

Chairman: Peter Horsman  
Treasurer: Andrew Beaumont  
President: Clive Chapman

HGPCA Board of Directors  
Julian Bronson, Rod Jolley, Eddy Perk,  
William Nuthall, Stephan Rettenmaier,  
Ted Rollason and Mark Shaw

Eligibility: Martin Grant Peterkin  
Company Secretary: Brian Horwood

Event Comp Secs:  
Chris Wilson and Richard Parnell  
Competition Secretary: Lindsey Warren



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

NL1 July 2022

A lot has happened already this year. We have a new President, two new Board Directors and Lindsey Warren has joined the HGPCA Team.

One of our events was unfortunately cancelled but, you'll be pleased to hear, has now been replaced with races at a - new to the HGPCA - circuit in Northern Spain on the same weekend. Read on...

## SIX MONTHS INTO THE HGPCA 2022 SEASON NEWS & INFORMATION

Welcome to the opening events in our 2022 Season. A really positive response from you on race entries has resulted in several weekends looking over-subscribed which required some alternative action on confirmation of individual entries.

Chairman, Peter Horsman, sent out an email on 10th May outlining the selection process we will use for the rest of this season...

"The Board think that members would appreciate the opportunity to secure their race participation at an early stage to allow for race transportation/accommodation logistics to be organised. On the other hand, the board believe that a level of flexibility should continue to recognise exceptional circumstances and the fact that we all are invited to race at our events by the Board and that no Member has the 'right' to race at our events.

No system will be perfect and appeal to all but we have decided to trial a less subjective alternative. This is that 80% of the permitted race grid maximum will be determined on a 'first come, first served' basis depending upon when the race entry together with the associated entry fee payment was made. This does not alter our practice of reimbursing race entry fees if your car never makes it to qualifying.

The remaining 20% plus the reserves would be subjectively chosen as before. At Donington all the chosen reserve entries accepted our predicament with very good grace and, as it turned out, everyone ended up racing."

This new system replaces the traditional SEF 'confirmed' entries and operates regardless as to whether or not you ticked this box or the 'provisional' one.

It is important that you let us know how you feel about this trial... Does it work for you? Do you have an alternative selection suggestion? Please get in touch and let us know as the season progresses.

Upcoming events: Zandvoort Historic Grand Prix and Oulton Park Gold Cup both reached the 80% capacity on 9th June and The Oldtimer Grand Prix at the Nurburgring is two thirds of the way to 80%.

If you are wanting to race at any of these and have yet to pay the entry fee, please deal with it NOW. Zandvoort entries are being finalised this week.

We were very sorry to hear that Jesus Pozo had been unable to agree a suitable arrangement with the circuit owners at Jarama which meant that he had to cancel the event for 2022. He hopes to host us next year in Spain a week before Portimao. However, we are pleased to be able to announce a replacement, for the same weekend this year - Saturday and Sunday 21/22 October - at the Navarra circuit. <https://www.racingcircuits.info/europe/spain/navarra.html>

We will be updating the web site and contacting all those who had expressed interest in racing at Jarama and hope that all of you (and maybe more?) will join us at this new venue which opened in 2010 and is a popular testing venue in Northern Spain.

### Transportation

We are aware that some Members are facing logistical problems getting cars to events. Both UK based cars over to Europe and overseas cars getting to the UK. It's not just an HGPCA problem - other groups including Formula Juniors and Masters are getting the same feedback and we recently had a Zoom meeting to see if there what we might be able to do to alleviate the situation. Hopefully, John Naylor (President of the FIA Historic Motor Sport Commission) will have been in touch with the MSA to encourage their dialogue with HMGov on simplifying the movement of racing cars in and out of the UK. Some individuals have successfully road registered their race cars and have successfully travelled without carnets.

If you have availability to take a car or cars to race meetings overseas or would like to know of available spaces, please do let us know.

### Red Truck

This season, the Red Truck has been at Donington and Pau and the Beevers have been on hand to look after the catering. We'll have the pleasure of both at Zandvoort, Oulton Park, Silverstone and Spa. As usual Associate Members can request a Red Truck wristband free of charge and additional wristbands cost £20 per person per day. Full Members, whether racing or not are entitled to two wristbands free of charge and additional wristbands will cost £20 per person per day. The most important thing is to let us know how many you will be at least a week in advance of the event. If we have entry tickets available, we'll let you know.

### Silverstone Classic Preview

We have three events before the Classic but it's worth looking at this and understanding what's involved now. The Classic has swapped weekends with Oulton Park and it will be a bank holiday on the Monday. Just to mention that we hope to have the area across the road from the Red Truck available as a Classic Car Display as previously. If you are planning on driving one to Northampton, let us know in early August. They will give us a max of 20 passes for the weekend.

The Competitor Guide to the Classic will be available online soon - we'll let you all know, of course. Important as ever to get your motorhome/camping forms completed as well as the multi-preparers application. Also important is to understand the wristbands and car passes (which are different for set up/breakdown and race days). We will send passes (5 x people) out to entries with a UK address and leave envelopes for collection at Silverstone for the rest. If you would like to buy additional tickets, using the code COMPETITOR22FRI (SAT/SUN/WE) via [www.silverstone.co.uk/events/the-classic](http://www.silverstone.co.uk/events/the-classic) you will get a 10% reduction. EVERYONE is required to have a ticket/wristband for entry. Children of 15 years and under tickets are FREE but you need to apply on the same link.

This is the biggest UK historic motorsport event of the year and there really is a lot going on apart from the racing... LIVE music for three nights this year: The Cuban Brothers and Bjorn Again on Friday, Sister Sledge and Gabrielle on Saturday and Rick Astley headlining on Sunday. Open to anyone over 10

there's a fun run on Friday around the track in aid of Alzheimer's Research UK (maybe not for the drivers as you'll have other things on your mind!). There's an opportunity to test drive an impressive selection of electric cars - on the road - Switch Live is the place to sign up. Might you have a 10-17 year old 1.42m or taller in your 'team'? If so, you might be interested in Young Driver where they can learn driving skills - book on site and open each day 09.00-18.00.

The booking form for testing is already available on our web site - Calendar Page on Extra Docs. Please return to the HSCC and not HGPCA.

### GT and Sports Racing cars demo at Zandvoort

Mid month we're off to Zandvoort with what looks like a full grid and reserves. It will be the first time we've raced there since the modern F1 'rediscovered' it so we're looking forward to seeing the changes. Member Jason Wright is organising a demo for GT and Sports Racing cars from the period 1958 to 1961 with a 15 minute slot on each of the three days. If you own a suitable car and would be interested in taking it to Zandvoort, please get in touch - [faster@system-i.it](mailto:faster@system-i.it) He'll also be organising his 1961 Grand Prix cars demo at Nurburgring and has probably been in touch with you already. If not and you are interested, get in touch direct.

### 49.AvD Oldtimer Grand Prix at the Nurburgring

All entrants for the 49.AvD Old-Timer Grand Prix at the Nurburgring will need to complete the AvD entry form and return it to the HGPCA (NOT the CHRSN) along with a copy of page 1 of your car's current HTP. By the time you read this, the entry form will be on our web site - Calendar page.

