

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



## JEREZ HISTORIC FESTIVAL

The HGPCA enjoys the traditional end of season double header in Spain and Portugal with high hopes for finer weather than anticipated at home. This year was possibly more mixed than we'd have chosen... we certainly enjoyed some beautiful, sunny and warm days – actually at both events and several days in between but, separating those moments all Hell was breaking loose!

It wasn't the weather that cancelled Ed and Lesley Perk's plans for their end of season adventure on the Iberian peninsular but the fuel injectors on their camper! On the way to Burgos they'd broken down and waited for hours to be towed somewhere that it could be looked at and parts ordered but language problems didn't help. The parts didn't arrive until the following Monday excluding Jerez completely. When, finally, it was fixed, they didn't have the confidence to take it on down to the Algarve and sadly headed for Santander and the boat home. The trip to South Africa will have to be their consolation...

The hotel that most members stayed at for Jerez – La Cueva Park – suffered problems with the water. No coffee for breakfast was the least of the problem. Our in-house photographer, Vero, was half-way through washing her hair when the water stopped. The staff proffered a litre bottle of mineral water as their solution!!! and then there was no electricity in the rooms! How much of that was accountable for by the weather was uncertain. Sunday afternoon at the track was devastating. Our race was declared wet but that was nothing compared to the driving wind and rain that was to follow...

We like working with Jesús Pozo and his organisation, Escuderia Targa Iberia, on our Spanish events and it's always a pleasure to receive LOTS of useful information well in advance of the weekend.

Testing was available on Friday but we sadly lost two cars with mechanical breakdown – Richard Wilson with a rod through the side of the engine on his Cooper T60 (definitely not having a good year with both the Ferrari and the Cooper now hors de combat) and Klara Rettenmaier with a broken rear axle on the family A6GCM.



Above Left: Joaquin Folch with Jerez Classic Festival organiser Jesús Pozo



Above Right: The HGPCA field take the start

Photographs: ©Escuderia Targa Iberia

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

We met new member Jean de Mestral for the first time at Jerez. He owns a pretty blue and yellow Cooper T51 that was originally exported to Hong Kong fitted with the chassis plate from one of their F2 school cars to avoid purchase tax! The T51's crown wheel and pinion broke during testing but Hawker Racing duly fitted a replacement gearbox.

There was an excellent Drivers Briefing at 09.30 Saturday morning, given by one of the Stewards who spoke very good English. We were without the translating talents of Guillermo Fierro this weekend – pressure of work – so we were grateful.

## QUALIFYING - SATURDAY

Thirty cars went out for qualifying – 8 Front Engine and 22 Rear Engine. Jakob Rettenmaier was in the dark blue ex-works 250F Piccolo for the first time – the car finished 4th in the Italian Grand Prix at Monza in 1957 in the hands of Masten Gregory. It didn't perform as well for poor Jakob who was not able to finish a lap with magneto issues. The car was repaired in time for race 1.

It was a clean session with no track limit infringements reported. Jerez has new rather vicious kerbs installed which may have focussed the drivers' minds! James Hagan suffered an engine misfire and Dan Collins ran out of fuel in the session – both pulled off to safe places on the circuit.

## SATURDAY - RACE 1

It was dry and sunny for race 1 as the majority of the cars left the pit lane; minus Chris Locke who started from there and Tony Ditheridge who's race ended before it started.

It wasn't long before Stephen Banham spun and his Cooper beached in the gravel on the first lap. Shortly afterwards, Jakob coasted to a halt on the circuit in the Maserati with no power. With waved yellows and Safety Car boards out throughout the circuit, John Spiers spun then collided with the stationary 250F of Jakob. Stephan Rettenmaier spun coming across the incident but safely continued. The Piccolo's fuel tank broke leaking onto the track, Jakob leapt out and went to see if Spiers was okay. The race was red flagged and the safety car brought the grid into the pit lane.

The race restarted with 16.45 minutes remaining. Philipp Buhofer had a spin but continued and we lost Charles McCabe and Geoff Underwood who both retired to the pits. A race that slated 30 starters ended with 24 cars crossing the finish line.

## SUNDAY - RACE 2

The HGPCA grid – star turn of the event – were held on the starting grid for an F1 style 'Pit Walkabout'. WOW, now that's a first for the HGPCA although the guests got rather wetter than they'd expected!

