

President: Sir Stirling Moss
Vice President: Tony Merrick
Chairman: Peter Horsman
Treasurer: Andrew Beaumont

HGPCA Board of Directors
Julian Bronson, John Clark,
Rod Jolley, Eddy Perk, William Nuthall,
Ted Rollason and Chris Wilson

Events/Eligibility: Martin Grant Peterkin
Past Chairman: Barry Cannell

40th Anniversary
**HISTORIC
GRAND PRIX CARS
ASSOCIATION**

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

NL3 Jul/Aug 2019

**Annual Lunch
will be held at
the RAC Club
London on
Friday 6th Dec**

HSCC LEGENDS OF BRANDS HATCH 29/30 JUNE

SuperPrix - SuperHot!

CONGRATULATIONS to first-time race winner Richard Wilson who joined stalwarts Barry Cannell and Rod Jolley in tasting the champagne when the Association made a popular return to Kent for stop four on the 2019 'Magical History Tour' within the HSCC's annual Legends of Brands Hatch Superprix on June 29-30. Such was the spirit of competition on the wonderfully challenging Grand Prix circuit – opened in 1960 and detail revised in only a couple of places since – our races were widely hailed as the pick of the summer's crop!

We welcomed to the fray car owners John Emery, Elliott Hann, Thomas Matzelberger and Robert Pulleyn for the first time, plus young Benn Tilley, a most personable student of the sport given the honour of a Formula 1 debut in Paul Smeeth's ex-Team Lotus 18 having spannered (with dad Stuart) and won races in his FJunior 22 a couple of years back. Reigning Classic Formula Ford champion Benn and Elliott were surprised and



Richard Wilson, first time out in the Dino wins Race 1 for the front engine cars at Legends of Brands Hatch Superprix photo Eric Sawyer



Tom Dark's Cooper fights to keep Andy Middlehurst's fine Lotus behind him photo Eric Sawyer

delighted to be named 'Drivers of the Day' at the conclusion of a successful meeting.

As ever the social side of the event created a marvellous backdrop and counterbalance to the racing. Apart from outstanding camaraderie at the Red Truck hub in the paddock the hospitality centred on a gloriously warm and sunny Saturday evening when Peter and Jaqui Horsman again generously hosted a party at their lovely home nearby. Continuing the finest traditions of the HGPCA over four decades this marvellous melange of music and food – prepared by the indefatigable double-stinting Beavers – proved once more why we remain the envy of the historic motorsport world.

QUALIFYING:

Separate double-headers for Pre-'61 and Pre-'66 grids and too many cars for a unified timed practice session for the circuit licence issued by Motorsport UK caused some logistical headaches. These were overcome amicably, with a few cars being seeded to run with the Historic Formula Juniors on Saturday morning. Indeed, to our advantage, this amicable arrangement (between the FJHRA and HSCC) enabled Tom Dark, Rod Jolley, Guy Plante and Richard Wilson to enter both races with different machines, thus maximise their enjoyment of the meeting.

The majority of the entry ran first and drew the short straw when the session was stopped prematurely for marshals to dress a long line of lubricant between post 13 and 16 on the GP loop. The source was Peter Horsman's familiar ex-Tony Shelly Lotus 18/21, for the oil filter on its Climax PPF engine spun off. Fortunately the slick didn't catch anybody out, but only Max Blees (Brabham BT7A) and Wilson – acclimatising to both the circuit and the scarlet Ferrari 246 Dino evocation acquired from Tony Best (who is currently focussed on FJunior racing with his son) – plugged away and



Pre 66 start: Middlehurst, Horsman and Dark head up to Paddock Hill bend photo Eric Sawyer



Seeing Red: Eddy Perk, Greg Thornton and Richard Taring photo Eric Sawyer

managed 10 laps. Richard was one of few to continue after the stoppage.

