course at Cranfield University. I am fascinated by the earlier cars and actually find them the best place to start.

I am based in London with personal transportation and willing to commute for the right opportunity. I am looking to occupy June and July to support any member or team that might need a spare pair of hands. I am flexible with hours and days. I am mainly looking to build up experi-

Miscellaneous

ence of setup techniques and mechanical changes, based on vehicle dynamics (maybe also some telemetry data?) and racetrack. However willing to help in any other area from make the tea, logistics or anything handy. Ultimately my aim is to absorb as much amount of knowledge as I can by experiencing and learning by preparing for the race weekend, being at the racetrack and post-race clearing up.

Stella has a copy of Sebastiano Bolatti's CV - please get in touch if you'd like to see it and make contact with him.

TRANSPORTATION - Rod Jolley has capacity to take a second car in his truck to the **Nurburgring, Spa, Estoril** and **Portimao**. If you are happy to get your car to him in Hampshire, get in touch - 07799 112990

The Cooper Car Club seeks a new President/Secretary to take over running the Club. This voluntary position would suit an IT literate person with a warm & engaging personality and some knowledge/experience of Cooper racing cars. For an informal chat please contact: Richard Neale - woody@coopercars.org Duncan Rabagliati - duncanrabagliati@gmail.com or Peter Jackson - peter.jackson02@btinternet.com and leave your telephone no.

Company No. 4504260

MINUTES OF THE FOURTEENTH ANNUAL GENERAL MEETING of the Historic Grand Prix Cars Association Limited

Held on Friday 24th February, 2017
at ExCel Docklands

Present: Barry Cannell (Chairman),
Peter Horsman (Treasurer) John Clark,
Will Nuthall and Christopher Wilson
In attendance: Martin Grant Peterkin,
Brian Horwood
and approximately 20 members

Barry Cannell welcomed members – including brand new member, Urs Eberhardt - and thanked everyone for making the time to attend. The 2017 calendar is wonderful and offers a fantastic array of events for our cars and he was happy to report that the Association is in very good shape all round.

He was pleased to announce that the Yearbook was launched on the day following a lot of work by Martin Eyre and his team and Martin was congratulated on the result of his efforts in producing 1500 copies at zero cost to the Association. It is an excellent record of our season's activities and a good tool to present when speaking with potential sponsors and other interested parties.

Your Board of Directors have attended to their responsibilities with energy and initiative and in various working groups will continue with the aim of achieving the best possible quality and number of our cars appearing at the best of circuits.

Long term sponsors Arbutnot Latham have renewed their arrangement for a further year, albeit at a much reduced level, Supagard have extended their sponsorship for another year and Dunlop Tyres continue their support.

Cannell then asked Treasurer Peter Horsman to present the audited accounts for the year ended 31st December, 2016.

TREASURER'S REPORT

Peter Horsman as Treasurer presented the accounts. He noted that the balance sheet now showed a positive balance on accumulated reserves and that the Red Truck was still being depreciated at \$5,000 pa. He noted that cash balances were strong at >\$90,000 but that figure included some cash set aside to repay the member's loan used to finance the Red Truck. The Income and Expenditure account showed a pleasing surplus of >\$20,000 although some matters had to be borne in mind when looking at that figure in the context of future out-turns. First, it included the one-off benefit of being able to purchase the 2016 non-UK races at a very favourable Euro exchange rate due to advance currency purchases (benefit c\$15,000); secondly it only included about \$6,000 for Competition Secretary items whereas it was the ambition of the Association to invest in a more permanent hiring for that position at a cost of c\$20,000 (including expenses).

These were the reasons for the increase in the annual subscription for 2017. However, race entry fees for 2017 were not going to increase even although the race circuits hire will increase due to the decline in sterling let alone other reasons. It was hoped that this might tend to encourage members to enter their cars, for the financial health of the Association rested on grid sizes. The more cars on the grid, the less it would cost per member to run the Association; it was as simple as that.

After a few member questions, the approval of the accounts was proposed and seconded. The resolution was unanimously carried.

In proposing the re-appointment of Rawlinson and Hunter as auditors to the association, Peter acknowledged with thanks their speedy and efficient work, and the fact that they chose not to charge a more commercial rate to support us in our activities. The resolution was seconded by Barry Cannell and was carried unanimously.

