

*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



# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL3 Dec 2022

Season's Greetings to all  
Members, their Teams and  
families. We look forward to  
seeing you in 2023  
**HAPPY CHRISTMAS**

HGPCA ANNUAL LUNCH

## Party Time at the RAC

We were pleased to see almost a hundred and seventy members and guests at the Royal Automobile Club on London's Pall Mall on Friday 2nd December. With numbers back to pre-Covid levels, it was fabulous to welcome friends from Europe and America and to hear plans for the Association's 2023 Season and make the award presentations.



*We are grateful to RAC and HGPCA Member, John Clark, for facilitating our Annual Lunch at the Club. All photos by Janey McGill*

# 2022 ANNUAL LUNCH AND PRIZEGIVING AT THE ROYAL AUTOMOBILE CLUB

## 2022 HGPCA Awards

Pre-War Cars  
 Gold - **John Gillett** MG  
 Silver - **Stephan Rettenmaier** Alfa/Maserati/Osca  
 Bronze - **Nick Topliss** ERA and **Luc Brandis** Talbot Lago

Front Engine Cars  
 Class 5  
 Gold - **Erik Staes** Cooper Bristol  
 Silver - **Ian Nuthall** Cooper Bristol  
 Bronze - **Guy Plante** Cooper Bristol

Class 6  
 Gold - **John Spiers** Maserati  
 Silver - **Klaus Lehr** Maserati  
 Bronze - **Guillermo Fierro Eleta** Maserati

Class 7a  
 Gold - **Richard Wilson** Ferrari  
 Silver - **Tony Smith** Ferrari

Class 8  
 Gold - **Eddie McGuire** Scarab  
 Silver - **Geraint Owen** Kurtis  
 Bronze - **Rod Jolley** Lister Jaguar

Rear Engine Cars  
 Class 7b  
 Gold - **Will Nuthall (Giorgio Marchi)** Cooper  
 Silver - **Rudi Friedrichs** Cooper  
 Bronze - **Charlie Martin (and Paul Waine)** Cooper

Class 7c  
 Gold - **Stephen Banham** Cooper  
 Silver - **Tom Waterfield (and Tim Ross)** Cooper  
 Bronze - **Cliff Gray** Cooper

Class 9  
 Gold - **Rod Jolley (and Tim Ross)** Cooper  
 Silver - **Brian Jolliffe** Cooper  
 Bronze - **James Willis** Cooper

Class 10a  
 Gold - **Alex Morton** Lotus  
 Silver - **Eddy Perk** Heron  
 Bronze - **Nick Taylor** Lotus

Class 10b  
 Gold - **Tom de Gres** Brabham  
 Silver - **Chris Drake** Cooper

Class 11  
 Gold - **Philipp Buhofer** BRM  
 Silver - **Nick Fennell** Lotus  
 Bronze - **Andy Middlehurst (and John Bowers)** Lotus

Class 12  
 Gold - **Justin Maeers** Cooper/Brabham  
 Silver - **Michael Gans** Cooper  
 Bronze - **Michel Kuiper** Brabham

Special Awards  
**Jack Brabham Trophy** - **John Spiers**  
**Alan Putt Trophy** - **Klaus Bergs**  
**Chairman's Cup** - **Josef and Stephan Rettenmaier**



Rebeca (on behalf of father, Josef) and Stephan Rettenmaier, 2022 winners of the Chairman's Cup



President, Clive Chapman, with Class 5 (L-R) Guy Plante, Erik Staes and Ian Nuthall



Class 7c (L-R) Cliff Gray, Steve Banham, Clive Chapman, Tom Waterfield and Tim Ross



Class 10a (L-R) Alex Morton, Eddy Perk and Nick Taylor all photos by Janey McGill



Steve Hart collects the Jack Brabham Trophy on behalf of John Spiers. All photos by Janey McGill



Class 6 (L-R) Lucretia Botin (for Klaus Lehr), Steve Hart (for John Spiers and Guillermo Fierro Eleta)



Class 12 Justin Maeers with HGPCA President, Clive Chapman



PreWar group (L-R) Stephan Rettenmaier, Rod Jolley (for Luc Brandis) and Nick Topliss



Class 7b (L-R) Charlie Martin, Will Nuthall and Rudi Friedrichs - additional trophies for the owners



Eddy Perk with the Rettenmaiers: Daniela, Klara & Stephan



Barry Cannell



Class 7a (L-R) Clive Chapman with Jo Greenwood (for Tony Smith) and Richard Wilson



Class 8 (L-R) Eddie McGuire, Alex Simpson (for Geraint Owen) and Rod Jolley



Andrea Stortoni with Nick and Sacha Fennell



Anne & Jessica Foulkes with Eddie McGuire & Jim Houlgrave



Andy Middlehurst and Clive Chapman



GardX's Victor Coutin



Brian Jolliffe and Gregor Fiske



Stella Jackson and Peter Horsman



Vanessa Finburgh and Beverley Phillips all photos at the RAC by Janey McGill

## Spa Six Hours - 30 September - 2 October

Already a winner of Oulton Park's Historic Gold Cup in Paul Waïne's Cooper T53 back in July, Charlie Martin embellished his sparkling CV at Francorchamps, mastering incredibly treacherous conditions to win both of the Association's races at the 29th annual Spa Six Hours event. Having picked his way from fifth to gold on Saturday, Charlie doubled-up superbly on Sunday, landing a memorable 31st birthday present. "Conditions were horrendous on Saturday. Just seeing where you were going was so difficult, then suddenly finding slower cars in the spray was a bit of a shock. I'm over the moon with the wins and fastest laps, and Paul is 'chuffed to bits'," said Charlie. "The rain is a great leveller, particularly at Spa, but the Cooper didn't miss a beat in my little shed it all stayed together amazingly - until we drove it back into the paddock after Sunday's race and a driveshaft broke!"