Also putting in as many miles as possible was Steve Hart, not in the Hann Family's Maserati 250F CM7 but debuting SHR4, a stunning 1957 factory lightweight 250F clone which he has built over around 15 years (with a lengthy hiatus in the middle) for discerning Italian client Gigi Baulino. Steve had shaken it down at Snetterton a couple of weeks previously, and with its owner decided the time was ripe for competitive exertion. "I wish I'd made another one for myself at the same time," shrugged the Norfolk-based marque specialist, who prepares (the sadly absent) Guillermo Fierro's ex-works 250F.

The order atop the timesheets was still sorting itself out when the red flags flew. Always on form, and seemingly impervious to pressure 1980s' Formula Ford racer Andy Middlehurst duly annexed pole in just six laps in John Bowers' 1500cc Climax V8-engined Jim Clark Lotus 25 R4. The Merseysider's standard of 1m40.655s (87.02mph) was 1.337s swifter than double Pau



The guests enjoyed a fantastic impromptu 'gig' led by our own Guy Plante at the piano photo Lesley Perk

vainqueur Horsman managed with his 2.5-litre 'four' before drama struck.

Peter's 1:41.992 was almost a second quicker than class 12 rival Jon Fairley with period 2.7 Climax in his ex-works Brabham BT11/19 in Tasman spec, but Silverstone season-opener victor Barry Cannell was but 0.015s adrift in his ex-Vogele InterContinental Formula BT11A. This was a remarkable story, for the Hawker Racing equipe had straightened its chassis frame in less than three weeks after its Pau aerobatics and returned it feeling "brilliant," according to Cannelloni.

The 2.5-litre Cooper T53s of Chris Drake and Rudi Friedrichs (ex-Jack Brabham) shared row three, heading class 7b. The former was relieved to have licked the engine oil supply problems which spun a bearing at Portimao last Autumn and have restricted his outings in the ex-



Maria Hurley and Sue Hoole and over 80 Members and guests enjoying a great evening at Peter and Jaqui Horsman's BBQ photo Lesley Perk

Richard Taring was on it from the green flag, besting at 1:45.043. Winner of Brands circuit boss Jonathan Palmer's inaugural Formula Palmer-Audi title in 1999 and 2017's Historic Fford titlist, the class 10 pacesetter wasn't expecting to be 1.8 seconds ahead of Eddy Perk (ex-Ernie Pieterse Heron) and three clear of Greg Thornton (LDS), but from seventh overall was grateful of the four-car cushion at this early stage.

Having disgorged his beautiful emerald green ex-Alec Mildren 2-litre Cooper T45 from the ex-Embassy Graham Hill Racing truck in the paddock, Mark Daniell qualified alongside the shark-nosed Assegai. Behind them, 19-year-old Benn Tilley showed immense promise first time out in Paul Smeeth's ex-Team Lotus Jim Clark/John Surtees Lotus 18 having impressed on a test run at Blyton Park in his native Lincolnshire. The sister car of saltire-helmeted John Chisholm (saddled in period by fellow Scots Clark and Innes Ireland) was afflicted by a misfire thus sat 19th.

Blees' aubergine Brabham completed the top 10, with Andrew Beaumont's pale green Classic Team Lotus-run UDT/Laystall 18 '915' a few tenths back. Behind Perk and Thornton in Beaumont's former mount, Wilson topped the front-engined brigade in the Ferrari, getting down to 1:49.622 (79.90mph). His closest challenger in the main session was Tom Dark, barely a second slower in his bulbously perpendicular Bugatti T73C. Between them were the Coopers of Swiss newcomer Thomas Matzelberger (2.5 T45/51) and Brian Jolliffe (2-litre T45), happily now misfire free and showing it with his lap times.



The moment Peter Horsman's Lotus let go and turned his weekend 'social' rather than 'fast' photo Eric Sawyer

Alasdair McCaig car to two in the five years the LCA team chief has owned it. Fortunately the versatile Chris has other cars to enjoy, but he is now looking forward to the full Grand Prix experience as a frontrunner.