### WhatsApp and the HGPCA

Many of you will have been using WhatsApp to keep in touch with family and friends, particularly over these 'pandemic ravaged' years and, realistically, we all need now to adapt to the digital/technologically advanced era we find ourselves in. Kicking and screaming (*thinking of Eddie McGuire and his precious Nokia 3610i*) as some of you might be, our HGPCA WhatsApp group at race meetings has been working brilliantly. Whether Lindsey is at the race meeting or not, she keeps everyone up to date with event info. Sign up by emailing her - [lindsey@hgpcanet.org](mailto:lindsey@hgpcanet.org) or text to +44(0)7712 891102

## MASTERS RACE WEEKEND 15/16 APRIL DONINGTON HISTORIC

**Qualifying:** A welcome crowd of enthusiasts flocked to the Donington Park Race circuit for what is becoming the first promoted Historic Race Meeting of the UK season. It wasn't just spectators who came to revel in the surprisingly warm Easter sunshine, Marshals too swelled the posts to ensure the smooth running of this event. With both Formula Junior and the Masters Racing Legends for Formula One cars of the 3 litre era from 1966 to 1985, single seater fans were well catered for.

The HGPCA produced the largest single seater grid with an entry of 36 cars reducing to 32 prior to Qualifying. The Donington weekend was a well timed shakedown for some Members in preparation for the Monaco Historic Grand Prix and the sunshine gave many the opportunity to break out the shorts and warm the bones prior to their trip to the South of France. For HGPCA members the plan for a longer stay in France was on cards with their following two race meetings being at Pau and then the Val de Vienne before the emphasis shifts back to the UK at the end of July with the Oulton Park Gold Cup Meeting.

With an entry of 32 cars two cars would be listed as reserves as the circuit limit for racing was 30. But all cars were able to go out and qualify. Eddie McGuire's qualifying came to abrupt end after 17 minutes with a blown engine. Michel Kuiper in the Brabham BT4 only managed 3 laps before a broken throttle cable launched him into the gravel trap.

Michel explained that he is enjoying his racing with the HGPCA. Having only taken part in two events with the Brabham previously,



Race 1 start at Donington photo Eric Sawyer



Chris Phillips, Elliott Hamm, Erik Staes and Sid Hoole - mixing Classes 5 and 7c photo Eric Sawyer

### HGPCA at Donington Historic Race Results

Pos	Race No	Driver Name	Owner Name	Car	Year	cc	Colour
<b>Front Engine cars</b>							
Class 1 - 1925-1934 Grand Prix cars running on 18" or 19" wheels							
24	12	Julia de Baldanza		Bugatti 35B	1929	2262	Blue
Class 5: 1952/53 2 litre Grand Prix cars							
16	36	Erik Staes		Cooper Bristol Mk II	1953	1971	Blue/Red nose
19	33	Chris Phillips		Cooper Bristol Mk II	1953	1971	Green/Yellow
DNF	19	Paul Grant		Cooper Bristol Mk 2	1953	1971	Blue
Class 6: 1954-1958 Grand Prix cars on 16" wheels							
6	34	John Spiers		Maserati 250F 2516	1955	2494	Red
DNF	248	Klaus Lehr		Maserati 250F CMS	1957	2500	Red
DNF	31	Guillermo Fierro Eleta		Maserati 250F 2501/2523	1954	2493	Red
Class 6: Formula Libre, Indianapolis & Intercontinental cars							
DNF	28	Eddie McGuire		Scarab	1960	2441	Blue/White
<b>Rear Engine cars</b>							
Class 7a: Pre 1961 Grand Prix cars on 15" wheels							
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	1960	2495	Green/White
7	87	Tony Lees		Cooper T53	1960	2495	Green/White
DNF	20	Andrew Tart	Rudi Friedrichs	Cooper T53	1960	2462	Green
Class 7b: Pre 1961 Formula 2 cars of not more than 1.5 litres							
14	141	Tom Waterfield	Tim Ross	Cooper T41	1956	1460	Green
17	43	Cliff Gray		Cooper T43	1957	1500	Green
20	60	Elliott Hamm		Cooper T41	1956	1460	Blue
21	41	Sid Hoole		Cooper T41	1956	1500	Unpainted
22	92	Stephen Banham		Cooper T45	1958	1475	Silver
23	45	Hans Ciers		Cooper T45	1958	1500	Green
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
8	51	Rod Jolley	Tim Ross	Cooper T43/51	1957	1960	BRG
12	38	Harvey Sykas		Cooper T45	1958	1960	Blue
13	47	Brian Jolliffe		Cooper T45	1958	1960	BRG
Class 10a: Pre 1 Jan 1964 1.5 litre 4-cylinder Formula 1 cars							
10	55	Nick Taylor		Lotus 18 914	1961	1495	White
DNF	26	Katsu Kubota		Lotus 18 373	1960	1500	White
DNF	50	James Hagan		Lotus 18 903	1961	1500	White
DNF	4	Greg Thornton		LD5 03	1961	1487	Red-black stripe
Class 10b: Pre 1 Jan 1964 1.5 litre 4-cylinder Formula 1 cars							
5	91	Chris Drake		Cooper T71/73	1964	1498	BRG
15	72	Tom De Gres		Brabham BT13	1965	1498	White/Blue
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
4	29	Nick Fennell		Lotus 25 R5	1962	1498	BRG
11	40	Stephan Jöbstl		Lotus 24 947	1962	1494	BRG
18	1	John Romano		Brabham BT11	1964	1500	Green/Gold
Class 12: Pre 1966 Tasman and Intercontinental 4-cylinder cars of not more than 2.7 litres							
2	76	Tim Child		Brabham BT3/4	1962	2497	Red/Green
3	22	Peter Horsman		Lotus 18/21 P1	1961	2500	Dk Blue/Black
9	63	Michel Kuiper		Brabham BT4	1963	2700	Red

Driver of the Day: Front Engine - Erik Staes Rear Engine: Tom Waterfield

both in France, he was enjoying his trip to Donington. He was still getting familiar with the car, so he hoped he would have longer in the race to learn a little more about it! Two drivers fell foul of the track limits cameras and had a lap time disallowed.

Setting the fastest lap was Will Nuthall in Giorgio Marchi's Cooper T53, second fastest was Peter Horsman's Lotus 18/21 with Nick Fennell's Lotus 25 rounding out the top 3. With Eddie McGuire's withdrawal from the event, this left one reserve which was Peter Horsman who was relegated to the back of the grid promoting Tim Child in his Brabham BT3/4 to third.

Tim was having his first race in the Brabham which had not competed since 1969. The car had been in the hands of car collectors for several years first in an Adelaide Museum and then in a private collection in Los Angeles. Returning to the UK three years ago, Tim saw it and brought it back to racing. The car has a fine history having been raced initially by Jack Brabham in the Australian Grand Prix, before being given to Graham Hill to drive for the 1964 Tasman series. A very special car with a very proud owner.

Completing the second row with him was Guillermo Fierro Eleta who was quickest of the front engine cars with his Maserati 250F. Behind him on row 3 was John Spiers, second of the front engine cars in his Maserati 250F whilst 6th was Rod Jolley in the Cooper T43/51.

**Race 1:** There was some confusion for Peter Horsman as race control were caught off guard when Greg Thornton had problems with the gearbox in his LDS. Stuck down in the pit lane as the team tried to resolve the issue unfortunately making him a late non-starter - the information did not get back to the Assembly Marshals or Peter that he could start the race from the back of the grid. Peter dutifully completed his formation lap as reserve and gently drove down the pit lane awaiting instruction. He had a lot of catching up to do when he was finally released onto the circuit.

Another non-starter was Andrew Tart. A suspected crown wheel and pinion failure eliminated Andrew from racing the car he prepares for Rudi Friedrichs.

