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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL4 Sept 2020

The Covid-19 pandemic continues to play havoc with our lives and our racing season.

Thanks to Masters we have been able to run two grids at Donington in July and at Brands Hatch just a couple of weeks ago.

We've had to cancel participation at Zandvoort and now the Spa Six Hours has been cancelled.

Goodwood's SpeedWeek has enforced the cancellation of our races at Jerez and, with Portimao's Historic date being ousted by Formula One and moved into November 6-8, who knows what the situation will be like by then.

At the moment, the event and free hotel nights are still possible

DONINGTON - MASTERS HISTORIC - SATURDAY 18 JULY

Arms Length racing begins...

The HGPCA Members and their cars finally managed to test their mettle at Donington in July for the rescheduled Masters Historic Meeting which should have been run in mid June. As it was our first tentative step back into the racing world, the Board elected to qualify and race on one day. Overnights in the paddock hadn't seemed possible when arrangements were made and Rachel Bailey gave us excellent timings which would allow drivers to arrive at the circuit, run two sessions on the track and head home in the late afternoon.

Eighteen cars entered – two of them by intrepid overseas Members and one of them new to our grid – Michel Kuiper brought his Brabham BT4 which had previously been owned and raced by John Harper before a brief period with John Evans. Stephan Jöbstl decided to cross the Channel too and race his Cooper Maserati and then asked Andy Willis to drive the Cooper T45/51 alongside him.

This was our Members' first experience of the online processes of signing on, scrutineering and drivers briefing as well as downloading and printing their tickets. Some managed better than others but, with good communication via Joe East at Motorsport Vision and



*Richard Wilson's stunning Cooper T60 ahead of Chris Helliwell's Cooper and Nick Taylor's Lotus
photo Eric Sawyer*



At the front end: Will Nutball in Giorgio Marchi's Cooper T51, Sam Wilson in his Lotus 20/22 and Barry Cannell in his Brababm BT11A photo Eric Sawyer



New Member, Michel Kuiper, and his Brabham BT4 followed by another new Member, Chris Grey in his Cooper T 43, Stephan Jobstl in his Cooper Maserati T51, John Emery in the Brabham and Robert Pulleyn in his Lotus 18 photo Eric Sawyer

some help along the way from Will Nuthall, everyone made it to the qualifying in time.

Rod Jolley reported that paddock access was easy with loads of paddock space. "The Masters ran an extremely efficient pre grid and gridding process with the minimum of delays. We drove from the pre grid to the grid, with marshals to make sure we were in the correct positions and, within about one minute, set off on the green flag lap, so no issues with overheating engines etc.

Conditions were extremely difficult, light rain having fallen just as we went out, inevitably there were a few spins (including me) but no damage done and overall driving standards were up to our usual blue ribbon standards.

Will won the race after suffering a disconnected plug lead on the green flag lap and starting from the pit lane where Jack Williamson replaced it for him. All in all, a jolly good time was had by all even if it did lack some atmosphere, feeling more like a test day."

Another new Member out with us for the first time was Cliff Gray in the ex Robi Bernberg/Clive Wilson Cooper T43 finishing first in his class.

For those of us seriously distanced back at home,



Robert Pulleyn in his Lotus 18 and Stephan Jobstl in his Cooper Maserati photo Eric Sawyer

we were able to listen to some excellent race commentary from Mark Werrell and Chris Dawes who were perhaps more flattering of our grid than any others on the day. A compliment that is also well deserved by TSL Timing for their first-class web site/live timing AND the live commen-



Elliott Hann in the family Cooper T41 and Stephan Jobstl in his Cooper Maserati T51 photo Eric Sawyer



Nick Taylor's Lotus 18 photo Eric Sawyer

tary (if you found the button to click at the bottom of the screen!) which almost made us feel like we were there. There were several good drives down the field



Chris Helliwell celebrates success with Will and Emelia Nuthall



Tim Ross at home in the Dorset Racing equip

including Andy Willis, Sam Wilson and, of course, eventual race winner, Will Nuthall. Special mention must be made of Steve Hart as the only representative of the front engine cars in the Hann Family Maserati 250F who raced magnificently to finish 6th overall. It was a great pity that we were unable to actually watch the battles that we could hear reported between Alan Baillie (LDS) and Elliott Hann (Cooper T41) and again between Barry Cannell (Brabham BT11A) and Richard Wilson (Cooper T60). There were some spins, only to be expected as the rain started almost as the race got underway but thankfully none that caused any contact.