Driving his socks off in John Carpenter's one-off Assegai-Alfa Romeo – designed and built in South Africa by the late Team Lotus acolyte Tony Kotze –



Elliott Hamm's debut in the family T41, Malcolm Cook's second outing in his Connaught and John Gillett's MGK3 photo Eric Sawyer

Third of the 'pullers' and heading class 5 was Ian Nuthall in the ex-Peter Whitehead Alta F2, 40 miles east of its birthplace in Tolworth, Surrey, where artisan constructor Geoffrey Taylor established his emporium close to Cooper's and Connaught's – not to mention the period bases of Emeryson and HWM not represented at Brands. Ian was almost five seconds clear of friend and nemesis Paul Grant (ex-Rodney Nuckey Cooper-Bristol) over the same number of laps. He knew better than to feel comfortable with the Scottot-Belge on the warpath.

Steve Hart's Maserati and Rod Jolley's ex-'Jolly Jack' [nicknamed thus because he was a dour fellow apparently!] Fairman Lister-Jaguar Monza were six tenths apart with Nick Taylor chasing, not in his ex-Colonia 1500cc Lotus 18 which broke its gearbox in Friday testing, but in his successful FJ Elva-BMC 100, using the slot but qualifying for the Junior race.

Tony Ditheridge (Cooper T45) sat third in class 9 behind Daniell and Jolliffe, tightly packed with Klaus Lehr (Maserati 250F CM5) and John Emery, set to race his ex-Bib Stilwell Tasman Brabham BT4 for the first time. The turquoise and gold car's presentation was a tribute to 'Dithers' Hawker Racing crew and will surely perform well once the Historic Ford graduate's confidence in the potent package has developed.

Chris Phillips narrowly outqualified Grant to be quickest of the Cooper-Bristols. Split from the pair by Belgian Tom de Gres' pretty little Brabham BT14, with Charles McCabe's magnificent ex-Jo Bonnier '59 Dutch GP-winning BRM P25 between them, were the other Cooper-Bristols of Channel Islander Guy Plante and bespectacled Belgian Erik Staes.

Malcolm Cook's ex-Bob Said US GP Connaught C8 didn't quite break two minutes as his learning process continues. Two debutants followed: Austrian Stephan Jöbstl driving his Scuderia Centro Sud 2.5 Cooper-Maserati T51 in Hall & Hall's care and sometime Ferrari GT racer Robert Pulleyn with his ex-Tony Marsh 1500cc Lotus 18, on yellow wobbly web wheels rather than its original white rims to match its longitudinal stripe noted veteran commentator Ian Titchmarsh. Pulleyn missed the first race. Although heavily outrun in this company Australian John Gillett enjoys racing his ex-Bira MG K3 with the HGPCA.

The second 'mixed' practice session, from which our five combatants would be sifted into the main draw, saw three 2.5-litre Coopers quickest. Dark cut 1:42.544 in his BRP T51 with Jolley (ex-works T45/51) and Wilson (ex-Rob Walker Racing T51) just 0.363s apart in the 45s. Plante (ex-Dickie Stoop two-litre T45) and welcome debutant Elliott Hann in the little T41 last fielded by the much-missed late double act of father Gerry and driver Allan Miles completed an exceptionally strong field.

Matzelberger's Cooper T51 wouldn't run at the appropriate time, but the Swiss was permitted to qualify out of session, as did Sam Wilson in Alan Baillie's



An impressive group of Pre 66 cars started our Pre 66 grid at the 2019 HSCC Legends of Brands Hatch Superprix photo Eric Sawyer

Lotus-BRM 24. That left a grand total of 40 fit starters – a veritable encyclopaedia of Grand Prix racing and contemporary machines from compatible theatres of motorsport – for Saturday's races, 14 in the Pre-'61 group and 26 Pre-'66s.

PRE-61 RACE 1:

Sitting behind the sonorous V6 Ferrari engine on pole position - and on an unfamiliar track - was a whole new experience for Richard Wilson, not that onlookers could have told. From the standing start on the cambered track the Dino hooked up well and he howled into the lead, pursued by Jolley, Dark and Hart as the top four drew away from the rest.