Although the final Belgian Grand Prix of the 2.5-litre Formula 1 was staged on a very different version of the circuit in 1960, a Cooper T53 victory was appropriate for reigning World Champion Jack Brabham who won from his young factory team-mate Bruce McLaren in a similar car. The second placed machine on this occasion, 62 years on, was raced by Kiwi McLaren in the '65 Tasman series, within the HGPCA remit, so Michael Gans - runner-up in both races - shared a little piece of history too.

### QUALIFYING

In a rarified atmosphere in which even Roadbook's Spa Six Hours endurance race's numbers were down by towards 20 per cent - a reflection of costlier logistics - and other organisers had pulled grids, a cracking 35-strong entry bucked the meeting's trend. This sent out signals not only that members were still hungry to race, but also that Belgium's epic seven kilometre/four mile Grand Prix circuit, still one of the greatest driving challenges on the planet. remains a massive attraction for owners of cars that competed on its longer and terrifyingly fast tree-lined predecessor.

The Ardennes' hallowed motorsport microcosm looked very different this year, not least since the concrete grandstands opposite the old pits were gone (replaced by not yet fully grassed banks) making an odd vista for returnees. At the foot of

Raidillon the run-off area at Eau Rouge was greatly increased in response to modern F1 and F2 accidents while vast swathes of gravel traps laid at six corners (notably Pouhon) in a bid to ameliorate the outcome for motorcycle racers going off piste would act as traps for cars.

Glorious weather prevailed throughout Friday's qualifying day which put racers, their families and support teams installed in the F1 pits between the chicane and La Source hairpin in a happy mood. Michael Gans, competing in several cars over the event, wasn't short of preliminary mileage and the 2016 Six Hours winner made his experience count, planting his ex-Bruce McLaren Cooper-Climax T79 Tasman Cup contender on pole with a 2m42.487s (96.43mph) shot. Quite how F1 World Champion Max Verstappen could lap almost a minute faster in qualifying for August's GP (1:43.665) in his Red Bull begged belief for many.

Germany's Rudi Friedrichs (ex-Jack Brabham F1 Cooper T53) ran Gans closest with 1:43.811, with Tim Child a stout third on his first visit to Spa with the ex-Brabham/Graham Hill Brabham BT3/4, resplendent in the Scuderia Veloce colours in which Hill won 1964's Tasman finale on the roads of Longford, Tasmania. Justin Maeers (Cooper T53) sat fourth on 1:46.833, the genial VSCC convert quickest through the speed trap on the uphill Kemmel Straight at 135.58mph.

By contrast, team mate and long-time acolyte



Lebr's remodelled nose and Lees' Cooper photo Trevor Noble



Taylor's Lotus and Spiers' 250F photo Trevor Noble



Friday qualifying - HGPCA cars enjoying the fabulous circuit before the rain! Niamb Wood's Cooper Bristol, Beaumont's Lotus, Hoole's Cooper, Gans' Cooper, Banbams's Cooper and Adelman's BRM photo Trevor Noble



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

### 2023 Calendar

7/8 April - Good Friday/Easter Saturday  
**Donington Masters Historic**, UK  
2 grids: front and rear engine

2-4 June  
**Grand Prix de l'Age d'Or** - Dijon, France  
combined grid - all classes

16-18 June - **Zandvoort Historic Grand Prix**  
The Netherlands - combined grid - all classes

28-30 July - **Oulton Park Gold Cup**, UK  
combined grid - all classes

11-13 August - 50.AvD **Oldtimer Grand Prix**  
Nurburgring, Germany - 4 sessions: individual front & rear engine races combined qualifying & 2nd race

25-27 August - **Silverstone Festival**, UK  
4 sessions: individual front and rear engine races combined qualifying and 2nd race

Thurs 28 - Sat 30 September - **Spa Six Hours**  
Spa-Francorchamps, Belgium - combined grid

21/22 October - **Jerez Historic Festival**, Spain  
combined grid - all classes

27-29 October  
**Algarve Classic Festival**, Portugal  
combined grid - all classes

[www.hgpca.com](http://www.hgpca.com)

Charlie Martin may have been fifth quickest in Paul Waine's sister T53 on 2:47.295, but was only ninth in the trap rankings, 10mph down on Maeers. Andrew Beaumont (UDT Laystall Lotus 18 915) set sixth best lap time, chased by Mark Shaw (ex-Jim Clark Springbok Series Lotus 21 937), best of the 1500cc four-cylinder runners on 2:50.280. Dutchman Michel Kuiper's ex-Charles Voegel Brabham BT4 was eighth, ahead of Shaw's rival Alex Morton (ex-Neville Lederle Lotus 21 939/952) and Clinton McCarthy (ex-Innes Ireland/Jim Clark Lotus 18 372).

Hot on McCarthy's heels, 11th and 12th, were the top front-engined cars, John Spiers (ex-works/Jean Behra Maserati 250F 2516) and Irishman Eddie McGuire (Scarab) separated by 0.112s after their final lap efforts. McGuire's bellowing bolide was seventh fastest through the speed trap his 127.31mph, 10mph faster than Spiers, whose best lap of 2:55.805 equated to an average of 89.10mph. Best of five Belgians was Tom de Gres (Brabham BT14), who pipped Sid Hoole (ex-Rob Walker Racing/Jo Bonnier Cooper-Climax T66) best of the 1500cc V8s, German Max Blee's Tasman Brabham BT7A, Tony Lees (Cooper T53) and American Charles Nearburg (Brabham BT11 V8) in the scramble to break the three minute barrier.

Virginian Graham Adelman recorded 3:00.566 for 18th in his ex-Graham Hill BRM P261-5 V8, pursued by Nick Taylor's ex-Scuderia Colonia/Wolfgang Seidel Lotus 18 914 and Dr Klaus Lehr in his Cameron Millar Maserati 250F. Another American, Chris Locke, qualified the unique ex-Jim Clark Tasman Lotus 32B next ahead of the Cooper-Bristols of Ian Nuthall, Erik Staes and Chris Phillips, the trio of two-litre GP cars (for which the World Championship was run in 1952-3) split by Arnold Herremans' LDS built by Doug Serrurier in South Africa. They and American John Romano (Brabham-Climax BT11) beat 3m10s, with Christian Dumolin (Maserati 250F 2522) in tow once cold start issues were re-solved.

