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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL3 July 2020

In the run up to our racing season re-commencing at Donington Historic on Saturday 18 July and Brands Hatch 22/23 August, we thought it would be interesting to look into the history of two cars racing with us today.

We asked Marcus Pye to see what he could put together and he's come up with some some interesting reading...

Sadly, we won't all be getting together at Donington but we hope those of you racing have a good day and maybe we will be able to meet up at Brands Hatch next month? If not, restrictions may have relaxed in time for Zandvoort...

from Chairman Peter Horsman

Dear All,

What a strange season 2020 is turning out to be? Some of us had a very early start at our double header races in South Africa but, since then, absolutely nothing! Of course, many are having to deal with their businesses which have been adversely affected by Covid-19 and we wish them well in their endeavours.

Whilst for some of us it is a time to create and cross items off on the DIY list (!) and relax in perhaps a less rushed way of life, some of us are keen to get back behind the wheel of our race cars again and Stella and Martin have been hard at work in organising our trip to Donington on July 18 and the Brands Hatch Grand Prix circuit on August 22/23.

The Brands meeting is a two day meeting but we are facilitating a one-day version for those who feel more comfortable with that option. Zandvoort in early September is still very much 'on' and so we will be able to experience the revised circuit there, but there is a question mark over Spa at the moment. For us, it is a high-cost circuit and we do need well over 40 cars on the grid to make it viable. Our Treasurer, Andrew Beaumont, is trying to negotiate a revised contract deal with the organisers which would reduce our financial exposure and thus make it easier for us to commit to participation early.

The end of year trip to Jerez and Portimao will, we hope, be a much-needed opportunity to enjoy the sun with our friends in a more relaxed environment as we hope that, by mid-October, the coronavirus will be a significantly reduced feature of our lives.

Stella and the team have been keeping us up to date with the evolving situation on the racing front and we hope that you feel that we have been supportive of you in this period without overloading you with unnecessary detail.

If you'd like to race at Donington and/or Brands, please contact Stella ASAP. We will be asking soon for committed entries for Zandvoort.

I look forward to seeing you again just as soon as circumstances permit.

With very best wishes

Peter

Peter Horsman



LISTER-JAGUAR BHL 109 'MONZANAPOLIS'

Monza flop but Spa sensation

Fabled for its sports racing cars, Cambridge-based Brian Lister created just one Jaguar-engined single-seater to the commission of Ecurie Ecosse's David Murray. The Scottish accountant's grand plans did not work out, but the legacy of BHL 109 is the stunning machine in which current custodian Rod Jolley won last September's second HGPCA race at Spa-Francorchamps, a circuit diametrically opposed to Monza's 4.2km (2.6-mile) banked Pista di Alta Velocita where it debuted in June 1958.

Based in workshops in Merchiston Mews, Edinburgh, the technically superb EE team was built around ace engineers 'Wilkie' Wilkinson and Stan Sproat, whose legendary skills were the envy of rivals. It had won the Le Mans 24 Hours twice with Jaguar D-types, Ron Flockhart/Ninian Sanderson (XKD 501) in '56 and Flockhart/Ivor Bueb in '57 (XKD 606) before the intriguing change of direction was mooted.

The announcement of The Race of Two Worlds – a challenge event pitching United States Automobile Club (USAC) Indy Roadsters against the best European road racers could offer – at Monza in 1957 appealed to Murray and his boffins. While the Ecurie Ecosse D-types were thrashed (Bueb landed a best finish of seventh in the depleted third heat) in the inaugural running the team vowed to return for a repeat bout in June '58.

Furthermore, it had sowed a seed in the boss' mind of tackling the '59 Indianapolis 500 (the USA's greatest race and a round of the 'F1' World Drivers' Championship from 1950-'60) with Jaguar XK engines powering a very special Lister and a US-built Kurtis chassis from Frank Kurtis' Glendale, California, stable.

