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HGPCA SOUTH AFRICAN TOUR 2020

Nuthall and Beaumont earn Springbok colours

Starved of World Championship Grand Prix racing since 1993, when Alain Prost triumphed for Williams-Renault at Kyalami, South Africa embraced HGPCA members with open arms as they explored new territories, enthusiasts recalling the early 1960s' Springbok series of Formula 1's 1500cc era in which ambitious local heroes took on the factory teams' big names.

Of seven cars which conformed to prevailing SA F1 regulations, two had special significance to historians. Brad Hoyt's Lotus 18 carried ex-motorcycle speedway star Syd van der Vyver to his second successive drivers' championship in 1961, while Ernest Pieterse of Continental Motors saddled the Heron, long raced by Eddy Perk, for the first part of his successful '62 campaign. Alfa Romeo twin-cam engines



The grid lines up for the HGPCA double beader races in South Africa - Andrew Beaumont in pole for Race 1 at Zwartkops photo Marcus Pye

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Will Nuthall in Giorgio Marchi's Cooper ahead of Chris Drake, Peter Horsman and Justin Maeers photos by RacePics.co.za

powered both chassis.

Almost six decades on, the 2.5-litre Coventry-Climax powered cars of '54-'60 ruled the roost overall. Congratulations to Will Nuthall who won three of the four races at Zwartkops and Killarney in Italian Giorgio Marchi's IN Racing-run Cooper T53 and Andrew Beaumont who – following an extraordinary Classic Team Lotus rebuild post-qualifying – landed the finale in style in his UDT/Laystall Lotus 18.

Floated as a concept last summer, following previous recesses by our special emissaries Eddy Perk and Chris Wilson, the opportunity to compete in the Southern Hemisphere's 19th Passion for Speed double-header appealed to 19 competitors representing five nations. An evocative mix of Pre-'61 and Pre-'66 machinery included two of multi-talented South African constructor/racer [Louis] Doug Serrurier's LDS cars built on the outskirts of Johannesburg.

Period Lotus 16 Grand Prix driver David Piper – six-time winner of the Kyalami Nine Hours – and his wife Liz received their traditional rapturous welcome at both venues. Also present at Killarney were former Team Lotus mechanic Cedric Selzer and John Lederle [say "Led-er-lee"], nephew of Neville Lederle whose 1961 Lotus 21 [while not on tour] is successfully raced with the HGPCA by Alex Morton.

Logistically the adventure was a challenge, but with the cars transported in containers between the Pretoria and Cape Town circuits, 870 miles apart, inter-team camaraderie thrived with plenty of socialising during down-time. Forty years on from the Association's foundation, inspired by



Eddy Perk in his Heron with 'team mates' Jacob and Louis photo Lesley Perk



James Willis in his Cooper ahead of Ian Nuthall's Alta



Brad Hoyt's HGPCA debut in the Lotus 18 ahead of Ian Nuthall's Alta and Steve Hart in Chris Wilson's Cooper Alfa T51



Erik Staes in his Lotus 18/21, Brad Hoyt's Lotus 18 and John Romano's Brabham

the Monaco GP 50th anniversary race in 1979, getting the cars back home for the opening event of the European 'Magical History Tour' at Hockenheim in April was the icing on the cake.

ZWARTKOPS: January 31/February 1

The cars left London's container hub in December and were disgorged into the care of a paddock 'reception committee' at Peter du Toit's Zwartkops Raceway in plenty of time for the meeting. The HGPCA was allocated two capacious 'sheds' parallel to the pits which provided welcome respite from the omnipresent heat for crews preparing their steeds for battle.

Cut into the hillside, the compact 2.4 kilometre (1.491 mile) eight-turn circuit opened in 2001 incorporates plenty of elevation change, two blind brows and a couple of deceptive sweeping bends. While straightforward to learn for the many newcomers the problem which faced all competitors is altitude. At almost 6000 feet above sea level the atmosphere is thin. With limited oxygen content getting the fuel/air mixture right caused headaches. In F1's 1966-'85 three-litre epoch teams running fuel-injected engines fitted special metering unit cams for nearby Kyalami, the highest venue on the calendar.



