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John Clark, Rod Jolley, Eddy Perk,
William Nuthall and Chris Wilson

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



HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL1 May 2018

Race Report from the VSCC Formula Vintage

If you haven't sent back
your Season Entry Form,
please do so NOW.
You may miss out on an
event you want to do!

VSCC 'FORMULA VINTAGE' - SILVERSTONE 21/22 APRIL

Spring in Silverstone

This year's Test Day, with its wonderfully warm weather and balmy breezes was going to be a difficult act to follow. Nonetheless, when the HGPCA cars lined up for qualifying on Saturday morning, the skies were still blue (mostly) and would remain that way for all our sessions throughout the weekend.

Of the registered competitors only one didn't turn up for qualifying - Chris Drake's ex-Baille Lotus T71/73 - the freshly reconstructed twin cam suffering overheating during Friday's testing.

With the wind under his tail, Barry Cannell's re-invigorated Brabham claimed pole with the fastest lap of the weekend at 1.02.62 providing a target that no others would get near. Tom Dark did well to put the Yeoman Credit T51 ahead of Jon Fairley's Brabham in third position. A typically understated performance from Andy Middlehurst saw the 1.5 ltr V8 engined Lotus 25 in fourth. In a surprise to the normal pecking order, new-ish member Mark Daniell put his early T45 2 litre Cooper in seventh among more powerful machinery. When it comes to power (and noise!) Eddy McGuire's Scarab took some



Race 1: Tom Dark briefly ahead of Barry in his Brabham BT11A, Andy Middlehurst, Rod Jolley, Charles McCabe and Mark Daniell photo Jim Houlgrave

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Alan Baillie's LDS ahead of Tony Best's Ferrari Dino whilst Jon Fairley takes a curious line behind them! photo Jim Houlgrave

beating and was the highest place front engine car in a group of three.

Many drivers, for whom this was the first time out in 2018, spent the session feeling their way round Silverstone's resurfaced track - for others, the thought of Monaco in a fortnight heralded caution! Rob Hall - after a good showing in Tim Ross's 2ltr T51 - pulled off early with overheating problems and scratched for the weekend.

Race 1: Saturday

From the starting gantry, Race 1 on Saturday afternoon saw a perfectly formed grid ready to go when the Scarab's engine expired and brought out the yellow flags a fraction of a second before the red lights; the start was aborted. With the car removed to the pit lane, and after one scheduled and one unscheduled green flag laps, a restart saw Fairley's Brabham stall and the drivers arms waved furiously as the stranded car was passed on all sides and a repeat of 2016's Silverstone melee avoided! The staggered F1 grid and high levels of awareness of unsighted drivers at the back of the grid thankfully saved the day.

Andy Middlehurst got the drop on Cannell on the first lap and led the field until overwhelmed by the grunt of the 2.7ltr Brabham . Rod Jolley and Tom Dark kept each other honest and were shadowed by Charles McCabe who was right on the pace all weekend in his Lotus 18. Eddy Perk and Alex Morton had a race long scrap for Class honours with Perk's Heron just having the edge. One of the 'sights and sounds of the weekend' was the Ferrari Dino with owner Tony Best aboard circulating with Harindra De Silva's BRM



Red Truck flying the flags photo Jim Houlgrave

V8 engined Scirocco – spine tingling!

Bernado Hartogs was enjoying an invigorating outing in his Lotus 21, but the knock on effect of an optimistic move up the inside of Copse by Rod Jolley, himself under pressure from a charging McCabe forced Alan Baillie in the James Bond LDS wide. Outside him, Bernado's reflexive action avoided contact but resulted in an unplanned and unwelcome visit to the gravel trap. Rudi Friedrichs in his Tart-prepared Cooper T53 showed good pace but a misfire traced to fuel vaporisation put paid to progress on lap 15. At the flag, Cannell, who had steadily built up a 13 seconds lead took the win with Middlehurst bringing John Bower's Lotus 25 (geared low for Monaco) home a worthy second.

Paul Grant had a lonely race, but his experience and perception at the start helped him avoid Fairley's stationary Brabham. Similar attention kept John Bussey out of trouble, but a broken drive shaft put paid to his race on lap13.



