

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
Company Secretary: Brian Horwood
Event Comp Secs:
Chris Wilson and Richard Parnell



HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL3 Dec 2021

Continuing the more photos than words style, here are results and photos from Spa Six Hours, Jerez Historic Festival and Algarve Classic Festival - the full results are on our web site - Calendar Page.

Merry Christmas and Happy New Year to you and yours
See you in 2022

HGPCA ANNUAL LUNCH AND PRIZEGIVING

Annual Lunch and Prizegiving

A very welcome return to the Royal Automobile Club in Pall Mall for our Annual Lunch on 3rd December. It was impossible to know how many of you would be prepared to travel to London from all parts of the UK, let alone Europe but a very healthy 120+ had signed up the week before. And then Boris Johnson announces new Government restrictions on PCR and self isolation which would come into force on the Tuesday before effectively ruling out anyone being able to attend if they were overseas. Very disappointing news indeed. Fritz Burkard however DID get to join us with his daughter, Emma-Sunshine with the comment "Nothing stops PreWar drivers" and we were very pleased to welcome them. Still, it was an impressive gathering of a hundred members and guests on the day and they were the early recipients of our provisional 2022 Calendar. Let's hope that it is more than just 'provisional'.



Members and guests at the Royal Automobile Club toast absent friends photo

Annual Lunch and Prizегiving at the Royal Automobile Club London



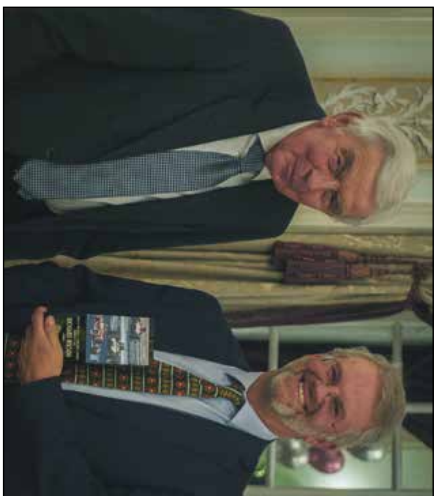
Class 7c: Steve Barkham (Martin Grant Peetkin), Cliff Gray and Elliott Hann
ALL PHOTOS FROM THE ANNUAL LUNCH - jancynmcgillphotography.com



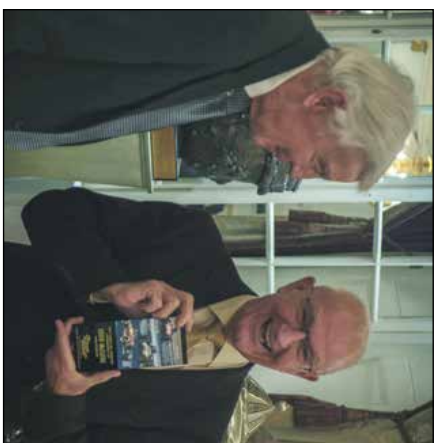
Class 7b: Tom Dark and Will Nubbald



Martin Grant Peetkin and PreWar award recipients, Fritz Burkard



Martin Grant Peetkin with Class 11 award winner, Richard Wilson



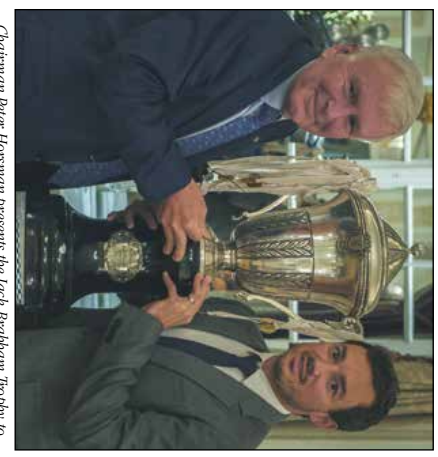
Martin Grant Peetkin with Class 12 award winner, Eddie McGuire



Class 9: driver Steve Han and entrant Chris Wilson, entrant Tim Ross and driver Rod Jolley



Paul and Pina Griffin



Chairman Peter Horsman presents the Jack Brabham Trophy to William Nubbald



Nicola and Mark Shaw



Martin and Bee Grant Peetkin



Martin Grant Peetkin with Class 12 recipients, Justin Naessens and Andrew Beaumont