Alan Baillie's LDS ahead of Tony Ditheridge's Cooper and Michel Kuiper's Brabham photo Eric Sawyer

Alan Baillie is not only our oldest racing Member, he is also the modest record holder in the Guinness Book of Records for the longest continuous career as a racing driver having raced every year since 1962. The cars he's raced range from the Fred Dixon 1933 Riley Brooklands (oldest) to a 1976 Penske PC3 3 litre Formula 1 and include many championships and very many class wins in HGPCA races along the way. Well done, Alan - hope you keep the record going



John Emery's Brabham approached by Chris Helliwell's Cooper T75 and Andy Willis in Stephan Jöbstl's Cooper T45/51 photo Eric Sawyer

As far as possible within the circumstances, the new Members were welcomed by everyone else and a seriously socially distanced awards ceremony was well managed by Birthday Girl, Ellie Birchenhough, at her Dorset Racing set up. Thank you all for venturing back out on track in this strange world we find ourselves in.



Stephan Jöbstl ahead of John Emery, Robert Pulleyn and Elliott Hann photo Eric Sawyer



Michel Kuiper, Tony Ditheridge and Elliott Hann photo Eric Sawyer

Donington Historic: HGPCA Race for Pre 1966 Grand Prix Cars

pos	Race #	Driver	Entrant	Car	cc	Year	Colour
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
6	22	Steve Hart	Hann Family	Maserati 250F CM7	2494	1958	Red
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	2495	1960	Green/White
16	40	Stephan Jöbstl		Cooper Maserati T51	2484	1959	Red
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
12	39	Cliff Gray		Cooper T43	1500	1957	Green
14	60	Elliott Hann		Cooper T41	1460	1956	Blue
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
2	4	Andy Willis	Stephan Jobstl	Cooper T45/51	1960	1958	Blue
7	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
15	8	Tony Ditheridge		Cooper T45	1960	1958	Green
Class 10 - Pre 1966 1.5 litre 4 cylinder F1 cars and 1964/66 F2 cars of not more than 1000cc							
8	55	Nick Taylor		Lotus 18 914	1495	1961	White
10	9	Chris Helliwell		Cooper T75	1000	1965	Green
13	17	Alan Baillie		LDS F1	1475	1964	Maroon
17	46	Robert Pulleyn		Lotus 18 909	1500	1960	Green/Yellow
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
5	14	Richard Wilson		Cooper T60	1500	1962	Dark Green/White stripe
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
3	3	Barry Cannell		Brabham BT11A	2500	1964	Red/White
4	53	Sam Wilson		Lotus 20/22	1500	1964	Blue
9	7	Nick Topliss		Cooper T53 Low Line	2498	1961	Blue
11	63	Michel Kuiper		Brabham BT4	2700	1963	Red
DNF	6	John Emery		Brabham BT4	2495	1962	Blue



An absolutely magnificent performance by Steve Hart in the Hamm Family Maserati 250F - the only front engine car in the field. Topliss, Helliwell and Baillie behind him photo Eric Sawyer



Barry Cannell's Brabham BT11A, Sam Wilson's Lotus 20/22 and Andy Willis in Stephan Jöbstl's Cooper T45/51 photo Eric Sawyer



Will Nutball winning the HGPCA first UK race in 2020 in Giorgio Marchi's Cooper T53 photo Eric Sawyer