From the outset Will Nuthall took command of the race coming past the line at the end of the first lap with an advantage of over two seconds which he extended further to 9 seconds on the following lap. In Will's wake, an intriguing fight was developing between Tim Child and Nick Fennell. On lap 1 Child led, losing the place for a lap to Fennell; reclaiming it for the



Stephan Joebstl in his Lotus 24, Peter Horsman in his Lotus 18/21 and, decades apart but courteously sharing the track, Julia de Baldanza's 1929 Bugatti T35B photo Eric Sawyer



John Romano flew in from the States to race his BT11 and it was great to see him enjoying the car again. Here with Tim Child and his Brabham BT2 and Eddie McGuire and his Scarab in qualifying photo Eric Sawyer



Michel Kuiper's Brabham BT4 finds the gravel for a second time photo Graeme Webb



Tim Child makes an exceptional first impression in his Brabham BT3/4, Peter Horsman class mate in his Lotus 18/21 and Nick Fennell's Lotus 25 photo Graeme Webb



Tom de Gres, Harvey Sybes, Klaus Lehr and James Hagan photo Eric Sawyer



Cliff Gray, Rod Jolley, Guillermo Fierro and Michel Kuiper photo Eric Sawyer

following 6 laps before Fennell snatched second back again. The gap between the two ebbed and flowed with both admitting to errors. Child losing out on the final lap to a simple error, he mistook Fennell for a car he had lapped and allowed him through. Only once he had lost the place did he realise what he had done. Both Child and Fennell enjoyed their race so much they missed the chequered flag. Following the podium ceremony they were invited to attend a little soiree with the Clerk of the Course for a dressing down!

Throughout the field these dices were being replicated, complicated further by the difference in machinery. Julia de Baldanza did a sterling job in her Bugatti 35B, being handicapped as, having the oldest car in the race, she had the fortune of having one of the most distinctive cars too.

The fortunes of the Maserati 250F racers really did vary. Klaus Lehr had a first lap he would want to forget when a grabbing brake took him 12th on the grid to dead last in the first circuit. He doggedly climbed back through the order to finish 22nd overall and 2nd in class. At least he did get to finish unlike Guillermo Fierro Eleta. In the first lap he dropped from 4th to 7th working his way back up to 6th before losing two places on lap 5 to a flying Chris Drake in his Cooper T71/73 which had started back in 13th and Tony Lees' Cooper T53. The following lap saw Guillermo pull into the pit trailing oil in his wake. He admits to having missed a gear and over revving the engine creating a rather large hole. The race organisers being rather pleased that this was the last race of the day as the pit entry did need some dressing and the warning oil flag remained in place for the balance of the race. On the other end of the fortune scale, John Spiers in his 250F slipped into the fourth position vacated by Guillermo, becoming involved in a fascinating duel with Chris Drake's much more modern Cooper. Drake finally taking the position on Lap 14.

Other drives of note came from Erik Staes' Cooper Bristol, who moved up ten places starting in 25th to finish 15th ahead of Brian Jolliffe's Cooper T45 who started 23rd to finish 16th overall. Paul Grant and his Cooper Bristol had an interesting race keeping ahead of Tom Waterfield in Tim Ross's Cooper T41 until lap 12 and just managing to keep Cliff Gray's Cooper T43 at bay by just over 2 tenths at the flag. As you can see from this report there has been a Cooper resurgence in the HGPCA, particularly in the 1500cc Class 7c which was remarked upon in the Red Truck earlier in the weekend.

Michel Kuiper's race was not much better than his Qualifying. Gravel is a very invasive material and despite having his throttle linkage repaired, gravel again interfered with the operation. A dive into the pits at the end of the formation lap had the problem resolved on the leaders' lap 9. The remainder of the race being something of a shakedown test in preparation for Race 2.

**Race 2:** We had three listed non starters for race 2. Guillermo Fierro Eleta, with a blown engine, Andrew Tart with a suspect crown pinion and Greg Thornton.



Nick Fennell, Tim Child, Chris Drake, John Spiers and Peter Horsman photo Graeme Webb



Tim Ross's ex Brian Maile Cooper T41 in the hands of Tom Waterfield, Brian Jolliffe's Cooper T45 and Erik Staes' Cooper Bristol photo Graeme Webb

The gearbox issues from the previous day on the LDS appeared to have been rectified, but when the team fired up the car in morning, they decided that to attempt a full race would lead to them requiring a fresh engine. Greg regretfully retired.

There was further drama on the grid when James Hagan stalled on the grid and the car was wheeled away, Katsu Kubota also came into the pit lane so both Lotus retiring before the start. With the race 2 grid being established from the finishing order of race 1 the prospect for Will Nuthall having a tougher second race was in prospect.

The lights went out and Peter Horsman launched from his 3rd row position to go into Redgate snatching 3rd place. This was as high as the car was going to go, as the Lotus refused to pull cleanly limiting him to top rev range of 4500 rpm to 5400 rpm. It looked like being another simple win for Will Nuthall.

Tim Child had other ideas... not going to be caught napping a second time, he kept the Cooper within his sights throughout the race, with the gap seeing between 2 and 10 seconds. Lappery again came into play with the pair trading best lap times throughout the 16 laps. Peter Horsman finished a lonely third from a distant Nick Fennell in 4th place.

In the early laps there was a super battle between John Spiers, Tony Lees and Rod Jolley. Spiers gradually eased away from the fighting duo to take 6th place behind Chris Drake with Lees 7th and Jolley 8th

Michel Kuiper finally got a trouble free race and, from the back of the grid, worked his way through to 9th - an indication of what is to come from the Dutchman and his Brabham. Klaus Lehr, despite a change of brake hubs on the Maserati, retired on lap 6. There was, as ever, some good racing throughout the pack and plenty of smiling faces in the Red Truck at the end of the weekend when the prizes were awarded. During the awards, Lindsey Warren was introduced as the Competition Secretary for the Association. Lindsey is a face known to many in the paddock as a very efficient and helpful organiser with many years of experience under her belt. She can also quote the book of driver excuses too!

Lots of phones were to be heard pinging over the weekend as her Whats App reminders and updates were sent to the competitors. This worked really well and will continue going forward.

After all the class awards had been presented, the two drivers of the day were announced. For the front engine cars, Erik Staes was the recipient and, in the rear engine classes, it was Tom Waterfield who had been driving Tim Ross's Cooper T41 immaculately over the weekend.

(words Alan Jones)



Hey, it's post Covid, 2022 we're at Donington and the sun is shining! Rear Engine podium: Nick Fennell (2nd), Will (and Emelia) Nuthall (1st) and Tim Child (3rd) photo Eric Sawyer



Sunday Front Engine podium: Erik Staes (2nd) John Spiers (1st) and Chris Phillips (3rd) photo Graeme Webb



Saturday Front Engine podium: Paul Grant (2nd), John Spiers (1st) and Erik Staes (3rd) photo Erik Sawyer



Donington is a great circuit for all the decades of HGPCA cars - a great start to the 2022 season photo Graeme Webb



Michel Kuiper, John Spiers, Rod Jolley, Nick Taylor, Clinton McCarthy and Steve Hart in qualifying photo Hugues Laroche - HVM Racing



John Gillett's MG K3 being approached by Nick Taylor, Rod Jolley and John Spiers photo Hugues Laroche - HVM Racing



Steve Hart brushes the barrier in front of Parc Beaumont, Peter Horsman and Philippe Bony leave bim room photo Hugues Laroche - HVM Racing



Charlie Martin in Paul Waine's Cooper T53 followed by Nick Taylor's Lotus 18 photo Hugues Laroche - HVM Racing

20 - 22 MAY 2022

## PAU CLASSIC GRAND PRIX

After Donington, there was a four week gap to the Pau Classic Grand Prix where we were working with Laurent Vallery-Masson and his team at HVM our 'regular' French organiser. There was some confusion about the name of the event and its logo design - the town had clearly spent a fortune! There was the Classic Grand Prix, Pau Grand Prix (for modern cars 6-8 May) and the overall headline - Pau Motors Festival. Whatever the name, the event was more or less the same, the paddock had lost a few trees since we were last there which was a pity and so the sun and the heat - more like heatwave - beat down on us. Paddock arrangements, despite being so carefully pre-planned were a little chaotic in reality and the Red Truck danced around before settling in position within the HGPCA teams. We could have done with the tree cover - or awnings - in the assembly area where cars sat for far longer than was comfortable in the heat. In one of the races, they had to call for the medical team to deal with a driver who was suffering out on track, causing our cars to bake even longer than normal! Well done to you all for coping in difficult circumstances.