Fritz Burkard and daughter Emma-Sanshine



Chris and Tony Hellmuth

2022 Provisional Calendar

- 15/16 April **Donington Historic**
- 20-22 May **Pau Historic Grand Prix**, France
- 4/5 June **Sport et Collection Val de Vienne**, France
- 13-17 June **Cruise to Colmar France Road Trip**
- 15-17 July **Zandvoort Historic Grand Prix** The Netherlands
- 30/31 July **Oulton Park Gold Cup**
- 12-14 August **Oldtimer Grand Prix Nurburgring**, Germany
- 26-28 August **Classic Silverstone**
- 30 Sept - 2 Oct **Spa Six Hours Spa-Francorchamps**, Belgium
- 22/23 October **Espiritu del Jarama** near Madrid, Spain
- 28-30 October **Algarve Classic Festival** Portimao, Portugal
- Fri 2 December **HGPCA Annual Lunch** and Prizегiving

SPA SIX HOURS 1-3 OCTOBER

The HGPCA fielded a Team of three for our races at Spa. Chris Wilson had been event Comp Sec at the two French meetings but he was joined by Richard Parnell and Stella for the trip to Belgium. We cannot thank Annie Hart enough - she helped us to understand the Covid regulations required and booked Day 2 tests but, on arrival at the circuit, we were bombarded with texts and messages that we should be self-isolating until we'd taken a PCR (€60) test at the circuit and received a negative result. It was NOT a pleasant experience but probably unavoidable and, thankfully, as far as we know, all HGPCA drivers and teams tested negative.

The paddock was reminiscent of the chaos 10+ years ago with many grids reduced in numbers by up to 50% and a couple of races actually cancelled - the road cars, trucks and trailers outnumbered the race cars! Getting through from the old pit boxes to the F1 was a slow and somewhat noisy journey.

We are very grateful that Masters Historic Racing invited the HGPCA to participate in their hospitality unit – something we were going to be able to enjoy at Jerez and Portimao as well. Their unit was parked up in the middle paddock as usual and an easy walk from our privileged position in the Formula One garages. Vincent Collard and his team were very happy to welcome us and, as ever, the administration worked well.

34 cars were on the grid list for qualifying but not all of them made it onto the track. In fact

Spa Six Hours 2021 - 30 September - 2 October HGPCA Race for Pre 66 Grand Prix Cars

No	Driver	Entrant	Car	Entry Fee
Front Engine Cars				
Class 1: 1925-1934 Grand Prix cars running on 18" or 19" wheels				
26	3	Stephan Rettenmaier	Alfa Romeo P3	
Class 5: 1952/53 2 litre Grand Prix cars				
24	27	Niamh Wood	Eddie McGuire	Cooper Bristol MK1
25	6	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II
DNF	19	Paul Grant		Cooper Bristol Mk 2
DNF	21	Jakob Rettenmaier	Stephan Rettenmaier	Alta F2
Class 6: 1954 -1958 Grand Prix cars on 16" wheels				
4	22	Steve Hart	Family Hann	Maserati 250F CM7
8	34	John Spiers		Maserati 250F 2516
10	4	Josef Rettenmaier		Maserati 250F 2533 Piccolo
11	248	Klaus Lehr		Maserati 250F CM5
Class 7a: Pre 1961 front engine Grand Prix cars on 15" wheels				
6	38	Richard Wilson		Ferrari 246 Dino
Class 8: Formula Libre, Indianapolis & Intercontinental cars				
13	16	Marc Valvekens		Aston Martin DBR4/4
27	2	Eddie McGuire		Scarab
Rear Engine Cars				
Class 7b: Pre 1961 Grand Prix cars on 15" wheels				
2	10	Will Nuthall	Giorgio Marchi	Cooper T53
3	12	Rudi Friedrichs		Cooper T53
9	30	Tom Dark		Cooper T51
16	87	Tony Lees		Cooper T53
DNF	24	Ingo Strolz		Cooper T51
DNF	40	Stephan Jobstl		Cooper Maserati T51
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres				
19	60	Elliott Hann		Cooper T41
DNF	97	Hans Ciers		Cooper T45
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres				
17	64	Ben Maeers	Justin Maeers	Cooper T51
20	42	James Willis		Cooper T45
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars				
5	99	Mark Shaw		Lotus 21 937
18	9	Arnold Herreman		LDS F1
21	36	Erik Staes		Lotus 18/21 P2
22	44	Klaus Bergs		Lotus 18 908
Class 10b: Post 31 Dec 1963 1.5 litre 4 cylinder F1 cars & 1964/66 F2 cars				
12	91	Chris Drake		Cooper T71/73
DNF	72	Tom De Gres		Brabham BT14
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars				
15	50	Philipp Buhofer		BRM P261-2
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars				
1	49	Phil Keen	Andrew Beaumont	Lotus 18 915
7	53	Justin Maeers		Cooper T53
14	7	Max Blees		Brabham BT7A
23	63	Michel Kuiper		Brabham BT4