Nick Topliss alongside Rod Jolley in their Coopers photo Eric Sawyer



New Member, Cliff Gray, in his ex Robi Bernberg/Clive Wilson Cooper T43 and Richard Wilson in his Cooper T60 photo Eric Sawyer



Rod Jolley guest driving Tim Ross's Cooper T43/51 and Steve Hart in the Hamm Family 250F photo Eric Sawyer

BRANDS HATCH - MASTERS HISTORIC FESTIVAL - 22/23 AUGUST

Fairley scores double for Brabham and Tauranac

Sixty years to the month after reigning Formula 1 World Champion Jack Brabham dominated the inaugural event on Brands Hatch's Grand Prix circuit – the Silver City Trophy race – in a Cooper T53, that very car (FII-8-60, with Germany's Rüdiger Friedrichs up) finished third in the second stanza of the Association's competitive return to the Kentish venue for the Masters Historic meeting in August.

One of the Australian's later eponymous machines, a 2.7-litre Tasman spec Climax-powered BT11/19 designed by Black Jack's equally great business partner Ron Tauranac (who died on July 17, at the ripe old age of 95) emerged on top in both races. Jon Fairley had won at Brands before in the works-development car, raced in period by Denny Hulme and Dan Gurney with a Repco V8), the first following "probably the best overtaking manoeuvre of my racing career!"

Lowline Cooper T53s certainly made their presence felt as in period. Will Nuthall bagged a brace of seconds in Italian patron Giorgio Marchi's IN Racing-run 2.5-litre example, and kept Fairley honest in Race 1 either side of a safety car intervention. Nick Fennell (1.5-litre Lotus 25 V8) and feisty Friedrichs each bested at third to complete the 'virtual podiums,' post-race social gatherings being currently discontinued per the MotorsportUK's COVID-19 restrictions. However, the HGPCA overcame the obstacle by hosting its own podium Prizegiving for 1/2/3 over the line and 1/2/3 front engine cars on both Saturday and Sunday courtesy of Ellie Birchenough and Dorset Racing's equipe in the Outer Paddock.

Friedrichs' compatriot Klaus Lehr enjoyed a memorable meeting, topping the front-engined set on both days in his Maserati 250F, one of three present. Richard Wilson's Ferrari 246 Dino, similar to the car in which American Phil Hill finished fourth here on August 1, 1960, was quickest in practice (as it was called then) but a half-shaft snapped at the initial race start, trailing the scarlet beauty for the duration. Adding insult to injury, its nose was binged as the recovery team loaded it onto a flatbed truck.

QUALIFYING:

Saturday morning's half-hour qualifying session shaped the afternoon's first race grid, albeit without Class 5 soloist David Wenman's Belgian-liveried Connaught A-type. Maddeningly, a rod had ventilated its new engine block during Friday testing, putting an end to his fun before it began. The remaining 25 competitors represented a super turn-out and a representative showcase of iconic cars across our Pre-'61 and Pre-'66 Grand Prix timelines, running concurrently on the 2.43-mile GP circuit.

That 0.777 second separated the top trio when the chequered flag fell augured well. Will Nuthall had wrung a 1m40.372s best from Giorgio Marchi's Class 7b spec Cooper T53 on the last of his 11 laps, but Andrew Beaumont stayed out longer and trumped it to land pole position with a 1:40.012 (87.58mph) in his UDT/Laystall Lotus 18 '915.' Class rival Barry Cannell's last lap effort in his Brabham BT11A netted 1:40.789 and third.