Thus the offset monoposto chassis, jointly conceived by former ERA preparer Wilkinson, was commissioned from Brian Lister, and realised within two months, ostensibly as a mobile test bed for the 3.8-litre Jaguar engine to be trialled on Monza's high-banked circuit the summer before the planned Indy onslaught. Tyre supplier Dunlop recommended 18 inch rear wheels, theoretically gearing it for 160-165mph at 5700rpm, potentially quicker than its pair of Jaguar D-types running on



17in rears, hence it appeared with wire-spoked rims at the stern. In '57, the quickest USAC car had lapped in 176.8mph...

Resembling a giant dolphin in its polished aluminium bodywork, BHL 109 was not shown to the British press prior to leaving in EE's iconic Commer transporter, but completed at the Nurburgring – where the trio of D-types ran downsized 3-litre engines – en route to Milan. It would thus be a surprise package when disgorged at the Autodromo Nazionale di Monza the following week, there alongside a pair of D's to face the snarling supercharged Offenhauser-powered Indycars, the 4.2-litre fuoricentro Maserati 'Eldorado Special,' sponsored by an ice cream manufacturer and to be saddled by Stirling Moss, and Ferraris for Phil Hill and veteran Luigi Musso.

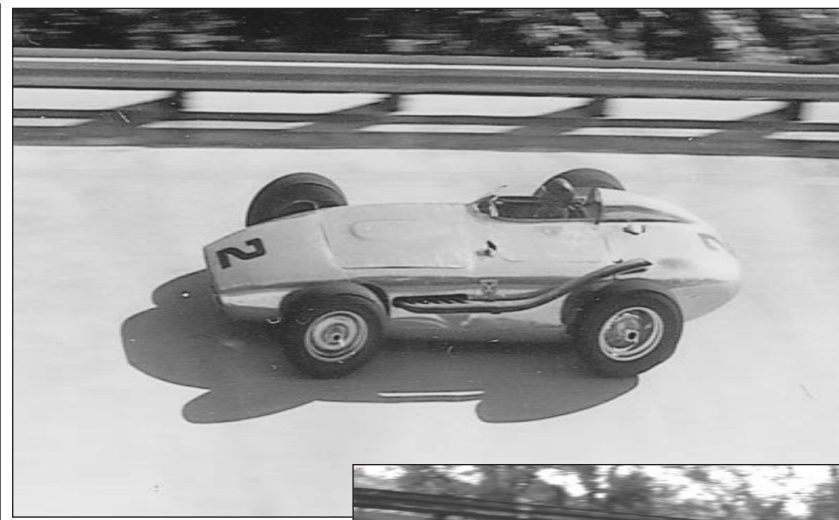
The bigger-engined Italian cars were quicker than the Lister which proved underpowered and – with gearing compromised to conserve tyres – slower in a straight line than anticipated, on a par with the Malcolm Sayer-evolved finned D-types which were aerodynamically superior. Able test driver Jack Fairman, who had been quickest of the Jaguar trio in '57 and finished fourth in the depleted finale, just made the field at 153mph. 'Jolly Jack' (so called mischievously because he was rather dour) did well to outrun the surviving healthy Jag in the first two heats, but valve train damage forced the Lister's withdrawal before the



Ecurie Ecosse's mechanic, Stan Sproat, in the Lister watched by David Murray photo Temple Press

third. Bueb eventually placed ninth on aggregate in a bizarre showpiece won by Jim Rathman, untouchable in a Watson-Offy.

Thus ended the single-seater's brief contemporary race career and Murray's Indy aspirations. BHL 109 was reconfigured at a sportscar for '59, when it won first time out at Snetterton in the hands of Flockhart. He and Masten Gregory took turns until the American crashed badly at Silverstone in May. Repaired, by grafting the front end of another EE Lister (BHL 104, previously walloped by Gregory) to the undamaged rear, it was back in action a fortnight later at Goodwood on Whit Monday, with Peter Blond up.



Above the Lister in period Right Rod Jolley on the banking at Monza photographed by Jim Houlgrave a few years ago



Gregory was back in the saddle, sharing with Innes Ireland at the Nurburgring (DNF), but Blond's big crash, which destroyed the body at Aintree in the British GP support race, drew a line under the car's Ecurie Ecosse history.

