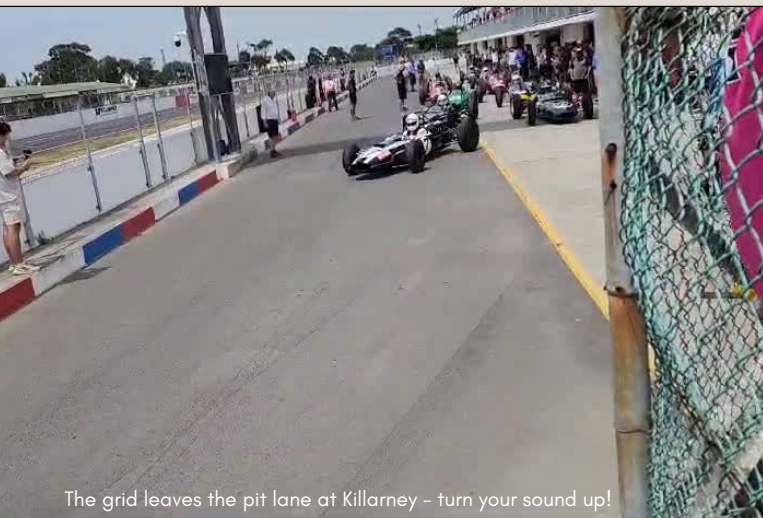


THE INTERNATIONAL ASSOCIATION FOR OWNERS & DRIVERS OF HISTORIC GRAND PRIX CARS



The grid leaves the pit lane at Killarney – turn your sound up!



Getting ready in the assembly area at Zwartkops Photo: Michele Buhofer

Racing Revival in Sunny South Africa

Once upon a time, in the sun-kissed land of South Africa, where zebras and cheetahs exchanged high-fives (probably), a legendary racing tradition thrived. Picture this: the swinging '60s, bell-bottoms, lava lamps, and the grooviest drivers from all corners of the globe. Fast-forward 60 years and the grooviest drivers from our very own HGPCA had slapped on their racing goggles, slapped on even more sunscreen, and swapped their cocoa by the fireplace in Europe, for burning heat and rubber on the track!

First stop was Zwartkops Raceway, near Pretoria. You know you've come to the right place when they say "In the race of life, don't just finish first...leave tyre marks on the savanna".

Qualifying took place on Friday afternoon with Rudi Friedrichs taking pole in his 1960 Cooper T53 by just .01 of a second to Charlie Martin, also driving a Cooper T53, which is basically the time it takes to blink and miss a zebra crossing. Michael Gans and Mark Shaw weren't far behind with third and fourth place on the grid. Philipp Buhofer in his 1966 Lotus 44 had a flyer of a qualifying lap pipping Richard Smeeton in his 1963 Wainor FJ for fifth place.

Qualifying over, Mark Shaw swapped his Lotus 21 for a Mini Moke and took the drivers' partners around the track to round off a wonderful first day at Zwartkops.

When the first race arrived and the starting lights went out, the racing was hotter than the 35 degrees Celsius at the track. The start saw Lukas Buhofer's 1963 Lola Mk5A engine stall, leaving the drivers behind to navigate and weave to gain advantage and positions.

At the front of the race, with more combined horsepower than a caffeinated African cheetah, Charlie Martin and Rudi Friedrichs locked horns in a wheel-to-wheel battle, which saw Charlie victorious. Rudi eventually having issues with his gearbox.



The partners' post-race tour of the Zwartkops circuit by Mini Moke! Photo: Mike Perk

The two Cooper T53s were followed closely by Mark Shaw (piloting his 1961 Lotus 21) and Michael Gains (in his 1964 Cooper T79) for third and fourth respectively. It was great to see both Mark and Michael's cars back in South Africa. Jim Clark had driven the Lotus 21 on South African soil to his first three Formula One victories in 1962, at the Rand GP, Natal GP, and the East London South Africa GP.