Stephan Jobstl, Arnold Herreman, Steve Hart and Christian Dumolin

19th Passion for Speed - South Africa Zwartkops Raceway - 31 Jan/1 Feb 2020

Pos	No	Driver	Entrant	Year	Car	cc
Class 5 - 1952/53 2 litre Grand Prix cars						
11	21	Nuthall	Ian	1952	Alta F2	1980
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels						
12	20	Dumolin	Christian	1954	Maserati 250F-2522	2495
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels						
DNF	16	Smith-Hilliard	Max	1958	Lotus 16 - 363 / Coventry - Climax	2200
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels						
1	10	Nuthall	Will	Giorgio Marchi	1960 Cooper T53	2500
6	2	Jolley	Rod	1958	Cooper T45/51	2495
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
5	27	Hart	Steve	Chris Wilson	1959 Cooper T51 - Maserati	2000
14	40	Jöbstl	Stephan	1961	Cooper T45/51	1960
DNF	42	Willis	James	1960	Cooper T45 / Coventry-Climax	2000
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars						
4	91	Drake	Chris	1964	Cooper T71/73 / Lotus Ford T/C	1498
6	37	Perk	Eddy	1960	Heron - F1 / Alfa Romeo	1488
9	18	Hoyt	Brad	1960	Lotus 18/ Alfa Romeo Ex Rickett	1500
10	36	Staes	Erik	1962	Lotus 18/21 / Coventry Climax	1475
13	9	Herreman	Arnold	1961	LDS 06 ? Alfa Romeo	1500
DNF	28	Underwood	Geoff	1961	Cooper T56/59- Alfa Romeo	1500
DNS	4	Thornton	Greg	1961	LDS-03 / Alfa Romeo	1487
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
DNF	11	Romano	John	1964	Brabham BT11 Coventry - Climax V8	1500
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts						
2	22	Horsman	Peter	1961	Lotus 18/21	2500
3	49	Beaumont	Andrew	1961	Lotus 18-915 / Coventry Climax	2500
5	53	Maeers	Justin	1960	Cooper T53 / Coventry-Climax	2700

Killarney Raceway - 31 Jan/1 Feb 2020

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Misfires were rife among the Climax FPF four-cylinder brigade this time, while poor John Romano's new 1500cc FWMV V8 resisted all Steve Humble's efforts to make it run cleanly.

Friday afternoon's qualifying session was hard-fought. Andrew Beaumont (ex-Cliff Allison/Henry Taylor/Lucien Bianchi/Dan Gurney/Tim Parnell 2.5 Lotus 18 '915') claimed pole, then improved further, but his last lap charge of 1m09.217s only supplanted Will Nuthall (2.5 Cooper T53) by 0.105s. Andrew's best represented an average speed of 77.54mph.

Chris Drake headed the feisty 1500cc four-potters with his ex-John Taylor/Piers Courage Gerard Racing Cooper T71/73, motivated by a zingy Ford/Lotus twin-cam engine. Super-consistent, Chris also saved his best shot until last, breaking through the 1m 11 second barrier to record a stout 1:10.759, good for a remarkable third place overall.

Chairman Peter Horsman (ex-Tony Shelly 2.5 Lotus 18/21 'P1') and smiling SA debutant Justin Maers (ex-Scotty Taylor 2.5 Cooper T53) were on his heels, split by 0.030s on 1:11.258 and 1:11.288 respectively. Almost as closely-paired were Greg Thornton (1.5 LDS-Alfa Romeo) and Rod Jolley (ex-works 2.5 Cooper T45/51) who recorded 1:12.105 and 1:12.189. Greg was in engine trouble though, thus the decision was taken to fit his spare on raceday. Following a two and a half hour transplant it showed no oil pressure, thus was withdrawn.

Eddy Perk in the ex-Pieterse 1.5 Heron-Alfa Romeo completed row four, encouraged by his 1:12.527 mark. It earned him a cushion of more than two seconds to preparer Steve Hart driving Chris 'Le Patron' Wilson's more powerful 2.0 Scuderia Centro Sud Cooper-Maserati T51 on 1:14.886.

Vastly experienced American Brad Hoyt – a veteran of six Daytona 24 Hour races from 1989-'94 in his IMSA racing heyday – had bought the ex-van der Vyver 1.5 Lotus-Alfa Romeo 18 on recommendation last summer, but not seen it prior to his arrival. Gear selector issues in free practice restricted the Minnesotan's shakedown lappery. Classic Team Lotus effected repairs to the forks and his 1:15.523 indicated plenty more to come from P10.