First of the Rettenmaiers, Jakob (ex-Peter Whitehead Alta F2) and Stephan Rettenmaier (ex-Tazio Nuvolari Alfa Romeo P3) gridded a couple of seconds apart. The Germans were chased by Coupe des Dames leader Niamh Wood (Cooper-Bristol), the F2 Cooper T45s of Belgian Hans Ciers and Stephen Banham (ex-Jim Russell), plus Klara Rettenmaier in the emerald green ex-Bob Gerard Cooper-Bristol. Indefatigable veteran Brian Jolliffe didn't record a time in his Cooper T45, but was permitted to join the grid for Saturday's first race, by which time IN Racing had got his car working.

## SATURDAY RACE

Torrential rain lashed Francorchamps on Friday night when ambient temperatures dropped dramatically. Although the precipitation's intensity waned, it was still descending at a 45 degree angle leaving the circuit horribly wet for Saturday's opening race. Given that conditions were now diametrically opposed to qualifying competitors who expected to run two laps behind a safety car for acclimatisation, then to be released by green flags and lights if all was deemed well. Alas something was lost in translation for the pace car - travelling so quickly that fifth-placed Charlie Martin said he struggled to keep up in the spray - peeled into the pit lane after a single lap, whereupon the go signal was given. At that point, the 33-car field was strung out as far as Stavelot... not ideal and stern words were had!

Gans, with the advantage of a clear sight, led at the end of the opening lap from Friedrichs, chased by Child, Maeers and Martin. A reshuffle on lap 2 saw Child - also on Formula Junior duty with his somewhat peakier Lotus 22 - bustled back to fifth by the two dark green Coopers which closed in on Friedrichs' paler green version, closing on the leader. Just as a four-car battle looked set to evolve Rudi's T53 spat its left driveshaft out into the track at Bruxelles on lap three, spelling instant retirement. Martin could not avoid clobbering it, but fortunately sustained no collateral damage.

Maeers and Martin - team mates in Justin's Cooper Monaco in a sportscar race later in the day - went at it hammer and tongs in pursuit of Gans who was little more than a second up the road.

Once past his buddy, Martin gobbled up his deficit to



Front engine Driver of the Day, Jakob Rettenmaier  
photo Debra Maeers

Gans and swept ahead on lap 7, setting fastest lap of 3:32.093 (73.88mph), more than 50 seconds slower than Michael's pole time! With a lap he was 3.2 seconds clear and when the chequered flag flew next time round his advantage had doubled. "My car must be substantially stiffer than Charlie's, because he was leaving me under acceleration out of the turns."

Maeers took the third step of the podium 10 seconds adrift of second, but more than a minute clear of class-winner Shaw who had asserted himself in fourth as Child slipped to fifth on the penultimate circuit, grappling with gear linkage issues. Kuiper and Spiers enjoyed a super tussle for sixth, John getting ahead only for the Maserati's left driveshaft to break, stranding him on the final lap. Lehr thus growled home seventh and first front-engined finisher, somewhat fortuitously since he binged his Maser's nose against the barrier having spun at Pouhon.

Lees and McGuire - ruing his mid-race rotation at the Paul Frere corner in the Scarab in the light of Spiers' drama - completed the top 10. Taylor led the chase, his white 1500cc Lotus staggeringly third quickest overall through the speed trap at 99.41mph, bettered only by Maeers' 106.87mph and Gans' 101.90 with an extra litre of engine capacity.

First of the Belgians home was Staes in 12th. The Brussels bar owner out-ran Nuthall's similar Cooper-Bristol for class honours, but also put Blee's Brabham between them on the second lap and repelled a last-ditch challenge by 0.182s on the timing line, with Nuthall enjoying a grandstand view as the last unlappped runner in 14th.

Although he didn't finish, Spiers was classified 15th having completed eight laps, ahead of Locke and Phillips, who demoted McCarthy on the final lap. Jolliffe shot through from the back to 19th, ahead of Herremans. Beaumont, Dumolin, Adelman - whose BRM, identified by its dayglo orange nose through the gloom, gyrated before the chicane - Niamh Wood, de Gres, Romano and Stephan Rettenmaier all splashed round eight times too. Jakob Rettenmaier, Ciers, Klara Rettenmaier and Banham (another to spin) rounded out the finishers, Hoole pitted after a couple of laps, not enjoying the conditions.

## SUNDAY RACE

More rain during the hours of darkness showed no sign of relenting before Sunday's race, which led to a series of withdrawals. Like Spiers, Friedrichs' driveshaft had been replaced, but the bespectacled German didn't fancy another drenching, nor did Adelman, Beaumont, McCarthy, McGuire, Hoole, Nearburg, Romano or Wood. That left 25 brave souls who elected to go out, but Herremans' plan to be among them was scuppered when his LDS's coil blew with a bang, the ignition isolator switch having been



Race and Class 7b winner Charlie Martin with Stella and Event Comp Sec Richard Parnell photo Debra Maeers



Saturday: Michel Kuiper, Andrew Beaumont, Mark Shaw, Clinton McCarthy, John Spiers and Alex Morton photo Trevor Noble

left on while its battery was being charged.

This time the safety car driver cut his speed from 110kph (70mph) to 80kph (50mph) which meant the puddle-jumpers in his wake could assess the standing water into which they were unleashed after two laps.