Wilson fishtailed out of Graham Hill Bend on lap two, but it was Dark who gained a place, bellowing past the Lister. Second was Tom's for a couple of laps and he might have kept it but for his supercharger to let go. Thus he peeled off at Surtees, race run, as the Ferrari continued to wail ever further clear as Richard set fastest laps galore. His ultimate 1:46.817 (82.00mph) mark was almost three seconds inside his morning best.

Jolley chased hard, posting personal bests, but to no avail. He was more than 15 seconds adrift when the first signs of a gearbox glitch manifested itself as the leader changed down from fourth to third crossing the timing line. He still won by 14 seconds, because Rod was contending with a problem of his own in the increasing heat – a chunking rear tyre – in the significantly heavier and more physically demanding Lister. "My first time in the car and first time at Brands Hatch. I loved every second," grinned winner Richard as his rival surveyed the rubber on an overstressed right rear corner. "I think I'm on the edge of what I've got today," rued Rod.

Hart came under increasing pressure from Lehr as the race went on. The late-built Maseratis looked great together, but despite it being a learning experience, Steve dug a little deeper as he became more confident. They passed the chequered flag together, 0.274s apart, Hart keeping the yellow-nosed version of his German rival – whose best lap was half a second quicker – for third.

Nuthall too, had to pull his socks up to wrest fifth and class 5 honours from Grant who pulled clear of what was initially a Cooper-Bristol quartet in which he trailed Phillips, and had Plante and Staes on his tail, to finish half a second down in sixth.



Charles McCabe's extraordinarily beautiful and original BRM P25 - raced with us last year at Brands Hatch - and Erik Staes's Cooper Bristol - now in CB/OC colours photo Eric Sawyer

Having cut his racing teeth in a Mazda MX-5, Hann drove a super clean race, working his way up to eighth, behind the vastly experienced Phillips. Staes, McCabe's rasping BRM and Plante all covered the full distance in the 20 minutes. Gillett gallantly made it home too. Cook's Connaught sadly fell by the wayside with teething troubles two laps in.

PRE 61 RACE 2:

Sunday morning's sequel, run in considerably cooler conditions but still under blazing sunshine, was characterised by a superb duel between Jolley and Wilson. Eleven competitors started, Lehr (broken magneto drive) and Cook having joined Dark as spectators, but the on-track action more than atoned for the diminished grid.

Jolley set off in grimly determined style, lapping quicker than before and extending a two second advantage within the first four laps. Then the tide began to change and, over the course of the next two circuits, Wilson charged him down. Richard even poked the Ferrari's nose past the Lister on the exit of Clearways only to be trumped by Rod's 3.8 litres of Jaguar power in the drag race to the start/finish line.

After a scintillating run round Druids side-by-side Wilson squeezed ahead for a lap, but Jolley – now three seconds inside his Saturday best – outgrunted him on Pilgrims Drop on lap nine. It proved to be the decisive move, for his rival had changed gear and found the gearstick detached in his hand. Still Wilson didn't give up and, with Jolley tucked as low as he



Tom Dark's Bugatti ahead of Ian Nutball's Alfa and Steve Hart and Klaus Lehr in their Maserati 250Fs photo Eric Sawyer



Race winner Barry Cannell in his Brabham ahead of Chris Drake's Cooper and Andrew Beaumont's Lotus 18 photo Eric Sawyer



Tom De Gres, Brian Jolliffe, Ingo Strolz and Rudi Friedrichs photo Eric Sawyer



Ingo Strolz in his Cooper T51 alongside Tom De Gres BT14 photo Kitty Chisholm



Qualifying on Saturday morning. Thomas Matzelberger - first time out in the Cooper T45/51 and Chris Phillips' Cooper Bristol photo Eric Sawyer

could get, he urged the gleaming British hybrid home 1.909s to the good.

"Richard's knob's come off," grinned Rod after smiles and handshakes all round. Honours even was a great result for the pair who put on a wonderful display of high-octane racing in diverse motor cars. Spectators certainly showed their appreciation on the cooling down lap. Without his sparring partner, Hart was a lonely third, after a highly satisfactory weekend with his team's new baby.