Nick Fennell races his 1.5-litre Lotus 25 R5 sparingly, but it was wonderful to hear the soprano voice of the 2016 Goodwood Glover Trophy winner's shrill Coventry-Climax FWMV V8 engine soaring a couple of octaves above the tenor 'fours' and mezzo 'sixes,' the latter in vee and straight configurations. Fourth, on 1:41.334, was a good effort by the ex-motorcycle racer Fennell which established the Class 11 leading combo ahead of Hall & Hall technician Andy Willis (piloting



Jon Fairley winner of both races in his Brabham BT11/19 ahead of Will Nuthall in Giorgio Marchi's Cooper T53 photo Eric Sawyer



Geoff Underwood's T56/59 and Guy Plante's Cooper T45 photo Eric Sawyer

Stephan Jöbstl's two-litre Cooper T45/51) on a stout 1:43.091, having changed a weeping head gasket after Friday's shakedown run.

Jon Fairley's 1:44.163 was unrepresentative of his potential, reflecting a holed clutch pipe in the green and gold Brabham, not run for a year. "When the session restarted after the red flag (with a couple of cars off-piste) I changed down and the pedal went to the floor," he reported. Nonetheless, it was good enough for sixth, shadowed by Rudi Friedrichs whose efforts in his Cooper T53 were hampered by fuel starvation, traced to degradation of the foam in its bag tanks. Rudi's 1:44.415 was barely a fifth of a second quicker than previous Brands front-engined victor Richard Wilson in his glorious-sounding V6 Ferrari 246 Dino on 1:44.608 (83.73mph).

The next five, taking us to the mid-point of the grid, were blanketed by 1.6 seconds. Rod Jolley in Tim Ross's Cooper T43/51 headed the bunch on a frustrating 1:45.278, albeit with his FPF engine's performance stifled by a misfire which took a complete change of electrical components to rectify. Steve Hart was next up in Chris Wilson's Scuderia Centro-Sud Cooper-Maserati T51 having cut a 1:45.828.

Four tenths of a second encapsulated a diverse trio in the 46s, Sid Hoole screaming his ex-Rob Walker Racing/Jo Bonnier Cooper-Climax T66 V8 round a tad



Wishful thinking - Chairman Peter Horsman

quicker than its Surbiton stablemate, Chris 'Clark Kent' Helliwell's little F2 Cooper T75 powered by a rare BMC twin-cam engine. Chris was astounded to discover that his 1:46.774 topped 1500cc Class 10 after the preliminaries. A tenth slower, his closest rival was UK-domiciled Brazilian Bernardo Hartogs who gridded 13th in his ex-Stirling Moss Lotus 18/21 '916' on 1:46.874.

Klaus Lehr's Cameron Millar-built Maserati was lead prong in the trident of 250Fs, and the last driver inside 1:50. Class 6 rivals Elliott Hann's sister machine and Martin Halusa's Modenese original '2521' – in André Testut's white and red Monegasque battledress – were almost four seconds behind, but split by a scant 0.328s, the Briton ahead of the Austrian despite a spot of "educational farming" during the session.

Between the 'Masers' were John Emery's pretty 2.5 Brabham BT4, Swiss-based Austrian Stephan Jöbstl's red 2.5-litre Cooper-Maserati T51, and the 2.0 Climax-powered T45s of Tony Ditheridge and Channel Islander Guy Plante, sandwiching Scot Mark Shaw's troubled 1500cc Lotus 21 '937', in which Innes



Bernardo Hartogs, Klaus Lebr, John Emery, Stephan Jöbstl, Tony Ditheridge, Guy Plante, Elliott Hann and Martin Halusa photo Eric Sawyer

An extraordinary lunge into Paddock on lap 3 saw Fairley shoot from third to first, at least momentarily. "I didn't intend it but as Will was battling with Beaumont, Andrew appeared to brake early. I jinked (right) and shot past them both, but as I slithered wide trying to stay on track Will found better drive off the corner and got his nose ahead on the inside into Druids. I braked very late and Will missed a gear, so while he sorted that out I was able to repass him with the cutback on the exit of the hairpin," recounted Jon.

As this drama panned out Cannell maintained fourth, ahead of Fennell and Friedrichs, with Willis a steady seventh. Hoole's challenge ended abruptly on lap four when a rear hub failed on his Cooper. As Sid arrested his steed safely, its missing wheel and upright was soaring towards the south coast...