Martin made the most of his pole position to lead Gans, Maers, Shaw, Child, Kuiper, Morton and Spiers, up seven places from 15th already! Lehr was next (his 250F's bent nose bashed out by Brian Jolliffe for the dual purposes of cooling and aesthetics), ahead of Lees, Taylor, Staes, Bles, Jolliffe, the duelling Cooper-Bristols of Nuthall and Phillips, Locke, Dumolin and de Gres. The Rettenmaier trio, Banham and Ciers made up the pack.

Out front Martin's vitesse out of the corners atoned for Gans' greater straight-line pace, although third placed Maers' Cooper again clocked the best speed, an improved 109.11mph on the long climb from the summit of Raidillon to Les Combes, where the course leaves the old track via a right-left chicane and dives into the valley on a writhing path before rejoining the hallowed route at Stavelot. Most competitors' speeds were slightly up on Saturday's, but Martin was still seventh, behind Taylor's, indicating how hard he was trying elsewhere.

Child was on the move, asserting his more powerful green-nosed Brabham in front of Shaw's 1500cc PPF-powered Lotus for fourth, then setting off after Maers. Three laps later Tim had annexed the third step on the podium after meeting some resistance, and kept third by under half a second after another confidence-building drive. Martin and Gans were beyond catching, towards 25 seconds up the road. Birthday boy Charlie held on to P1 despite a determined challenge by Michael and set fastest lap at 3:29.701 (74.62mph), an improvement on Saturday's.

Shaw maintained a comfortable class-winning fifth, pursued by Kuiper and Spiers, the latter resurgent after a rotation out of the chicane, but resoundingly the top front-engined finisher. Seven tenths separated the red cars at the flag. Super smooth Morton wound up eighth ahead of Lees and Bles, who scabbled past Lehr on the final lap. From zero on Friday to hero, Jolliffe continued his climb to finish 12th.

Staes again deservedly topped the early two-litre division, bringing his rasping Cooper-Bristol home 13th to claim Roi des Belges honours again. Lock separated Erik from Nuthall and Phillips who were 0.435s apart as they crossed the timing line. Jakob Rettenmaier, demonstrating continued progress in grizzly conditions, and Dumolin also covered the winner's distance en route to 17th and 18th respectively.

Taylor's Lotus snapped a driveshaft at Eau Rouge while lying 12th on the final lap - spoiling a 100 per cent reliability record this season - but Nick was still classified 19th. Stephan and Klara Rettenmaier, Banham and Ciers ran to the end meanwhile.

Driver of the Weekend honours were presented to Jakob Rettenmaier (front-engined) and the indomitable Brian Jolliffe (rear-engined). *(words Marcus Pye)*



There was a demonstration race at the Formula One Grand Prix at Spa a few weeks prior to the Six Hours meeting. Mary Grant was driving her Cooper Bristol and got to meet hero, Lewis Hamilton



Typical Spa weather on Sunday morning - Charlie Martin, Michael Gans and Justin Maers out front photo Trevor Noble



The Nutballs: Jane, Masten, Emilia and Sophie enjoying the comfort of the Red Truck



Class 6 winner: John Spiers photo Debra Maers

## Spa Six Hours 2022 Race Results

Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>FRONT ENGINE CARS</b>							
<b>Class 1 - 1925-1934 Grand Prix Cars</b>							
21	8	Stephan Rettenmaier		Alfa Romeo P3	2992	1934	Red
<b>Class 5 - 1952/53 2 litre Grand Prix Cars</b>							
13	36	Erik Staes		Cooper Bristol Mk II	1971	1953	Blue Red nose
15	21	Ian Nuthall		Cooper Bristol Mk II	1971	1953	BRG
16	33	Chris Phillips		Cooper Bristol Mk II	1971	1953	Green/Yellow
17	22	Jakob Rettenmaier	Stephan Rettenmaier	Alfa F2	1980	1952	BRG
22	16	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1971	1953	Green - light
DNF	25	Niamh Wood	Eddie McGuire	Cooper Bristol Mk I	1971	1952	Green
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>							
7	34	John Spiers		Maserati 250F 2516	2494	1955	Red
11	248	Klaus Lehr		Maserati 250F CMS	2500	1957	Red
18	27	Christian Dumolin		Maserati 250F 2522	2495	1954	Red
<b>Class 8 - Formula Libre, Indianapolis &amp; Intercontinental Cars</b>							
DNF	28	Eddie McGuire		Scarab	2441	1960	Blue/White
<b>REAR ENGINE CARS</b>							
<b>Class 7b - Pre 1961 Grand Prix Cars</b>							
1	59	Charlie Martin	Paul Waine	Cooper T53	2495	1960	Green
9	87	Tony Lees		Cooper T53	2495	1960	Green/White
DNF	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
DNF	18	Clinton McCarthy		Lotus 18 372	2496	1960	Green
<b>Class 7c - Pre 1961 Formula 2 Cars under 1.5 litre</b>							
23	92	Stephen Banham		Cooper T45	1475	1958	Silver
24	45	Hans Ciers		Cooper T45	1500	1958	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litre</b>							
12	47	Brian Jolliffe		Cooper T45	1960	1958	BRG
<b>Class 10a - Pre Jan 1964 1.5 litre 4-cylinder Formula 1 Cars</b>							
5	99	Mark Shaw		Lotus 21 937	1495	1961	Green/Yellow
8	20	Alex Morton		Lotus 21 939/952	1498	1961	Green/gold
19	55	Nick Taylor		Lotus 18 914	1495	1961	White
DNF	9	Arnold Herremann		LDS F1	1470	1961	Dark Blue
<b>Class 10b - Pre 1966 Formula 1 Cars and 1964/66 Formula 2 Cars</b>							
20	72	Tom De Gres		Brabham BT14	1498	1965	White/Blue
<b>Class 11 - Pre 1966 1.5 litre Formula 1 Cars</b>							
DNF	1	John Romano		Brabham BT11	1500	1964	Green/Gold
DNF	5	Graham Adelman		BRM P261 5	1480	1964	BRG
DNF	11	Charles Nearburg		Brabham BT11	1500	1964	Green
<b>Class 12 - Pre 1966 Tasman and Intercontinental Cars</b>							
2	17	Michael Gans		Cooper T79	2500	1964	Green
3	76	Tim Child		Brabham BT3/4	2497	1962	Red/Green
4	53	Justin Maers		Cooper T53	2751	1960	Green
6	63	Michel Kuiper		Brabham BT4	2700	1963	Red
10	7	Max Bles		Brabham BT7A	2700	1963	Burgundy
14	32	Chris Locke		Lotus 32B	2488	1965	Green/yellow
DNF	49	Andrew Beaumont		Lotus 18 915	2500	1961	UDT/Laystall Gre