Brexit and Covid caused logistical problems for the Beevers who were turned away from their usual Cash'n'Carry because it had been three years since they'd been customers and hadn't used a trade shop in Europe since Brexit. If you want to know where the supermarkets are in and around Pau, they're now experts! The HGPCA took two grids on our last visit to Pau in 2019. This year we had booked time for only one grid, largely due to uncertainty about members' appetite for racing apres-Covid. We shouldn't have worried, only two cars fewer took to the track this year than had raced in 2019. Validation indeed of our love of Pau and our keenness to get back out racing again. Certainly, the bias was on rear engine cars - 17 this time. Sadly, Andrew Tart was unable to rebuild Rudi Friedrichs's gearbox after Donington. He had been looking forward to racing on the street circuit.

We had good time slots - Testing at 10.20 with free practice mid afternoon on Friday, qualifying at 09.25 (maybe not perfect) and Race 1 at 3.45. Sunday's Race 2 finished before lunch allowing drivers (if not the teams) to leave early. There were demonstrations on both Saturday and Sunday in celebration of Jim Clark who still holds the record for the most GP wins at Pau (four) winning his first Grand Prix race there in 1961. Several HGPCA drivers took to the track to repre-

### HGPCA at Pau Classic Race Results

Pos	N°	Driver	Entrant	Car/cc	Year	Colour
<b>Front Engine cars</b>						
Class 1 - 1925-1934 Grand Prix cars running on 18" or 19" wheels						
16	22	GILLETT John		MG K3 - 1086cc	1954	Blue
Class 4 - 1930-1951 Grand Prix & Voiturette cars over 1.5litres on 16" wheels						
11	4	TOPLISS Nick		ERA R4A - 1988cc	1935	Blue
Class 5: 1952/53 2 litre Grand Prix cars						
12	32	PLANTE Guy		Cooper Bristol T23 - 1971cc	1953	Dk Blue
DNF	19	GRANT Paul		Cooper Bristol Mk2 - 1971cc	1953	Blue
Class 6: 1954-1958 Grand Prix cars on 16" wheels						
5	34	SPIERS John		Maserati 250F - 2493cc	1955	Red
10	248	LEHR Klaus		Maserati 250F CM5 - 2500cc	1957	Red
15	221	HART Steve	Hann Family	Maserati 250F CM7 - 2495cc	1958	Red
<b>Rear Engine cars</b>						
Class 7b: Pre 1961 Grand Prix cars on 15" wheels						
1	10	NUTHALL Will	Giorgio Marchi	Cooper T53 - 2495cc	1960	Green/White
2	59	MARTIN Charlie	Paul Waine	Cooper T53 - 2495cc	1960	Green
3	2	JOLLEY Rod		Cooper T45/51 - 2495cc	1958	BRG/White
4	87	LEES Tony		Cooper T53 - 2495cc	1960	Green/White
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres						
14	92	BANHAM Stephen		Cooper T45 - 1475cc	1958	Silver
DNF	60	HANN Elliott		Cooper T41 - 1460cc	1956	Blue
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
9	20	SYKES Harvey		Cooper T45 - 1960cc	1958	Blue
19	47	JOLLIFFE Brian		Cooper T45 - 1960cc	1958	BRG
Class 10a: Pre 1 Jan 1964 1.5 litre 4-cylinder Formula 1 cars						
6	55	TAYLOR Nick		Lotus 18 914 - 1495cc	1961	White
7	18	MCCARTHY Clinton		Lotus 18 372 - 1500cc	1960	Green
8	80	BONNY Philippe		Brabham BT2 - 1450cc	1963	Blue
DN5	26	KUBOTA Katsu	Hasu Racing	Lotus 18 373 - 1500cc	1961	White
Class 12: Pre 1966 Tasman and Intercontinental 4-cylinder cars of not more than 2.7 litres						
17	122	HORSMAN Peter		Lotus 18/21 P1 - 2500cc	1961	Dk Blue
18	63	KUIPER Michel		Brabham BT4 - 2700cc	1963	Red
DNF	76	CHILD Tim		Brabham BT3/4 - 2497cc	1962	Red/Green

Driver of the Day: Front Engine - Guy Plante Rear Engine: Tony Lees



No race result for Team Hasu after Monaco but Nick Fennell was able to celebrate his birthday photo Abby Oliver

sent the Clark era.

With Monaco the weekend before, we often benefit from entries in France that wouldn't normally go all the way to Pau but the downside is that cars suffer issues that only become apparent later. This, unfortunately, happened to Katsu Kubota's Lotus 18 with an unrepairable (on site) crack in the gearbox. Especially sad as 373 was the car in which Jim Clark won his first world championship points.

Another Jim Clark car – Lotus 18 372 was entered by Clinton McCarthy in his first race with the HGPCA. Recently bought from John Chisholm, the Team Lotus car was originally raced by John Surtees and Innes Ireland with Jim Clark in the driving seat during 1961. Sam Wilson (who occasionally raced the car for Chisholm) was on hand to look after the car – something that Tony Lees was extremely grateful for when his distributor failed in the minutes before assembling for Race 2. The unfortunate heat struck driver in the previous race saved the day unknowingly, as Sam was able to fit another in time for the delayed start. Tony had a storming race to finish fourth overall and was awarded rear engine Driver of the Day. He described it all as “an epic weekend”.

Guy Plante was riding high after his race at Monaco and another excellent weekend was rewarded with front engine Driver of the Day.

We have not forgotten to mention the winner all weekend. . . . Will Nuthall, in Giorgio Marchi's Cooper had things under control from the first practice. Comfortably quickest, although Horsman's Lotus and Charlie Martin (guest driving Paul Waine's Cooper) got close on times, couldn't match Will's overall pace. Pole and two comfortable wins.

Tim Child, second overall at Donington but an excellent showing in free practice and qualifying was marred by a downshift over-rev approaching the hairpin which resulted in a bent valve and withdrawal.

It wasn't the Chairman's weekend though. Peter was penalised for the smallest of jump starts from P2 in Race 1 and missed the drive through penalty signals apparently for enough laps to generate a black flag causing retirement. His tremendous charge from the back in R2 got him to 7th on the first lap, 3rd at the end of lap two, purple sector 1 on lap three. . . . and an unplanned visit to the barriers.

Two, much older, cars that had raced at Monaco were John Gillett's MG K3 and Nick Topliss's ERA R4A finishing 12th and 11th respectively decided to take on another road circuit a week later. Well done guys. At Monaco you're racing with similar cars. At Pau, the cars sharing the tarmac with you are 30 years younger with all those advances in technology. Both demanding to drive at any time, having to deal with the speeds the other cars approach cannot be easy. Although John was well aware what was going on in his mirrors, he and a number of other drivers were surprised and sometimes confused by the number of blue flags shown. Still, when it comes to Blue flags,



Clinton McCarthy, first time out with the HGPCA in his Jim Clark Lotus 18, Tony Lees in his Cooper T53, Philippe Bonny in his Brabham BT2 and Steve Hart in the Hann Family 250F photo Hugues Laroche - HVM Racing



Race 1 start: Will Nuthall, Peter Horsman, Charlie Martin, Michel Kuiper, Jobn Spiers at the front photo Hugues Laroche - HVM Racing



Nick Topliss in his ERA ahead of Elliott Hamm in his Cooper T41 photo Hugues Laroche - HVM Racing



Class 7c winner, Elliott Hamm photo Abby Oliver



Driver of the Day, Guy Plante photo Abby Oliver



Team Steve Hart had cornered the market in cooling fans over the HOT, HOT, HOT weekend and here's Louis helping to keep Klaus Lebr cool in the assembly area photo Annie Hart



Front Engine podium: Steve Hart (2nd), John Spiers (1st) and Klaus Lebr (3rd) photo Hugues Laroche - HVM Racing



Rear Engine Driver of the Day Tony Lees photo Abby Oliver

better too many than none at all.