Above: Killarney International Raceway
Photo: Michele Buhofer

Contact Information

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PRESIDENT: CLIVE CHAPMAN **CHAIRMAN:** PETER HORSMAN **TREASURER:** ANDREW BEAUMONT
BOARD OF DIRECTORS: JULIAN BRONSON, ROD JOLLEY, EDDY PERK, STEPHAN RETTENMAIER, MARK SHAW, RICHARD WILSON
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Michael's Cooper T79 had previously been driven by John Love who used it to dominate the South African F1 series from August 1965 to May 1967 and almost snatched victory at the 1967 South African Grand Prix as well. A special mention to Steve Hart and Ben Maeers who were like tourists on a safari: wide-eyed and ready for adventure. Both got quicker through the weekend as they started to learn the circuit. Steve in Chris Wilson's 1951 Cooper T51 moved from tenth to seventh and Ben moved from 14th on the grid to finish eighth in his 1960 Cooper T61.

The schedule was running about an hour behind by the time the second race took place in extreme humidity at 4.30pm. The first six places on the grid lined up as before, with Ben Maeers and Steve Hart making up the fourth row after their great performances in the first race. It was a dominant display by Charlie Martin in his Cooper T53 as he hung onto to his first place from start to finish, like a gecko on a windshield, to take the chequered flag. Rudi Friedrich's issues with his gearbox continued, having to withdraw from the race after lap four.

But it was in the middle of the pack that the real action was happening. The fight for fourth and fifth between Richard Smeeton and Philipp Buhofer. A real high-speed tango with twirls, dips, and the occasional cha-cha-cha, Richard got his revenge for the first race, crossing the line in fourth position.

Not far behind, fighting for sixth place, was a superb tussle between Justin Maeers in his 1958 Cooper T45, Geoff Underwood in his Cooper T56/59, and Steve Hart. Lap after lap, they danced; swapping paint, trading glares, and leaving tyre marks like secret love letters, only for Steve to pip Justin over the line by 0.2 of a second.

But the highlight of the Saturday was seeing Clive Puzey, at a sprightly 83 years young, reunited with his beloved Lotus 18/21-P2, now owned and driven by Erik Staes. Erik turned pit crew for the afternoon, helping Clive don his vintage racing overalls and get into the cockpit. Grinning like a kid in a candy store, Clive revved the engine and took his baby for three glorious laps around the historic circuit. The crowd cheered, eagles did loop-de-loops, and somewhere in the distance, a rainbow arched over the finish line.

On the other end of the spectrum, it was a frustrating weekend (which turned into both weekends) for Andy Willis. His 1965 BRM P261 only managed qualifying; struggling with the altitude and a fuel problem. Despite lots of hard work by the engineering team, the car was unfortunately retired from racing for remainder of the trip.

If the racing wasn't dramatic enough, the weather at prize giving certainly was. As the majority of our members arrived at the Zwartkops function room, the curious yet unique combined smell of Boerewors sausages, oil and petrol was soon forgotten as the heavens opened to the mother of all thunderstorms. The muggy heat of the day was replaced by torrential rain. Those members still working on their cars were stranded in the pit garage for over an hour, unable to step outside for fear of hail the size of golf balls!



Zwartkops prizegiving in the middle of a thunderstorm! Pictured Left (L to R): Geoff Underwood, Tom Smith (for Mark Shaw), Charlie Martin, Eddy Perk and Erik Staes. Pictured Right (L to R): Rudi Friedrichs, Ben Maeers and Justin Maeers. Photos: Lawrence Paikin

Many of our members used the week between races to meander down the country exploring what South Africa has to offer from star gazing in the Klein Karoo to wine tasting and coastal perfection. But it wasn't long before they were back in their racing overalls and heading out on the track at Killarney International Raceway. Nestled in the sun-kissed embrace of Table View in Cape Town, Killarney has a vibrant past that echoes through the decades. Stirling Moss winning the Cape Grand Prix here back in 1960.

Qualifying saw the usual suspects of Charlie Martin, Michael Gans, and Mark Shaw fighting it out for the front two rows, where they were joined by Richard Smeeton. On the third row there was some inspired driving by Lukas Buhofer and Stephan Jöbstl in his 1962 Lotus 24 that saw them push Steve Hart and Eddy Perk back to the fourth row. It was great to see Stephan's Lotus back in South Africa where it had been driven from 1962 to 1964 by Sid van der Vyver in the SA F1 Championship.