Drivers of the Day: Front Engine: Jakob Rettenmaier Rear Engine: Brian Jolliffe

## Navarra - Trofeo Velocidad 22/23 October

Earlier in the year we learnt that our end of season double header was looking uncertain. Jesus Pozo was having contractual difficulties with the circuit owners at Jarama and eventually had to cancel the Espiritu del Jarama. Diogo Ferrao was keen to maintain the races planned for his Iberian Historic Endurance group and was able to include the HGPCA and his own race at the Trofeo Velocidad which was held at the Navarra Circuit in Northern Spain on the weekend before the Algarve Classic Festival.

The circuit is just twelve years old and is very well served in terms of infrastructure: large pit garages, vast tarmac covered paddock area with a huge viewing area atop of the garages, and potential hospitality rooms/offices. The red 'control tower' housing management offices also had an entire floor that was available to the HGPCA with good viewing opportunities away from the wind! There was an air of desolation though... where did they think spectators would come from when choosing the location? Pamplona (200K residents) is 65km to the north and Logroño (151K residents) 30km to the south and hardly compares to the 3.2M in Madrid who might travel the 40km to Jarama!

One advantage though is that there are – and will be in the foreseeable future – no noise issues. The track is south of the A12 autoroute, not within earshot of anywhere, and the surrounding land is arable farming if the giant haystacks are anything to go by! No wonder that Jonathan Palmer and MSV put in a (successful) bid to purchase the entire site. Apart from an agreement to resurface the track, he will be finalising its 2023 calendar which could include 24hour endurance races, night time qualifying, etc. Before



Wolfgang Hichert and co-driver, Björn Ebsen, out with the HGPCA for the first time in their Talbot Lago photo Vero Strucefj



Klaus Lebr in his Maserati 250F alongside Klaus Bergs in his Lotus 18 photo Vero Strucefj

going, we had concerns that the track would not be suited to our cars, but everyone agreed it was like a smaller version of Portimao and loved it and would, therefore, happily return another year.

Hero of the hour was Guillermo Fierro who stood in for the non appearance of the English-speaking official at Drivers Briefing. The accompanying notes were inaccurate in both the length of Race 2 and pole position (which curiously swaps sides depending on whether it's a standing or rolling start) as well as safety car procedures. When the lights failed between green flag and race start, the Clerk of the Course suggested that the start was given by the National Flag. We refused, insisting that the cars were brought into the pits and briefed specifically on the potential change. Fortunately, the lights started working again – just in time! A heavy overnight storm was probably to blame for the intermittent failure.

18 cars/19 drivers signed up including newcomers to the HGPCA, Volker Hichert and co-driver, Björn Ebsen, with a beautiful Talbot Lago. To the spectators, it looked more like a model car running on Scalextric track as it was driven seamlessly around the circuit.

It was not a great weekend for the Cooper cars. Sadly, two were lost in free practice - Harvey Sykes with a broken rear wishbone and an early return to the UK and Charlie Martin with locked transmission. Pole position for Race 1 was Justin Maeers - on his debut in the newly acquired Brabham - with the top three (Maeers, Rudi Friedrichs and Andrew Beaumont) separated by less than a tenth of a second each at the top of the results and a full 5 seconds clear of the rest of the field.



Rudi Friedrichs in his Cooper T53 ahead of Justin Maeers in his Brabham BT11A photo Vero Strucefj



Justin Maeers leads at the start of the HGPCA race in our first appearance at the Navarra circuit in Northern Spain photo Unai Ono



The close battle up front between Maeers, Beaumont and Friedrichs photo Vero Strucefj

The Brabham had suffered damage, not on the track but getting from the transporter to the garage. Thankfully, it was only bodywork that could be patched up for the weekend and he was pleased to win first time out. Two more casualties for Sunday – Nick Topliss’s gearbox failed after qualifying, and Rod Jolley in Tim Ross’s Cooper also suffered gear box issues. Second race win went to Rudi Friedrichs taking the lead halfway through with Andrew Beaumont in third.

Despite problems with the Cooper, Rod Jolley was keen to share his delight at the circuit “I have to start with turn 1, a flat out top gear right leading into a 2nd gear right, I know of no other corner like this anywhere. This leads into a fast 3rd gear left, another exhilarating corner, in fact there isn’t a bad corner on this track, it has everything and NO chicanes !!!”

We were very grateful to Tim Cottam and Donna Baskerville who travelled to both Navarra and Portimao with welcome tea, coffee, soft drinks and biscuits.

Event Comp Sec, Chris Wilson, had driven to Spain and Portugal with his Cooper following guidelines given to him by Chairman, Peter Horsman, which didn’t involve needing a carnet. He was more than happy to report that the journey out and back worked perfectly. His major concern became the fuel issues across France caused by industrial action. Other travellers changed their plans and took the overnight ferry to avoid driving through France.

More details on the carnet-free way will be shared with the Members soon.