Nuthall and Grant's tussle for fourth, and class 5, mirrored the lead battle with Paul squeezing ahead for a lap and Ian countering. Again they finished mere tenths apart, clear of Phillips with Hann in tow this time, Elliott having improved his best lap time by almost two seconds. Buoyed by his first HGPCA

Legends of Brands Hatch Superprix

HGPCA Race for Pre 1961 Grand Prix Cars

Pos	No	Name	Surname	Entrant	cc	year	colour
Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
11	12	Gillett	John	MG K3	1086	1934	Blue
Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels							
DNF	73	Dark	Tom	Bugatti T73C	1491s	1948	Blue
Class 5 - 1952/53 2 litre Grand Prix cars							
4	21	Nuthall	Ian	Alfa F2	1980	1952	BRG
5	19	Grant	Paul	Cooper Bristol Mk 2 3/53	1971	1953	Blue
6	33	Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
9	36	Staes	Erik	Cooper Bristol Mk 7/53	1971	1953	Green/Red
10	32	Plante	Guy	Cooper Bristol	1971	1953	Dk Blue
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
3	22	Hart	Steve	Maserati 250F SHR4	2494	1958	Red
DNF	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels							
2	38	Wilson	Richard	Ferrari Dino BH R01	2417	1961	Red
8	16	McCabe	Charles	BRM 25-8	2500	1958	Green
DNF	8	Cook	Malcolm	Connaught C8	2500	1957	Green
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
7	60	Hann	Elliott	Cooper T41	1460	1956	Blue
Class 8 - Formula Libre, Indianapolis and Intercontinental cars							
1	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver

Driver of the Day: **Elliott Hann**

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Name	Surname	Entrant	cc	year	colour
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
3	10	Dark	Tom	Cooper T51	2500	1960	Green/Red
5	2	Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
6	69	Tilley (Paul Smeeth)	Benn	Lotus 18 373	2495	1960	BRG
9	18	Chisholm	John	Lotus 18 372	2496	1960	Green
11	12	Friedrichs	Rudi	Cooper T53	2462	1960	Green
12	15	Matzelberger	Thomas	Cooper T45/51	2495	1960	
17	24	Strolz	Ingo	Cooper T51	2500	1959	Green/White
DNF	34	Wilson	Richard	Cooper T51	2495	1959	Dark Blue
DNF	40	Joebstl	Stephan	Cooper Maserati T51	2484	1959	Red
DNF	91	Drake	Chris	Cooper T53	2495	1960	Green/White
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
7	9	Daniell	Mark	Cooper T45	2000	1958	BRG
13	8	Ditheridge	Tony	Cooper T45	1960	1958	Green
14	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
DNF	30	Plante	Guy	Cooper T45	1998	1958	Black
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars							
10	4	Thornton	Greg	LDS 03	1487	1961	Red/Black stripe
16	29	Pulleyn	Robert	Lotus 18 909	1500	1960	Green/Yellow
DNF	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
DNF	35	Tarling (John Carpenter)	Richard	Assegai	1500	1962	Red
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
4	25	Middlehurst (John Bowers)	Andy	Lotus 25 R4	1498	1962	Green/Yellow stripe
DNS	21	Wilson (Alan Baillie)	Sam	Lotus 24	1500	1962	Green and Silver
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
1	3	Cannell	Barry	Brabham BT11A	2700	1964	Red/White
2	49	Beaumont	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
8	7	Blees	Max	Brabham BT7A	2700	1963	Burgundy
15	14	de Gres	Tom	Brabham BT14	1498	1965	White/Blue
DNF	6	Emery	John	Brabham BT4	2495	1962	Blue
DNF	11	Fairley	Jon	Brabham BT11/19	2700	1964	Green
DNF	22	Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black

Driver of the Day: **Benn Tilley**



Ellie Birchenbough represented Supagard at the HGPCA prizegiving and presents HGPCA rookie, Benn Tilley, with Driver of the Day & class award driving Paul Smeeth's Lotus 18. photo Tony Wright

weekend, he's now looking at his diary wanting more.

McCabe enjoyed a stronger run to eighth, ahead of Staes and Plante, grappling with a recalcitrant second gear. Gillett's little supercharged MG liked the cooler conditions gaining more than three seconds to make it a 100 per cent finishing record.