There were tussles up and down the field, but worth particular mention was John Spiers (250F), Nick Taylor (Lotus 18) and Rod Jolley (Cooper T45/51). Three completely diverse cars racing as close as you like with fine demonstration of how it's all done, with a reinvigorated Rod Jolley coming out on top.

John Spiers was ferociously quick in the most supple of the 250Fs. Gear ratio change by Team Hart following free practice optimised performance and he won class 6 and top step of the front engine race podium for both races.

Class 7c which has been a barren field for several years saw the biggest group of entries at Donington which was fabulous. Only two made it to Pau – Elliott Hann with a fresh engine and properly functioning clutch in the T41 helped to deliver some creditable lap times on a circuit suited to the more diminutive cars. Making up time in the twisty bits lost on the straight. Steve Banham in the Jim Russell ex Scotty Taylor Cooper T45 is gaining confidence and using more revs which meant going faster...and braking

harder - resulting in a spin at turn two. Too much rear brake bias! Won't be there next time! (But we think Steve enjoys a spin here and there!) His post race comments "Bev and I had a great time in Pau. Really enjoyed the street circuit after the initial nervousness of not knowing what to expect and thought the town was lovely and all the restaurants we used were excellent. Would love to return but maybe not in 35 (going on 40) degrees next time!"

Harvey Sykes rejoined the class 9 pack in 2021 with the Cooper T45 that was the first rear engine car to win a Grand Prix race – Monaco 1958 - Rob Walker team with Maurice Trintignant driving. Harvey was anxious about racing in Europe. His comments afterwards... "This was my first time racing overseas. The cost and the time commitment is much greater than a home race, but it felt more social, more friendly and just a nicer experience. Something between a holiday



Event Comp Sec, Richard Parnell announces Class 10 winner, Nick Taylor. photo Abby Oliver

and a 'normal' UK race. If the HGPCA go to Pau again and the dates don't clash with other commitments, I'd very much like to go. Travel arrangements and the Carnet in particular were a major piece of work. There was enough ambiguity, so that I felt it necessary to check everything with multiple sources and read every bit of guidance I could find. To then arrive and see that Tony Lees had road registered his Cooper avoiding a Carnet certainly got my attention!

The Red Truck adds immeasurably to the race meeting. The food is wonderful, it's an important social hub and for someone like me who always seems to need help or have questions, there are people around who I can talk to. I would like to say thank you to everyone involved. The HGPCA team, of course, but also the other competitors, their companions and teams. Together, you all made the event feel very special and just a privilege to be part of."

We can't add more other than to say that Pau is a very special place. Okay, the weather can be over hot! or see horrendous downpours but the town is glorious, steeped in English history, wonderfully eclectic, super restaurants and bars... we hope to race there for many years to come. If the Pyrenees decide to show themselves, it's the icing on the cake.

## Austrian Historic: Red Bull Ring

3 of our Austrian members - Thomas Matzelberger, Ingo Strolz and Stephan Jobstl - regularly test the tarmac at the Red Bull Ring and didn't want to pass on the opportunity to get some HGPCA cars out in the inaugural Historic race weekend in early June. Members were asked to get in touch if they were able to get there and, by all accounts, it was good even if the grid wasn't big. Formula Juniors and Masters had grids there and would like to return.





Just two weeks later, we were back in France again. This time for a very different type of event – Sport & Collection's 500 Ferraris against Cancer – at Val de Vienne circuit south east of Poitiers. This event has been on the cards since 2020 and, encouraged by Board Members, Rod Jolley and Julian Bronson, we finally made it in 2022 at the beginning of June. It is unlikely that any of us will have seen the number of Sports and Supercars as there were in the paddock. On one side were hundreds of Ferraris, Lambourghinis and Porsches and on the other side were a similar number of beautiful classic cars. You may recall that Luc Brandts took his Talbot Lago there last year and met Andre Etancelin grandson of Philippe 'Phi-Phi' the original owner who raced the car extensively until the end of 1950. Luc brought the car again but sadly had gear-box/final drive problems resulting in a no start in Race 2 which was a shame.

We had been invited to run two grids – front engine and rear engine – our only opportunity this season and we were rewarded with a bigger front engine field: 16 and 14 respectively. Bronson was keen to run his Scarab but, unable to race it himself, invited Will Nuthall to. Both were rewarded – fastest in free practice and qualifying (in a car he'd not driven before) and a brace of wins with the first coming from dead last after the car died at the start. He kept his head and methodically got it going, and the



Rod Jolley's Lister Monzanapolis ahead of Will Nuthall and Eddie McGuire in the Scarabs passing Nick Topliss in ERA R4A photo LSDM

## HGPCA at Sport & Collection Race Results

### Front Engine Cars (Plateau 1):

Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>Class 1: 1925-1934 Grand Prix Cars</b>							
13	122	John Gillett		MG K3	1086s	1934	Blue
<b>Class 2: 1935-1951 Grand Prix cars</b>							
10	35	Stephan Rettenmaier		OSCA Tipo G	4500	1951	Red
DNF	26	Luc Brandts		Talbot Lago T26	4482	1948	Blue
<b>Class 3: Pre 1939 1.5 Litre Voiturette Cars</b>							
4	4	Nick Topliss		ERA R4A	1888	1935	Blue
<b>Class 5: 1952/53 2 Litre Grand Prix Cars</b>							
5	36	Erik Staas		Cooper Bristol Mk II	1971	1953	Blue/White nose
	32	Guy Plante		Cooper Bristol T23	1971	1953	Dark Blue
	21	Ian Nuthall		Cooper Bristol MkII	1971	1953	BRG
	6	Martin Eyne		Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
11	9	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1971	1953	Green - light
12	19	Paul Grant		Cooper Bristol Mk 2	1971	1953	Blue/Red
<b>Class 6: 1954-1958 Grand Prix Cars</b>							
2	34	John Spiers		Maserati 250F 2516	2494	1955	Red
DNF	22	Steve Hart	The Hann Family	Maserati 250F CM7	2495	1958	Red
<b>Class 7a: Pre 1961 Front Engine Grand Prix Cars</b>							
DNF	38	Richard Wilson		Ferrari 246 Dino	2417	1960	Red
<b>Class 8: Formula Libre, Indianapolis &amp; Intercontinental Cars</b>							
1	30	Will Nuthall	Julian Bronson	Scarab Offenhauser	2500	1960	Blue/White
3	28	Eddie McGuire		Scarab	2441	1960	Blue/White
8	2	Rod Jolley		Lister Jaguar Monza GP	3781	1958	Silver

### Rear Engine Cars (Plateau 2):

Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>Class 7b: Pre 1961 Grand Prix Cars</b>							
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	2495	1960	Green/White
4	87	Tony Lees		Cooper T53	2495	1960	Green/White
9	9	Olivier Huez		Cooper T51	2025	1959	Green/White
DNF	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
<b>Class 9: Pre 1961 Grand Prix/Formula 2 Cars</b>							
8	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
NC	64	Charlie Martin	Justin Maeers	Cooper T51	1964	1960	Red/green stripe
<b>Class 10a: Pre 1964 1.5 litre Formula 1 Cars</b>							
6	20	Alex Morton		Lotus 21 939/952	1498	1961	Green/gold
7	37	Eddy Perk		Heron F1	1488	1960	Red/Gold
DNF	44	Klaus Bergs		Lotus 18 908	1500	1961	White/Blue
<b>Class 12: Pre 1966 Tasman &amp; Intercontinental 4-cylinder Cars</b>							
2	53	Justin Maeers		Cooper T53	2751	1960	Green
3	63	Michel Kuiper		Brabham BT4	2700	1963	Red
5	7	Max Steas		Brabham BT7A	2700	1963	Burgundy
DNF	3	Barry Cannell		Brabham BT11A	2495	1964	Red/White
DNF	6	John Emery		Brabham BT4	2495	1962	Blue

Driver of the Day: Front Engine - Nick Topliss Rear Engine: Alex Morton

second a commanding pole to flag. Not quite as successful in his regular seat, Giorgio Marchi's Cooper T53, as Rudi Friedrichs, reunited with his Jack Brabham championship winning T53, won the first race, sadly retiring from Race 2 with transmission fatigue.