Behind the leaders; Steve Hart, Rod Jolley, Guillermo Fierro and Alex Morton photo Vero Strucefj



Tom Waterfield in Tim Ross’s Cooper alongside Guillermo Fierro in his Maserati 250F photo Vero Strucefj



Guillermo’s Maserati 250F finished first in the front engine cars in both races photo Unai Ono



Front and rear engine Race 2 podium: Justin Maeers (2nd rear), Klaus Lebr (2nd front), Guillermo Fierro (1st front), Rudi Friedrichs (1st rear) and Stephan Rettenmaier (3rd front) photo Vero Strucefj

## Navarra, Spain 2022 Race Results

Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>Front Engine Cars</b>							
<b>Class 2 - 1935 - 1951 Grand Prix Cars</b>							
12	110	Volker Hichert/Björn Ebsen		Talbot Lago T26C	4483	1948	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix Cars</b>							
13	16	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1971	1953	Green
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>							
5	31	Guillermo Fierro Eleta		Maserati 250F 2501/2523	2493	1954	Red
8	248	Klaus Lehr		Maserati 250F CM5	2500	1957	Red
11	25	Stephan Rettenmaier		Maserati 250F 2507	2493	1954	BRG
<b>Rear Engine Cars</b>							
<b>Class 7b - Pre 1961 Grand Prix Cars</b>							
1	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
DNS	59	Charlie Martin	Paul Waine	Cooper T53	2495	1960	Green
<b>Class 7c - Pre 1961 Formula 2 Cars under 1.5 litre</b>							
DNF	41	Tom Waterfield	Tim Ross	Cooper T41		1956	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litre</b>							
4	27	Steve Hart	Chris Wilson	Cooper Maserati T51	1914	1959	Red
10	47	Brian Jolliffe		Cooper T45	1960	1958	BRG
DNS	20	Harvey Sykes		Cooper T45	1960	1958	Blue
DNS	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
<b>Class 10a - Pre Jan 1964 1.5 litre 4-cylinder Formula 1 Cars</b>							
6	21	Alex Morton		Lotus 21 939/952	1498	1961	Green/Gold
7	37	Eddy Perk		Heron F1	1488	1960	Red/Gold
9	44	Klaus Bergs		Lotus 18 908	1500	1961	White/Blue
<b>Class 12 - Pre 1966 Tasman and Intercontinental Cars</b>							
2	11	Justin Maeers		Brabham BT11A	2495	1964	Red
3	49	Andrew Beaumont		Lotus 18 915	2500	1961	UDT/Laystall Green
DNF	7	Nick Topliss		Cooper T53 Low	2498	1961	Blue

Driver of the Day: Front Engine: Klaus Lehr Rear Engine: Eddy Perk



Mutual admiration - Justin Maeers and Rudi Friedrichs - after some tremendous racing photo Vero Strucefj



Andrew Tart, Tatjana Bergs and Rudi Friedrichs listen to sage words (or a great story) from Bertie Gilbert-Smith

PORTIMAO, PORTUGAL 28-30 OCTOBER

# Algarve Classic Festival

The HGPCA completed their 2022 season with some Autumn sunshine. Having had two races on the Spanish circuit of Navarra, dominated by Justin Maeers in the Brabham BT11 formerly owned by Barry Cannell, the crew headed a further 1200kms south to the Algarve and the Autodromo Internacional Do Algarve Portimao.

The entry for Portimao suffered some withdrawals following the Spanish races. Harvey Sykes suffered suspension failure in Spain. Steve Hart regrettably had to advise his customer, Guillermo Fierro Eleta, to withdraw as the noises coming from the engine of his Maserati 250F signalled a potential major expense if he tried racing the car in Portugal. Nick Topliss in his Cooper T53 was the last of the retirements, but he did at least have a drive guaranteed in Portugal sharing the Dorset racing Mini with Ellie Birchenough.

The Dorset Racing Team had a tough trip, with Rod Jolley's Cooper requiring a gearbox change and Tom

Waterfield's Cooper requiring major work, that was completed just before qualifying on Friday afternoon. The club's safety scrutineer, Bertie Gilbert-Smith, was kept busy overseeing all of the work that took place on both cars including some serious welding in the hands of Julian Bronson.

Having her first race at the Portimao circuit was Klara Rettenmaier, daughter of Stephan, enjoying her second year of racing in the ex Bob Gerard Cooper Bristol. Portugal was her fourth event of the season. Stephan was racing a very patinated Maserati 250F in British Racing Green. Enquiries suggested that Stephan, as an avid collector of race cars, had recently acquired the Maserati with an original history showing the car had been raced by Roy Salvadori in period. In later years the car appeared in a blue livery raced by the Hon. Amschel Rothschild.

Having his first run in a new acquisition was Barry Cannell back in a Cooper T51. The car had been liv-

ing in the garage of the Belgian owner unraced for at least 10 years. The car's competition history with HGPCA members goes back 35 years when it was raced by the redoubtable Rod Jolley.

Qualifying was quite frenetic in the beginning with Justin Maeers, Charlie Martin and Rudi Friedrichs separated by a few hundredths. Then the timing screens went wild as times were deleted for Track Limit violations. As the timing screens adjusted, Michael Gans rose to the top of the timing screens posting some very fast times towards the end of the session - the only driver to break into the 2 minute zero bracket. The best of the rest, Charlie Martin in the Cooper T53 of Paul Waine was 2.02, 1.3 seconds behind. Charlie said he overheated his tyres early in the session with his best lap set on lap 6.

Tim Child kept his tyres alive a little longer recording his best time on lap 10 that took him to third on the grid, just over a tenth of a second slower than Charlie. Tim admitted once he posted the time he was waiting for the flag to come out because there was nothing faster left in the tyres. As it was, lap 6 was the crucial lap for those following. Rudi Friedrichs was next just 6 thousandths of a second behind Tim, whilst a further 2 tenths back was Justin Maeers. He was frustrated at the end of the session. The signals from his pit wall, early in the session suggesting he was a second slower than his rivals had encouraged him to go faster which had the negative effect of him exceeding track limits and losing his faster times.