Come race day and fortunately the temperatures had dropped a little. The competition, however, had not. The front of the grid saw Charlie Martin struggle and pull up with a water pump issue that would eventually see him miss the final race. But the race was all about Michael Gans in his Cooper T79 and Mark Shaw in his Lotus 21. Inspired by the presence of Jim Clark's engineer back in the '60s, Cedric Seltzer, and fuelled by adrenaline and biltong, Mark Shaw drove like a man possessed but couldn't quite catch Michael, only losing out by a couple of seconds. Mark was still grinning however, imagining Jim Clark's ghost giving him a thumbs-up as he crossed the line.

Special mention must also go to Geoff Underwood and Christian Dumolin. Geoff in his Cooper T56/59 drove the race of his life, moving through the grid with the speed and ability of a local Cape Cobra and going all the way from 12th up to fourth. The car had actually won on this track back on the 19th September 1964, driven by Trevor Blokdyk. Trevor would have been looking down on Geoff proudly.

Not to be outdone, Christian Dumolin took his 1954 Maserati 250F from 14th from eighth. It was as if Christian had absorbed the powers of the car's previous drivers (including Masten Gregory and Carroll Shelby) to show why this car had finished third at the Monaco Grand Prix in 1957.

In the middle of the race, the true spirit of historic racing was visible as Erik Staes drove into the pits, barely able to see. His goggles strap had broken and they were flapping around his neck, leaving dust and debris to fly into his eyes. 30 seconds later with duct tape applied, the goggles were taped onto his helmet, and he went out to complete his fastest lap to date on the circuit.

The final race of the weekend was all about Michael Gans again. Leading from start to finish with a gap of almost a minute to his nearest rival. It was arguably the drive of the two weeks. Richard Smeeton also got his first podium of the trip, finishing third behind the consistent Mark Shaw.

But not to be completely outdone, it was only fitting that the organiser of the whole tour, Eddy Perk finally got back into his groove, having been away from racing for almost 6 months. Starting 13th on the grid his Heron Alfa (which had run in the 1961 South African Grand Prix and finished first in the Rhodesian Grand Prix) proceeded to weave through traffic, take advantage of the misfortune of other competitors, and work his way up to sixth. It was a fitting end to a wonderful tour.

With Eddy in mind, a special thanks must go to both him and Lesley, along with Chris Wilson, for organising the trip. Without them, none of this would have been possible.

Race Report: Mike Perk



Killarney Prizegiving - Pictured Above: Charlie Martin, Ben Maeers, Justin Maeers, Steve Hart, Geoff Underwood, Michael Gans, Eddy Perk, Mark Shaw & Erik Staes Photo: Killarney Media



Michael Gans & Mark Shaw Photo: Tony Camacho



Pictured Above Top Left: Christian Dumolin; Above Bottom Left: Philipp Buhofer; Above Right: Stephan Jöbstl and Erik Staes Photographs: Tony Camacho

On behalf of the HGPCA and the SA participants we would like to thank the Zwarkops and Killarney race organisers for making us welcome and for the hospitality extended to us, arranging the inland transport of the cars and entry fees.

JCL for the generous contribution toward shipping,

together with the RJJ and CLI teams for getting the cars on time to SA and back to the UK.

Chris Wilson, Andrew Beaumont and Mike Perk for assisting with the planning and shepherding us on race days.



Above: Charlie Martin, Mark Shaw and Michael Gans celebrate at Zwartkops
Photo: Michele Buhofer

Left: Cedric Seltzer, Jim Clark's engineer at Killarney in 1962, paid a visit to the garages to be reacquainted with the Lotus 21

Below: Erik Staes calls in to the pits to have his goggles strap 'fixed' mid-race



