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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL2 Aug 2017

Race Reports  
from Silverstone  
Dijon and  
Magny-Cours

SILVERSTONE CLASSIC - 28-30 JULY

## Wilson & Fairley strike Gold

The 2017 Silverstone Classic saw a very important logistical change for the HGPCA, in the interests of safety. Rolling starts replaced the period-type standing getaways in response to last year's chain reaction shunt in which seven cars were damaged, some seriously, albeit without injury to their drivers. The first Maserati Trophy grid was shaped by qualifying order, but the second reflected the first race's result per tradition. Sam Wilson and Jon Fairley tasted their first HGPCA victories at the highly successful Goose-promoted event.

If Wilson – winner of the past nine Formula Junior races at the Classic – was overjoyed at taking his third chequered flag of the day in John Chisholm's Lotus 18 on Saturday, Fairley was ecstatic to prevail on Sunday having taken a very battered Brabham BT11/19 home last year, his gearbox failure on P2 having triggered the unfortunate shunt which resembled an automotive pinball machine.



A jubilant Jon Fairley, Sunday's winner with Sam Wilson (2nd) and Barry Cannell (3rd) photo Jim Houlgrave

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Geraint Owen's Kurtis, Richard Smeeton in Alan Baillie's LDS and Nick Taylor in the Lotus 18 photo Jakob Ebrey

## QUALIFYING

An outstanding entry of 54 competitors provided something of a quandary, for with only 50 grid slots available for our combined Pre-1961 and Pre-'66 grids, reserves were the order of the day, with the distinct possibility of disappointment for some drivers.

Already on pole for the Formula Junior races, Sam Wilson clearly had his eye in for he was immediately up to speed and super consistent in the ex-Team Lotus car saddled by Chisholm's Scottish compatriots Jim Clark and Innes Ireland in Formulae 1 and 2 specs in 1960. The Leicestershire engineer cut a 2m20.131s on his second flying lap of the 3.63-mile 15-turn Historic GP circuit, improving to 2:20.033 (93.56mph) on his fourth. Both were good for P1, but his margin was barely four tenths of a second.

Back in Giorgio Marchi's Cooper T53 – in which another gentleman of Verona, Enrico Spaggiari, won races here in 2008, '09 and '11 – classmate Will Nuthall pressed him hardest, cutting 2:20.463 on his final lap. Row two was an all-Tasman/Intercontinental Brabham affair, Barry Cannell seizing third with a stout 2:21.858 in his BT11A, best part of three seconds quicker than Fairley. Since last July's debacle, Jon's father David and uncle Joe had rebuilt the ex-Black Jack machine, although a new wheel failure on a shakedown at Blyton Park tested the resolve of the Ulstermen, inflicting further damage.

Rod Jolley was a solid fifth on the timesheets in his faithful Cooper T45/51, but he graciously stood down from Saturday's race, becoming third reserve with the strong likelihood of getting



Mark Daniell, John Bussey and Nigel Batchelor photo Jakob Ebrey

a run on Sunday, such is the reliability of old racing cars, the youngest of which are more than 50 years old. Rod's gesture brought front-engined protagonists Julian Bronson (Scarab-Offenhauser) and Tony Wood (TecMec-Maserati) up onto the third row, both in the '27s' with the raucous four cylinder American beast 0.721s up on the Italian straight six from the pen of transmission specialist Valerio Colotti.

Also leading his class, for 1500cc V8s [the six potters have gone into hibernation for the moment it seems], was former motorcycle champion Nick Fennell in his Classic Team Lotus 25, its shrill Climax FWMV note squeezed through charismatic double-barrelled exhausts. Fennell was separated from team-mate Andrew Beaumont's delicious pale green UDT-Laystall Lotus-Climax 24 944, ex-Innes Ireland, and Sid Hoole in Swede Joakim Bonnier's period Rob Walker Cooper-Climax T66 by genial Spaniard Joaquin Folch-Rusinol's ex-works Lotus 16, chasing Wood among the 2.5-litre front-engined cars.

Twelfth was former Bugattiste Tom Dark, thor-



Eddie McGuire's Scarab being chased by Tony Best's Dino, Alan Baillie's Cooper and Andrew Smith in Chris Wilson's Cooper Maserati photo Jakob Ebrey



Race start photo Jakob Ebrey



Dan Collins and Andrew Beaumont in their CTL prepared cars followed by Geraint Owen and Nick Taylor

1500cc four-cylinder set on a fine 2:31.016 in his Lotus 21 933, Innes Ireland's only GP winner and the first of Colin Chapman's team cars to win an F1 world championship round at Watkins Glen, New York, in 1961. Nick Taylor (ex-Scuderia Colonia Wolfgang Seidel/Michael May Lotus 18 914) and Alex Morton (ex-Neville Lederle Lotus 18/21 939/952) were only a couple of seconds adrift of Collins, but several places further down.

Between them sat the hulking Kurtis-Offenhauser Indycars of Welshman Geraint Owen (ex-Fred Agabashian 500C) and the indefatigable Fred Harper (ex-Ray Crawford Meguiars Mirror Glaze 500G), running in its later Jim McElreath Indy livery and AJ Watson nose. Harper had machined a new Offy block since its predecessor



David and Jack Paterson

oughly enjoying sitting in front of the engine in the BRP Cooper-T51 which Miles Griffiths pedalled so rapidly for John Bond-Smith before 'Cannelloni' took it on.

Tom qualified a promising 12th, fourth in class, to take his place alongside Rudi Friedrichs' ex-Jack Brabham T53, the gear lever of which came adrift in practice, limiting the German to four laps, during which he pipped Richard Wilson (Cooper T51).

Dan Collins was comfortably quickest of the

split. They were half a second apart, in the company of Class 9 leader Charles Gillett, the Frazer Nash chain-ganger revelling in his Cooper T51, recently acquired from long-time member Andrew Smith. James Willis was in hot pursuit, though, in his T45.