As it was very wet, two green flag laps were given to the 26 cars on the grid (with Graham Adelman starting from the pit lane). There were several spins but no 'spills' during the race and all but two crossing the finish line.

It was noted that there were cars out on track either without working LED rain lights (not switched on??) or very poor ones, some hidden or underneath bodywork. We're sure it's not intentional but, for very realistic and important safety issues, please look yourself – or ask your team – to check how useful, clear and working yours is before next season begins.



Max Smith-Hilliard & Jean De Mestral



Klaus Lehr, Tom Dark & Tony Lees



Tony Lees, Tom Dark & Dan Collins



James Hagan, Dan Collins, Sid Hoole & Nick Topliss



Simon Hope & Klaus Lehr



Rudi Friedrichs & Justin Maeers





Above: Getting ready to leave the garages for qualifying Photographs: ©Escuderia Targa Iberia



Sid Hoole & Graham Adelman



Tim Child & John Spiers



John Romano & Stephen Banham



Klaus Lehr, Sid Hoole & Jean De Mestral



Philipp Buhofer, Joaquin Folch & Tom Dark



Mark Shaw & Jean De Mestral





Photo: Veronica Strucelj



Photo: Veronica Strucelj

**Race 1 Podium:**

Pictured above left: Rear Engine - Rudi Friedrichs (2nd) Justin Maeers (1st) and Tim Child (3rd)  
 Above right: Front Engine - Max Smith-Hilliard (2nd), Joaquin Folch (1st) and Simon Hope (3rd)



Photo: Veronica Strucelj



Photo: Veronica Strucelj

**Race 2 Podium:**

Pictured above left: Rear Engine - Tim Child (2nd) Rudi Friedrichs (1st) and Tony Lees (3rd)  
 Above right: Front Engine Klaus Lehr (2nd), Joaquin Folch (1st) and Simon Hope (3rd)



Above Left: Race 2 Podium cars Above Right: Classic Team Lotus and a delighted Joaquin Folch Photographs: ©Escuderia Targa Iberia

Below: Max Smith-Hilliard, Charles McCabe, Tom Dark, Nick Topliss, Dan Collins, Sid Hoole, John Spiers & Barry Cannell Photograph: Veronica Strucelj







Rod Jolley, Max Smith-Hilliard & Joaquin Folch



Justin Maeers, Rudi Friedrichs Tony LLees



Tim Child, Tony Lees & Mark Shaw



Klaus Lehr, Dan Collins & Tony Ditheridge



Pit lane line-up headed by Mark Shaw



'Dithers'