In his enterprising efforts to regain third from Beaumont, Cannell outraked himself into Stirlings on lap 8, where the red Ecurie Filipinetti team Brabham remained beached in a tricky spot. The safety car was sent out for a couple of laps while marshals shifted it, and during the full-course yellows (seemingly unnoticed) the official lapchart records Jöbstl



Martin Halusa in his beautiful 250F and Rod Jolley in Tim Ross's Cooper T43/51 photo Eric Sawyer



Nick Fennell's stunning Lotus 25 photo Eric Sawyer



One of if not the best performance to date by Tony Ditheridge in his Cooper T45 edging ahead of Stephan Jöbstl photo Eric Sawyer

Ireland triumphed in the '61 US Grand Prix, scoring Team Lotus' first F1 World Championship race victory. Colin Chapman's equipe would eventually win 74. Alas the ZF gearbox (rebuilt by since Estoril last autumn as a stop-gap) failure sidelined Mark. Still without an adaptor plate to fit his new Colotti 'box, Shaw was out.

The final four comprised another 'offshore' racer, Isle of Wight resident Geoff Underwood whose ex-Trevor Blokdyk Formula Junior-based Cooper T56/59's 1500cc Alfa Romeo engine threw a water pump belt, his classmates Arnold Herreman (LDS) and Robert Pulleyn (ex-Tony Marsh Lotus 18 '909') and Spike Milligan's 2.5-litre Connaught B-Type. With his engine not picking-up cleanly, Spike decided his cameo role was over, thus headed for home.

RACE 1:

Beaumont, on the inside line in the compression on the Brabham Straight, made the best start, but had Nuthall in his slipstream at the end of the opening lap. The Brabham brigade, Cannell and Fairley, were next through, pursued by Fennell and Friedrichs. Willis led the rest, chased by Hoole (already up from P11), Hart, Helliwell (from 12th), Lehr, Hartogs, the fast-starting Jöbstl, Dithers and Plante. Jolley pitted immediately when the pesky misfire returned under load, but resumed with brio.



HGPCA in the collecting area at Brands Hatch photo Eddy Perk

overtaking Underwood, although Geoff would wave Stephan past on the approach to Paddock Hill bend to escape censure.

As an aside, Cannell was less than grunted to be denied a ride back to the paddock in the truck bearing his car, or even to sit in it as Hoole was permitted to do. Perhaps Sid flashed his pension book, but Barry had to trudge forlornly back from the wilds of the GP circuit as if a very late returnee from Canterbury on Chaucer's Pilgrims Way (Pilgrims Drop is on the opposite side of the loop-SJ). "That's Corona for you," said observer Richard Parnell. Footsore 'Cannelloni' didn't even have a lime to suck on.

As the green flag made the track live again, Nuthall shadowed Fairley but despite his unstinting efforts there was no way past Jon's torquier car. Fairley took the chequer after 14 laps 0.796s before Will crossed the timing line, both having set best laps on the penultimate circuit. Fairley's 1:38.287 (89.12mph) trumped Nuthall's by 0.314s, both significantly inside their Q-times. Fennell, also a class winner, improved by three-tenths en route to an excellent third, clear of Friedrichs. What of Beaumont? He stuttered to a halt, out of fuel, a couple of laps from the end.

Two-litre victor Willis finished a strong fifth, clear of rival Hart. Once the controlled speed crocodile was released, Steve enjoyed a tussle with Helliwell, with Hartogs in his mirrors. Thirteen proved to be unlucky for Helliwell, whose superb drive was curtailed by driveshaft failure while running sixth, punching way above his weight in the little Cooper.

Hartogs, Dr Lehr – top 'puller,' going really well in the Maserati – and the duelling Ditheridge and Plante all covered the full distance. Drawn together by the caution period, Tony and Guy (a good name for a hairdressing chain!?) enjoyed a splendid squabble over ninth and 10th in their T45s, after arguably their best performances to date, although the engine in the latter's ex-Dickie Stoop car was smoking heavily.