Drivers of the Day: Front Engine - **Klara Rettenmaier** Rear Engine: **Mark Shaw**



Will Nuthall (Cooper T53) ahead of Phil Keen (Lotus 18) and Rudi Friedrichs (Cooper T53)



Eddie McGuire (Scarab) and Klaus Lehr (250F)



An unfortunate spin for Ingo Strolz (Cooper T51) at La Source



Steve Hart (250F), Michel Kuiper (Brabham BT4), Mark Shaw (Lotus 21) and Richard Wilson (Ferrari Dino)

one of them - Phil Keen - wasn't even at the circuit having been recruited at the very last minute by Andrew Beaumont who had tested 'Covid positive' just a few days previously.

Michael Gans, Paul Grant, and Jakob Rettenmaier sadly didn't get to race on Saturday but Tom Dark and Hans Ciers were able to join Phil Keen on the back of the grid.

Starting from the back for Saturday's dry race was not a problem for Keen. He was up to fourth place on the first lap and second by lap three which is where Will Nuthall, in Giorgio Marchi's Cooper T53, managed to keep him for the rest of the race. James Willis broke the gear selector on his Cooper but, with help from Will Nuthall, was able to weld it together and he and James Sommerin refitted it in time for the second race.

On Sunday, the weather had changed to the rather more typical Spa weather - cold and wet – and the safety car stayed out for a second lap. Despite requests for it to slow down, by race start, the cars were spread across 25% of the track! Philipp Buhofer was given a drive through penalty for overtaking during these rather odd laps. Phil Keen made it past Will to reign supreme from lap three onwards. A stunning fastest lap on L7 put his Lotus out of reach. Prize for consistency goes to Rudi Friedrichs who maintained P3 throughout. Mark Shaw (Lotus 21) and Steve Hart in the Hann Family 250F chopped and changed P4 with the front engine car better suited to handling the conditions in the end. The wet meant that all the earlier front engine cars were able to shine - virtually half of the first 10 finishers in fact. There was an ongoing battle for position between Richard Wilson's Ferrari Dino and Steve Hart in the Maserati on both days which was stunning to watch. There were many spins and track limit infringements throughout the race but only two penalties were given – Wilson's Dino and Klaus Lehr's 250F.

We may have missed the Red Truck in Belgium but the beer, wine, speck and cheese evening provided by Ingo Strolz and Thomas Matzelberger in their pit box on Friday evening was fantastic. The Austrians are becoming fabled for their coffee machine which they seem able to set up in any paddock situation. This time there was no lack of power supply – nor of the spread they invited us to share. Platters of delicious Austrian cheese and



Fantastic to be back in Europe at the Spa Six Hours again - all track photos Trevor Noble



Justin Maeers (Cooper T53), John Spiers (Maserati 250F) and Michel Kuiper (Brabham BT4) photos trevornoble7@btmail.com



Max Bles (Brabham BT7A) and Marc Valvekens (Aston Martin DBR4)



Tony Lees (Cooper T53)



Niamb Wood (Cooper Bristol) and Chris Drake (Cooper T71/73)



Pit lane parking for red cars only photo Mikey Webb



Klaus Lebr with 'Team Austria', Thomas and Ingo on Friday

sausage (beautifully sliced on their magnificent Berkel replica (needless to say, Ingo has an original or two back at the hotel), draught beer and chilled wine were enjoyed by the HGPCA group well into the late evening. The schnapps was divine too. Thanks guys, that was really special.

Rudi Friedrichs invited all those not involved in the Six Hour race itself to his home in Aachen for supper on Saturday evening. We're relieved that the majority of us knew where to go but (apologies) the HGPCA Team found themselves in a muddy field and arrived half an hour too late for Helga's delicious soup but, thankfully, not to late for the fabulous steak – beautifully cooked by grill-meister, Philip. It was a wonderful and exceptional evening. Thank you to Rudi and Helga for inviting us.

Apart from missing the Red Truck, we were also without Brian Gilbart-Smith – something that Michel Kuiper was to regret when the local scrutineer pushed the button on his Brabham's fire extinguisher to 'test' it and covered the car in foam!!