Classic Team Lotus hard at it



Left: Tom Dark's Junior Engineers



Above Centre: The next generation of driver Above Right: Tony Lees





  
**HGPCA Entry List**  
 Jerez Historic Festival  
 21 22 October 2023

Results	Class	Race No	Driver	Owner	Car	Chassis No	cc	Year	Colour
<b>FRONT ENGINE</b>									
<b>Class 6 - 1954-1958 Grand Prix Cars</b>									
2	6	248	Klaus Lehr		Maserati 250F CM5	CM5	2500	1957	Red
3	6	123	Simon Hope		Maserati 250F CM4	CM4	2500	1954/79	Red
5	6	4	Stephan Rettenmaier		Maserati 250F 2507	2507	2493	1954	BRG
DNF	6	11	Jakob Rettenmaier	Stephan Rettenmaier	Maserati 250F 2534	2534	2493	1957/8	Blue
DNF	6	34	John Spiers		Maserati 250F 2516	2516	2494	1955	Red
DNS	6	29	Klara Rettenmaier	Stephan Rettenmaier	Maserati A6GCM	2504	2500	1953	Blue/Yellow
<b>Class 7a - Pre 1961 Front Engine Grand Prix Cars</b>									
1	7a	35	Joaquin Folch-Rusinol		Lotus 16 365	16/4/365	1995	1959	Green
4	7a	16	Max Smith-Hilliard		Lotus 16 362-2	362-2	1995	1958	Green
<b>REAR ENGINE</b>									
<b>Class 7b - Pre 1961 Grand Prix Cars</b>									
1	7b	12	Rudi Friedrichs		Cooper T53	F2/8/60	2462	1960	Green
3	7b	87	Tony Lees		Cooper T53	F1-53-60	2495	1960	Green/White
7	7b	10	Tom Dark		Cooper T51	F2-1-59	2500	1960	Green/Red
<b>Class 7c - Pre 1961 Formula 2 Cars under 1.5 litres</b>									
19	7c	92	Stephen Banham		Cooper T45	F2-8-58	1475	1958	Silver
20	7c	45	Hans Ciers		Cooper T45	F2-28-58	1500	1958	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars</b>									
12	9	3	Barry Cannell		Cooper T51	F2-28-59	1960	1959	Red
15	9	8	Tony Ditheridge		Cooper T45	F2-17-58	1960	1958	Green
<b>Class 10a - Pre 1964 1.5 litre Formula 1 Cars</b>									
4	10a	99	Mark Shaw		Lotus 21 937	937	1495	1961	Green/Yellow
9	10a	54	James Hagan		Lotus 18 903	903	1500	1961	Blue/White
13	10a	21	Dan Collins		Lotus 21 933	933	1500	1961	Green
17	10a	51	Jean De Mestral		Cooper T51	F2-10-57	1500	1957	Blue/Yellow
DNS	10a	37	Eddy Perk		Heron F1		1488	1960	Red/Gold
<b>Class 10b - Pre 1966 Formula 1 Cars &amp; 1964-66 Formula 2 Cars under 1000cc</b>									
8	10b	28	Geoff Underwood		Cooper T56/59	CCC1D	1500	1961	Red/white stripe
<b>Class 11 - Pre 1966 1.5 litre Formula 1 Cars</b>									
11	11	66	Sid Hoole		Cooper T66 F1	F1 2 63	1495	1963	Blue/White
14	11	23	Charles McCabe		BRM P578-3	P578-8	1499	1962	Green
16	11	1	John Romano		Brabham BT11	F1-1-64	1500	1964	Green/Gold
DNF	11	26	Graham Adelman		BRM P261-5	2615	1480	1964	BRG
DNF	11	50	Philipp Buhofer		BRM P261-2	261-2	1498	1964	Green
DNS	11	14	Richard Wilson		Cooper T60	F1-17-61	1500	1962	Dk Green/White
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental Cars under 2.7 litres</b>									
2	12	76	Tim Child		Brabham BT3/4	F1-2-62	2497	1962	Red/Green
5	12	53	Justin Maeers		Cooper T53	F1-8-60	2751	1960	Green
6	12	2	Rod Jolley	Tim Ross	Cooper T53	F1.2.61	2700	1961	Green/Red
10	12	7	Nick Topliss		Cooper T53 Low Line	F1/07/61	2498	1961	Blue
18	12	6	John Emery		Brabham BT4	1C-3-62	2495	1962	Blue
DNF	12	32	Chris Locke		Lotus 32B	32 F2 7	2488	1965	Green/Yellow



Rudi Friedrichs & Mark Shaw



Rain lights on for Race 2



## JEREZ CLASSIC FESTIVAL CLASS AWARDS:

Class 6 - Klaus Lehr; Class 7a - Joaquin Folch; Class 7b - Rudi Friedrichs; Class 7c - Stephen Banham; Class 9 - Barry Cannell; 10a - Mark Shaw; Class 10b - Geoff Underwood; Class 11 - Sid Hoole; Class 12 - Tim Child

**Rear Engine Driver of the Day** - Jean De Mestral  
**Front Engine Driver of the Day** - Joaquin Folch



Pictured receiving their awards from Lindsey Warren. Above from Top Left: Klaus Lehr; Joaquin Folch with Chris Wilson; Rudi Friedrichs; Steve Banham. Row 2: Barry Cannell; Mark Shaw; Geoff Underwood & Sid Hoole. Row 3: Tim Child; Jean De Mestral & Joaquin Folch *Photographs: Veronica Strucelj*



Above Left Clockwise: Wesley and Sid; Barry Cannell; Justin Maeers; Tom Dark; the Grid Walkers wait; Micky and Steve warming up; Jean De Mestral





# ALGARVE CLASSIC FESTIVAL 2023

One can safely say that Sunday's weather in Spain went from bad to worse and well beyond the usual 'storm'. We had been lucky to end our second race before the driving wind and rain set in but clearing the paddock was not going to be easy.

Some competitors and teams headed direct to Portimão in the hope of calmer weather and some rest and repairs. Others had planned trips to Cordoba, Seville, Cadiz, etc. but the devastation caused by Storm Bernard - which reached its peak of destruction late Sunday night and early Monday morning - greeted us with debris, fallen trees and mangled street furniture.