This group had a comfortable cushion back to Andrew Beaumont Lotus 18 who had the close attention of Tom Dark in his Cooper T51 who in turn had Philip Buhoffer's BRM just 4 tenths of a second behind. In total 23 cars qualified for the Portuguese races, John Spiers heading the Front Engine runners in his Maserati 250F from Richard Wilson in the Ferrari Dino.

From the start of the race, it was clear Michael Gans was not to be headed - the leading pair of Gans and Rudi Friedrichs pulling clear of the race behind them. Tim Child took an early third place from Charlie Martin. Tim held the position for three laps before he started having problems with his gearbox leaving him hunting for 4th gear. This allowed Charlie through on lap 4 closely followed by Justin Maeers as the first of the non Coopers in the race.



Race 1 start: Charlie Martin, Tim Child, Rudi Friedrichs and Justin Maeers running 2-4 (Gans already out of the picture) photo Vero Strucelj



The drivers take advantage of the shade under the Media Centre before returning to their cars in the collecting area photo Alan Jones





Klara Rettenmaier celebrates her first podium photo Vero Strucelj



Michael Gans leads the cars out of the pit lane for Race 1 photo Vero Strucelj



Rudi Friedrichs and Cooper in the assembly area photo Vero Strucelj

Fritz Burkard retired his Alfa Romeo 8C early on lap 2 with clutch problems, an issue that was sadly to sideline the car from the rest of the event. John Spiers in the Maserati 250F had made a good start gaining two places promoting him to 8th overall and a very clear lead in the front engine race. Philipp Buhofer in the BRM and Tom Dark, Cooper T51, both shuffled him down the order on lap 2

Rod Jolley Cooper T41, Eddy Perk Heron F1, Richard Wilson Ferrari Dino 246 (second of the Front Engine runners) and Chris Locke Lotus 32 opened the race with a super little four-car duel. Brian Gilbert-Smith commented on Locke's car being something of a rarity in that it still runs with a magneto rather than being converted to distributor and points.

Philipp Buhofer was the next retirement when he sustained damage to his front suspension that would mean the end of the BRM's weekend. Attrition started to come into play at this point as well. The Locke Lotus continued to move through the group of four cars ahead as some fell by the wayside. Eddy Perk had a throttle spring failure that led to his retirement. Richard Wilson had a far more worrying incident when the comparatively new front tyre of the Ferrari delaminated to the canvas as he was entering a corner at full speed. Luckily he was able to bring the car safely to a halt and limped it home when racing was over. The tyre would be returned for inspection and report.

With all positions stable only the retirements of Rod Jolley's Cooper and Klaus Lehr's Maserati (with a broken drive shaft) would affect the final result. The top five - Michael Gans, Rudi Friedrichs, Charlie Martin, Justin Maers and Tim Child remained constant from Lap 4. Andrew Beaumont in his Lotus 18 held a waiting brief in 6th throughout the race.

The front engine podium for Race 1 was headed by



Saturday podium: Rudi Friedrichs (rear engine 2nd), Stephan Rettenmaier (front engine 2nd), John Spiers (front winner), Michael Gans (rear winner), Klara Rettenmaier (front 3rd) and Charlie Martin (rear third) photo Alan Jones



Driver of the Day, Andrew Beaumont with Lindsey Warren photo Vero Strucelj



Lindsey gives Brian Gilbert-Smith a thank-you bottle of port photo Vero Strucelj



Mark Shaw, Class 10a winner in his Lotus with Lindsey photo Vero Strucelj



Lindsey with Tom Waterfield, Class 7c winner in Tim Ross's Cooper photo Vero Strucelj

John Spiers with Stephan Rettenmaier making it a Maserati 1-2. Klara Rettenmaier took her first podium ever in the Cooper Bristol and was over the moon.

The Sunday afternoon Race 2 for the HGPCA posted only two non-starters, the Burkard Alfa Romeo and Philipp Buhofer's BRM. 21 cars left the assembly area with Michael Gans looking relaxed and confident of a second victory in the Algarve.

The Coopers of Tom Dark and Tom Waterfield were



Driver of the Day, Richard Wilson & Jim Carr photo Vero Strucelj

adjudged to have made a jumped start with drive penalties affecting their final result.

It was Rudi Friedrichs who led the field at the end of lap 1 and continued to do so until lap 5. Michael Gans was in hot pursuit with Charlie Martin, Justin Maeers and Tim Child closely behind. On lap 4 Tim deposed Justin, closed on Charlie passing him three laps later.

Following Andrew initially was Tom Dark in his Cooper who, in turn, had Mark Shaw following him. Chris Locke who had started 10th behind Steve Hart was also making progress, passing Steve on lap 2 to close in on Dark and Shaw ahead.

Steve was soon caught up in a quartet of cars led by John Spiers in the Maserati with the Coopers of Ben Maeers and Rod Jolley. Birthday boy Rod had leapt from the back of the grid to an impressive 13th in the first lap but sadly retired to the pit at the end of lap 7 - perhaps to get an early helping of cake??

Following his retirement with tyre failure in Race 1, Richard Wilson had also started at the back of the grid and rose to 15th by lap 4

On lap 9, having caught up with Andrew Beaumont, Tom Dark came into the pits to serve his drive-through penalty for a jumped start. Tom Waterfield had served his penalty two laps previously. With Tom Dark off track serving his penalty, Mark Shaw was now in 7th place with Chris Locke 8th. These positions they would hold until the chequered flag. Tom Dark returned to finish 12th overall and second in class behind Charlie Martin.

On the same lap that Tom Dark pitted, Justin Maeers overtook Tim Child for third place - as Tim was to recount post race, the final laps of the race were enormous fun

A second win resulted for Michael Gans from Rudi Friedrichs and Justin Maeers with a tired, but equally

happy, Tim Child in fourth. 5th place was Charlie Martin and 6th Andrew Beaumont from Mark Shaw, Chris Locke and Ben Maeers. Ben had worked his way through from 13th to claim 9th place in his second outing in Dad's T53 passing the front engine race winner, John Spiers, on the final lap.