ALL cars took advantage of the free practice sessions – the majority had not raced on the circuit before and were glad of the opportunity to become familiar with the twisty, technical track with its super long straight which brought challenges of different sorts for all. There were however, no complaints about the nature of the circuit and most would happily return in the future, particularly if hotels were not quite so far away! An excellent rapport between the HGPCA Team and the Senior Clerk and Race Control allowed several potential situations to be handled sensitively and effectively.

Barry Cannell started third in race one and had a good tussle with Justin Maeers until an unreliable brake pedal put him in the gravel around the halfway mark. Safety car intervention permitted a lift (with Cannell in car) and put down on the track which allowed him to continue and return to the pits to retire.

Justin qualified well but retired on the first lap of the first race with a broken driveshaft. New ones had been fitted prior to the weekend but twisted and snapped like celery. Paddock team effort in replacing the old shafts were rewarded with a fine second in Race 2 having started from the back.

Following disappointment at Pau, this was a good weekend for Michel Kuiper taking the Brabham to second in Race 1 and third overall in Race 2, much to the delight of his children! The CoC was not so delighted at an overanxious jump start in Race 2 but, the resulting drive through probably cost him 2nd place. Matching Kuiper for pace, but not outright performance, Tony Lees enjoyed a trouble free weekend rewarding him with third in Race 1 and fourth in Race 2.

Good to see Alex Morton out again. His beautifully prepared Lotus 21 suffered from a coming together (racing incident) with Klaus Bergs. However, with some suitably coloured Gaffer tape and a scrutineering "all clear", was out again in Race 2. Having driven impeccably all weekend he received the Rear Engine Driver of the Day award as well as class win. Another beautifully prepared car – Olivier Huez's Cooper T51 – suffered some misfiring in free practice and a first gear selection problem prompted his request to start from the back in Race 2 in which he finished 9th.

The spectators were surprised that there was actual racing happening during the weekend as the normal format is back to back demonstrations and passenger rides through Saturday and Sunday. The fact that there was a Ferrari in the front





John Gillett's MG K3 and Stephan Rettenmaier in his OSCA - Richard Wilson's Dino being recovered in the background photo Lesley Perk



L'Isle Jordan - full of lovely restaurants & Team HGPCA's AirB&B



Race 1 Rear Engine podium: Michel Kuiper (2nd), Rudi Friedrichs (1st) and Tony Lees (3rd) photo Nutball



Simon Feldman in his Ferrari 250 - the HGPCA Course Car

engine grid delighted them. Richard Wilson rewarded them with a fine sparring match with John Spiers in his 250F finishing second in Race 1 but, falling foul of the rumble strip and some damp astro turf, ended Race 2 partly across the track pitching into a spin after taking a wide line into a turn.

Both Scarabs finished Race 2 (is that a record?) 1st and 3rd but this time it was Eddie McGuire starting from the back having lost a rear wheel on the last corner of the third lap in Race 1. Several HGPCA Team members were watching and able to direct the marshal to exactly the place where the wheel spinner could be picked up. Rod Jolley's Lister Monzanapolis ran faultlessly all weekend, but the nature of the circuit didn't really suit the car and the rear tyres in particular took a hammering. A magnificent 4-wheel drift across the gravel trap at the fast Turn 3 in Race 1 was a replayed highlight in Race Control earning Rod a track limits warning!

Nick Topliss wrestled ERA R4A magnificently round this circuit which, much like the Lister, does not play to its strengths. His consistent performance throughout the weekend earned Nick Front Engine Driver of the Day.

There is an ongoing battle within Class 5 between Erik Staes and Guy Plante and at Val de Vienne they had a tremendous time. Sadly, the timekeepers targeted the wrong car calling Erik in for a drive through penalty for a jumped start which he dutifully took. The organisers realised their mistake after the race and apologised to him awarding Guy with a time penalty instead!

Family Rettenmaier brought the fabulous OSCA which Stephan roared around the track faultlessly as always. Thanks for bringing this fabulous car. Daughter, Klara, gains confidence and speed each



Half a dozen Cooper-Bristols - is that a record?



The Kuipers, Luc Brandts and team and Richard Wilson at the Gala Dinner photo Tim/Donna

time she races the ex Steve Russell/Bob Gerard Cooper Bristol and Ian Nuthall gave her a few tips which helped cut her lap times.

The Red Truck was sadly missed over the weekend. Circuit catering fell short of our normal buffet and Friday's mis-calculation on the number of baguettes required was dramatically reversed for Saturday and Sunday! Occasionally, it takes something like this to realise how we rely on the comfort and convenience of our own hospitality but a big thank you to the Teams who brought beers along for everyone at Sunday's prizegiving.

The organisers, Jean-Pierre Doury and Sport et Collection were very positive about our participation and he came along to prizegiving with Julian Parish (to whom we are very grateful for his help in translation and much more over the arrangements). Over €300,000 was raised over the weekend which included a donation from the Association. Thank you for your support.



Rod Jolley with Jean-Pierre Doury of Sport & Collection, the organiser of the weekend photo Abby Oliver



Rudi Friedrichs and Team Rettenmaier at the Gala Dinner photo Tim/Donna



Eddy Perk (Heron), Rudi Friedrichs (Cooper T53) and Max Blees (Brabham BT7A) photo Lesley Perk



Steve Hart and John Spiers in 250Fs and Richard Wilson's Dino photo DYL



Race 2 Rear Engine podium - the champagne's out - Justin Maeers (2nd), Will Nutball (1st) and Michel Kuiper (3rd) with Julian Parish photo Nutball



Montmorillon may have been a long drive from the circuit but the food at the Lucullus was worth waiting for photo Jane Nutball



John Gillett, Class 1 winner with Stella in the 'not the Red Truck' marquee photo Abby Oliver



Not quite the Red Truck but a great atmosphere for the Rear Engine prizegiving photo Ian Wilson



Bradley Hitchen, Will Nutball and Brandon Rowley Winning Team Nutball photo Jane Nutball



Chris Wilson, Jean-Pierre Doury and Julian Parish photo Ian Wilson

## For Sale: Coventry Climax engine and various parts

Jon Fairley is in the process of rebuilding his Brabham as it was originally driven in F1 races during 1965 by Dan Gurney and Denny Hulme with a Coventry Climax V8 which means he has several items to pass on.

2.75l Coventry Climax FPF Engine : Freshened 3 events before the rebuild began with valve seats recut ; new valve springs ; piston rings ; big end bolts being replaced. Sold with a new/ unused set of Omega 12 :1 pistons, spare Piper camshafts. 2.5l Coventry Climax Omega pistons, liners, connecting rods and crankshaft. Weber 58 DC03 (Crosthwaite and Gardener) set of carburetors - inlet manifold for 2.5/ 2.7l FPF. Brabham BT11 exhaust (may fit Cooper) for 2.5/ 2.7 FPF engine.