There was a calm after the storm, thankfully lasting a few days, to remind us why we like heading to the region at this time of the year, so some sightseeing was possible.

One of the perennial failings of the administration of this event is to provide information on rather important things like the time of the Drivers Briefing and signing on in advance which is very frustrating – particularly compared to the final instructions we were able to circulate for the Spanish event. Thankfully, the WhatsApp group – which the majority of drivers and teams are now signed up for – is able to keep everyone up to date (to the minute!) with information on What?When?Where? everything is happening. If you're not already signed up to it, make sure you are before the 2024 season begins. You won't regret it!

Testing was available Thursday afternoon with sessions shared between HGPCA cars and the Formula Juniors with booking available at the circuit.

The drivers' briefing was chaotic and the clerk who was giving the briefing had no idea about start procedures or several ISC regulations including the speed during a Full Course Yellow period. A formal complaint was made to Paulo Pinheiro, after which, the Chief Steward Mario Manso, who we had worked with at Jerez, issued a detailed printed document outlining the procedures which we felt were lacking in the briefing and a copy was given to each driver before race 1.

Friday's qualifying session began at 16.25 with 29 cars taking to the dry track. Eddy and Lesley Perk were sadly on their way back to the UK having had the 'camper' repaired, they were not confident it would complete the round trip and, having reached Burgos, turned back to port. Christian Dumolin was a 'no show' and Fritz Burkard had withdrawn his entry earlier in the week. Chris Locke's Lotus 32B was not able to be repaired after Jerez but we were able to swap cars so that his Formula Junior could compete in the Invitation class for both races.

Speeding in the pit lane cost Joaquin Folch and Michel Kuiper to lose their best lap times (2 in Michel's case) and Tom Dark's Cooper was spotted leaking fluid and was black flagged but had achieved a decent time on the third lap to put him in 15th for Race 1. The top four cars finished just over a second apart with Tim Child's Brabham ahead of Michael Gans, Rudi Friedrichs and Justin Maers.



Above Left: Sunshine for Race One



Right: John Romano, Nick Topliss, Sid Hoole, Tony Lees and James Hagan



Above Left: Stephan Rettenmaier



Right: Hans Ciers and John Emery

Photographs: Veronica Strucej



Much fettling and fiddling all weekend paid off for Rod Jolley who was 6th in Tim Ross's T53 causing smiles in the Dorset Racing equipe. Not such positive news for Tony Lees who had decided to try and fix his clutch (broken at Jerez) in the paddock at Portimão.

Sharing a garage with Hawker Racing was definitely a lucky chance for Tony. Ben Maeers and Peter Russell removed the master cylinder, Classic Team Lotus supplied a rebuild kit which they used and reinstalled it. Unfortunately, it was the clutch itself so practice lasted 4 laps. Overnight, the pair replaced the clutch.

### Saturday – Race 1

Withdrawn entries were received from Sid Hoole, Tom Dark and Tony Ditheridge so, with the addition of Chris Locke's Lotus 27, twenty-seven cars took the start. Sadly, on the first lap, Tony Lees pulled off when a gear selector finger snapped off at the hairpin. Much applauded in race control, he allowed the car to roll back down the hill, not only to a place of safety, but from where he could be recovered from the infield without interfering in the race at all. Sadly, the results don't show the finer details of lap times etc. but, at some point, Nick Topliss' engine cut-out and he pulled up at the side of the track. Barry Cannell's Cooper lost a wheel - rear suspension failure. The safety car was deployed to recover him. The mandated immediate reduction of speed to 80kph was implemented by MOST but it was reported that two drivers didn't slow down at all when the flags and boards came out.

When the safety car came in and the race went to re-start, Michael Gans had a spin at the approach to the start-finish straight. Luckily, everyone was able to take avoiding action. It was reported afterwards that he seemed to have got some fluid on a wheel.

### Sunday – Race 2

Post Race 1 the 'combined forces' of Dan (RAF) Longmore, Tricks (Navy) and Ben (Army) Maeers made a new gear selector shaft for Lees's Cooper using their portable lathe/milling machine and rekindled it to the point he commented "it's the best it's ever been" and was able to finish 11th in Race 2 and be awarded Rear Engine Driver of the Day. It rained very heavily all morning with some of the races started behind the safety car. We had several drivers decide to withdraw in the conditions - although by the time of our race - the rain had stopped.