Paul Woolley (Scirocco-BRM) and Chris Milner in the Lotus-BRM 24 dressed in sleeker Lola Mk4 clothing by Reg Parnell shared a row, well clear of the other V8s, the sister Lotus 24s of Argentinian Carlos Miguens (947, the Climax powered car in which 1959 and '60 World Champion Brabham finished fifth in the '62 British GP at Aintree) and Sri Lankan/American Harindra de Silva (947, with BRM motivation, raced by Wolfgang Seidel, Guenther Seiffert and Paddy Driver).

The midfield miscellany featured Tony Best going well in his Ferrari Dino 246, Irishman Eddie McGuire in a second bellowing Scarab, Alan Baillie's little twin-cam engined Cooper T71/73, long-time MG racer Mark Daniell debuting his T45 (occasionally raced by Martin Stretton when in the Mike Haywood/Mark Clubb stable), the T51s of Cumbrian dentist Andrew Smith (guesting in Chris Wilson's Maserati-powered example) and welcome returnee Paul Griffin, plus Ian Nuthall's Alta F2, quickest of the '52-'53 two-litre Grand Prix cars.

Long-time Porsche racer Robi Bernberg was quickest



Saturday's front engine podium: Winner Julian Bronson, Tony Wood (2nd) and Joachin Folch (3rd) flanked by Arbutnot Latbam's James Brooks and Chris Bland photo Jim Houlgrave

### Silverstone Classic

No	Name	Surname	Entrant	cc	year	colour
<b>Front Engine cars</b>						
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
28	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
30	4 Russell	Steve	Cooper Bristol Mk2 4/53	1971	1953	Green-light
36	33 Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
42	23 Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952	Blue/Red
DNF	21 Nuthall	Ian	Alfa F2	1980	1952	BRG
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
29	248 Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
38	25 Halusa	Martin/Niklas	Maserati 250F 2521	2493	1956	White
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
7	17 Wood	Tony	Maserati Tec/Mec	2493	1958	Red
22	38 Best	Tony	Ferrari Dino BR01	2417	1961	Red
DNF	1 Freidrichs	Wolfgang	Aston Martin DBR4/1	2493	1959	Green
DNF	26 Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
5	30 Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
10	77 Owen	Geraint	Kurtis 500C	4454	1954	Maroon
21	55 Harper	Fred	Kurtis Offenhauser	4100	1957	Red/White
24	16 Valvekens	Marc	Aston Martin DBR4/4	2992	1959	Green
33	28 McGuire	Eddie	Scarab Offenhauser	3000		Blue/White
<b>Invitation</b>						
35	18 Batchelor	Nigel	Kieft	2478	1954	Green
<b>Rear Engine cars</b>						
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
2	118 Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960	Green
9	2 Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
17	52 Dark	Tom	Cooper T51	2500	1960	Green/Red
19	7 Griffin	Paul	Cooper T51	2495	1958	Dark Blue
20	14 Wilson	Richard	Cooper T51	2495	1959	Dark Blue
DNF	50 Smith	Tony	Cooper T51	2500	1959	Green
DNF	10 Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
DNF	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
32	34 Bussey	John	Cooper T43	1460	1957	Blue
DNF	43 Bernberg	Robi	Cooper T43	1500	1957	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
12	37 Gillett	Charles	Cooper T43	1964	1957	BRG
13	27 Smith (Chris Wilson)	Andrew	Cooper Maserati T51	1914	1959	Red
16	9 Daniell	Mark	Cooper T45	2207	1958	BRG
25	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
27	151 Hall (Tim Ross)	Rob	Cooper T45/51	1960	1957	BRG
37	40 Pilkington	Tania	Cooper T43	1960	1957	Blue
39	70 Plante	Guy	Cooper T45	1998	1958	Black
40	5 Baudin	Michel	Cooper T45	1960	1958	Red
DNF	42 Willis	James	Cooper T45	9160	1958	Green
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder F1 cars and 1964/66 Formula 2 cars of not more than 1000cc</b>						
11	121 Collins	Dan	Lotus 21 933	1500	1961	Green
14	80 Taylor	Nick	Lotus 18 914	1495	1961	White
18	35 Rowley (John Carpenter)	Iain	Assegai	1500	1962	Red
26	88 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
31	72 Smeeton (Alan Baillie)	Richard	LDS 007	1475	1964	Maroon
34	36 Staes	Erik	Lotus 18/21 P2	1475	1962	Green/Red
DNF	20 Morton	Alex	Lotus 21 939/952	1498	1961	Green/gold
DNF	71 Baillie	Alan	Cooper T71/73	1498	1964	BRG
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
4	29 Fennell	Nick	Lotus 25	1498	1962	BRG
6	44 Beaumont	Andrew	Lotus 24 944	1500	1962	Green
8	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
15	62 Milner	Chris	Lotus 24 P1	1500	1962	Blue
23	129 Woolley	Paul	Scirocco F1 63	1497	1963	White and Blue
DNF	46 de Silva	Harindra	Lotus 24 946	1500	1962	White
DNF	47 Miguens	Carlos	Lotus 24 947	1494	1962	BRG
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
1	11 Fairley	Jon	Brabham BT11/19	2700	1964	Green
3	3 Cannell	Barry	Brabham BT11A	2700	1964	Red/White
41	53 Taylor	Scotty	Cooper T53	2751	1960	Green/White
DNS	22 Horsman	Peter	Lotus 18/21 P1	2500	1961	Dk Blue/Black

Drivers of the Day: **Jon Fairley** and **Sam Wilson**



Sunday podium: Winner Jon Fairley flanked by Sam Wilson (2nd) and Barry Cannell (3rd) photo Jim Houlgrave

of the early 1500cc brigade first time out in his ex-Brabham Cooper T43, last raced by Clive Wilson, but Iain Rowley was experiencing gearbox trouble with John Carpenter's South African Assegai. The bent mainshaft was replaced but only when the ever-helpful JP Race Shop staff (based at Silverstone) machined down a gear did it all fit back together.