Belgium's Erik Staes put a full session on his 1.5 Lotus 18/21 'P2,' like Horsman's chassis of Reg Parnell Racing origin, and worked down to a solid 1:17.393 in the red-lipsticked car. Ian Nuthall would start alongside in the ex-Peter Whitehead 2.0 Alta F2, best of the front-engined combatants and content to save it for the races having notched 1:18.405 in six laps.

Just behind on P13 with 1:18.730 sat Geoff Underwood in his 1.5 Cooper-Alfa Romeo T56/59 – an ex-Richard Attwood Formula Junior race winner subsequently converted to SA F1 spec by Trevor Blokdyk. Geoff was supported by the car's former owner, fellow Isle of Wight resident Anthony Goddard, a cousin of late Lotus and BRM F1 racer Mike Spence.

Staes' compatriot Arnold Herreman was next up on 1:20.693 in the immaculate dark blue 1.5 LDS-Alfa Romeo 6, originally raced by constructor Serrurier himself and previously piloted in historic events by 1970s' F1 journeyman and multiple F5000 race winner Ian Ashley.

The spectacle of a Maserati 250F in its full pomp wowed onlookers as Belgian Christian Dumolin knuckled down to some serious lappery in the ex-Stirling Moss/Maria Teresa de Filippis '2522,' sporting Stirling's autograph. Historic Automobiles boss Simon Blake was delighted with his client's progress in the scarlet icon, the 2.5-litre straight-six engine in which sounded glorious en route to 1:20.902.

Swiss-domiciled Austrian trucking company boss Stephan Jobst set his 1:21.280 Q-time on his first flier in the blue 2.0 Cooper T45/51 run by Hall & Hall's Andy Willis. The field was rounded out by the misfire-hobbled John Romano's gorgeous Brabham (ex-Jack Brabham/Dan Gurney/Denis Hulme) and James Willis (ex-Hulme 2.0 Cooper T45) on 1:24.062 and 1:25.001



There was some fierce competition in the group but no clear winner of the 'Loud Shirts' challenge was agreed! photo Debra Maers



Peter Horsman, Stephan Jobst, Eddy Perk and Rod Jolley

respectively.

Out before qualifying began was Max Smith-Hilliard's 2.5 Lotus 16 following a rear damper failure in an acclimatisation session which savaged the corner beyond immediate repair. Miles Griffiths and 'RAF Dan' Longmore from Hi-Tech, tending the car, arranged spares to be flown from the UK to Cape Town to repair it while Max enjoyed a few days' rest and relaxation.

With the on-track preliminaries sorted and the opening race's grid set, members attended a convivial reception generously hosted by the du Toit family on Friday evening. As to who won the HGPCA's hilarious 'loudest shirt' competition is subjective. Some came prepared, but others had the bright idea to visit local markets in a bid to outdo them for sartorial elegance. Suffice to say none would risk donning said apparel at home!

Saturday also dawned hot and spectators rolled up to line the banks around the track, some perched atop makeshift stands redolent of Silverstone in the 1960s, others using their 'bakkies' (pick-up trucks) as raised vantage points or viewing from the pit balcony. It was abundantly clear that our contemporary Grand Prix cars had ignited the fans' interest.

Top qualifiers Beaumont and Nuthall Jr engaged in combat from the moment the red lights were extinguished to get race one under way in a screech of tortured Dunlop rubber. Despite more wheelspin off the line Andrew grabbed second to restore traction and led the opening lap of the 10, whereupon Will pounced quickly and took up the running. Drake still lay third, with Horsman's Lotus looming menacingly in the little Cooper's mirrors and Maers watching the fun unfold.

Perk, Jolley, Hart and Staes formed the chasing group, to be joined by Hoyt, establishing a rhythm in the maroon Lotus-Alfa. Despite a spluttering over his shoulder, Willis had made up places and had Nuthall Sr, Underwood, Jobst, Herreman and Dumolin settling into the chase. Romano appeared late with his octet of cylinders refusing to chime in together. John gave up the unequal struggle after a couple of laps.