The Lister's competition career would continue though. In late 1959 its chassis, rebuilt again by EE's mechanics, was bought by hillclimber Phil Scragg to supersede his successful cycle-winged HWM-Jaguar, based on Hersham and Walton Motors' 1949 Grand Prix chassis. Technical director of the long-established family firm Ernest Scragg Ltd – manufacturer of specialist machinery for the textile industry and a major employer in Macclesfield, Cheshire – Phil had the wherewithal to indulge his passion and liked to enjoy his sportscars on the road.

Scragg was not keen on full-bodied sportscars, preferring the pared-down look conferred by cycle wings covering open wheels (as proven on the HWM), which doubtless made for more accurate placing on narrow courses. Fortuitously he was able to acquire the surplus to requirements Monza 'shell' from Edinburgh and had created a full two-seater cockpit aperture around an additional passenger seat. Running mudguards, as required for the sportscar classes, it was registered 254 KTU and looked the part in a mid-blue hue.



Phil Scragg owned and raced the Lister in its 'sportscar' era, registration number 254 KTU (also bottom right)

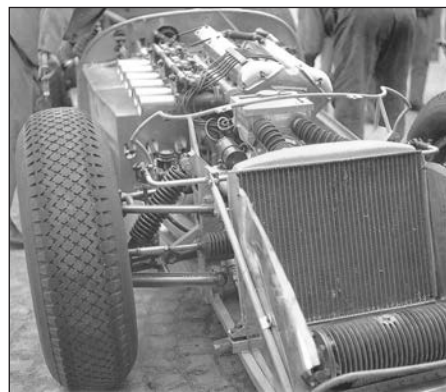
Scragg was only able to contest eight of the 11 championship rounds, but finished runner-up in the sportscar section to Ray Fielding in his nimbler 1500cc Coventry-Climax powered Cooper.

Scragg (who a decade later would hillclimb a rather naked looking Lola T70 Spyder with cycle-wings) subsequently sold the Lister to charismatic car and Cresta Run bobsleigh racer Keith Schellenberg, better known for his exploits in vintage Bentleys. It's fourth owner was another northerner, Jaguar enthusiast Alan Ensoll, who competed in it only once, at the Castle Howard hillclimb near York. He had intended to use it more often, but for pal Mike Gray's unfortunate collision with a van on the A19 road locally, which savaged a front corner.

As related in Doug Nye's book 'Powered by Jaguar,' Gray's insurance loss adjuster declared it a write-off – as anybody unfamiliar with a 'special,' or unfamiliar with the car's history might innocently have done – then passed away soon afterwards. Schellenberg was able to buy the damaged machine back from the insurance company, then sold it to John McCartney-Filgate and pioneering HGPCA member John Harper,

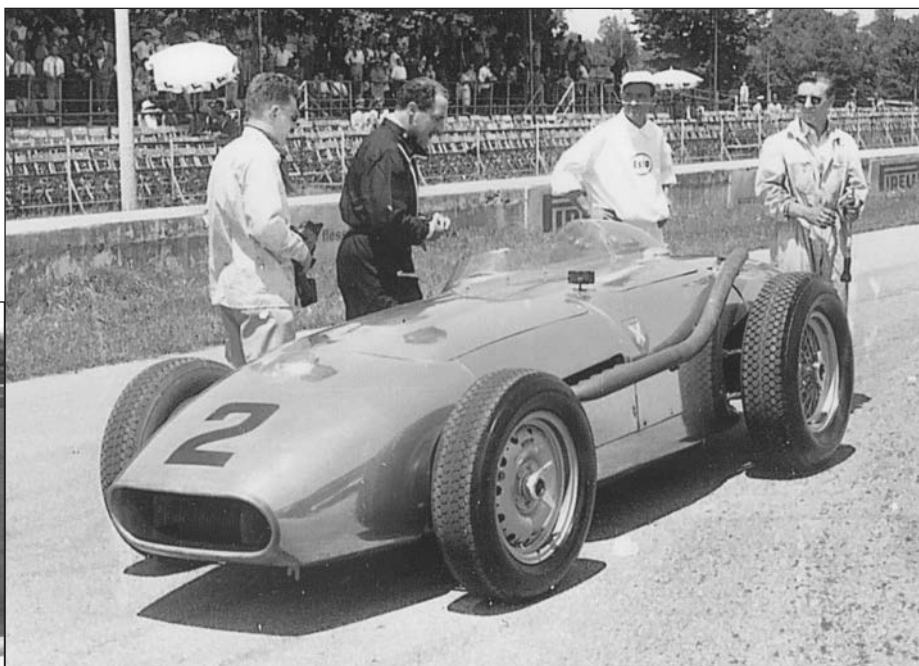
who commissioned skilled fabricator Ken Nicholls (builder of Nike cars) in North Devon to repair it.