Sunday Prizegiving - left to right: Mark Shaw (Class 10), Philipp Bubofer (Class 11), Klara Rettenmaier (Driver of the Day), Niamb Wood (Class 5) and Marc Valvekens (Class 8) with Richard Parnell (Event Competition Secretary along with Chris Wilson)



Friday qualifying, the front engine cars out on track together: Richard Wilson (Dino) with John Spiers, Klaus Lebr and Steve Hart (250Fs)



Francois d'Huart, Rudi Friedrichs, Paul Grant, Christian Dumolin, Guy Peeters and Erik Staes



F1 display at Spa Francorchamps

Spa 100th Celebration Demo

Before our races at the Spa Six Hours, the modern Formula One weekend hosted a demo of F1 cars to celebrate the circuit's 100th anniversary.

The HGPCA era was represented by François d'Huart (Talbot T26C), Marc Valvekens (Aston Martin DBR4), Frank Trouillard (Lotus 21/24), Michel Wanty (Lotus 24), Guy Peeters (in Wanty's Lotus 16), Christian Dumolin (250F), the extremely quick Rudi Friedrichs (Cooper T53), Erik Staes (18/21 P2). Paul Grant brought his De Tomaso 505-383 instead of the Cooper Bristol. The 'youngest' car taking part was probably the 1990 Arrows A11 driven by Jean-Michel Martin and the oldest, d'Huart's Talbot.

The most difficult exercise of the weekend proved to be organizing and taking a Covid test and linking the negative result to the VIP pass – especially for anyone without a mobile phone! It didn't help that several of the tests had proved positive and the 10 day quarantine was only avoided when the morning shift decided all were negative!!! This meant that they missed the first demo slot on Friday with Emerson Fittipaldi in his Copersucar

Second demo run at the end of the day was a great success with a very nice mix of cars although the younger cars were rather too quick to see in our small mirrors but, thankfully, driven by likeminded enthusiasts. Saturday's third and last demo run was on a wet track but, starting after the F1 free practice, the racing line was dry until halfway through the session when the heavens opened up.

Sunday no driving for us but bound by our contract to stay at the circuit to show the cars till the end of the race which was due to start at 15.00hrs. Well, we all know what happened then.... and we were on the road much sooner than expected! (words Erik Staes)

JEREZ HISTORIC FESTIVAL 23/24 OCT

Many UK drivers were keen to finally get out of the country to race at Jerez and Portimao despite the carnet and Covid testing. It had been too long and others had managed the hoops and hurdles for France and Belgium so we were very pleased to see 31 cars out on track for qualifying on Saturday morning – the biggest grid of the weekend. New Member, Fritz Burkhard, invited Katarina Kyvalova to drive his Bugatti T51 (the car he raced at Dijon in July) and we hope to see her out with us again next season. This time, Fritz was in his beautiful 1933 Scuderia Ferrari Alfa Romeo 8C Monza.

It was a welcome return to face to face signing on, drivers briefing and scrutineering with Brian Gilbert-Smith journeying out of the UK at last.

Our agreement with the organisers did not include pit boxes but, due to diminished entries in other grids, we were able to allocate virtually all of our cars (and the Formula Juniors) within garages. Thanks to Nick Topliss and anyone else who was happy to stay out in the paddock (in the sunshine). The HGPCA Team were invited to a pre-event meeting (similar to Zandvoort) where we all get to meet the other grid organisers and the event management which is very useful to put names to faces for the weekend.

We joined the Masters in their hospitality unit for the weekend which worked very well for everyone. (we may have to worry about serving breakfast next year though!)

In Friday's free practice, Rod Jolley broke the stub shaft in Tim Ross's Cooper T43/51 which he was able to replace within the paddock (many thanks) and IN Racing managed to send out replacements in time for Dorset Racing to fit for R1. Rudi Friedrichs's Cooper had problems with the gearbox oil seal seating which Jack Williamson (Dorset Racing again) was able to sort out temporarily. Busy weekend for Jack!

2021 has seen much more racing than in 2020 and quite a number of new drivers – which is very good news. There were seven white spots on race cars for the weekend denoting either a new car or new driver or new car/driver combination!

Conditions were deemed slippery for qualifying on Saturday with several spins – one of them sadly causing retirement for Mark Shaw's Lotus which lost a rear corner when he was caught on oil putting him out for the weekend – a great shame as his qualifying time put him beside Rudi Friedrichs at the front of the grid. Tom Smith and his team were determined to get the car ready for Portimao – which they did. Congratulations.