Double race winner, Barry Cannell, in his Brabham BT11A ahead of Rod Jolley's Cooper and Andy Middlehurst in John Bowers' Lotus 25 photo Jim Houlgrave



Tony Best's Ferrari Dino alongside Charles McCabe's Lotus 18 photo Jim Houlgrave



Saturday Podium: Tom Dark (3rd), race winner Barry Cannell and Andy Middlehurst (2nd) photo Jim Houlgrave



Rod Jolley's Cooper ahead of Scotty Taylor and Bernardo Hartogs, Mark Daniell, Charles McCabe, Rudi Friedrichs, John Bussey and Jon Fairley all photos Jim Houlgrave

Race 2: Sunday

Sunday's race commenced as an exercise in deja vue with Tom Dark in P3 getting the start aborted and yellow flag treatment when a fuel line blew off and deposited a gallon of gasoline on the track. This time, whilst the car was being removed to the pitlane, there was only a single green flag lap! Once again, Cannell took charge from the off, but in spite of giving away a significant amount of performance, Middlehurst kept him in sight throughout with a fine display of silky smooth driving.

Once again, Charles McCabe was there shadowing Jolley's Cooper all the way, and he secured the best class lap in the process. Both Charles Gillett and Mark Daniell were in fine form in their Coopers, showing larger engine machinery a thing or two. The piece of string joining Perk and Morton was still there and their tussle was fun to watch. It's great to see a Cooper with something other than a Climax engine out there, and Marshall Bailey's Maserati 2.5 litre T51 and Chris Wilson's 2.0 litre version in the capable hands of Steve Hart add the right sort of contrast. Tom Dark, who eventually started from the pit lane, was going well enough for a place in the top 10 but ground to an unceremonious and fuel-less halt on lap 15.

The class prizes rewarded a number of notable performances from those starting from the back of the grid: Jon Fairley, whose determined driving saw him finish a fine 3rd overall and second in class to the ecstatic debutant double race winner Barry Cannell; John Bussey who managed to wrest first in class from Robi Bernberg; Rudi Friedrichs whose spirited, if occasionally erratic, progress secured 5th overall and a class win. That said, the outstanding performance and winner of Driver of the weekend went to a thoroughly deserving Mark Daniell. Mark is a self preparer and, having changed his own clutch overnight on Friday, spent Saturday evening at home making a new drive shaft for John Bussey. Having done that he then proceeded to finish 4th overall ahead of more potent machinery. A fine performance!

So, a warm and sunny start to the 2018 Season. It's always a pleasure to see familiar faces after months of race-free weekends and the National Paddock was as busy as ever. David Paterson and the Supagard team joined us in the Red Truck where Wendy and Bob Beever and their team were on hand to dish up lunches all three days and Ellie kept the coffee/tea/drinks bar well topped up throughout. The IN Racing team worked their magic with the Red Truck and its awning which now has some new storage boxes to keep it smart throughout the season.



Paul Grant chose to run his front engine Cooper Bristol with the HGPCA pre 66 cars for the weekend at Silverstone photo Jim Houlgrave



Supagard's David Paterson with Class 7b: Rudi Friedrichs (1st), Rod Jolley (2nd) and Charles McCabe (3rd)



The HGPCA 'Team' - Martin Grant Peterkin, Richard Parnell, Stella Jackson and Chris Wilson photo Jim Houlgrave



The Pilkington Talbot appeared on Friday after its comprehensive rebuild photo Jim Houlgrave



Alexander Boswell tested his beautiful Ferrari in the sunshine on Friday photo Jim Houlgrave



Driver of the Day Mark Daniell and son George with David Paterson all photos Jim Houlgrave



Supagard's David Paterson with Class 12: Winner Barry Cannell, Jon Fairley (2nd) and John Evans (3rd)



Class 1: Mark Daniell (1st), Steve Hart (3rd) Charles Gillett (3rd)



Class 7c: David Paterson, Scotty Taylor (3rd), John Bussey (1st) and Robi Bernberg (2nd) all photos Jim Houlgrave