REPORT & ACCOUNTS: IT WAS RESOLVED THAT the report of the directors and the audited accounts for the period ended 31st December 2016 together with the auditors' report thereon be received.

RE-ELECTION OF AUDITORS: IT WAS RESOLVED THAT Messrs Rawlinson & Hunter be re-elected as auditors of the Company, to hold office until the conclusion of the next general meeting at which accounts are laid before the Company.

REMUNERATION OF AUDITORS: IT WAS RESOLVED THAT the remuneration of Messrs Rawlinson & Hunter, the Company's auditors, be fixed by the directors in respect of the period ending at the conclusion of the next general meeting at which accounts are laid before the Company.

APPOINTMENT OF DIRECTORS: As required by Article 53, Richard Parnell retired by rotation and put himself forward for re-election. As no other candidate had put themselves forward, the Board will remain the same for 2017.

2017 Directors: Barry Cannell (Chairman), Peter Horsman (Treasurer), Julian Bronson, Sir John Chisholm, John Clark OBE, Rod Jolley, Richard Parnell, William Nuthall and Christopher Wilson.

Chris Wilson then reported on behalf of the Driving Standards Sub Committee.

HGPCA DRIVING STANDARDS ANNUAL REPORT 2017

There are many ways to measure the HGPCA's success in managing safety and driving standards, but the simplest is that, at the end of any weekend, all cars and drivers go home in one piece having maximised the amount of track time available to them.

Over the years the Driving Standards team have concentrated on the part we play in on-track safety and driver behaviours, working closely with track officials. The most obvious examples are the F1 style staggered grids, judicious use of yellow flags at problematic "first" corners and, introduced in 2016, use of the Blue Board to manage "out of position" cars.

This year saw a continued small reduction in the number of minor contact incidents, and a

generally acknowledged improvement in the quality and standard of driving. One disciplinary letter was issued for contributing to an incident through in cautious driving. There were two Red Flag incidents.

At the Silverstone Classic a combination of factors extending beyond those controlled by our competitors produced an incident involving a number of cars. Only good fortune and safety equipment prevented serious injury to a number of drivers. Whilst the contact incident itself was triggered by a stranded car, the root cause was considered to be a breakdown in the contractual chain resulting in an untenably crowded grid. We endeavour to learn from such experiences to prevent re-occurrence. In future, greater attention will be paid to contract harmony where, as in the case at Silverstone, there are multiple agreements and potential for misunderstandings.

From 2017, where the number of starters exceeds 32, a rolling start will be considered, irrespective of circuit. Final decision making does, of course, rest with the Clerk of the Course.

The Association has made significant progress since the Driving Standards initiative was introduced 7 years ago but progress is achieved through many small steps, the majority of which are dependent on drivers' self-discipline and attention to detail.

One unwelcome first this season was where, on separate occasions, two drivers unreasonably failed to control their emotions in dealings with circuit officials; something your Association will not tolerate.

These moments aside, we are regularly complimented on the quality and behaviour of our drivers both on and off the track.

The HGPCA's Driving Standards team are there to help make your race weekends go smoothly. In 2016 a number of drivers joined the team on an occasional basis. This both helps the DS Observers and also provides an insight into what the "nuts who aren't behind the wheel" are doing. Give it a try in 2017!

The formal business of the Annual General Meeting concluded and Barry Cannell then opened up the meeting for an informal discussion.

Alan Ede suggested that the Driving Standards Report be circulated to Members. Considered a good idea by those present, a possible circulation via email might be a better way to reach the driving members as the report last year was contained, in full, in the newsletter report of the AGM.

Geraint Owen suggested that the HGPCA might benefit from a closed Facebook page where members could exchange offers of help, transportation, suggestions for hotels, etc., etc. This was considered a very commendable idea and Geraint will implement.

Those in attendance in addition to the Board: Nigel Batchelor, Stephen Bond, Chris Dinnaage, Urs Eberhardt, Alan Ede, Martin Eyre, Paul Griffin, Sid Hoole, Brian Maile, Eddie McGuire, Alex Morton, Ian Nuthall, Geraint Owen, Eddy Perk, Chris Phillips, Richard Wilson and Barry Wood.