Oil on the track – possibly miss-appropriated blame – did not bring out the necessary oil flags causing complaints which we are grateful to Guillermo Fierro for taking up with the circuit who acknowledged some failure in their actions (or lack of). John Spiers's catch tank was full of oil due to high temperature and HGPCA scrutineer, Brian Gilbert-Smith was unable to sanction (along with the Clerk of the Course) running the 250F without its bonnet to reduce temperature. Steve Hart worked hard to improve the air ducting to the engine compartment and, after representation to Stewards and scrutineering, the car was able to run from the back of the grid on Sunday.

Race 1 on Saturday afternoon suffered a rather



Stephan Jöbstl (Cooper Maserati T51)
and Klaus Lebr (Maserati 250F)



Andrew Beaumont (Lotus 18) and Barry Cannell (Brabham BT11A)



Guillermo Fierro (Maserati 250F), Justin Maeers (Cooper T51), and Tony Lees (Cooper T53)
all track photos © Escuderia Targa Iberia



James Willis (Cooper T45), Rod Jolley (Tim Ross's Cooper T43/51)
and Ben Maeers (Justin's Cooper T53)

untidy line up for the start but thereafter ensued an exciting battle for the lead between Rudi Friedrichs's Cooper T53 and Andrew Beaumont's Lotus 18 which Andrew won on the very last lap by 0.089 secs! That's not to say the rest of the field weren't providing a fantastic display as well with Max Smith-Hilliard's Lotus 16 battling with Richard Wilson's Ferrari Dino for top step of the Front Engine podium. Michael Gans (Cooper) and Barry Cannell (Brabham) were mixing it with Philipp Buhofer (BRM) with Barry finishing ahead to take P3.

Race 2 on Sunday presented a much better form up



Max Smith-Hilliard on the grid in his Lotus 16

and, after Rudi's T53 led the first couple of laps, the rest of the race was dominated by Michael Gans in his later Cooper T79 relegating Cannell's BT11A and Beaumont's Lotus 18 to battle for third.

Sadly, Ben Maeers, in his first outing in Dad Justin's T53 spun on the last lap. He might well have been in line for a DotD award if he'd not had to retire – it was a brilliant drive and he was up with the BRM and Lotus 16 for half of the race.



John Spiers (Maserati 250F) and Tony Ditheridge (Cooper T45)
all track photos © Escuderia Targa Iberia



Cliff Gray (Cooper T43) and Erik Staes (Cooper Bristol)



Philipp Buhofer in his BRM P261 and Katarina Kyvalova in Fritz Burkhard's Bugatti T51
all track photos © Escuderia Targa Iberia



Umbrellas required in the sunshine at Jerez: Andrew Beaumont (Lotus 18) and Rudi Friedrichs (Cooper)



Rod Jolley in Tim Ross's Cooper T43/51, Ben Maeers in Justin's Cooper T53 and Richard Wilson in his Ferrari Dino



Podium presentations: Rear: Rudi Friedrichs (2nd), Michael Gans (1st), Barry Cannell (3rd)
Front: Richard Wilson (2nd), Dan Longmore (for Max Smith-Hilliard, 1st) and Guillermo Fierro (3rd)



Prizegiving in the Masters hospitality was conducted by Brian Gilbert-Smith with Event Competition Secretary, Ted Rollason, giving the bubbly to - clockwise from top left: Guillermo Fierro (Class 6), Michael Gans (Class 12), James Willis (Class 9), Cliff Gray (Class 7c), Klaus Bergs (Class 10a) and Erik Staes (Class 5) all photos Vero Strucelj