Three more front-engined cars, Marc Valvekens' Aston Martin DBR4, class 6 leader Martin Halusa's Monegasque-liveried Maserati 250F 2521 and Nigel Batchelor's burly Kieft V8 were locked in the 2m38s with reserve Richard Smeeton's LDS – brainchild of Rhodesian racer Doug Serrurier – Tony Ditheridge's 1500cc Cooper T45 and the omni-present Paul Grant Cooper-Bristol, yet to be fully extended.

Behind John Bussey's ex-Lance Reventlow Cooper T43 sat London-domiciled Brazilian Bernardo Hartogs in his Lotus 18/21 916 (previously used sparingly by smiling Belgian Guy Peeters), Klaus Lehr (Cameron Millar 250F) and Tania Pilkington (Cooper T43). The Cooper-Bristols of Chris Phillips, Steve Russell and Barry Wood surrounded Tony Smith getting to know his George Fowles-fettled Cooper T51 and Belgium's Erik Staes' Parnell team Lotus 18/21.

Wolfgang Friedrichs parked his Aston Martin after qualifying, letting first reserve Daniell in, and the capacity field was completed by the Coopers of Tasmanian Scotty Taylor (T53), Channel Islander Guy Plante and France Michel Baudoin (T45s).

## SATURDAY RACE

Spots of dampness in the air came to nothing as the imposing grid, showcasing much of the first 15 years of the World Championship's history, filed out in two crocodiles from the dummy grid behind The Wing onto the track which now uses comparatively little of the airfield course on which Giuseppe 'Nino' Farina won its inaugural Grand Prix of 1950, heading Luigi Fagioli and Reg Parnell in an Alfa Romeo 158 clean sweep.

Sam Wilson was hot out of the blocks, gunning for gold. Nuthall tucked in behind him for the chase, but was soon supplanted by Fairley as Cannell settled into fourth, ahead of a heady 'puller' battle embroiling Wood, Bronson and Folch, through which Fennell's cigarette Lotus picked his way over the first half of the race.

Up front, Wilson extended his lead over Fairley to more than six seconds in seven laps,



Front engine podium celebrations: Winner, Julian Bronson with Tony Wood (2nd) and Geraint Owen (3rd) photo Jim Houlgrave



George Fowles and Tony Smith with his Cooper T51 photo Jim Houlgrave



Drivers of the Day, Jon Fairley and Sam Wilson with Arbutnot Latbam's Chris Bland and Supagard's Neil Gough photo Jim Houlgrave



Team Chisbolm: Sir John Chisbolm with his pilot, Sam Wilson, and family photo Jim Houlgrave

then relaxed his pace to make certain of safe passage through lapped traffic. Sam eventually took the chequered flag 3.966s ahead of Jon. "Three wins in one day is amazing, but this is more physical to drive than the FJunior. Despite having a lot more power I'm only 1.7 seconds quicker over the whole lap," said Wilson. Nuthall and Cannell pursued the pair throughout, remaining third and fourth.

Wood, who leapt over the kerb at Brooklands in trying to repel Bronson early on, then found the TecMec's performance ebbing away, slipped from fifth to ninth behind Fennell, the Scarab and the little V8s of Hoole and Beaumont, their order decided by Sid's pass into Stowe on the final lap. Folch had been ahead of the 1500s when "my gearbox seized in fourth." Lacking acceleration in the high ratio, Joaquin thus cruised the sleek Lotus 16 home 10th.

Collins was next, first of the 1500cc 'fours,' with Gillett homing in, six places up on his start position having won a fine scrap with Milner. Both wriggled past Owen in the closing stages although, astonishingly, the hefty 4.2-litre Kurtis was quickest of all down the Hangar Straight, pulling a stout 142.8mph through the speed trap situated two-thirds of the way to Stowe, en route to a class-winning 14th with Taylor's white Lotus 18 benefiting from its considerable slipstream.

Fairley didn't trigger the counter, but Cannell's was the only other car to cock more than 140mph. Wilson, Nuthall and Dark – who parked the pale green and red Lotus with gearbox failure – were not far adrift, while Folch's 136.7mph validated Frank Costin's aerodynamic shrink wrapping among the front-engined brigade, shading the top V8s.

Owen's sparring partner Harper lapped quicker, but had a fright when Baillie attempted to repass him on the outside into Brooklands and get to the apex. The low Cooper pivoted through 180 degrees across the Kurtis' nose, whereupon contact with Harper's left flank sent the big red bolide over its rear corner. The oval racer continued and finished 16th, six seconds behind the class victor.

Morton, Andrew Smith, McGuire and Best completed the top 20, followed by Willis with Wilson, Woolley and Griffin – up six – in close order. Sharpened since its practice woes, Rowley climbed seven places to 25th via a fun tussle with Halusa's Maserati 250F (aka "a big white and red thing"). Ditheridge, Valvekens'



Arbutnot Latham's Chris Bland with Class 5: Steve Russell (2nd), Chris Phillips (3rd) and Marc Valvekens for Paul Grant (1st) photo Jim Houlgrave

Aston and Class 5 winner Nuthall Sr also covered the full nine laps.

Lehr, Daniell's emerald green Cooper and a train comprising the diverse but well-matched Miguens and Hartogs, Bernberg, Grant and de Silva were first of the lapped runners, clear of Tony Smith, Baillie, Batchelor's gruff Kieft and the Cooper-Bristols of Russell and Phillips sandwiching Bussey. Taylor, Plante, Tania Pilkington, Barry Wood and Michel Baudoin completed the finishers. Only Friedrichs and Dark fell by the wayside.

## SUNDAY RACE

Mick Moberley's Hi-Tech crew changed the gearbox in Dark's Cooper overnight to get him running on Sunday, but Baillie and Friedrichs were out, letting in reserves Smeeton, Jolley and Hall to make 48 runners. There were last minute dramas for McGuire, whose Offy refused to run cleanly in the assembly area, but again Moberley's men came to the rescue, even if the flying architect did depart late. Again the threat of rain subsided, to the unanimous relief of those with peaky 1500cc V8 engines, particularly Beaumont, almost resigned to "going backwards" if precipitation struck, as it had royally late on Saturday afternoon.