Helped by the hiatus, Jolley fought his way through to head the lapped runners, passing Jöbstl and then Underwood in the dying embers of the race. Emery, Herreman, Hann, Pulleyn and Halusa completed the finishers, Robert (getting quicker) and Martin running in close company in contrasting bolides from different eras.

RACE 2:

Some drivers had elected only to qualify and race on Saturday including Herreman, Hoole and Jolley and a couple who had said they were only up for one day at the track but arrived keen as mustard for more on Sunday. So, eighteen competitors came under

starter's orders on Sunday, lining up per the previous day's result. Helliwell had effected repairs to his Cooper and was definitely up for another charge, while Beaumont and Cannell girded their loins to blast through the field and salvage a result from the weekend. Meanwhile Fairley's engine wouldn't start, traced to a broken wire, but with insufficient time to fix it Eddy Perk borrowed a Dorset Racing tow rope and it was bumped into life. With no way of restart it if it stalled Jon had to keep it running on idle in the assembly area, but all was well.

Fairley and Nuthall made the best escapes as Friedrichs overpowered Fennell to go third. Hart was fifth at the end of the lap, with Beaumont sixth and Cannell ninth, separated by Lehr and Hartogs. Jöbstl, Ditheridge and Plante were being closed upon by Helliwell, who made light work of passing the trio to go 10th within three laps. Underwood, Hann, Halusa, Emery – penalised 10 seconds for a woefully slow out-of-position start, which split the pack – and Pulleyn sat behind them.

Although the top four remained the same throughout, Nuthall gave Fairley something to think about for the first half of the race, before Jon got his right foot down and powered away to a comfortable eleven second victory. Ultra-consistent, evidenced by seven of his 16 laps in the 1m38s bracket and an improved

best of 1:38.214 (89.19mph), Fairley completed an almost perfect weekend with his immaculate Brabham on top form too.

The only major change towards the sharp end was Cannell's lithe Brabham demoting Beaumont's older Lotus to sixth on lap 13, after a protracted chase. Fennell was 20 seconds up the road having done well to break 1m40 as he harassed Friedrichs for the first dozen laps in the little green and yellow screamer. Nick's class-winning best being 1:39.560 (87.98mph).

Hart had a solitary run to seventh, sweetened by Class 9 honours. A lap down, the same could not be said for Hartogs who staved off the rampant Helliwell by 0.016s to claim Class 10 and eighth overall. Lehr and Dithers, Jöbstl and Underwood finished in pairs. On 14 laps Hann and Halusa were happy with their performances, lapping quicker than before, as did Pulleyn. Plante stopped half-way to conserve his engine, and was joined in retirement by Emery with flagging oil pressure.

(Marcus Pye)

Overall, an excellent turn out for this 'extra' race on our 'Covid-Calendar' courtesy of Masters Historic Racing. Thanks to all who supported our additional event. It was wonderful for us, as a Team, to be with you - face to face again at last. Well done for coping with the online ticketing, signing on, scrutineering and drivers briefing.



Klaus Lehr, John Emery, Stephan Jöbstl, Tony Ditheridge, Guy Plante, Elliott Hann and Martin Halusa photo Eric Sawyer



Two very bappy podium places for front engine drivers Klaus Lehr (1st place) and Elliott Hann (2nd place) in his first ever race in the family Maserati 250F photo Lesley Perk



Andrew Beaumont, Rudi Friedrichs, Mark Shaw, Richard Wilson, Rod Jolley and Nick Fennell in qualifying photo Eric Sawyer



Elliott Hann makes his debut race in the family Maserati 250F CM7 photo Eric Sawyer



Sid Hoole's Cooper T66 ahead of Chris Helliwell's Cooper T75 and John Emery's Brabham BT4 photo Eric Sawyer



Spike Milligan in his Connaught B Type photo Eric Sawyer

The weather held out apart from Saturday's sudden downpours and both races and qualifying sessions were run in the dry, warm, sunshine!!