Jerez Historic Festival 23/24 October 2021 HGPCA Race for Pre 66 Grand Prix Cars

No	Driver	Entrant	Car	Entry Fee
Front Engine Cars				
Class 1: 1925-1934 Grand Prix cars running on 18" or 19" wheels				
25	28	Fritz Burkard	Alfa Romeo 8C Monza	
27	511	Katarina Kyvalova	Fritz Burkhard Bugatti T51	
Class 5: 1952/53 2 litre Grand Prix cars				
18	36	Erik Staes	Cooper Bristol Mk II	
19	19	Paul Grant	Cooper Bristol Mk 2	
Class 6: 1954 -1958 Grand Prix cars on 16" wheels				
11	31	Guillermo Fierro	Maserati 250F 2501/2523	
15	248	Klaus Lehr	Maserati 250F CM5	
28	34	John Spiers	Maserati 250F 2516	
Class 7a: Pre 1961 front engine Grand Prix cars on 15" wheels				
6	16	Max Smith-Hilliard	Lotus 16 363	
7	38	Richard Wilson	Ferrari 246 Dino	
20	246	Alex Birkenstock	Ferrari 246 Dino	
Rear Engine Cars				
Class 7b: Pre 1961 Grand Prix cars on 15" wheels				
2	12	Rudi Friedrichs	Cooper T53	
13	87	Tony Lees	Cooper T53	
26	40	Stephan Jöbstl	Cooper Maserati T51	
29	10	Tom Dark	Cooper T51	
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres				
21	43	Cliff Gray	Cooper T43	
23	98	Stephen Banham	Cooper T45	
24	45	Hans Ciers	Cooper T45	
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2ltr				
8	42	James Willis	Cooper T45	
9	51	Rod Jolley	Tim Ross Cooper T43/51	
12	64	Justin Maeers	Cooper T51	
16	8	Tony Ditheridge	Cooper T45	
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars				
17	44	Klaus Bergs	Lotus 18 908	
DNF	99	Mark Shaw	Lotus 21 937	
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars				
4	50	Philipp Buhofer	BRM P261-2	
30	57	Richard Smeeton	Lola Mk4	
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars				
1	17	Michael Gans	Cooper T79	
3	3	Barry Cannell	Brabham BT11A	
5	49	Andrew Beaumont	Lotus 18 915	
10	7	Nick Topliss	Cooper T53 Low Line	
14	53	Ben Maeers	Justin Maeers Cooper T53	
22	6	John Emery	Brabham BT4	

Drivers of the Day:

Front Engine - **Fritz Burkard** Rear Engine: **Philipp Buhofer**

ALGARVE CLASSIC 29-31 OCT

Just one week apart but the two race meetings were like chalk and cheese. Jerez with its glorious sunshine, relaxed atmosphere and a wealth of advance information was to be eclipsed by a turn in the weather (and the advance information!) Was there any free testing? Was the signing on and briefing going to happen face to face? It transpired that the answer to both was 'NO' although we managed to turn around the online documentation requests by saying it was far too late in the day to be providing digital info.

Formula Juniors kindly allowed a few HGPCA 'first timers' to participate in their free testing session which they were very grateful for.

Non-starters included Friedrichs' Cooper (which he felt better to preserve for a Winter re-fresh), Richard Smeeton's Lola (which was playing up with fuel pressure and charging), Katarina Kyvalova who was unable to get to Portugal, Max Smith-Hilliard who damaged a brake disc in mid week testing and the replacement was stuck in customs, Stephan Jobstl and Alex Birkenstock BUT there was a late entry request from Lukas Halusa to race the family Bugatti T35B still basking in glory from its Goodwood Members' win. There was a driver change too! Tony Ditheridge was keen that Justin Maeers take over his Cooper T45 after problems with the gearbox on his T53.

The weather proved influential in both races as the earlier front-engine cars proved more suited to the circumstances. Michael Gans' Cooper T79 was the single exception on Saturday, leading almost from start to finish, having cleared Beaumont's Lotus 18 on the opening lap. Rod Jolley in Tim Ross's Cooper T43/51 put up a fight initially but was soon usurped by Richard Wilson's Ferrari and Guillermo Fierro's Maserati. Even more miraculously, Lukas Halusa's Bugatti came storming through the field to jump everyone bar Gans and Wilson, the PreWar car ending up an astonishing third overall. Halusa was chased home by Fierro and John Spiers in his 250F leaving Jolley and Mark Shaw's Lotus 21 trailing behind.

A similar pattern emerged during more wetness on Sunday after Gans lost it on the first lap to drop down to 17th, allowing a fast starting Spiers to take command

Algarve Classic Festival 29-31 October 2021 HGPCA Race for Pre 66 Grand Prix Cars

No	Driver	Entrant	Car	Entry fee
Front Engine Cars				
Class 1: 1925-1934 Grand Prix cars running on 18" or 19" wheels				
2	1	Lukas Halusa	Martin Halusa	Bugatti T35B
21	28	Fritz Burkard		Alfa Romeo 8C Monza
Class 5: 1952/53 2 litre Grand Prix cars				
10	19	Paul Grant		Cooper Bristol Mk 2
15	36	Erik Staes		Cooper Bristol Mk II
Class 6: 1954 -1958 Grand Prix cars on 16" wheels				
1	34	John Spiers		Maserati 250F 2516
4	31	Guillermo Fierro		Maserati 250F 2501/2523
9	248	Klaus Lehr		Maserati 250F CM5
19	27	Christian Dumolin		Maserati 250F 2522
Class 7a: Pre 1961 front engine Grand Prix cars on 15" wheels				
3	38	Richard Wilson		Ferrari 246 Dino
DNS	16	Max Smith-Hilliard		Lotus 16 363
Rear Engine Cars				
Class 7b: Pre 1961 Grand Prix cars on 15" wheels				
12	10	Tom Dark		Cooper T51
18	87	Tony Lees		Cooper T53
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres				
14	43	Cliff Gray		Cooper T43
22	98	Stephen Banham		Cooper T45
23	45	Hans Ciers		Cooper T45
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 ltr				
5	51	Rod Jolley	Tim Ross	Cooper T43/51
6	42	James Willis		Cooper T45
8	64	Ben Maeers	Justin Maeers	Cooper T51
11	8	Justin Maeers	Tony Ditheridge	Cooper T45
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars				
7	99	Mark Shaw		Lotus 21 937
17	44	Klaus Bergs		Lotus 18 908
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars				
13	49	Andrew Beaumont		Lotus 18 915
16	17	Michael Gans		Cooper T79
20	6	John Emery		Brabham BT4
DNF	3	Barry Cannell		Brabham BT11A
DNF	53	Justin Maeers		Cooper T53