PRE-66 RACE 1:

Towards the end of one of the hottest days of the early summer so far, ambient temperatures having soared towards 30C at its height, the track was still baking when 26 competitors formed an impressive grid for Saturday's race. The decision was taken to go from a rolling start and poleman Middlehurst screamed out of the blocks, knowing that his best chance of converting his territorial advantage to victory was to make a break as his heavier pursuers squabbled and jostled in the busy pack.

Horsman, Friedrichs – hotfoot from an hour in his Jaguar C-type – Dark, Drake, Fairley, Cannell, Daniell, Jolley, Wilson (a familiar pairing), Beaumont, Tilley, the fast-starting Perk, Tarling, displaced Blees, Thornton, Matzelberger, Jolliffe, Chisholm and Plante made up the top 20 as the deeper-noted cars pursued the high-pitched V8 which was fleeing up front.

Middlehurst was 4.3s up after four laps, by which time Horsman was long gone, a driveshaft having stranded his Lotus on lap 2, ending a frustrating weekend. Sam Wilson, another to qualify out of session, didn't get round once, while his namesake Richard pitted the dark blue Cooper with a misfire.

Not all was well with the leader for the green and yellow cigar tube-slim Lotus appeared to slow after five laps and Andy peeled it off at Surtees, entering the pits by the back entrance, half a minute later with a sticky fuel pressure relief valve. This changed the complexion of the race, for now it was the big four-potters battling for P1.

Out onto the GP loop Friedrichs, Dark, Drake, Fairley and Cannell were together and the prospects for a great race increased dramatically. Not for long though as, seconds after Middlehurst's car had gone lame, Dark dived up the inside line into Surtees, twitched on the way out and slid onto the rough. He caught the slide and kept out of the barriers but in rejoining narrowly missed Cannell and tagged Fairley's right front wheel with his left rear. "Tom probably felt nothing but gathered me up and that was me out with a bent wishbone," said Jon.

Friedrichs duly led Drake until Cannell lunged past into Paddock. Chris retaliated before Barry made the move stick and seized the initiative from the by now exhausted German on lap 9. Cannell left class 7b victor Rudi to the mercy of Dark and Drake who finished almost six seconds down but half a second apart.

After a cautious start, Beaumont climbed steadily to fifth ahead of class 9 stand-out Daniell, Blees and Jolley in close formation. Tilley finished an accomplished ninth and was followed by what had been an immense scrap for "Trofeo Alfa Romeo" (class 10) honours, eventually won by Perk – by 0.069s – from



Ellie with front engine Driver of the Day, debuting the family Cooper T41, Elliott Hann photo Tony Wright



Supagard's Tony Wright with Pre 66 Saturday runner up, Rudi Friedrichs photo Lesley Perk



Class 9: Tony Ditheridge (2nd), Ellie, Mark Daniell and son (winner) and Brian Jolliffe (3rd) photo Tony Wright



Class 10: Greg Thornton (winner), Eddy Perk (3rd) and Robert Pulleyn (2nd) photo Tony Wright

Thornton and Tarling whose practice lead in the shark-nosed Assegai had been blunted by the competition.

Chisholm, Matzelberger and Dithers went the full 11-lap distance. Emery, lapping almost four seconds quicker than in practice, Plante, de Gres and Strolz completed 10 laps and Jöbstl nine.

PRE 66 RACE 2:

Sunday's race, accorded one of the prime afternoon slots next to the XL Aurora 1970s' Formula 5000 and F2 showcase for the weekend's quickest cars. It didn't disappoint, and with Horsman sidelined, the tantalising prospect of Middlehurst streaking through the field was a nuance for everybody to keep an eye on.