Out front, Will eked out a 1.5 second lead before Andrew began to reel the Cooper in again as its Climax FPF began to fluff. The pair were reunited over



Christian Dumolin in his beautiful Maserati 250F and Arnold Herreman in his 'local' LDS 06



Chris Wilson, James Willis and Justin Maers

the final couple of tours which animated onlookers, but Nuthall had just enough in the tank to hold sway by 1.179s. "We were all struggling with carburation," confirmed Will. "I could hear his engine misfiring, then mine started in sympathy," grinned Andrew, who topped class 12.

Drake resisted Horsman's attacks until power told on lap six and he seized third after a lunge into the long left-handed Turn 1. Chris did not let Peter off the hook, indeed the previous Formula Junior visitor pursued the midnight blue car all the way to the chequered flag, via a brief skirmish with Maers, and claimed a resounding class 10 victory. "It was quite cool going through T1 side-by-side with Peter," grinned Chris.

Justin's car began to smoke ominously at mid-distance and, unable to escape a thickening grey cloud in his wake, pitted on lap eight to discover a plug in the gearbox's pressure feed had come out. Fortunately an industrial strength 'nappy' placed in the undertray as insurance absorbed the expelled lubricant. Also out by then were Underwood who spun out at the quick uphill right-handed T4 after his engine's oil-pump belt shredded and the indefatigable Willis with ongoing carburettor woes.

Jolley gratefully inherited fifth on Maers' demise, clear of Perk who, hunkered down in the Heron's cockpit, shrugged off the determined Hoyt – urged on by his wife and CTL acolytes from the pit wall – by 1.2 seconds in their tussle to be class runner-up. Staes finished eighth, well ahead of Hart who lost the



Race start in Killarney photo Colin Brown - jcbrown@telkomsa.net



The long battle for top step of the podium was finally achieved by Andrew Beaumont at Killarney photo Colin Brown

Alfa Romeo engines rebuilt and John Romano's Climax V8 was now singing beautifully, overseen by expat Briton Steve Humble whose workshop is at the track.

Poor Geoff Underwood had been offered a spare Alfa for his Blokdyk Cooper, but it couldn't be freighted down in time so he was a non-starter, while Brad Hoyt had returned home to the USA for a family priority. Peter Horsman was rendered a disappointed spectator when the crown wheel and pinion in his Lotus' Colotti gearbox wilted during Friday's second recce (with a competitive 1:23.429 on his slate), thus 15 competitors went out for qualifying on Saturday morning.

It turned out to a British Racing Green Cooper benefit for the on-form Will Nuthall, satisfied with a three-lap systems check the previous day in his loaned T53, put in a 1:21.414 (89.76mph) to secure pole position, with the hard-charging Chris Drake (T71/73, 1:23.407) outhandling the larger-engined versions of Rod Jolley (T45/51, 1:23.761) and Justin Maeers (T53, 1:23.767) in the turns to grab second.

Beaumont may have rued his pre-weekend runs for his car returned to the pits on a flat-bed truck, with its left rear wheel leaning drunkenly inwards. A half-shaft had shattered, flailed around and savaged much of the suspension, leaving the CTL boys scratching their heads and assessing the damage. Former Team Lotus mechanic Chris 'Doc' Dinnage is not easily fazed though and, having cannibalised Hoyt's dormant 18, repaired it for the first race. Andrew duly lined up fifth, three laps having yielded a 1:24.039, but confident he could match his testing best of 1:21.258, which he'd been close to in the other sessions.

Also in CTL's care former FIA Historic F1 champion Greg Thornton at last put some mileage on his LDS-Alfa, his 1:24.567 sufficient for sixth and second in class 10. Steve Hart (Cooper-Maserati) and Eddy Perk (Heron-Alfa) were the next pair, on 1:26.155 and 1:26.655 respectively.

The next five were tightly-packed, headed by classmates Erik Staes (Lotus 18/21, 1:29.265) and Arnold Herreman (LDS-Alfa, 1:29.390). Front-engined battlers Ian Nuthall (Alta, 1:30.297), Max Smith-Hilliard in the rejuvenated Lotus 16 (1:31.369) and Christian Dumolin (Maserati 250F, 1:31.456) were really enjoying themselves and looking forward to a hard fight.

James Willis, still trying to exorcise the gremlins from his Cooper T45 which continued to try his patience, managed 1:33.964 in just two laps, double his testing tally. Stephan Jobst (T45/51) was the final qualifier on 1:37.879, having not gone out on Friday. John Romano's Brabham was allowed to start from the back, its V8 engine restored to shrill health.