Drivers of the Day:

Front Engine - **Richard Wilson** Rear Engine - **Rod Jolley**



Fritz Burkard (Alfa Romeo 8C Monza) and Lukas Halusa (Bugatti T35B) photo Trevor Noble



Tom Dark (Cooper T51), Klaus Lehr (Maserati 250F) and Paul Grant (Cooper Bristol)
all track photos by Trevor Noble - trevornoble7@btmail.com



Richard Wilson (Ferrari 246 Dino) and Rod Jolley (Tim Ross's Cooper T43/51)



John Spiers (Maserati 250F) and Richard Wilson (Ferrari 246 Dino)



Ted Rollason with - left to right - Lukas Halusa (Class 1), Tom Dark (Class 7b), Paul Grant (Class 5) and Drivers of the Day: Rod Jolley (rear engine car) and Richard Wilson (front engine car) photos Vero Strucej



A downturn in the weather and a damp start to Sunday's race. All track photos by Trevor Noble



Erik Staes (Cooper Bristol) and Andrew Beaumont (Lotus 18) photo Trevor Noble



James Willis (Cooper T45), Mark Shaw (Lotus 21), James Maers (in Tony Ditheridge's Cooper T45) and John Spiers (Maserati 250F)



Michael Gans (Cooper T79)

ahead of Wilson. Again, Jolley tried to resist on behalf of the rear-engine gang but to no avail as miracle man, Halusa, as well as Fierro, were soon through which meant that the first four positions were now occupied by machines from the mid fifties – and one of them from three more decades back!

Gans managed to claw back most of his deficit, only to drop out on the final lap, allowing Jolley to come home fifth ahead of James Willis (Cooper T45) and Shaw. (thanks to HMRN for Portimao race report)

Not only had the weather been disappointing... the paddock was invaded during the weekend by MotoGP trucks and infrastructure making us feel rather unwelcome and, because of an excess of grids we te lost green flag laps – valuable on track time. Shortcomings, including lack of time sheets, were blamed on Covid which, coming a week after Jerez where printed results were provided throughout the weekend seemed rather a lame excuse! We will return but anticipate for a much smoother time – and hopefully, better weather.

Thanks again to Masters for including HGPCA in their hospitality and providing us with a venue for prizegiving both weekends which was deftly handled by Brian Gilbert-Smith and Ted Rollason.



Podium Presentations: Above: Front engine: Lukas Halusa (2nd), John Spiers (1st) and Richard Wilson (3rd) Below: James Willis (2nd), Rod Jolley (1st) and Mark Shaw (3rd) photos Vero Strucej



CRUISE TO COLMAR 13 – 17 June 2022

Those with a long memory (and good filing system) might recall the cheerful flyer distributed in December 2019 promoting our fourth road trip. Hotels from Lens through the Ardennes and into the Vosges were chosen and route planner Denis Robson was hard at work defining the views, hills and vales (working feverishly by a beach in Sydney where he was trapped by Covid) for the road-book. Not only did the pandemic extend his winter break by a month and more, the road trip had to be postponed not just for one year BUT, as things stand we are back on track for June 2022. As far as we know, Monsieur Macron has not completely reworked the road system, so we will have the opportunity to rejoice in the views, routes départementales and foody delights of La Belle France, guided by our road-book.

The itinerary remains as originally planned :

- Day 1: Crossing to Calais and/or run down to Lens and Hotel Maison Rouge
- Day 2: Ardennes route to Sedan and Hotel Chateau Fort.
- Days 3/4: Into Vosges and Hotel Barrière in Ribeauvillé for two nights with suggested route/visits for the 16th.
- Day 5: Head north to our last night at Chateau du Faucon in Donchéry.