Friedrichs made the best start, with Cannell content to track him while keeping Drake, Dark and Beaumont behind. Daniell, Jolley and Blees led the chase with Tilley learning with every lap. Middlehurst, rapidly into his stride, of course, came round 10th at the end of the first lap, underlining his threat. Plante



Tony Wright with Pre 66 race winner, Barry Cannell, at the Horsman BBQ presentations photo Lesley Perk



Class 5: Ellie with Chris Phillips (3rd), Ian Nurball (winner) and Paul Grant (second) photo Tony Wright



Class 7a: Malcolm Cook (3rd), Richard Wilson (winner) and Charles McCabe (2nd) photo Tony Wright

(crown wheel and pinion), Fairley (handling) soon fell, to be followed by Perk with a punctured engine block at Surtees on lap 4.

Wilson (misfire) and Emery also retired before Drake, who had slipped back periodically, called it a day. On investigation Chris discovered that his Cooper's front-mounted oil tank had tilted in its mounting bracket diverting lubricant from the pipe as he rounded Surtees. "It was sucking in air so I parked it to be safe," he said. Back in the workshop it was found that one of the scavenge pumps in the sump had failed.

Cannell calmly reeled off the laps despite Beaumont, who had passed Friedrichs when he spun down the field at half distance, closing in rapidly. "I'd lost top gear, so was relying on torque although I don't like rewinding the FPF past seven." He'd gone a couple of seconds quicker than Saturday's 'best' early on, but judged his later pace perfectly. The red and white Brabham's transponder triggered TSL's timing beam 0.183s before the pale green Lotus' at the chequer, with Dark 11 seconds behind.

Middlehurst sat in Tom's slipstream for the last four laps but didn't have the grunt to pass him. As the only class 11 starter Andy was happy to enjoy a clean run to fourth. Jolley was next, needing all his seasoned guile to stave off Tilley – the Lotus smoky in left-handed Surtees bend – Daniell and Blees on his Cooper's tail, embroiled in a busy scrap.

Chisholm, class 10 topper Thornton – rival Tarling having non-started, like Jöbstl – and a distant Friedrichs and Matzelberger also stayed on the lead lap. Dithers and Jolliffe, five seconds apart in their Coopers, were a tour down, Brian shadowed by de Gres. Pulleyn and Strolz completed the finishers.

(Race report by Marcus Pye)



Nick and Alex Eden. All photos by Vero Strucelj



François and Babeth Duret outside the Marques de Riscal

40th Anniversary Rioja Ramble

The first HGPCA rally was a Yorkshire romp three years ago and last year there was a Scottish skirmish - both organised by Julian Bronson and Jerry Watson joined by John Clark for the second up-even-further-north adventure. 2019 has provided the Rioja ramble, brainchild of Brian Horwood and run under the organisation of Drive Espana and Jasper Gilder.

These events mix present and past drivers and friends who are associated with HGPCA and provide an opportunity for meeting away from the racetrack.

We waved goodbye to Blighty and the horrors of the M25 on May 31 aboard a Brittany Ferry, destination Santander for the Rioja Ramble in celebration of the Historic Grand Prix Cars 40th Anniversary.

Only French wine was available on board, but once we landed the following night we ensured we became Rioja connoisseurs. 14 cars assembled, including three ACs, a brace of Bentleys, a couple of Porches, a pair of E-types and a Mark 1 Jaguar shared for the trip by Brian Jolliffe and Denis Robson who were taking part as a tribute to the HGPCA stalwart Brian Maile, who sadly left us earlier this year and had always planned to be part of the trip.

The first day was a 190 mile stretch eastwards towards the snow-capped Pyrenees and a splendid Parador at Sos del Rey Catolico where we rested for a couple of days, catching up with old friends and making new ones and checked out a local vineyard which turned out to be an excuse for another party. Apparently, the principal building was originally a hanger used for Spain's first aircraft just after the Great War.

We set off with the scent of mimosa and the sound of house-martins and headed south to within about 100 miles of Madrid to stay in a 12th Century castle at Sigüenza, which impressed us all, although travelling there had entailed a temperature of about 5°C and a lot



Jane and Ian Nutball's pretty E Type enjoying the beautiful towns and NO traffic!



Ah, so this is why we came here...