Gordon and Martyn Chapman then added their names to the Monza's CV, but it was not until German silversmith Ric Weiland took it on that the car entered the HGPCA's orbit in the late 1980s. Weiland had fun with the Lister, then painted in Ecurie Ecosse metallic blue, for a few seasons before Rod Jolley bought it in 2003. The Hampshire vehicle body-building guru was not happy with its shape so, based on many photographs and using scaling techniques brilliantly remastered it. Polished to a very high lustre its voluptuous

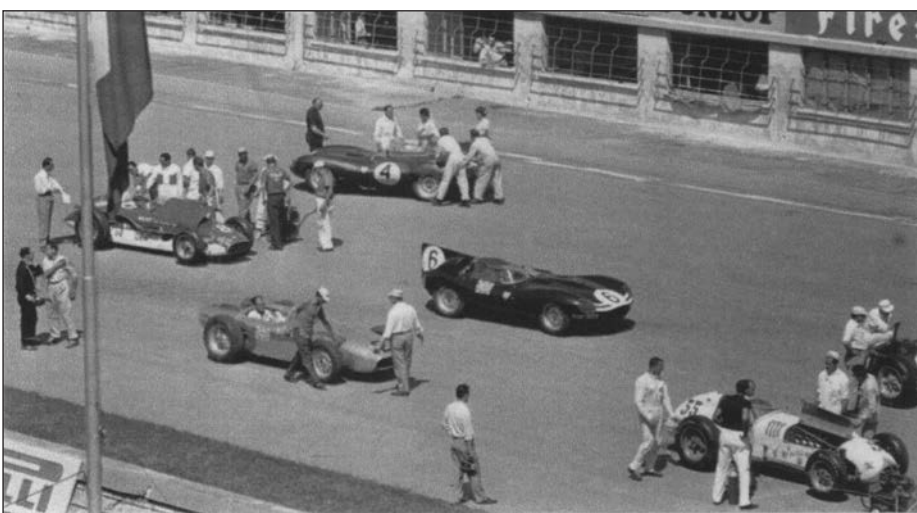


aluminium form has shared a workshop with his ex-works Cooper T45/51 and both have graced the Association's races, and podiums, ever since.

So the Lister-Jaguar 'Monza' did not earn its 'napolis' suffix following its indifferent performance in Italy in '58 – to the benefit of David Murray's pocket, for his Indy 500 aspiration was not mentioned again – but it's underpinnings won as a sportscar at Snetterton as an Ecurie Ecosse entry, claimed regular hillclimb class victories in a third body guise and has finally taken the chequered flag in its original form in sensational style with the HGPCA at the world's greatest race circuit. Rod Jolley's magnificent all-conquering Spa-Francorchamps 2019 drive in the wet has completed the circle of endeavour and brought a sense of redemption of which its progenitors would surely have approved.



Ric Weiland - owner of the car from 1986 until 2003



The Lister on the grid at Monza in 1958



Phil Scraggs - above and below: Ferret Fotographics



COOPER T60 F1-17-61

McLaren's Monaco marauder

Of the many sensational machines on the Historic Grand Prix Cars Association's grids, one which boasts extraordinary provenance is the British Racing Green Cooper T60 in which Richard Wilson has been recently spotted. Chassis F1-17-61 may have won only two races in its career, but that they were both in Monaco, against tough opposition, is a remarkable story.