It was a clean race with just 20 runners but, at the end of a very busy season, it really shows the determination amongst Members and Teams to enjoy as full a racing year as is possible. Roll on 2024...

Race control – along with anyone and everyone watching - were very excited to see a photo-finish between Rudi Friedrichs and Justin Maeers – the latter taking second place by 0.011.

Thanks to all of you with a special mention of the HGPCA Team: Bertie Gilbert-Smith – our scrutineer at both Jerez and Portimão, DSOs Ted Rollason and Chris Wilson, photographer Vero Strucelj and Tim and Donna for bringing the tea and coffee machines over from the UK and stocking up with beers, wine and biscuits.

Travel issues were the order of the day for returning home – this time courtesy of Storm Ciarán. Brittany Ferries cancelled all crossings Wednesday evening and Thursday with little in the way of advice to travellers so several people changed their plans and headed for the Channel Tunnel instead.



The grandstands and hills of the Autodromo



Rod Jolley leads the field



Tim Child



Stephan Rettenmaier, Tony Ditheridge & Justin Maeers



Assembly Area





Justin Maeers, Rudi Friedrichs & Tim Child



Steve Banham and John Romano



Mark Shaw



Michel Kuiper



Above: Rod Jolley & Philipp Buhofer  
Below: John Romano & Hans Ciers



Philipp Buhofer leads the field



Dan Collins and Stephan Rettenmaier



Philippe Bonny & Geoff Underwood



Max Smith-Hilliard, Jean De Mestral & John Emery



Klaus Lehr  
Photographs: Veronica Strucelj



Steve Banham & Chris Locke



  
 HGPCA Results  
 Algarve Classic Festival  
 27-29 October 2023

Results	Class	Race No	Driver	Nationality	Car	Chassis No	cc	Year	Colour
<b>FRONT ENGINE</b>									
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>									
3	6	248	Klaus Lehr	German	Maserati 250F CM5	CM5	2500	1957	Red
4	6	123	Simon Hope	British	Maserati 250F CM4	CM4	2500	1954/79	Red
DNF	6	4	Stephan Rettenmaier	German	Maserati 250F 2507	2507	2493	1954	BRG
<b>Class 7a - Pre 1961 Front Engine Grand Prix Cars</b>									
1	7a	16	Max Smith-Hilliard	British	Lotus 16 362-2	362-2	1995	1958	Green
2	7a	35	Joaquin Folch-Rusinol	Spanish	Lotus 16 365	16/4/365	1995	1959	Green
<b>REAR ENGINE</b>									
<b>Class 7b - Pre 1961 Grand Prix Cars</b>									
1	7b	12	Rudi Friedrichs	German	Cooper T53	F2/8/60	2462	1960	Green
9	7b	87	Tony Lees	British	Cooper T53	F1-53-60	2495	1960	Green/White
DNF	7b	10	Tom Dark	British	Cooper T51	F2-1-59	2500	1960	Green/Red
<b>Class 7c - Pre 1961 Formula 2 Cars under 1.5 litres</b>									
16	7c	92	Stephen Banham	British	Cooper T45	F2-8-58	1475	1958	Silver
DNF	7c	45	Hans Ciers	Belgian	Cooper T45	F2-28-58	1500	1958	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litres</b>									
DNF	9	3	Barry Cannell	British	Cooper T51	F2-28-59	1960	1959	Red
DNF	9	8	Tony Ditheridge	British	Cooper T45	F2-17-58	1960	1958	Green
<b>Class 10a - Pre 1964 1.5 litre Formula 1 Cars</b>									
6	10a	99	Mark Shaw	Scottish	Lotus 21 937	937	1495	1961	Green/Yellow
8	10a	80	Philippe Bonny	French	Brabham BT2	62-5	1450	1963	Blue
10	10a	21	Dan Collins	British	Lotus 21 933	933	1500	1961	Green
11	10a	54	James Hagan	Irish	Lotus 18	903	1500	1961	Blue/White
14	10a	51	Jean De Mestral	Swiss	Cooper T51	F2-10-57		1957	Blue/Yellow
<b>Class 10b - Pre 1966 Formula 1 Cars &amp; 1964/66 Formula 2 Cars under 1000cc</b>									
7	10b	128	Geoff Underwood	British	Cooper-Alfa T56/59	CCC1D	1500	1961	Red/White stripe
<b>Class 11 - Pre 1966 1.5 litre Formula 1 Cars</b>									
13	11	23	Charles McCabe	American	BRM P578-3	P578-8	1499	1962	Green
15	11	1	John Romano	American	Brabham BT11	F1-1-64	1500	1964	Green/Gold
DNS	11	50	Philipp Buhofer	Swiss	BRM P261-2	261-2	1498	1964	Green
DNS	11	66	Sid Hoole	British	Cooper T66 F1	F1-2-63	1495	1963	Blue/White
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental Cars under 2.7 litres</b>									
2	12	53	Justin Maers	British	Cooper T53	F1-8-60	2751	1960	Green
3	12	76	Tim Child	British	Brabham BT3/4	F1-2-62	2497	1962	Red/Green
4	12	2	Rod Jolley	British	Cooper T53	F1-2-61	2700	1961	Green/Red
5	12	63	Michel Kuiper	Dutch	Brabham BT4	F1-4-63	2700	1963	Red
DNF	12	6	John Emery	British	Brabham BT4	1C-3-62	2495	1962	Blue
DNF	12	7	Nick Topliss	British	Cooper T53 Low Line	F1/07/61	2498	1961	Blue
DNF	12	17	Michael Gans	Luxembourg	Cooper T79	FL/1/64	2500	1964	White