Wilson was quickest into his stride, but Fairley pounced early, leading at the end of the opening lap. Although Sam – in the throes of recording fastest lap – boldly dived past into Becketts on lap 2, Jon countered immediately but even in elbows-out style (reminiscent of Brabham himself) couldn't shake the bluffer-shaped Lotus which clung doggedly to his gearbox for seven circuits. Jon had one anxious moment when he was chopped by Hartogs at Club, but only when he managed to put Russell's vivid green ex-Bob Gerard Cooper-Bristol between them on the penultimate lap did he look secure, indeed Wilson throttled back to conserve his car knowing that he was beaten.

If the victory Fairley craved justly rewarded his family's year-long odyssey to return their Brabham to its former pristine condition, the final award went to 2017 Silverstone Classic top gun Wilson. "I may not have won it but that last race was the best I've had all weekend. What an end to a dream," said Sam, having been recalled to the podium to receive another huge trophy, put up by Motor Sport magazine for Driver of the Event. Will he now have to build a dedicated cabinet to house it alongside the dozen race winners' trophies earned since 2010?

Will Nuthall had chased them until the mechanism in his ERSA 'box selected two gears simultaneously and the mechanical mayhem grenaded its casing on lap 3. A lap later father Ian abandoned his Alta when it also suffered transmission dramas, the gearbox seizing then the diff exploding.

Cannell moved up to third on Will's demise, setting the best sector three time of all, while Fennell secured



Supagard's Neil Gough present awards to Class 9 - left to right - Mark Daniell (and son) (3rd), Charles Gillett (1st) and Andrew Smith (2nd) photo Jim Houlgrave



Neil with Class 10 winner Dan Collins, Robert Boughton for Alan Baillie (3rd) and Nick Taylor (2nd) photo Jim Houlgrave



Arbutnot Latham's Chris Bland with invitee Nigel Batchelor photo Jim Houlgrave

a dominant class 11 double in fourth. Bronson – described as Charles by the commentators a couple of times (although resemblance between Julian and the oft-moustachioed Lithuanian-American actor, who died in 2003 is not conspicuous) – was beaten to the line by Tony Wood, but was handed fifth by the TecMec ace's eager start which attracted a 10 second penalty dropping him to seventh behind Beaumont and splitting him from Hoole in a reversal of Saturday's V8 order.

Jolley's energetic drive from the back to ninth was one outstanding feature of the race, while another came from Owen who did brilliantly to finish 10th,



Neil with Class 12: Barry Cannell (2nd), Scotty Taylor (3rd) and Jon Fairley (1st) photo Jim Houlgrave



Chris and Neil with Alison and Wendy photo Jim Houlgrave



Neil with Class 11: Andrew Beaumont (2nd), Sue for Sid Hoole (3rd) and Nick Fennell (1st) photo Jim Houlgrave

end of the field but the Bathurst touring car enduro veteran rejoined the grey stuff and finished. Tony Smith, Morton, Willis and de Silva joined the Nuthalls in retirement. (Marcus Pye)

The Red Truck was the usual hub of social activity throughout the weekend with Wendy and her team providing delicious food including a BBQ on Saturday. Supagard were with us, treating all the 'classic' cars in our display across the road from the truck and many of the race cars in the garages. Arbutnot Latham joined us on Friday and Chris Bland and James Brooks stayed on throughout and presented the prizes with Supagard on the podium and in the Red Truck. Many thanks also due to the IN Racing team for creating our home from home - with a little bit of help in the form of an additional awning from Martin Greaves - and Chris Wilson, our Comp Sec over the weekend, ably assisted by Peter Horsman, Martin Grant Peterkin and welcome visitor, Brian Maile on DSO duties.



Chris Bland with Class 7a: Tony Best (2nd) and Will Nutball for Tony Wood (1st) photo Jim Houlgrave



Supagard's Ronnie Loan puts the final flourishes on Ted Rollason's Frazer Nash in the HGPCA Classic line up

outrunning Collins and Gillett – who repeated Saturday's class win – to the line. Andrew Smith, Taylor, Milner and Daniell finished as a group ahead of hard-charging Dark in 17th (whose 2: 27.119s best lap was quicker than everybody ahead up to Rod), with Rowley, Griffin and Wilson in tow. Harper, unsure of his Kurtis' handling, Best, Woolley, Valvekens, 'Dithers' and Hartogs also went the full distance.

Hall was lapped in the race's embers, finishing ahead of Scotto-Belge giant-slayer Grant who has won more Class 5 trophies than all his rivals combined down the years. Russell finished 14 seconds adrift behind Lehr's Maser with Philips third in class in another of the gallant Surbiton-built hybrids which remind members of 1958 World Champion Mike Hawthorn's early exploits which drew the Farnham Flyer to Enzo Ferrari's attention.

A few harmless excursions, most notably Scotty Taylor's grassy rotation into Vale, coloured the back

## The HGPCA is invited to Stand 21's Garden Party at Dijon



A very special invitation was sent to the HGPCA asking us to attend the Annual Garden Party held at the home of Stand 21's owners, the Morizot family. Our genial host, Yves, invites his family, friends and clients to spend a convivial afternoon and evening with delightful company, fine wines and delicious food. Thankyou



## PETER AUTO'S GRAND PRIX DE L'AGE D'OR - DIJON-PRENOIS 9-11 JUNE

## Summer arrives in the Cote d'Or

Balmy temperatures and clear skies welcomed us to the Dijon Prenois circuit near the Cote d'Or, capital of France's Bourgogne region. Aside from a shower or two on the Friday morning, this magnificent weather held throughout the weekend much to everyone's delight - and a pink face or two!

Start times for all our on track sessions were on the early side but, for those untroubled by mechanical gremlins, this meant a relaxing post combat lunch and the opportunity for a timely getaway at the end of the meeting.

On Friday evening, Yves Morizot owner and director of the Stand 21 clothing empire invited all our competitors and team members to a splendid evening Garden Party at his nearby home. Fine dining and local wines of the highest standard were on offer and thoroughly enjoyed by those able to attend.