The Cooper Car Company's decline was exacerbated by the 1500cc Formula 1, introduced for 1961. Its glory days of '59 and '60, when doughty Australian Jack Brabham – whose skills in the cockpit were matched by his pragmatism and ability on spanners – ruled the roost in motor racing's highest echelon, would not continue. That the artisan blacksmiths of Surbiton's Langley Road F1 shop, separate from the Cooper father-and-son's customer car factory, beat grandee Ferrari and Lotus' private soldier, Stirling Moss in Rob Walker's 18, to become double World Champions was a stunning achievement. But serious opposition never respects reputation or stands still.

The 2.5-litre Coventry-Climax FPF engines, the power and torque of which Cooper had harnessed with local (Woking) transmission wizard Jack Knight their trump card, were consigned to history and the sport's fringes. While they sustained the Antipodes' popular Tasman Cup series for years and Europe's hastily-convened InterContinental races, smaller Climax units superseded the big four-potters on the main stage. For most chassis builders its Wally Hassan-designed V8 would be the key to competitiveness, subject to availability. Concerned by Enzo Ferrari's [mischievously-timed, and erroneous] claims for its V6 Dino's figures, it arrived late.

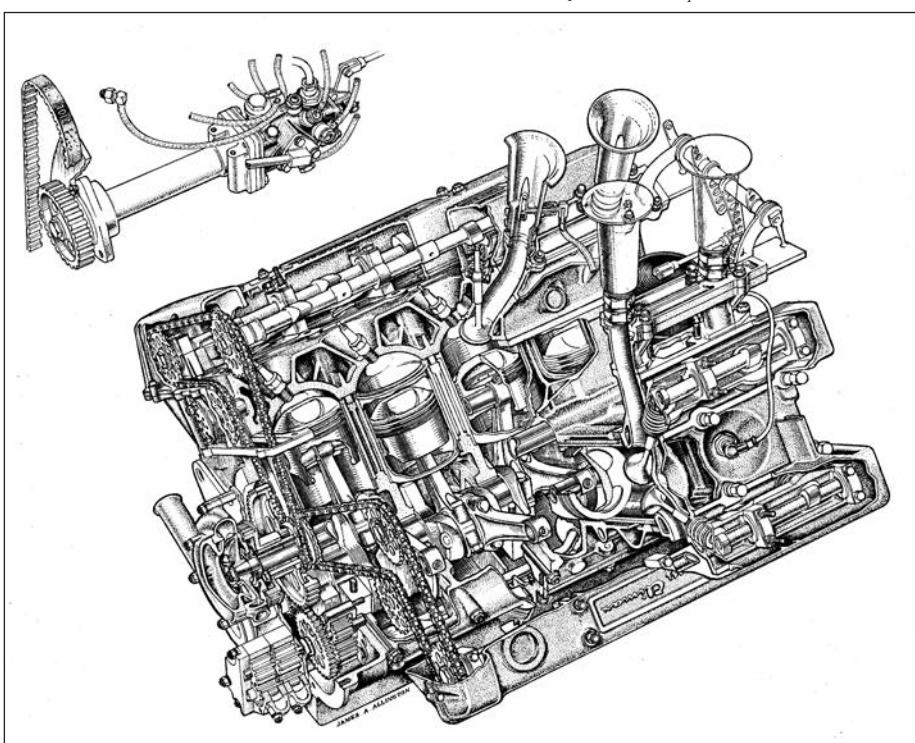
Cooper's special relationship with Coventry-Climax saw it take delivery of the first FWMV [feather weight marine vee] engine in the summer of '61, and install it in a modified T55 frame, known colloquially as T58. Brabham qualified a promising second for August's German GP at the Nurburgring, but on raceday, running on mismatched tyres in the wet, 'Black Jack' crashed out of the lead on the opening lap. He also led, comfortably this time, in the season-closing US GP only to retire when water pump drive failure spelled retirement. Brabham then quit in the build-up to starting his own team.

Phil Hill had already bagged the '61 World Championship at Monza's tragic Italian GP, in which the American's team-mate Wolfgang von Trips died following contact with Jim Clark's four-cylinder Lotus 21. Marque founder Colin Chapman needed a V8 to power his tubeframe Type 24 and monocoque 25 and had eased up the pecking order in Climax's supply queue for '62. With Eric Broadley's Lola in F1 for the first time – under veteran Reg Parnell's management and backed by Bowmaker finance – from the start of the season and taking its V8 engine route, Cooper found itself just another customer in a diluted pack shortly to include Brabham, despite having partnered the fire pump-to-fork lift manufacturer to repeat glory but 14 months previously.