The official Race Control photo finish image. Rudi wins by 0.011!



The victorious Rudi Friedrichs

Photograph: Veronica Strucelj





Klaus Lehr



Max Smith-Hilliard



Rudi Friedrichs



Steve Banham



Mark Shaw



Geoff Underwood



Charles McCabe



Justin Maeers



FE Driver of the Day - Max Smith-Hilliard



RE Driver of the Day Tony Lees



Bertie Gilbert Smith



Ted Rollason

### ALGARVE CLASSIC FESTIVAL CLASS AWARDS:

**Class 6** - Klaus Lehr; **Class 7a** - Max Smith-Hilliard; **Class 7b** - Rudi Friedrichs; **Class 7c** - Stephen Banham  
**Class 10a** - Mark Shaw; **Class 10b** - Geoff Underwood; **Class 11** - Charles McCabe; **Class 12** - Justin Maeers

**Front Engine Driver of the Day** - Max Smith-Hilliard; **Rear Engine Driver of the Day** - Tony Lees

**Thank you gifts to:** Bertie Gilbert-Smith & Ted Rollason

*Pictured below:* The entire HGPCA contingent at Stella's final race meeting



All Photographs from the Algarve Classic Festival: Veronica Strucelj





Ready for the off



Justin Maeers



Michel Kuiper



Justin Maeers, Rudi Friedrichs, Michael Gans & Philipp Buhofer



Rod Jolley, Simon Hope & Stella



The spacious pit garages at Portimao



Debra Maeers & Rudi Friedrichs



Sid Hoole





## HISTORIC TECHNICAL PASSPORT (HTP) RENEWALS

Now the racing season has come to an end, it's a good idea to check on the validity of your paperwork before you take your cars apart for a winter refresh to be sure that you are ready to race again at the start of next season.

HGPCA cars require a valid HTP and compliance with the current Sporting and Technical Guidelines as well as FIA Appendix K.

If your papers expire at the end of this year (31/12/2023), you can apply for an early renewal now at a reduced price instead of a full new application price.

Double check the expiry date of your HTP by visiting the FIA Historic Database and then selecting the HTP List (Menu - top right) and searching for your car/HTP number. <https://historicdb.fia.com/>

### HTP RENEWALS

- Once an HTP has expired it must be renewed to be accepted at international competitions.
- The process for renewal is the same as for a new application
- However, if the renewal is submitted to the FIA before the expiry date, then the FIA HTP fee is reduced to €215.
- In the UK, the Motorsport UK processing fee is also reduced (with a 25% discount to) £326, giving a total cost for an early renewal, including the Motorsport UK processing fee, of £513, compared to £812 for a new application/expired renewal.
- To start an early renewal;
  - In the UK contact Motorsport UK and pay for an early renewal which will give you a new GB number. Telephone: 01753 765000 or email [htp@motorsportuk.org](mailto:htp@motorsportuk.org)
  - Then choose a Registrar to inspect your car and complete the paperwork
  - Outside of the UK - phone your National ASN to find out the process in your country, remember to say you are doing an early renewal, in order to get the FIA discount.