With the circuit bathed in warm sunshine, a grid walkabout enabled hundreds of spectators and event sponsors' guests to mingle among the cars and drivers before the action began. When the multitude cleared Nuthall Jr led the 16 starters onto the final formation lap. Their getaway was sensational, with the first four cars hurtling towards the first turn abreast, Drake on the outside noticeably carrying more speed in to the 180 degree left-hander.

Nuthall clung to his advantage though, but Beaumont was on a mission. Second inside a half a lap, with Jolley, Drake and Thornton in his mirrors,



A special visit to the Franschoek Motor Museum



A strong finish for Greg Thornton - the Alfa engine finally on song photo Colin Brown

threatened the larger-capacity machines in the corners and shadowed them home. Maeers was nine seconds adrift after an enjoyable run, while Jolley rounded-out the top six, having entertained racegoers with his trademark tricycling antics through the turns as he carved more than two seconds from his morning best lap time.

Behind Rod, Hart (top of class 9 again), Perk, Hoyt and Staes were embroiled, scrabbling for experimental lines in their quest to outrun rivals. Pleasingly, Steve and Ed dipped down into the '14s,' and Brad and Erik the '15s' as the race went on, thus personal targets were achieved. Staes took the 'Roi des Belges' crown again. Pre-'61 king Ian Nuthall, Dumolin, Herreman and Jobstl made it a 100% finishing rate.

KILLARNEY: February 7/8

Five clear days until competitors needed to rendezvous with their racecars in Cape Town – a 14 hour drive for super-committed masochists – south west of Jo'burg's transportation hub, left plenty of scope for travel and exploration. The fabled Blue Train through the Karoo, aeroplane and car were options and mini-safaris, Cape wine trails and cultural visits (including to the idyllically-situated Franschoek Motor Museum outside the tranquil olde worlde town less than an hour from the circuit) made it an even more memorable break.

In contrast to Zwartkops, the Western Province Motor Club's Killarney International Raceway was rooted by the METS club in 1947. Back at sea level it is overlooked by the towering presence of Table Mountain (visible to drivers with time to look on the exits of Turn 1 and the double-apex Malmesbury Corner) the current 2.03-mile (3.267km) circuit with its unusual pit-lanes on either side of the start straight made history in December 1960 when it hosted the non-championship Cape GP, won by Stirling Moss from Porsche team-mate Jo Bonnier. Two years later Trevor Taylor took advantage of Jim Clark's spin for a Team Lotus one-two in Type 21s.

After three free practice sessions on Friday – all topped by Andrew Beaumont, who covered a total of 26 laps – there were happier faces in the shady pit garages, for engines were no longer gasping for breath. Max Smith-Hilliard's Lotus 16 was up and running, Greg Thornton had arranged to have one of his



Grid walkabout - South African style photo Lesley Perk

place when he endured a couple of gyrations on lap six! Steve was the last to go the full distance.

Ian Nuthall finished top of the Pre-'61 tree in the Alta, exactly 1.7s ahead of Dumolin who wriggled his sonorous Maserati back past Herreman's LDS in the closing stages. Nuthall lost a bit of momentum when he was lapped by his lad out of the final corner. Jobstl completed the finishers, nine seconds adrift, although retiree Maeers had covered sufficient distance to be classified 14th.

Maeers was back out for Race 2 on Saturday afternoon, but Willis, Underwood and Romano were sidelined, leaving 14 survivors. Slightly cooler conditions enabled the majority of competitors to lap quicker than before, some considerably so as they got a handle on the delightful course. Best of the improvers were Dumolin who went 2.8 seconds quicker than before – his 1:18.601 within an ace of Ian Nuthall's target – and Herreman who found 2.5s to break into the 18s. Will Nuthall got away best and with rival Beaumont's engine not clearing Horsman, Drake and Jolley got the jump on the pale green Lotus at the start. As Peter chased the fleeing Cooper, Andrew wasted little time in bustling through to third and Justin was on the rise too, carving through the pack to good effect now that the oil was securely contained within his transmission. Six laps in the 1:11s – the last two quicker than those of relaxed winner Nuthall, almost seven seconds clear at the flag – brought the #53 Cooper back to a strong fifth.