Down in Surrey, pipe-smoking jazz fanatic Owen Maddock, working in consultation with Bruce McLaren and John Cooper, had designed a smaller bespoke tubular Cooper chassis around the compact Climax engine, which developed around 180bhp, and a custom six-speed (C6S) gearbox to mate it to. Two Type 60s were laid down exclusively for works team use in the autumn of '61 – designated F1-17-61 and F1-18-61. The pair were finished after the winter break, shrink-wrapped in neat panelling with a distinctive ridge atop their engine covers to clear the quadruple Weber downdraught carburettors.



1962 Bruce McLaren in the Cooper at Zandvoort photo Rob Petersen



James Allington's drawing of the Cooper's intricate engine

Purposeful in BRG with twin white stripes they ran on 13x6 inch front wheels and 15x7 inch rears shod with Dunlop tyres.

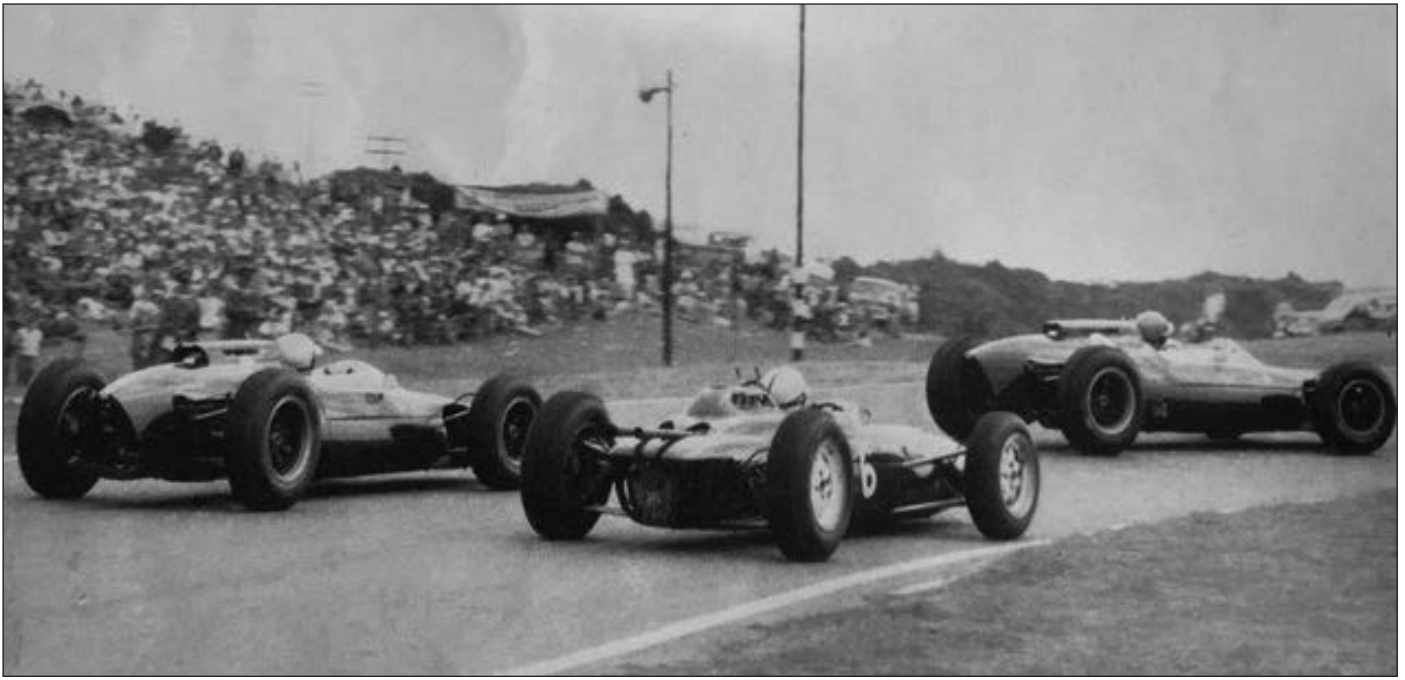
Team leader Bruce McLaren debuted the F1-17-61 at the Dutch GP, but the New Zealander's Zandvoort race was truncated by gearbox failure. The team's day of days came third time out, at Monaco on June 3, where Bruce qualified third, a second adrift of poleman Clark's Lotus 25. Graham Hill's BRM P57 was sandwiched in the centre of the three-wide front row of the grid which tore away with the shrill V8s and wild Willy Mairesse's Ferrari V6 up front. McLaren traded the lead with Hill in the frenetic opening phase, then again in the latter stages before the Briton's engine broke.