Result Zwartkops	Result Killarney	Race No	Driver	Owner	Car	CC	Year	Colour	Engine
Class 6: 1954-1958 Grand Prix Cars									
DNF	8	27	Christian Dumolin	Christian Dumolin	Maserati 250F	2495	1954	Red	Maserati
Class 7b: Pre 1961 Grand Prix Cars									
DNF	DNS	12	Rudi Friedrichs	Rudi Friedrichs	Cooper T53	2462	1960	Green	Coventry Climax
Class 9: Pre 1961 Grand Prix/Formula 2 Cars under 1.5 litres									
12	DNF	6	Ben Maeers	Justin Maeers	Cooper T51	1964	1960	Red/Green	Coventry Climax
7	5	8	Justin Maeers	Tony Ditheridge	Cooper T45	1960	1958		Coventry Climax
6	DNF	28	Steve Hart	Chris Wilson	Cooper T51	2000	1959	Red	Maserati
Class 10a: Pre 1964 1.5 litre Formula 1 Cars									
9	6	37	Eddy Perk	Eddy Perk	Heron	1488	1961	Red/Gold	Alfa Romeo
10	7	36	Eric Staes	Eric Staes	Lotus 18/21	1475	1962	Blue/Red	Coventry Climax
2	2	99	Mark Shaw	Mark Shaw	Lotus 21	1495	1961	Green/Yellow	Coventry Climax
Class 10b: Pre 1966 Formula 1 Cars and 1964/66 Formula 2 cars under 1000cc									
8	9	128	Geoff Underwood	Geoff Underwood	Cooper T 56/59	1485	1961	Red/White	Lotus Ford OHC
5	DNS	3	Phillip Buhofer	Phillip Buhofer	Lotus 44	1000	1966	Green	SCA Ford
Class 11: Pre 1966 1.5 litre Formula 1 Cars									
DNS	DNS	15	Andy Willis	Stephan Jobstl	BRM 261	1498	1965	Green	BRM
DNF	10	5	Stephan Jobstl	Stephan Jobstl	Lotus 24	1494	1962	BRG	Coventry Climax
Class 12: Pre 1966 Tasman and International Cars under 2.7 litres									
1	DNF	53	Charlie Martin	Justin Maeers	Cooper T53	2500	1960	Green	Coventry Climax
3	1	17	Michael Gans	Michael Gans	Cooper T79	2500	1964	White	Coventry Climax
Invitation Class									
11	4	7	Lukas Buhofer	Lukas Buhofer	Lola MK5A	1100	1963	Blue	Ford Cosworth
4	3	58	Richard Smeeton	Richard Smeeton	Wainer	1100	1963	Purple	Ford OHV



Mark Shaw hot on Michael Gans' heels at Killarney



Pit Lane Assembly Area - Killarney
Photo: Michele Buhofer



Christian Dumolin's 250F dwarfs the Buhofer's Lola



Philipp Buhofer and Stephan Jöbstl



Richard Smeeton's 1963 Wainor



Eddy Perk and Ben Maeers



Michael Gans - Killarney Race Winner



Eric Staes' Lotus 18/21

2024 Calendar Information



VSCC Spring Start - Silverstone Club Circuit

Saturday 20 and Sunday 21 April

Separate grids for Front Engine and Rear Engine Cars. 20 minute Qualifying and 2 x 20 minute races for each grid *Unsilenced Test Day - Friday 19th April - Click [HERE](#) to book*



Settimana Motoristica Ennese - Autodromo Pergusa, Sicily

Friday 17 - Sunday 19 May

Combined grid for Pre '66 Grand Prix Cars. Free Practice; 25 minute Qualifying and 2 x 25 minute Races

Dedicated race hotel - click [HERE](#) for details. To book, please email the hotel direct quoting the race meeting.

Discounted Ferry Transport from event partner GNV. Click [HERE](#) for details. A dedicated booking form/code will follow soon.



Zandvoort Historic Grand Prix, Zandvoort, The Netherlands

Friday 21 - Sunday 23 June

Combined grid for Pre '66 Grand Prix Cars. 25 minute Qualifying and 2 x 25 minute Races



Brno Revival Grand Prix, Brno, Czech Republic

Friday 10 - Sunday 12 July

Separate grids for Front Engine and Rear Engine Cars. 20 minutes Free Practice; 20 minutes Qualifying and 2 x 20 minute races for each grid. Click [HERE](#) for the Draft Timetable. For details of the local hotels click [HERE](#)



Oulton Park Gold Cup, Oulton Park, UK

Friday 26 - Sunday 28 July

Combined grid for Pre '66 Grand Prix Cars. 20 minute Qualifying and 2 x 20 minute Races



51. Belmot Oldtimer Grand Prix, Nurburgring, Germany

Friday 9 - Sunday 11 August

Combined Pre '66 Grand Prix Cars 25 minute Qualifying session; 25 minute Front Engine Race; 25 minute Rear Engine Race and 25 minute Combined Race.