Although very different to the camaraderie we usually enjoy at the Red Truck, Masters hospitality was certainly a welcome source of hot/cold drinks, take-away food and snacks and we are very grateful to Ellie Birchenough and Dorset Racing for being our 'ad hoc' paddock base for prizegiving and a very pleasant impromptu get together Saturday evening to celebrate Barry Cannell's birthday.



Sunday's race winners: Rudi Friedrichs (3rd), Jon Fairley (1st) and Will Nuball (2nd) photo Lesley Perk

Many thanks for all the organising. I thoroughly enjoyed myself, and so did Rod. Nice to be back at Paddock Bend after 52 years! *Tim Ross*

Great weekend. It was perfect to catch up with everyone again. I think Brands is a good circuit that is complementary to the season. As it held the British GP there in 1964 perhaps the club could try and get as many 1.5 L V8 cars out for a future race...hard as that may be. I thought the Covid arrangements worked fine and would happily race under similar conditions. Until next time. *Nick Fennell*

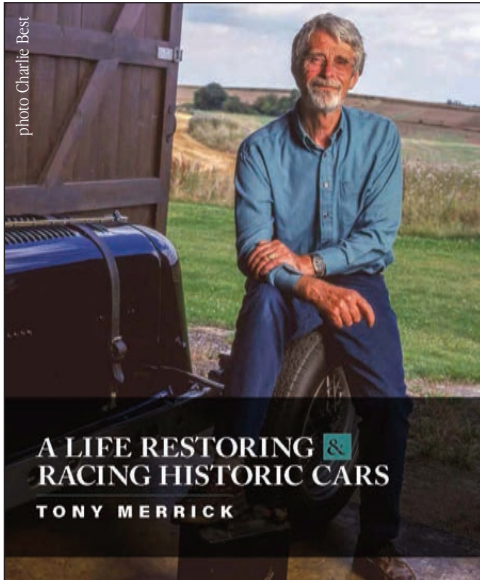
Many thanks for the tickets, it was good to get back and see some racing, look forward to receiving news of future events... *Regards, John Elliott*

I would like to thank all involved in the weekend we H G P C A and Masters including Brand Hatch, for one we enjoyed being all together again, weather mostly was good over the weekend and some good racing. On leaving the circuit I met Ron Maydon and thanked him for Masters Hospitality .

With the spectator involvement - albeit smaller than in the past - it gave the event soul. You could see enjoyment all around you. *Alan Ede*

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Driver	Entrant	Car	cc	Year	Colour
Front Engine Cars							
Class 5 - 1952/53 2 litre Grand Prix cars							
DNS	5	David Wenman		Connaught A	1960	1952	Yellow
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
10	248	Klaus Lehr		Maserati 250F CM5	2500	1957	Red
14	22	Elliott Hann	Hann Family	Maserati 250F CM7	2494	1958	Red
15	56	Martin Halusa		Maserati 250F 2521	2493	1956	White
SAT	2	Michael Milligan		Connaught B Type	2472	1955	Green
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels							
DNF	38	Richard Wilson		Ferrari 246 Dino	2417	1960	Red
Rear Engine Cars							
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
2	10	Will Nuthall	Giorgio Marchi	Cooper T53	2495	1960	Green/White
3	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
12	40	Stephan Jöbstl		Cooper Maserati T51	2484	1959	Red
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
7	27	Steve Hart	Chris Wilson	Cooper T51	1914	1959	Red
11	8	Tony Ditheridge		Cooper T45	1960	1958	Green
DNF	7	Guy Plante		Cooper T45	1998	1958	Black
SAT	4	Andy Willis	Stephan Jöbstl	Cooper T45/51	1960	1958	Blue
SAT	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
Class 10 - Pre 1966 1.5 litre 4 cylinder F1 cars and 1964/66 F2 cars of not more than 1000cc							
8	32	Bernardo Hartogs		Lotus 18/21 916	1475	1961	Pale Green - BRP
9	14	Chris Helliwell		Cooper T75	1000	1965	Green
13	28	Geoff Underwood		Cooper T56/	1500	1961	Red/White stripe
16	46	Robert Pulleyn		Lotus 18 909	1500	1960	Green/Yellow
DNF	99	Mark Shaw		Lotus 21 937	1495	1961	Green/Yellow
SAT	9	Arnold Herreman		LDS F1	1960	1957	Dark Blue
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
4	29	Nick Fennell		Lotus 25 R5	1498	1962	BRG
SAT	66	Sid Hoole		Cooper T66	1495	1963	Blue/White
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
1	11	Jon Fairley		Brabham BT11/19	2700	1964	Green
5	3	Barry Cannell		Brabham BT11A	2500	1964	Red/White
6	49	Andrew Beaumont		Lotus 18 915	2500	1961	UDT/Laystall Green
17	6	John Emery		Brabham BT4	2495	1962	Blue