Bruce didn't have things easy thereafter, for Phil Hill's Ferrari closed-in – as the Kiwi diligently managed the gap while maintaining his concentration – the Californian finishing barely three seconds behind as the chequered flag heralded the completion of 100 gruelling laps. Joyous though the occasion was, it was the last top-flight Cooper F1 victory witnessed by bluff company founder and production racing car pioneer Charles Cooper, in declining health. He died in October '64, aged 70.

If Monte Carlo's triumph brought hope of more it was a false dawn for the competition intensified. Following an engine failure in the Belgian GP at Spa – for which he had qualified second to Graham Hill – McLaren finished every other World Championship Grand Prix in the points, besting at second in South Africa's finale on the daunting East London coastal circuit and thirds at Aintree and Watkins Glen, New York. He saddled F1-17-61 in all of the premier league races bar Monza, where he finished third in the sister T60, normally allocated to Maggs.

Between the Belgian and French GPs (the latter staged on the daunting Rouen-Iles-Essarts road circuit, hewn into a forested valley, fabled for its plunging opening section to the cobbled Nouveau Monde hairpin, then a long climb back up the opposite escarpment), McLaren also won July's non-championship GP de Reims on the ultra-fast Gueux road circuit, driving F1-18-61.

Graham Hill deservedly snared the F1 World Championship for Sir Alfred Owen's hard-trying BRM equipe, having won four of the nine rounds. Bruce bagged more points than triple race winner Clark, but the vagaries of the scoring system – each competitor counted only his best five results – saw Jimmy



John Surtees in the Lola Mk4 in between the two Cooper T60s of Bruce McLaren and Tony Maggs photo Rob Petersen

leapfrog to second in the table, three points clear of McLaren. Their final order was reflected in the Manufacturers' title race.

While waiting for Cooper's new T66 chassis to come on-stream, Bruce's used his first-string T60 to finish fourth in Snetterton's non-championship Lombank Trophy race at the start of '63. Team-mate Tony Maggs, who had graduated from Ken Tyrrell's Cooper Formula Junior team the previous season, ran out of brakes in it at Aintree, which ended the car's works career.

Thereafter it joined Italian privateer 'Mimmo' Dei's Modena-based Scuderia Centro-Sud [supplementing its old Cooper-Maseratis], fielded for loyal team returnee Mario de Araujo Cabral in the '63 German GP and in the non-championship Mediterranean GP – an epic blast round Lake Pergusa, nestling below the lofty city of Enna, perched on volcanic rock in central Sicily. Cabral, who subsequently raced a Derrington-Francis ATS in the '64 Italian GP, went on to be a decent two-litre sportscar racer in the mid-'70s, notably in the Portuguese enclave of Angola in West Africa, where he had been a paratrooper. 'Nichia' was still pedalling a pre-war BMW with vigour in historic events more than 30 years later!

T60-F1-17's frontline story continued too, for Leicester's "Mr Bob" Gerard took the car on in '64, running it for his protégé John Taylor at Enna, and on in to the early domestic races of '65. As Taylor's career progressed [tragically he died a month after a fiery crash in David Bridges' Brabham BT11 in the '66 German GP at the Nurburgring], works Mini Cooper S racer and team returnee 'Smoking' John Rhodes was given a couple of outings, making his F1 debut in the British GP at Silverstone.