Contact Jon via email if there's anything you might be interested in. [jonf@tandemcontracts.co.uk](mailto:jonf@tandemcontracts.co.uk)

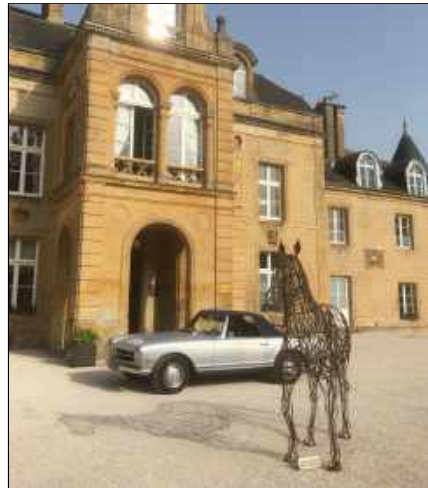




## *Cruise to Colmar - Third time lucky!*

Our fourth road trip was finally able to take place after three years of anticipation! Members signed up in December 2019 before the Covid-19 pandemic was even a seed of the nightmare. Tour supremo, Denis Robson, had planned to take a trip and create the route early in 2020 but, instead, had to enjoy/endure an extremely extended 'holiday' in Australia where he'd gone to spend Christmas with his daughter. 2020 was a write-off and then 2021 became unviable too. Thankfully, Kieran Line at Scenic Tours was able to re-book the hotels year on year and maintain costs more or less.

By March this year, we began to believe it might finally happen. Denis planned the recce and we asked participants to confirm they were still up for the trip. 14 cars ranging in age from Luc Brandts' mid 1930s Riley MPH to a much more recent F Type Jaguar (a last minute substitution for a problematic immobiliser on a Lancia) were all definitely ready to roll. The Roadbook – excellently produced by Denis and Tracey Starmer – was more than comprehensive and all were asked to take a look well before Day 1 to be able to choose what they'd like to visit/see during each of the five days. Half a dozen were circulated over the Val de Vienne weekend and the others sent



by Royal Mail allowing a couple of weeks of study...

The days had various 'options' along the road between hotels and we all made our own plans and occasionally bumped (not literally) into each other at coffee or lunch stops. Denis kindly supplied insider knowledge on the historical background of the various towns/areas en route which were very interesting





even if not explored by everyone. A number of WW1 and 2 memorials, bunkers, etc. and/or a visit to Paris Louvre's outpost at Lens were on offer Monday/Tuesday followed by pre-dinner drinks and canapes at the Maison Rouge in Noeux les Mines. We dined together each evening although breakfast was taken more casually which worked extremely well.

The photos (thanks to all of you who sent us some) will tell the story better than words so just a mention of hotels: Maison Rouge, Hotel le Château Fort Sedan (which was a chateau in a fort where we all parked inside the walls!), Resort Barrière Ribeaupillé (which had a spa and the biggest jacuzzi you've ever seen) and another chateau - Château du Faucon Hotel in Donchery – all of them fabulous. Some glorious roads along the way, views to die for and a couple of hill climbs for the adventurous. Huge thanks to Denis and Tracey for persevering with the trip and giving us all a great time. *Where shall we go next ???*



**Marc Valvekens 8/5/1947 – 17/6/2022**

An HGPCA Member for over 20 years, Marc raced his Bugatti T37A and Gordini 16 with us until he bought the 1959 Works Aston Martin DBR4 for Roy Salvadori in 2014. The car had been running in HGPCA events since 1968 in the hands of Neil Corner and then Hubert Fabri. He and Jacqueline always stayed in their motorhome at race events and his cars were always immaculately turned out and beautifully driven. He died on June 17, 2022 following a long battle with cancer. Our heartfelt condolences to Jacqueline and their families.

Marc Valvekens was a successful lawyer and had taken over the family firm VALVEKENS & PARTNERS in the late 1970s and expanded it into a renowned law firm specializing in liability and insurance law. In 2011 he was President of the Royal Veteran Car Club of Belgium with whom he drove his Bugatti, Malicet & Blin or his 1897 Panhard. He also raced with Motor Racing Legends in the Stirling Moss Trophy in his Lola Mk 1.



**Simon Diffey 11/6/1964 – 14/5/2022**

The fact that Simon's Facebook page is as active now as it's ever been is a fitting tribute to a man who was the life and soul of any event – be it a party or race meeting, let's keep it going forever. That's not to say he would ever take over. He didn't. He just made sure that everyone was having a good time and catch up. There can't be many people in the historic motorsport world whose lives he did not touch but the variety of attendees at his funeral on 20th June showed that motorsport wasn't the only arena in which he played a part. His company, Merry Printers, have produced all our print for as long as we can remember and we send sorrow and condolences to Sarah, son George, his family and dear friends.

*We will miss them both*

*Marc at Zandvoort in 2012 and Simon with brother, Jim photos by Jim Houlgrave*

# HGPCA at Donington Masters Historic - Results

15/16 April 2022

Pos	Race No	Driver Name	Owner Name	Car	Year	cc	Colour
<b>Front Engine cars</b>							
<b>Class 1 – 1925-1934 Grand Prix cars running on 18" or 19" wheels</b>							
	24	12	Julia de Baldanza	Bugatti 35B	1929	2262	Blue
<b>Class 5: 1952/53 2 litre Grand Prix cars</b>							
	16	36	Erik Staes	Cooper Bristol Mk II	1953	1971	Blue Red nose
	19	33	Chris Phillips	Cooper Bristol Mk II	1953	1971	Green/Yellow
	DNF	19	Paul Grant	Cooper Bristol Mk 2	1953	1971	Blue
<b>Class 6: 1954 -1958 Grand Prix cars on 16" wheels</b>							
	6	34	John Spiers	Maserati 250F 2516	1955	2494	Red
	DNF	248	Klaus Lehr	Maserati 250F CM5	1957	2500	Red
	DNS	31	Guillermo Fierro Eleta	Maserati 250F 2501/2523	1954	2493	Red
<b>Class 6: Formula Libre, Indianapolis &amp; Intercontinental cars</b>							
	DNS	28	Eddie McGuire	Scarab	1960	2441	Blue/White
<b>Rear Engine cars</b>							
<b>Class 7b: Pre 1961 Grand Prix cars on 15" wheels</b>							
	1	10	Will Nuthall	Giorgio Marchi Cooper T53	1960	2495	Green/White
	7	87	Tony Lees	Cooper T53	1960	2495	Green/White
	DNF	20	Andrew Tart	Rudi Friedrichs Cooper T53	1960	2462	Green
<b>Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
	14	141	Tom Waterfield	Tim Ross Cooper T41	1956	1460	Green
	17	43	Cliff Gray	Cooper T43	1957	1500	Green
	20	60	Elliott Hann	Cooper T41	1956	1460	Blue
	21	41	Sid Hoole	Cooper T41	1956	1500	Unpainted
	22	92	Stephen Banham	Cooper T45	1958	1475	Silver
	23	45	Hans Ciers	Cooper T45	1958	1500	Green
<b>Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
	8	51	Rod Jolley	Tim Ross Cooper T43/51	1957	1960	BRG
	12	38	Harvey Sykes	Cooper T45	1958	1960	Blue
	13	47	Brian Jolliffe	Cooper T45	1958	1960	BRG
<b>Class 10a: Pre 1 Jan 1964 1.5 litre 4-cylinder Formula 1 cars</b>							
	10	55	Nick Taylor	Lotus 18 914	1961	1495	White
	DNF	26	Katsu Kubota	Lotus 18 373	1960	1500	White
	DNF	50	James Hagan	Lotus 18 903	1961	1500	White
	DNS	4	Greg Thornton	LDS 03	1961	1487	Red-black stripe
<b>Class 10a: Pre 1 Jan 1964 1.5 litre 4-cylinder Formula 1 cars</b>							
	5	91	Chris Drake	Cooper T71/73	1964	1498	BRG
	15	72	Tom De Gres	Brabham BT14	1965	1498	White/Blue
<b>Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
	4	29	Nick Fennell	Lotus 25 R5	1962	1498	BRG
	11	40	Stephan Jöbstl	Lotus 24 947	1962	1494	BRG
	18	1	John Romano	Brabham BT11	1964	1500	Green/Gold
<b>Class 12: Pre 1966 Tasman and Intercontinental 4-cylinder cars of not more than 2.7 litres</b>							
	2	76	Tim Child	Brabham BT3/4	1962	2497	Red/Green
	3	22	Peter Horsman	Lotus 18/21 P1	1961	2500	Dk Blue/Black
	9	63	Michel Kuiper	Brabham BT4	1963	2700	Red