The snapper snapped - Kitty Chisholm by Vero Strucelj

of rain. From there we struck north to the Marques de Riscal vineyard and the wacky Frank Gehry designed 2006 hotel, with its titanium roofs and outlandish shapes and colours. Two more vineyard visits followed for the keen students of the subject and, for others, it was a chance to relax for a couple of days using the spa and checking out the local town.

The last Parador was at Lerma about another 115 miles on, and which has, at its core, a substantial castellated fort. The Parador's are owned and run by the Spanish government and was in contrast to the Frank Gehry hotel which was always going to be a hard act to follow.

We were 135 miles from getting back on the ferry, which involved some mountainous roads with, I believe, great views, but some of the roads were rough, but then you can't have everything.

The group enjoyed the spectacular scenery of northern Spain, architecture of ancient towns such as Pamplona - of bull running and Ernest Hemingway fame - and sampled traditional cuisine.

The crossing back to Portsmouth was again quite smooth, although this time we did not have dolphins



Or, is this why we came here...?

jumping past the cabin porthole and we missed the numerous sightings of whales, the Bay of Biscay being one of the top five places in the world to see these creatures, some of which grow to 85 feet in length. The Orca Trust gave a talk on board the ferry explaining that the continental shelf drops from 600 feet to 5,000 feet and the plankton which rise every night attract the dolphins and whales on a huge scale.

Mechanically the cars survived except for one Porsche (not Brian and Jacqueline's) which suffered a catastrophic alarm failure (so not so old) and, with Ian Nutball's generous help, John Chisholm's XK120 resolved a distributor problem caused on the way over by being obliged to park in the bowels of the ship and so suffered from vibration from the ship's engines.

We did 1,100 miles door-to-door in 10 days, slept in seven different beds, put the world to rights at least a dozen times and I have been offered a ride in a tank by HGPCA Member Jim Carr, who was on the trip and lives nearby. He has 16 tanks, although not all combat ready! At least we both turned up in AC cars which were definitely combat ready.

Finally my thanks go to Alex for driving my Ace, Jacqueline for keeping her company by driving the Horwood Porche and to Geraldine and Steve Russell for being our sat-nav gurus and to everybody else for providing good company and describing scenery and events to me. (words by Nick Eden)

Supagard
PAINT AND FABRIC
PROTECTION

At Silverstone, we'll have sachet's of sponsor Supagard's excellent PH neutral car shampoo for Members. Please POP into the Red Truck over the weekend to collect yours.

They are also offering a special 20% discount to Members ordering from their web site if you quote HGPCA 20 at the checkout - www.supagard.co.uk

PRESERVING YOUR PASSION

WITH OVER 30 YEARS OF MARKET
LEADING TECHNOLOGY

Car for Sale



1956 Cooper T41, Chassis No F2-4-56.

Well known car, campaigned in our Association races for the last 10 years in the hands of the late Brian Maile.

Reliable well sorted car with a great history, engine and gearbox recently rebuilt. £110,000.
Contact: Rod Jolley - rodjolley@hotmail.co.uk Tel: +44(0)7799112990.

Early Notice of Sale - available Summer 2020

Okay... we normally only accept Member's listings for their race cars/tailers/items of interest and, maybe, this falls into that last category as there is so much room for cars - racing or otherwise...

Mac Hulbert is thinking of selling his Cotswold home next year and would like to give you the opportunity to maybe show interest. (I did suggest to the Board that they consider it for the HGPCA base - like the VSCC have theirs - but I fear that is very unlikely!) Mac will be at Silverstone if you'd like to chat with him about it.

Elizabethan Cotswold Manor House including 3 reception rooms, dining room, 7 bedrooms, 4 bathrooms, with heated insulated garaging for up to 14 cars complete with four-post car lift, shelving etc. Separate

two-bedroom guest house, large garden shed, (room for more cars?), perimeter drive for testing unregistered cars, two paddocks with stream, mature vegetable garden with soft fruit, apples, pears, plums, quince and damson, specimen trees, on outskirts of small village, total of 6½ acres. Good access to Prescott, Shelsley Walsh, Silverstone, Thruxton, Castle Combe, Mallory, etc.

Interested? Call 01451-844-610 to discuss.