This very special old warhorse stayed local, joining Leicester building magnate Tom Wheatcroft's magnificent Donington Collection of Single-Seater Racing cars for many years. Forty eight years bar a month after its previous victory it won again in the Automobile Club de Monaco's seventh Grand Prix Historique showpiece in the skilled and sympathetic hands of Briton Gary Pearson proving that it was no one-trick pony.

COOPER T60 'F1-17-61' RACING RECORD

1962 (Cooper Car Co) - works driver Bruce McLaren (NZ), Tony Maggs (SA)

DUTCH GP - DNF (g'box), MONACO GP - 1st, BELGIAN GP - DNF (engine)

FRENCH GP - 4th, BRITISH GP - 3rd, GERMAN GP - 5th

Oulton Park Gold Cup* (Bruce McLaren) - DNF (fire)

ITALIAN GP (Tony Maggs) (SA) - 7th,

US GP - 3rd, MEXICAN GP* - DNF (engine), SOUTH AFRICAN GP - 2nd

1963 (Cooper Car Co)

Lombank Trophy* (Bruce McLaren) - 4th, Aintree 200* (Tony Maggs) - DNF (brakes)

Scuderia Centro-Sud (Guglielmo 'Mimmo' Dei) - driver Mario Cabral (P)

GERMAN GP - 10th, Mediterranean GP* - 7th, ITALIAN GP - DNQ

1964 (F.R. Gerard Racing) - driver John Taylor (GB)

Mediterranean GP* - 7th

1965 (F.R. Gerard Racing) - drivers John Taylor (GB), John Rhodes (GB)

Brands Hatch, ROC* (Taylor) - 8th, Goodwood, Sunday Mirr* (Taylor) - 7th,

Silverstone Int. Trophy* (Taylor) - 11th, BRITISH GP (Rhodes) - DNF (ignition),

Mediterranean GP* (Rhodes) - DNF (susp)

*non-championship F1 races



photo Rob Petersen

Sport et Collection

invitation from the re-scheduled event at Val de Vienne

We are very sorry that the Covid-19 health crisis has made it impossible for the HGPCA to join us at Sport et Collection this year as we were so looking forward to welcoming you. We had planned a number of special historical activities, including the presence of André Etancelin, the grandson of "Phi-Phi" Etancelin who has just written a book and who was due to take part with his Talbot-Lago Grand Prix.

It is really sad that the HGPCA cannot join us on our re-scheduled dates of 10-13 September 2020. Since you are unfortunately unable to join us on these dates, we are counting on you to join us for the 27th edition of Sport et Collection from 3-6 June 2021, or failing that, for the 28th edition in 2022!

In the meantime, we would be delighted if any of you who are available from 10-13 September this year could join us on an individual basis with an F1, sports prototype or GT model to take part in our demonstration sessions on track or our touring rally held on the Saturday. You will be our guests and we will give you the warmest welcome.

With all good wishes,
Jean-Pierre Doury, President, Sport et Collection

If you are interested in taking your car to Val de Vienne in September, please get in touch with the organisers:

Jean-Pierre Doury - sport.et.collection@free.fr or

Julian Parish - Julian Parish - jparish@outlook.fr



The Covid-19 pandemic has had an impact on us all and the events industry has been particularly hard hit. We received a request from Member, Nick Wigley, organiser of the Silverstone Classic, which is abbreviated below:

"As a small independent events company, we have been hugely challenged by the need to cancel this year's event after 10 months preparation and no income, setting us back by a decade. We have set-up a crowdfunding page where support for the Classic can be pledged.

If you are in a position to support the event and would like to make a donation, please follow the link below.

Any support you feel able to provide will be hugely appreciated... and in recognition of the fact that charity partner, Alzheimer's Research UK, is expecting a drop in support by as much as 45%, they will donate 10% of any funds received in this way to their very important cause."

<https://www.crowdfunder.co.uk/support-the-silverstone-classic>



We heard from Rainer and Simone Ott recently. He is recovering well and eager to see us all but, for the time being, his Cooper has been moved into the living room (bet you'd all like that!) and Simone is having to watch him closely to make sure he's not tempted to start the car!!! *All our best wishes to both of you.*