The Front Engine race podium was an all Italian car affair with Richard Wilson coming second in his Ferrari Dino and third was Klaus Lehr in his Maserati 250F (rewarding the boys for their garage work dropping the diff assembly out to replace the broken drive shaft).

Back in the garage after the formal podiums, Chris Wilson thanked the team behind the scenes for their work at this meeting before making the awards.

Class Winners received with cheers and high spirits were: Klara Rettenmaier, John Spiers, Richard Wilson, Rudi Friedrichs, Tom Waterfield, Steve Hart, Mark Shaw and Michael Gans. Drivers of the Day were Richard Wilson, front engine, and Andrew Beaumont, rear engine, with a Special Award for Bertie Gilbert-Smith. Celebratory singing accompanied the presentation of 'birthday cake' to Rod Jolley by Lindsey Warren.

*(words Alan Jones)*



Tim Child and Justin Maeers in their Brabham's photo Vero Strucelj



Birthday boy, Rod Jolley, happy to receive a special birthday cake from Lindsey photo Vero Strucelj



Michael Gans in his Cooper comes alongside Klaus Lebr's 250F photo Vero Strucelj



Richard Wilson's Ferrari in the mix with Barry Cannell's Cooper and Eddy Perk's Heron photo Vero Strucelj

## Algarve Classic Festival 2022 Race Results

Pos	No	Driver	Owner	Car	cc	Year	Colour
<b>Front Engine Cars</b>							
<b>Class 1 - 1925-1934 Grand Prix Cars</b>							
DNF	28	Fritz Burkard		Alfa Romeo 8C Monza	2556	1933	Dark Red
<b>Class 5 - 1952/53 2 litre Grand Prix Cars</b>							
20	16	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1971	1953	Green
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>							
10	34	John Spiers		Maserati 250F 2516	2494	1955	Red
16	248	Klaus Lehr		Maserati 250F CM5	2500	1957	Red
19	25	Stephan Rettenmaier		Maserati 250F 2507	2493	1954	BRG
<b>Class 7a - Pre 1961 Front Engine Grand Prix Cars</b>							
13	38	Richard Wilson		Ferrari 246 Dino	2417	1960	Red
<b>Rear Engine Cars</b>							
<b>Class 7b - Pre 1961 Grand Prix Cars</b>							
2	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
5	59	Charlie Martin	Paul Waine	Cooper T53	2495	1960	Green
12	10	Tom Dark		Cooper T51	2500	1960	Green/Red
<b>Class 7c - Pre 1961 Formula 2 Cars under 1.5 litre</b>							
18	41	Tom Waterfield	Tim Ross	Cooper T41	1460	1956	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litre</b>							
11	27	Steve Hart	Chris Wilson	Cooper Maserati T51	1914	1959	Red
14	3	Barry Cannell		Cooper T51	1960	1959	Red
17	47	Brian Jolliffe		Cooper T45	1960	1958	BRG
21	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
<b>Class 10a - Pre Jan 1964 1.5 litre 4-cylinder Formula 1 Cars</b>							
7	99	Mark Shaw		Lotus 21 937	1495	1961	Green/Yellow
15	37	Eddy Perk		Heron F1	1488	1960	Red/Gold
<b>Class 11 - Pre 1966 1.5 litre Formula 1 Cars</b>							
DNF	50	Philipp Buhöfer		BRM P261-2	1498	1964	Green
<b>Class 12 - Pre 1966 Tasman and Intercontinental Cars</b>							
1	17	Michael Gans		Cooper T78	2500	1964	Green
3	11	Justin Maeers		Brabham BT11A	2495	1964	Red
4	76	Tim Child		Brabham BT3/4	2497	1962	Red/Green
6	49	Andrew Beaumont		Lotus 18 915	2500	1961	UO1/Laystall Green
8	32	Chris Locke		Lotus 32B	2488	1965	Green/Yellow
9	53	Ben Maeers		Cooper T53	2751	1960	Green

Drivers of the Day: Front Engine: Richard Wilson Rear Engine: Andrew Beaumont

## FOR SALE



**1959 Cooper Maserati T51** Chassis: F11-22-59 2.5 Litre. Car in which Alec Mildren won the Australian Championship in 1959. Condition: Ready to compete. Contact: Mbailey@B3iLtd.co.uk



Monaco Historique 2022 Class winner. This **1957 Cooper T43** F2-27-57 is a superb example of a game-changing single seater, boasting terrific provenance and proving to be extremely competitive in contemporary historic racing series. £175,000. Contact Cliff Gray: +44(0)7774947736 email: cliff@autostorico.co.uk



**1957 Cooper T43** - F2-15-57 1500cc supplied to Lance Reventlow. Complete with new aluminium body (original body included). Comes with full spares package including most of a spare engine and full race support equipment. Jigs for body fabrication. £200,000. Contact T. Wilkinson on tmwe888@gmail.com



**1958 Lister Chevrolet Knobbly.** Real car, all history known. Fully rebuilt and ready to race with spares. 475bhp! Goodwood regular. Very competitive entry for Stirling Moss/GTSCC/Peter Auto etc. With dealer after Christmas but cheaper now!!! Might take part ex! Geraint Owen g.w.owen@bath.ac.uk +44(0)7947 723707



**Classic Road Bike** 1966 BSA D7 Bantam in very good condition. Recent invoice for £800. £2500 o.n.o

Contact Tim Cottam +44(0)7903999643

**ADA corner weight gauge** CW10P 450kg  
As new. £150.

Contact Richard Pilkington:  
trishapilkington@yahoo.co.uk

## MEMBER UPDATES

We'll keep you all up to date with event information, the AGM, changes to the regulations, etc. via email and the newsletters. Please make sure we have your current address.

Our WhatsApp group has been working very well for immediate notifications at race meetings etc. If you've not already joined, send your details to Lindsey via WhatsApp/text to: +44(0)7712 891102 or via email to: lindsey@hgpcanet