To renew your membership and enter races, please click on the link below

[2024 Membership Renewal & Season Entry Form](#)

**Silverstone
FESTIVAL**

Silverstone Festival - Silverstone Historic GP Circuit

Friday 23 - Sunday 25 August

Combined Grid for Pre '66 Grand Prix Cars. 18 Minute Qualifying session;
2 x 20 minute races



Spa Six Hours Meeting

Thursday 26 - Saturday 28 September

Combined grid for Pre '66 Grand Prix Cars. 30 minute Qualifying session and 2 x
30 minute Races



Navarra Historic Festival, Navarra, Spain

Saturday 19 & Sunday 20 October

Combined grid for Pre '66 Grand Prix Cars. 25 minute Qualifying session and 2 x
25 minute Races



Algarve Classic Festival, Portimao, Portugal

Friday 25 - Sunday 27 October

Combined grid for Pre '66 Grand Prix Cars. 25 minute Qualifying session and 2 x
25 minute Races

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Please note the amended/new points in the Sporting & Technical Guidelines which have been implemented by the Board for the 2024 season:

7. FUEL

We strongly recommend that fuel tanks are bagged, or at the very least, foam-filled. It is likely that this recommendation will become a requirement at some point.

8. RAIN LIGHTS

Pre-War cars will be required to illuminate their rain lights at all times when out on track.

10. ELECTRONIC IGNITION

We accept or permit electronic ignition in place of original points and condenser provided that it is not programmable, spark enhancing or multi-spark discharge. If electronic ignition was originally fitted, a suitable alternative is acceptable.

To renew your membership and enter races, please click on the link below

[2024 Membership Renewal & Season Entry Form](#)

Caption Competition

The South Africa adventurers had a lot of fun!
The best captions will win a goody bag...

email: lindsey@hgpcanet



Keep up to date with all the latest news and information about the race meetings by downloading the

HGPCA Members App

to your Smart device.

Scan the QR code and follow the instructions on your device to add to your home screen.



Invitation to Brands Britannia

Brands Hatch, Bank Holiday Monday 26th August 2024

2024 marks the 60th anniversary of the first ever Formula One World Championship race to be held at Brands Hatch. Famously, the race finished with an all-British top three: Jim Clark (Lotus 25R), Graham Hill (BRM P261), and John Surtees (Ferrari 158) with Jim taking Pole Position and the fastest lap. Last year, MSV hosted their first ever Brands Britannia celebrating all things British. The event hosted a huge display of British classic cars; a live bandstand; classic bus display and bus tour around the Indy circuit in the morning. Alongside a British Supercar Demonstration from Drivers Union and official support from McLaren who supplied a McLaren Elva and McLaren GT as the Event Safety Car. Brands Britannia 2024 has been chosen as the perfect event to celebrate this special Anniversary. To mark the celebration, MSV are organizing a demonstration of cars that took part in the race and have extended an invitation to HGPCA members to take part. They are looking for the following cars which took part in the race or are representative of those that did: **Lotus 25-Climax; BRM P261; Ferrari 158; Brabham BT7-Climax; Ferrari Dino 156/63; Cooper T73-Climax; Brabham BT11-Climax; BRP 2-BRM; Brabham BT11-BRM; BRM P57; Cooper T73-Ford; Lotus 24-BRM; Brabham BT3-BRM; Lotus 25-BRM; Brabham BT10-Lotus; BRM P67; BRM P57** Attendance includes: 10 Minute Demonstration on the Indy Circuit; Dedicated Display Area; Programme & Social Media Features; Tickets for friends & family; Free Race Programmes; Breakfast & Lunch; Access to a suite for the day with refreshments throughout the day.

Any Members who are interested in taking part should respond to Lindsey in the first instance. Email: lindsey@hgpcanet