The only rain seen during the weekend showed itself just before the Pre'61 qualifying session. A track that was wet here, and dry there, provided a challenge for all, but Bronson's skilful hand in the well balanced Scarab was place firmly on pole with Guillermo Fierro, enjoying the sliding the 250F, placed himself a fine second on the grid head of Jolley's Lister Monzanapolis. Not far behind and sandwiching Klaus Lehr's track limit seeking Maserati was Michel Wanty in his pirouetting Lotus 16 and the Ferrari Dino driven by Tony Best. Further down the order it was pretty much business as usual and great to see such a variety of pre-war cars out, The four quickest separated by less than one second! These were topped off by a pair of MG Magnette K3's one with guest driver Philippe Douchet on board. Full marks to Philippe who had driven the car down from Switzerland on the road to compete.

Although rain threatened, Pre'66 Qualifying was in dry conditions and a short, highly focussed, performance over just 4 laps by Will Nuthall in Giorgio Marchi's Grand Prix Cooper produced a pole time that was to be precisely matched on lap 15, but not beaten by Peter Horsman's Tasman Lotus 18/21.

Sid Hoole in the euphonious 1.5ltr V8 powered Cooper T66 came in third ahead of Barry Cannell's Brabham BT11A. Matteo Tullio produced a fine effort in the ex-Gregg Cawley Cooper T51 putting him just ahead of Mssrs Baillie and Clark who were themselves separated by just 0.15sec. Philipp Buhofer, with FJ practice under his belt put in a sharp time in the F2 1000cc Lotus 44 nudging out Rowley's Assegai.

In a hot climate, racing in the morning cool is the way to go. Bronson made a clean getaway from pole, but spent the first 5 laps fending off Fearless Fierro until a minor off-track excursion interrupted Guillermo's rhythm. However, by then, Fierro had set what was to be the fastest lap of the race and his best of the weekend. Rod Jolley, in the Silver Bullet, was going well too until a sticking rear brake signalled caution and, what was building to an interesting battle for second, nearly resulted in him losing third place to Wanty whose Lotus 16 was flying.

Next up, a bevy of 250F's was split by the cheeky Emeryson of Albert Streminski, holding his own amongst this group of big boys led by Klaus Lehr, with Graham Aldeman and Lukas Halusa giving chase - a fine spectacle indeed.

Somewhere nearby should have been Tony Best's Ferrari, but a problem with the Dino's clutch had sadly meant a no start.

Sid Hoole's little Cooper T41's polished aluminium bodywork must have had the Supagard treatment as he finished just a whisker in front of John Bussey's well driven T43. Once again, Ian Nuthall put all his experience to good use and kept the pack of Cooper Bristols behind him. Martin Eyre leadi Steve Russell and Chris Phillips home with a typically smooth and measured drive.

Richard Pilkington, serene in the French blue Talbot, finished ahead of Stephan

Rettenmaier in his misfiring Maserati 8CM and the two MG's of Gillett and Douchet - worthy finishers who, in spite of significant speed differentials, blended in with ease.

It looked like there might be a tussle, and, most certainly, there was! Right from the start of the first Pre'66 race, Horsman attacked poleman Nuthall. When back-markers appeared on lap 6, the Lotus was leading and, in negotiating them, the gap opened up sufficiently for Horsman to move from defensive to more optimum lines and consolidate his position which, in spite of Nuthall's efforts, he maintained to the flag with Sid Hoole bringing his V8 Cooper home for a well deserved third place.

Both Matteo Tullio and Rainer Ott had uneventful races, but were pleased with their performances. The battling 1.5ltr 4 cylinder cars of Clark and Baillie were once again joined by a piece of elastic and provided close and exiting racing for the spectators....and the drivers too by all accounts! Anniversary boy Andrea Guarino aboard Lotus 18 "69" hooked it up and had his best result for a while. Engine gremlins curtailed the fun of the Assegai and Brian Joliffe's Cooper T45 as well as Scotty Taylor's T53. Barry Cannell's Brabham had broken a drive shaft at the end of qualifying and, whilst this was fixed, engine gremlins meant a no show for the race.

The race was Red Flagged on the last lap when Michel Wanty's Lotus 24 made contact with Steve Hart in Chris Wilson's Cooper Maserati on the entry to the high speed last corner and entered the gravel trap. Fortunately, although Michel suffered a broken arm he was relatively unscathed, thanks in large part to his rollover protection.

Sunday morning bright, early and reasonably cool saw the Scarab once again start from pole with Fierro (buoyed by his fastest lap) and Jolley with functioning brakes both ready to keep 'Chariot Elevateur' Bronson honest.

Neither Michel Wanty's Lotus 16 nor Sid Hoole's little Cooper took the start but there, at the back of the grid was Tony Best in the Ferrari Dino, clutch fixed and ready for some fun. Indeed, when the lights went out he was up to tenth by the end of the first lap. Today's serious action wasn't happening so much at the front as it was between the Ferrari and the other Maseratis of Lehr, Adelman and Halusa.



A familiar sight... Peter Horsman's Lotus and Will Nutball's Cooper in hot pursuit photo Simone Ott



Rainer Ott's Cooper T53 ahead of Driver of the Day, Matteo Tullio in his T51 followed by Alan Baillie, John Clark and the field photo Simone Ott



Alan Baillie and Philipp Bubofer battle for the lead in Class 10 photo Simone Ott



Michel Baudoin and Tania Pilkington in their Coopers photo Simone Ott

Klaus put in one of his best performances to date and came home ahead of the other three, the powerful Ferrari with Tony Best close behind him in fifth overall, closely followed with fine efforts by Graham Aldeman and Lukas Halusa. Steminski had to work hard in his Emeryson to keep the agile Bussey at arm's length. The other Grand Bataille of the day was between Ian Nuthall's Alta and the Cooper Bristol Crew. They spent the whole race scrapping and those with sharp eyes were looking to see if, as it appeared, they were joined by a piece of string, a wonderful sight and applauded by the crowd.