Horsman and Beaumont finished 0.77s apart in their duel for second, with momentum master Drake impressing again in his low-slung Cooper as he



Andrew was gunning for the leader when his gameplan changed dramatically at the left kink after the hairpin right which forms turn two. According to third-placed Jolley, sitting directly behind, “Will nearly lost it, Andrew took avoiding action and I repassed him.” Beaumont somehow gathered it all up before the sand and gravel. “I went wide and bounded down the grass for 200 yards.”

Nonetheless, Andrew’s ardour was not dampened. He regained second a lap later when Rod’s engine suddenly lost fuel pressure and cut out terminally (“an electrical problem”) but Will was too far up the road and completed his hat-trick of victories. Despite setting fastest lap in 1:20.706 (90.55mph), Beaumont was 2.738s adrift of the Cooper ace at the chequered flag.

Drake and Thornton, best of the 1500s, finished third and fourth after fairly lonely runs. Hart, Willis – flying along with a full complement of cylinders – and Perk had busier races, ahead of Staes. James’ briefly passed the ‘Cooper-Maser’ on the penultimate lap only to be outfoxed by Steve. His best lap of 1:26.406 would have qualified him eighth, thus he was ecstatic to come home sixth. Out of luck this time was Maeers who, having forgotten his earplugs, didn’t have long to suffer before things went quiet when his CWP failed on lap one.

Romano howled through to ninth, the ultra-sleek Brabham finishing just ahead of Herreman, who also did the full 10 lap trip. The Pre-’61 scrap between Nuthall Sr and Smith-Hilliard was re-ordered when Max squeezed his younger and nimbler Lotus ahead of the Alta at turn two. Despite dipping sub-1m30s, MS-H was barely a second ahead of Ian at the close. Dumolin and Jobstl completed the finishers.

The eagerly-awaited finale had spectators back in their chosen positions to savour the unmissable sight of period GP cars driven hard. Nuthall Jr and Beaumont went at it hammer and tongs from the lights, Andrew diving out of Will’s slipstream and forging ahead on lap three. The pair put on a fantastic show, scrapping mightily throughout yet respecting rivals during lappery. Beaumont withstood extreme pressure as Nuthall set best lap of 1:20.771 (90.47mph) on lap eight, and kept his nerve.

As they battled into turn one for the final time, Nuthall locked-up while lapping his father who stayed wide for a

grandstand view. “I braked late and put it into second hoping Ian would block Will,” grinned Beaumont. But the race belonged to him and Classic Team Lotus, something neither party had dared to countenance while surveying the bent car that morning. “After nine years with CTL I’ve finally won a race,” said Andrew amid hugs and handshakes, emotion written all over his face. “I gave it my best shot, but that was a lot of fun,” offered Will.

Third once more, Drake maintained his sparkling form for a four-from-four score over his SA tour. Rival Thornton’s engine had conked-out after six laps, by which time the real work was done. Hart and Willis, who harassed Greg initially while Perk was grappling with Jolley, had a superb scrap, which intensified once the Heron jostled up to join them. James looked to have made fourth his own when a gear selector issue arose, enabling Steve (who snatched class 9 honours) and Ed to oust him. The trio flashed over the line half a second apart.

Herreman found another second over his previous best, cutting 1:27.764 to beat Staes to seventh and Belgian honours. Romano and Smith-Hilliard rounded out the top 10, Max having lapped another second quicker than before – and stayed ahead of the leaders for whom Ian Nuthall had obligingly ceded. Dumolin and Jobstl completed nine laps too. Jolley pulled off when a wire connector popped off, silencing his engine, but he calmly opened the engine cover, spotted the problem, reattached it and finished spirit-edly, three laps down. (*words Marcus Pye*)

A special thank you on behalf of all who joined us in SA to: Peter Du Toit, Corinne and their team who embraced our proposal to race in SA as well as the cocktail reception at their Zwartkops circuit. Andre Bezuidenhout for his generosity in hosting a VIP dinner and drinks reception at his restaurant - Ons Huisie - in Bloubergstrand. Des Eason and his team at the Western Province Motor Club. Dave Alexander, Lorenzo and Wayne for a, behind the scenes, visit to the Franschoek Motor Museum and Mike Perk for arranging the team T-shirts and caps.

Finally, our thanks to Eddy and Lesley Perk and Chris Wilson for their inspiration, determination and dedication to make it all happen. Well done guys.