Happily, the timing does leave space for a breath after the Val de Vienne meeting of 4th June. We are limited to 20 participant crews (two up) and currently have two places available.

Price for two people including Channel crossings and half board hotel accommodation remains c&2500. Contact Stella, please if you wish to seize either of the last places.

Front Engine Cars:

Class 1 - 1925-1934 *Grand Prix cars*: Fritz Burkard – Alfa Romeo/Bugatti

Class 5 - 1952/53 *2 litre Grand Prix cars*: Chris Phillips, Paul Grant – Cooper Bristol, Ian Nuthall – Alta

Class 6 - 1954 -1958 *Grand Prix cars on 16" wheels*: Klaus Lehr, Guillermo Fierro, John Spiers – Maserati

Class 7a - *Pre 1961 front engine Grand Prix cars*: Richard Wilson – Ferrari, Max Smith Hilliard – Lotus, Malcolm Cook – Connaught

Class 8 - *Formula Libre, Indianapolis and Intercontinental cars*: Eddie McGuire, Julian Bronson – Scarab Offenhauser

Rear Engine Cars:

Class 7b - *Pre 1961 Grand Prix cars*: William Nuthall (Giorgio Marchi), Rudi Friedrichs, Tom Dark – Cooper

Class 7c - *Pre 1961 Formula 2 cars of not more than 1.5 litres*: Cliff Gray, Stephen Banham, Elliott Hann – Cooper

Class 9 - *Pre 1961 Grand Prix/Formula 2 cars*: James Willis, Rod Jolley (Tim Ross) – Cooper, Steve Hart (Chris Wilson) – Cooper Maserati

Class 10a - *Pre 1966 1.5 litre 4 cylinder Formula 1 cars*: Mark Shaw, Erik Staes – Lotus, Arnold Herreman – LDS

Class 10b - *Pre 1966 Formula 1 cars & 1964/66 Formula 2 cars*: Chris Drake, Chris Helliwell – Cooper, Alan Baillie – LDS

Class 11- *Pre 1966 1.5 litre multi-cylinder Formula 1 cars*: Richard Wilson – Cooper, Philipp Buhofer – BRM, Stephan Jöbstl – Lotus

Class 12 - *Pre 1966 Tasman/Intercontinental 4 cylinder cars*: Andrew Beaumont – Lotus, Justin Maeers – Cooper, Barry Cannell – Brabham

Jack Brabham Trophy – William Nuthall/Giorgio Marchi Alan Putt Trophy – Klaus Bergs Chairman's cup – Rudi Friedrichs

Cars for Sale



The Ex - Charlie Manders, Redmond Gallagher, **1926 Bugatti Type 35A to 35B**

A stunning example of the iconic Grand Prix Bugatti, with a continuous history, pre and post War competition history, never having been disassembled and still retaining its original chassis, front and rear axles, combined with an original engine gearbox and more. Campaigned its current ownership since 2000.

Contact: cars@williamianson.com Ph: +44 1285831488.



The Ex – Dennis O'Sullivan **1964 Brabham BT10 – Cosworth Formula 2**

Sold new to Dennis O'Sullivan and run under the Baldyne Engineering banner in Formula 2 and Formula 3 formats. Restored by Simon Hadfield Motorsport in 2002 and maintained by Retro Track & Air since 2009, with Cosworth SCA engine rebuilt by Geoff Richardson Engineering. A potential entry for the superb Glover Trophy at the Goodwood Revival, and HGPCA. Contact: cars@williamianson.com Ph: +44 1285831488.



The Ex – Dan Gurney, Only International Race Winning **1960 BRM P48 Formula 1** (2.5-Litre)

Driven to victory by the great Dan Gurney at Ballarat, Australia, in what was to be the only International race victory for a P48 and Gurney's last race for BRM. In its current ownership since the early 1970s, beautifully restored by Hall & Hall and raced to fifth place at the Goodwood Revival in 2018.

Contact: cars@williamianson.com Ph: +44 1285831488.



The 2021 Goodwood Revival Richmond Trophy Winning **BRM Type 25 Formula 1** (2.5-Litre)

Started in the 1960's, officially backed by BRM and parent company Rubery Owen and built using a combination of original parts and parts supplied by BRM. Raced from 1978 and the recent winner of the Richmond Trophy race at the 2021 Goodwood Revival in BRM's 70th Anniversary Year.

Contact: cars@williamianson.com Ph: +44 1285831488.