The Rettenmaier pre-war Maseratis had one or two problems on Saturday. A failing magneto on Stephan's 8CM in Race 1 meant a friend's long distance drive from deepest Germany but at least that resulted in a start. Josef's 8 CL meanwhile had been plagued with fuelling problems, but once push started off the line, it ran faultlessly delivering an unbroken series of impressively quick laps. This performance deservedly earned Josef Driver of the Day for Front Engined cars.

A depleted Pre'66 grid formed up for Race 2 with Race 1 winner Peter Horsman on pole. On the grid Barry Cannell's Brabham refused to go so this meant an unscheduled pitlane parade under safety car for the field at the end of lap one.

At the second 'lights out' Peter and Will Nuthall set off like scalded cats and spent the next 20 minutes and 35 seconds battling for the lead. It was a first class performance, demonstrating the personal skills required to be at the sharp end of these grids, not just the machinery. In the end, the Lotus's sleeker form probably helped Peter maintain the edge over his more youthful rival! A delighted Matteo Tullio brought his T51 home in third spot, a consistent effort over the weekend that earned him Rear Engined Driver of the Day. Rainer Ott with one of his best finishes came fourth followed by the jousting duo of Baillie and Buhofner. John Clark in the bijou Cooper T56 pulled off with overheating. Guarino hung on to his advantage over Tony Ditheridge, who was going well, and Erik Staes who wasn't far behind after a good drive.

For a moment, Tania Pilkington, steadily getting back in the groove, thought she was going to get, and stay past Scotty Taylor, but 2.5 ltrs always beat 2ltrs on that long straight and it didn't quite happen. It was good to see Michel Baudoin out in his T45.

Thanks are due to the organisers who ran the event efficiently and effectively. Race Control and Trackside personnel were of a high standard, as were the emergency services. The Drivers briefing provided by Italian COC Daniele Gabliati was excellent and his clarity and no-nonsense approach to race direction appreciated.

The usual friendly atmosphere of bonhomie pervaded the Red Truck throughout



Tony Best's Ferrari Dno ahead of the Maserati 250Fs driven by Graham Adelman and Lukas Halusa photo Simone Ott

the weekend, supplemented by some wonderful, locally sourced, lunches provided by the Beevers – despite a momentary panic when the paddock safety marshalls strode across to insist that Bob quench the BBQ immediately or they would put the water hoses on it! Most fortunately, he was persuaded to turn a blind eye – just this once! And a final thank you again to Yves and his family for inviting us to their very special soiree on the Friday evening. (Richard Parnell)

### Grand Prix de l'Age d'Or - Dijon-Prenois

No	Surname	Name	Car	cc	year
<b>The Arbuthnot Latham Race for pre 1961 Grand Prix Cars</b>					
<b>Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels</b>					
16	7 Rettenmaier	Stephan	Maserati 8CM 3020	2992s	1934
17	11 Gillett	John	MG K3	1086s	1934
18	12 Douchet	Phillippe	MG K3 3026	1089s	1934
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>					
14	10 Rettenmaier	Josef	Maserati 8CL 3035	2982s	1940
15	5 Pilkington (Tania Pilkington)	Richard	Talbot T 26 SS	4482	1937
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>					
10	21 Nuthall	Ian	Alta F2	1980	1952
11	6 Eyre	Martin	Cooper Bristol F2/T23/25	2500	1953
12	4 Russell	Steve	Cooper Bristol Mk2 4/53	1971	1953
13	33 Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>					
2	31 Fierro	Guillermo	Maserati 250F 2523	2493	1956
4	248 Lehr	Klaus	Maserati 250F CM5	2500	1957
6	28 Adelman	Graham	Maserati 250F 2522/23/26	2498	1956
7	25 Halusa (Martin Halusa)	Lukas	Maserati 250F 2521	2493	1956
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>					
5	38 Best	Tony	Ferrari Dino 246 BHR01	2417	1961
DNF	20 Wanty	Michel	Lotus 16 368	2495	1959
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>					
8	125 Steminski	Albert	Emeryson F2/F1	1475	1960
9	34 Bussey	John	Cooper T43	1460	1957
DNF	41 Hoole	Sid	Cooper T41	1495	1956
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>					
1	30 Bronson	Julian	Scarab Offenhauser	2500	1960
3	2 Jolley	Rod	Lister Jaguar	3781	1958

Driver of the Day: **Josef Rettenmaier**

### The Supagard Race for pre 1966 rear engine Grand Prix Cars

<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>					
2	10 Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960
7	69 Guarino	Andrea	Lotus 18 370	2495	1960
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>					
8	8 Ditheridge	Tony	Cooper T45	1960	1958
11	43 Pilkington	Tania	Cooper T43	1960	1957
12	5 Baudoin	Michel	Cooper T45	1960	1958
13	47 Jolliffe	Brian	Cooper T45	1960	1958
DNF	27 Hart (Chris Wilson)	Steve	Cooper Maserati T51	1914	1959
<b>Class 10 - Pre 1966 1.5 lt 4 cyl F 1 cars and 1964/66 F 2 cars of not more than 1000cc</b>					
5	71 Baillie	Alan	Cooper T71/73	1498	1964
6	53 Buhofner	Philipp	Lotus 44	1000	1966
9	36 Staes	Erik	Lotus 18/21 P2	1475	1962
14	56 Clark	John	Cooper T56	1475	1961
DNF	35 Rowley (John Carpenter)	Iain	Assegai	1500	1962
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>					
DNF	11 Wanty	Michel	Lotus 24 942	1500	1962
DNF	66 Hoole	Sid	Cooper T66 F1	1495	1963
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cyl cars of not more than 2.7 litres</b>					
1	22 Horsman	Peter	Lotus 18/21 P1	2500	1961
3	51 Tullio	Matteo	Cooper T51	2500	1960
4	61 Ott	Rainer	Cooper T53	2700	1961
10	53 Taylor	Scotty	Cooper T53	1960	1960
15	3 Cannell	Barry	Brabham BT11A	2700	1964