Tony Merrick, our Vice President and former Chairman has written a fascinating book about his life working with some of the World's most beautiful, historic and complex cars. Rather than write a review (you'll probably be seeing several of those of the coming weeks) we thought it would be interesting to read Life Member, Alain de Cadenet's, foreword...

Reading Tony's book has brought back some splendid memories of a bygone era of vintage motor sport when so much that took place was quite haphazard and done more for the love of it than any other reason. The whole concept of obtaining clapped out racing and sports cars, restoring them and then racing and rallying them has been a predominantly British activity ever since the Vintage Sports Car Club was formed in 1934.

Even Tony himself must be amazed at the variety he has had in his own life. That he has been able to fulfil a destiny of his own because he was so damn good at what he did. There's an object lesson within this tome. Find something you love to do and do it to the very best of your ability. Do that, Confucius said, and you'll never work a day in your life.

Well I'm not too sure about that but the vintage scene today has changed diametrically from the carefree days when Tony got himself into gear and just plain got on with it. Aided and abetted by kindred spirits in the shape of owners, technicians, designers, machinists, metal workers and just plain good old enthusiasm; he's achieved some exceptional results for his customers, his friends and himself.

I never had any qualms whatsoever taking the wheel of anything he sanctioned as fit to be raced. How many people have entrusted their lives to his skill and attention to detail? How many more have had the joy of witnessing the fruits of his labour racing around a track or burning along the road in a rally or the infamous Mille Miglia?

Virtually all of the cars that Tony performed his magic upon were readily available to all and sundry not so many years ago. Eight-cylinder Alfa-Romeo's and Ferrari GTO's were not cheap at a couple of thousand pounds for a good one. Bugatti GP cars and Maseratis were trickier to work on but a young guy out for some fun could get his hands on one easily enough. If you were broke, then you had to make do with a tasty Riley or an MG. Little did any of us realise that these days would be numbered.

Whilst large chunks of money have entered the vintage car arena in relatively recent times: there's nothing wrong with pursuing something not entirely for pecuniary reasons to satisfy your own idealism. I think this was the excuse I gave Tony for coming to work, for peanuts, on my Le Mans team many years ago.

Haven't things changed? If the prices and obsession with them seem to command more attention than the value of the car itself: think about what has been done to the performance of track cars. History corrupted if you will. But then today who wants to come second when there's a better place to had for mere expenditure. Weren't they groaning about that from the very first races that took place at the end of the 19th century?

I sincerely hope that young people will read this tale of endeavour and perhaps get fired up to take part. Our much beloved old cars need youth for future sustenance. All of us have a responsibility to do the best we can to encourage the young to at least think about it. Hopefully Tony's tales will be food for thought.

The book is available to buy direct from the website:
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