The full FIA HTP Guidelines can be found here:

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2020/09/16143246/FIA-HTP-Guidelines-10.10.2023.pdf>

An example of the FIA HTP Application form can be downloaded here:

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2020/09/24140756/2018fiahtptemplatempa.pdf>



## Cooper T53 Lowline

2.7 litre Climax engine; race ready car with a valid HTP until 2026

Contact: [rainer.f.w.ott@web.de](mailto:rainer.f.w.ott@web.de)



### 1967 Cooper T86 - Maserati (F1-2-67)

This ex-Jochen Rindt car was the second iteration of Cooper's partnership with Maserati following the 'return to power' in 1966. The much lighter and narrower T86 was introduced mid-season for Rindt and it immediately proved to be quicker than the preceding T81 chassis. The Cooper is powered by a 3-litre V12, 36 valve engine, the last development of an engine that was originally designed for the 250F1. Best result of 4th at Monza in 1967, having also raced at Silverstone, Nurburgring and Watkins Glen. Following its works career the car passed to Colin Crabbe's Antique Automobiles, driven by Vic Elford, it was in this guise that the car became the last Cooper to race in a world championship grand prix, at Monaco in 1969. Eligible for the Masters series and a potential entrant for the Monaco Historique. The car is located in Japan. Great condition following major restoration in Europe in early 2000s, used sparingly since on demonstrations and test days, previously held a HTP.

Please contact Chris Helliwell on [c.a.c.helliwell@gmail.com](mailto:c.a.c.helliwell@gmail.com) or (+44)7717 350921 for further information.



### 1963 Scirocco-BRM SP1

The first of two cars built by the American-financed privateer team the Scirocco-Powell Racing Team. Driven through the 1963 Formula 1 season by the team's lead driver Tony Settember. Second in the Australian Grand Prix. powered today as it was in period by a BRM 1.5 litre V8 which is fresh from a re-build by Hall & Hall. A veteran of in excess of 10 Goodwood Revival, four Monaco Historic Grand Prix and multiple HGPCA races



### 1958 Lotus-Climax 15

Ex-Lew Florence, Pau Nau. One of the most successful Lotus 15 of all time, taking a staggering 17 wins and 22 podiums from 1959 through 1961. A multiple race and championship winner in historic motorsport, winning the prestigious BRDC 50s Sports Cars series in both 2004 and 2005 and taking third overall in the 2022 and 2023 Sussex Trophies. Well documented and remarkably original, retaining its original chassis and body, down to the original screen.



### 1926 Bugatti Type 35 Grand Prix

An incredibly rare opportunity to acquire such a wonderfully complete and original early 2-litre Type 35 Grand Prix. Delivered new to the Paris showroom, raced at Spain in 1934. Purchased and raced by HRH Prince Bertil of Sweden in the mid 1930s; raced on the ice in the 1934 Winter Grand Prix at Rommehen and accompanied by a remarkable history file. As far as we are aware, the car has not been offered publicly for sale since 1966.

Please contact Will or Alec on +44 (0)1285 831488 or by email at [cars@williamianson.com](mailto:cars@williamianson.com)



# 2024 CALENDAR

20 & 21 APRIL: VSCC SPRING START, SILVERSTONE CLUB CIRCUIT, UK

17-19 MAY: SETTIMANA MOTORISTICA ENNESE, AUTODROMO PERGUSA, SICILY

21-23 JUNE: ZANDVOORT HISTORIC GRAND PRIX, HOLLAND

12-14 JULY: BRNO REVIVAL GRAND PRIX, MASDARYK CIRCUIT, BRNO, CZECHIA

26-28 JULY: OULTON PARK GOLD CUP, UK

9-11 AUGUST: 51ST OLDTIMER GRAND PRIX, NURBURGRING, GERMANY

23-25 AUGUST: SILVERSTONE FESTIVAL, SILVERSTONE HISTORIC GP, UK

25-29 SEPTEMBER: SPA SIX HOURS, SPA-FRANCORCHAMPS, BELGIUM

18-19 OCTOBER: SPAIN TBC

25-27 OCTOBER: ALGARVE CLASSIC FESTIVAL, PORTIMAO, PORTUGAL

6 DECEMBER - AWARDS LUNCH, RAC LONDON, UK

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