Driver of the Day: **Matteo Tullio**



# GRAND PRIX DE FRANCE HISTORIQUE 30 JUNE-2 JULY Magny-Cours Maelstrom



Julian Bronson's Scarab dwarfs Eddy Perk's nimble Heron which is followed by Stephan Rettenmaier's 250F photo Simone Ott



Supagard's David Chazan with Class 9 winner James Willis and Brian Jolliffe (2nd) photo Lesley Perk



Ian Nutball's Alta ahead of Rod Jolley's mighty Lister which is followed by Alex Morton's Lotus and James Willis's Cooper photo Simone Ott

## Grand Prix de France Historique - Circuit Nevers Magny-Cours

Pos	No	Name	Surname	Entrant	cc	year	colour
<b>Front Engine Cars</b>							
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>							
18	5	Pilkington (Tania Pilkington)	Richard	Talbot T 26 SS	4482	1937	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>							
4	21	Nuthall	Ian	Alta F2	1980	1952	BRG
5	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>							
12	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
22	25	Rettenmaier	Stephan	Maserat 250F 2534	2493	1957	Blue
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>							
2	30	Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
6	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver
10	28	McGuire	Eddie	Scarab Offenhauser	3000		Blue/White
13	16	Valvekens	Marc	Aston Martin DBR4/4	2992	1959	Green
<b>Invitation Class</b>							
7	18	Batchelor	Nigel	Kieft	2478	1954	Green
<b>Rear Engine Cars</b>							
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>							
1	10	Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
DNF	33	Guarino	Andrea	Lotus 18 370	2495	1960	Green
DNF	118	Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960	Green
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
27	45	Taylor	Scotty	Cooper T45	1475	1958	Silver
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
8	42	Willis	James	Cooper T45	9160	1958	Green
16	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
DNF	7	Baudoin	Michel	Cooper T45	1960	1958	Red
<b>Class 10 - Pre 1966 1.5 litre 4 cyl F 1 cars and 1964/66 F 2 cars of not more than 1000cc</b>							
9	8	Taylor	Nick	Lotus 18 914	1495	1961	White
11	20	Morton	Alex	Lotus 21 939/952	1498	1961	Green/gold
15	36	Staes	Erik	Lotus 18/21 P2	1475	1962	Green/Red
20	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
24	14	Cook	Malcolm	Brabham BT10	1000	1964	French Blue
DNF	15	Jamin	Patrick	Lola T54	998	1964	Red
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
17	4	Beaumont	Andrew	Lotus 24 944	1500	1962	Green
19	41	Ferrer	David	Lola Mk 4 BRGP 41	1500	1962	Blue
21	69	John of B	Mister	Lola Mk 4 BRGP 42	1500	1962	BRG/Red
23	57	McCabe	Charles	BRM P57 2	1498	1961	BRG
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cyl cars of not more than 2.7 lts</b>							
3	22	Horsman	Peter	Lotus 18/21 P1	2500	1961	Dk Blue/Black
14	3	Cannell	Barry	Brabham BT11A	2700	1964	Red/White
25	61	Ott	Rainer	Cooper T53	2700	1961	BRG
26	32	Kinch	Larry	Lotus 32 Tasman	1498	1964	White
DNF	6	Newman	Matthew	Brabham BT14	1498	1965	Green/Silver

Driver of the Day: Front Engine: **Richard Pilkington** Rear Engine: **Nick Taylor**



Front engine driver of the Day - Richard Pilkington, Eddie McGuire, Erik Staes and Andrew Beaumont photo Simone Ott



At the sharp end... Will Nutball, Julian Bronson and Peter Horsman battle for the lead on Sunday photo Simone Ott

Last October, Lauren Vallery-Masson – organiser of the Dijon Motors Cup as well as Pau Historic Grand Prix – approached us with news of a brand new event he was putting on with backing from the FFSA (the French equivalent of the MSA). It was considered that France had been without a Grand Prix for quite long enough and, with the potential for it to be included in the F1 Calendar in 2018, a 'warm up' historic event was needed. The Grand Prix de France Historique evolved and will be run every other year (ie. non Monaco Historic years). The HGPCA were invited to bring a combined grid of front and rear engine Grand Prix cars and Masters brought along their F1 cars as well as sports cars and the Masters Three Hours. Together with International Historic F2, Formula Ford and F3, a busy meeting was in store. Add to the mix, an auction and a concert and it was clear they had big plans.

Sadly, the weather decided not to play ball and the challenge of the weekend became one of trying to keep cars on the tarmac and pointing in the direction of the racing! Some managed better than others... tables were turned on the nimble rear engine cars as the heavier fronts coped far better in the conditions. Julian Bronson was heard to comment that he'd enjoyed two of the best races he'd ever had and Nigel Batchelor and the Kieft performed brilliantly all weekend – now we can see what that car can do...

## HGPCA's inaugural North Yorkshire Rally

The inaugural HGPCA rally commenced on Thursday 6th July with a champagne and Yorkshire themed reception at our 'home' for the weekend, Crathorne Hall Hotel. Friday morning, the 17 classic cars from eras ranging from the 1920s (Bugatti T35B and a Bentley) through the 30s, 50s, 60s and 70s and including a couple of 'future classics' left the hotel in convoy on their way to the (secret) destination of the day – Robin Hood Bay on the coast of the North York Moors National Park. Some confusion with the road book meant that participants ended up going on slightly different routes but, after a couple of wrong turns here and there, all arrived safely. The day was not without drama as unfortunately one of our vehicles broke down, however help was on hand and the situation was swiftly resolved.

Once back at the hotel and refreshed for the evening, we enjoyed drinks in the garden as well as a selection of garden games (including croquet, which ended up being somewhat competitive between a number of our rally-goers!). This was followed by a BBQ and a short talk from our rally directors, Gerry Watson and Julian Bronson, explaining the most crucial points of the journey for the next day.

Following a much-needed breakfast on the Saturday morning, the cars left one by one and made their way through the Yorkshire Dales. It's safe to say that the weather was well and truly with us - as were some local farm creatures (ask Jane Nuthall!). The route was a delight to drive and guided us through villages and towns including Northallerton, Grassington, Thirsk, Kettlewell and many more.