**Driver of the Day:** Front Engine - **Erik Staes** Rear Engine: **Tom Waterfield**

# HGPCA at Pau Classic Grand Prix - Results

20-22 May, 2022

Pos	N°	Driver	Entrant	Car/cc	Year	Colour
<b>Front Engine cars</b>						
<b>Class 1 – 1925-1934 Grand Prix cars running on 18" or 19" wheels</b>						
16	22	GILLET John		MG K3 - 1086cc	1934	Blue
<b>Class 4 - 1930 -1951 Grand Prix &amp; Voiturette cars over 1.5litres on 16" wheels</b>						
11	4	TOPLISS Nick		ERA R4A - 1988cc	1935	Blue
<b>Class 5: 1952/53 2 litre Grand Prix cars</b>						
12	32	PLANTE Guy		Cooper Bristol T23 - 1971cc	1953	Dk Blue
DNF	19	GRANT Paul		Cooper Bristol Mk2 - 1971cc	1953	Blue
<b>Class 6: 1954 -1958 Grand Prix cars on 16" wheels</b>						
5	34	SPIERS John		Maserati 250F - 2493cc	1955	Red
10	248	LEHR Klaus		Maserati 250F CM5 - 2500cc	1957	Red
15	221	HART Steve	Hann Family	Maserati 250F CM7 - 2495cc	1958	Red
<b>Rear Engine cars</b>						
<b>Class 7b: Pre 1961 Grand Prix cars on 15" wheels</b>						
1	10	NUTHALL Will	Giorgio Marchi	Cooper T53 - 2495cc	1960	Green/White
2	59	MARTIN Charlie	Paul Waine	Cooper T53 - 2495cc	1960	Green
3	2	JOLLEY Rod		Cooper T45/51 - 2495cc	1958	BRG/White
4	87	LEES Tony		Cooper T53 - 2495cc	1960	Green/White
<b>Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
13	60	HANN Elliott		Cooper T41 - 1460cc	1956	Blue
14	92	BANHAM Stephen		Cooper T45 - 1475cc	1958	Silver
<b>Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
9	20	SYKES Harvey		Cooper T45 - 1960cc	1958	Blue
19	47	JOLLIFFE Brian		Cooper T45 - 1960cc	1958	BRG
<b>Class 10a: Pre 1 Jan 1964 1.5 litre 4-cylinder Formula 1 cars</b>						
6	55	TAYLOR Nick		Lotus 18 914 - 1495cc	1961	White
7	18	MCCARTHY Clinton		Lotus 18 372 - 1500cc	1960	Green
8	80	BONNY Philippe		Brabham BT2 - 1450cc	1963	Blue
DNS	26	KUBOTA Katsu	Hasu Racing	Lotus 18 373 - 1500cc	1961	White
<b>Class 12: Pre 1966 Tasman and Intercontinental 4-cylinder cars of not more than 2.7 litres</b>						
17	122	HORSMAN Peter		Lotus 18/21 P1 - 2500cc	1961	Dk Blue
18	63	KUIPER Michel		Brabham BT4 - 2700cc	1963	Red
DNF	76	CHILD Tim		Brabham BT3/4 - 2497cc	1962	Red/Green

**Driver of the Day:** Front Engine - **Guy Plante** Rear Engine: **Tony Lees**

# HGPCA at Val de Vienne - Sport & Collection - Results

3-5 June 2022

## Front Engine Cars (Plateau 1):

Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>Class 1: 1925-1934 Grand Prix Cars</b>							
13	122	John Gillett		MG K3	1086s	1934	Blue
<b>Class 2: 1935-1951 Grand Prix cars</b>							
10	35	Stephan Rettenmaier		OSCA Tipo G	4500	1951	Red
DNF	26	Luc Brandts		Talbot Lago T26	4482	1948	Blue
<b>Class 3: Pre 1939 1.5 Litre Voiturette Cars</b>							
4	4	Nick Topliss		ERA R4A	1988	1935	Blue
<b>Class 5: 1952/53 2 Litre Grand Prix Cars</b>							
5	36	Erik Staes		Cooper Bristol Mk II	1971	1953	Blue White nose
6	32	Guy Plante		Cooper Bristol T23	1971	1953	Dk Blue
7	21	Ian Nuthall		Cooper Bristol MkII	1971	1953	BRG
9	6	Martin Eyre		Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
11	9	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1971	1953	Green - light
12	19	Paul Grant		Cooper Bristol Mk 2	1971	1953	Blue/Red
<b>Class 6: 1954-1958 Grand Prix Cars</b>							
2	34	John Spiers		Maserati 250F 2516	2494	1955	Red
DNF	22	Steve Hart	The Hann Family	Maserati 250F CM7	2495	1958	Red
<b>Class 7a: Pre 1961 Front Engine Grand Prix Cars</b>							
DNF	38	Richard Wilson		Ferrari 246 Dino	2417	1960	Red
<b>Class 8: Formula Libre, Indianapolis &amp; Intercontinental Cars</b>							
1	30	Will Nuthall	Julian Bronson	Scarab Offenhauser	2500	1960	Blue/White
3	28	Eddie McGuire		Scarab	2441	1960	Blue/White
8	2	Rod Jolley		Lister Jaguar Monza GP	3781	1958	Silver
<b>Rear Engine Cars (Plateau 2):</b>							
Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>Class 7b: Pre 1961 Grand Prix Cars</b>							
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	2495	1960	Green/White
4	87	Tony Lees		Cooper T53	2495	1960	Green/White
9	9	Olivier Huez		Cooper T51	2085	1959	Green/White
DNF	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
<b>Class 9: Pre 1961 Grand Prix/Formula 2 Cars</b>							
8	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
NC	64	Charlie Martin	Justin Maeers	Cooper T51	1964	1960	Red/green stripe
<b>Class 10a: Pre 1964 1.5 litre Formula 1 Cars</b>							
6	20	Alex Morton		Lotus 21 939/952	1498	1961	Green/gold
7	37	Eddy Perk		Heron F1	1488	1960	Red/Gold
DNS	44	Klaus Bergs		Lotus 18 908	1500	1961	White/Blue
<b>Class 12: Pre 1966 Tasman &amp; Intercontinental 4-cylinder Cars</b>							
2	53	Justin Maeers		Cooper T53	2751	1960	Green
3	63	Michel Kuiper		Brabham BT4	2700	1963	Red
5	7	Max Blee		Brabham BT7A	2700	1963	Burgundy
DNF	3	Barry Cannell		Brabham BT11A	2495	1964	Red/White
DNF	6	John Emery		Brabham BT4	2495	1962	Blue

**Driver of the Day:** Front Engine - **Nick Topliss** Rear Engine: **Alex Morton**