After a fairly long 113 mile drive, we returned to the hotel for our final evening together. Dinner was followed by an awards ceremony including special celebrations for two 'birthday boys'.

Sunday morning took in a shorter, 60 mile round trip returning for afternoon tea before heading back to the normality of every day life. Everyone enjoyed the company and scenery and will be back together as and when the next 'rally' is organised. Of the many emails sent to Barry Cannell, post event, we print just one – from our French friends, Francois and Elizabeth Duret who travelled up from the South of France to join us.

*Dear friends,*

*The road was long, but your welcome was so warm that the return to the south of France was full of wonderful memories.*

*These memories are of course linked to the beautiful landscapes of Yorkshire that we discover thanks to you. But also and especially by the tremendous welcome of our English friends who knew how to have the patience to listen to our groping English. Thank you twice.*

*It seems necessary to stress the extreme friendliness of Nicola, Julian and his friend, Gerry. If it was not pleasant to wait on the roadside on Friday, I would gladly have broken down again on Saturday to spend such a privileged moment in the 'ballet' (or broom) car of our friend. But Julian warned me 'the second time, you'll have to pay ... in bottles of wine'. SO my French spirit did everything to break down again – unfortunately without success.*

*It remains of course to send a huge thank you to our maestro, our organizer ... our mentor, Barry.*

*It was really a great success and I think that we will repeat our 3400 kms (1700 x 2) with immense satisfaction as soon as the opportunity arises and we hear about it.*

*Thank you all, Francois Duret*

*(Mrs. Bugatti asks me to thank you too)*



*Magny-Cours garages - a rare, quiet moment! photo Lesley Perk*



*Supagard's David Chazan with Class 5 winner Ian Nutball and Paul Grant (2nd) photo Lesley Perk*



*Class 10: Erik Staes (3rd), Alex Morton (2nd) and winner Nick Taylor with Supagard's David Chazan photo Lesley Perk*

There was a LOT of oil about – hidden from the marshalls by the rain – and Eddie McGuire had a 'moment' on one particular section of the track and made a mental note to hold back next time around only to find Matthew Newman's Brabham sadly crashed into the barriers. Chatting afterwards, he was at a loss as to what had happened. He'd not braked and so it must have been hidden oil - a great pity on his first outing with the Association. The most coveted piece of information – gradually learned over the weekend – was that the only grip was to be found on the green line at the edge of the track. Sam Wilson found it, Will spotted the trick and the information filtered through but not without several pirouettes. Did anyone NOT spin??

Good points: Great track – agreed by virtually all the drivers, FREE free practice – brilliant, particularly with a 'new' track and good hospitality (once the room had been discovered), a very picturesque area with many good restaurants. Our resident scrutineer, Bertie Gilbert-Smith, discovered that he was staying in the room that Ayrton Senna always used when racing at Magny-Cours (*Relais du Silence Moulin De Chaméron, Bannegon*) but it was a 40 minute drive from the circuit.

Improvements could be made in managing the general public in the pit garages (their enthusiasm was enormous but did make working on the cars a little difficult), communication (none of us knew in advance that there was a dinner for competitors on the Saturday night although Barry Cannell happened upon it by lucky chance and enjoyed champagne and food until the early hours of Sunday morning!) and possibly the worst drivers briefing in history. The weather resulted in a considerable loss for the organisers but their enthusiasm for the follow up event in 2019 is not abated. We will be back...



*32 HGPCA Members and friends took to the North Yorkshire Moors under the expert guidance of Messrs Julian Bronson and Gerry Watson in a variety of machinery.*

*Thanks are also due to Arbutnot Laibam's team, led by Nicola Roigard, for the hotel arrangements and to Katie Marrow for the photographs.*



## Aintree both Celebration - 27 August

A number of you may remember visiting Aintree in 2004 when they opened up the full 3 mile Historic Grand Prix circuit for the Festival of Motorsport marking the 50th anniversary of the track.

This year is the 60th anniversary of the famous 1957 GP at Aintree, which was the first all British F1 World Championship win – Moss/Brooks – Vanwall.

They have just received notification via Rob Hall that VW5/11, which won the race, will be coming to Motorfest courtesy of The Collier Collection and are now looking for 1950/60's racing machinery to join the Vanwall.

The event is unique in that there is a 1 mile closed road street "circuit" and, for two hours in the afternoon, parades and demonstration laps take place. It is ideal for owner/drivers who do not wish to race their cars but love to display and run them.

They would like to extend an open invitation to HGPCA members to attend the event and join in the celebrations and can offer to offset travel expenses etc on a first come first served basis. Andrew Wareing is a regular visitor who I'm sure will give a glowing report with regard to our high level of organisation and the overall standard of the event.

If you are interested in taking your car along, get in touch with: Michael Ashcroft; Chairman & Director, Aintree Circuit Club. (h): 0151 525 5060 (m): 07821 230 961 Email:mja@aintree.org.uk www.aintree.org.uk www.ormskirkmotorfest.com

### Eligibility Note

It is in everyone's interest to ensure that our cars comply with the specifications shown on the HTP but also as close as is practical to the Formula for which they were built. Concerns have been raised on engine size, track width, ride height and shock absorbers but a key issue is Weight.

Extra power is expensive but power to weight can be improved by making the car as light as possible (or not having breakfast!) but that is or should be determined by the original Formula.

The cars that were at the VSCC Spring Start Meeting were weighed after the race and all were within their Formula Minimum Weight limit but are all the others? The minimum weight is measured with the car complete, filled with oil and water but without fuel. Please check.

# Supagard

The Supagard team were out in force at the Silverstone Classic treating our race and classic cars - what a fantastic job they do too. Your comments/thanks are much appreciated. Send to: [amanda.warren@supagard.com](mailto:amanda.warren@supagard.com)

They are also offering Members a 20% discount on their products via their own web site - <https://www.supagardshop.co.uk> just quote RACING20 at the check-out. Let us know if you have any problems placing an order and including the code.



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