John Delane with Sandy and Kenneth Tyrrell

VSCC Formula Vintage Race Result - 21/22 April, 2018

Pos	No	Surname	Name	Car	cc	year	colour
Invitation Front Engine Cars							
16	38	Best	Tony	Ferrari Dino BR01	2417	1961	Red
19	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
DNF	128	McGuire	Eddie	Scarab Offenhauser	3000	1960	Blue/White
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
5	12	Friedrichs	Rudi	Cooper T53	2462	1960	Green
6	2	Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
7	24	McCabe	Charles	Lotus 18 907	2500	1960	White
12	20	Bailey	Marshall	Cooper Maserati T51	2500	1959	Red
NC	14	Dark	Tom	Cooper T51	2500	1960	Green/Red
DNF	7	Griffin	Paul	Cooper T51	2495	1958	Dark Blue
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
18	34	Bussey	John	Cooper T43	1460	1957	Blue
20	143	Bernberg	Robi	Cooper T43	1500	1957	Green
21	45	Taylor	Scotty	Cooper T43	1475	1958	Silver
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
4	9	Daniell	Mark	Cooper T45	2000	1958	BRG
8	43	Gillett	Charles	Cooper T43	1964	1957	BRG
13	27	Hart (Chris Wilson)	Steve	Cooper Maserati T51	2000	1959	Red
DNS	51	Hall (Tim Ross)	Rob	Cooper T43/51	1960	1957	BRG
Class 10 - Pre 1966 1.5 litre 4 cyl Formula 1 cars							
10	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
11	21	Morton	Alex	Lotus 21 939/952	1498	1961	Green/gold
14	17	Baillie	Alan	LDS 007	1475	1964	Maroon
17	32	Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
NC	36	Delane	John	Lotus 21 934	1500	1961	Green
DNS	22	Drake	Chris	Cooper T71/73	1498	1964	BRG
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
2	25	Middlehurst (John Bowers)	Andy	Lotus 25 R4	1498	1962	Green/Yellow stripe
15	28	de Silva	Harindra	Scirocco BRM	1498	1963	White/Blue/Red
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
1	3	Cannell	Barry	Brabham BT11A	2700	1964	Red/White
3	11	Fairley	Jon	Brabham BT11/19	2700	1964	Green
9	99	Evans	John	Brabham BT4	2700	1963	Red

Driver of the Day: **Mark Daniell**

There are a few places available on our road rally to the stunning Scottish Highlands - join us?

Following last year's inaugural rally in North Yorkshire, the HGPCA will venture into the stunning landscape of the Scottish Highlands this year between 1;th-20th May to drive on the wonderfully uncrowded roads. We will be based at the listed Art Deco Drumossie Hotel which is set in nine acres of parkland with spectacular views over the Moray Firth and just 10 minutes from the centre of Inverness.

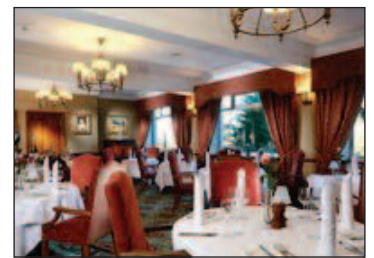
Participants will gather on Thursday evening and rally activity begins on Friday morning when we head west and pay a visit to the Glen Ord Distillery (home of Singleton) for a guided tour and tasting along the route. Saturday takes us west again but a little further north with a lunch stop at the Poolewe Hotel – an original coaching inn built in 15; 0 – and a potential visit to the wonderful National Trust garden at Inverewe. Especially beautiful in the Springtime, the area benefits from the Gulf Stream – so it might be worth missing the coffee at Poolewe and enjoying it here! Sunday travels east and takes in several ancient castles and battlegrounds finishing with a visit to the Moray Motor Museum in Elgin where participants will have lunch and then be free to make their way home - or stay longer...

We know that many of you have interesting road/sports cars and perhaps some of you no

longer wish to race. This will be an opportunity to spend time with fellow Members and enthusiasts enjoying the things that you like with great friends - good food, a comfortable hotel and some fantastic countryside to drive through. Cars already booked on the rally include: Austin Healey 3000, Bristol 404, Ferrari Dino, Jaguar K140 and K150 and ancia Stratos. The entrance fee of >1500 per car and 2 people will include twin or double rooms for 3 nights, breakfast and evening meals.

If you are interested in taking part, please get in touch. The rally is geared to a maximum of 25

cars so please contact us sooner rather than later! Email: stella@hgpcanet



MINUTES OF THE 15th ANNUAL GENERAL MEETING of the Historic Grand Prix Cars Association Limited

Company No. 4504260
held on Friday 20th April at Silverstone

Present: Barry Cannell (Chairman), Peter Horsman (Treasurer), Julian Bronson, Richard Parnell, Will Nuthall and Christopher Wilson. In attendance: Martin Grant Peterkin, Brian Horwood and approximately 20 members.

Barry Cannell welcomed members and expressed satisfaction at the good attendance for the Test Day. He explained that it is a huge expenditure and potentially a risk for the Association but everyone who was expected, has turned up and enjoyed good time on track. We hope to end up 'in the black'. We are privileged to be able to race these beautiful cars. We're not a business – we are a Member's club. Racing is expensive, especially at the venues we wish to race at. We owe a great debt of gratitude to Martin Grant Peterkin who is largely responsible for the calendar. We now have some additional help from Ellie Birchenough which is very welcome.

Also welcome are our sponsors – Supagard. It's a family business and they're a very nice group of people. Please include them wherever and whenever you can.

Cannell then asked Treasurer Peter Horsman to present the audited accounts for the year ended 31st December, 2017.

TREASURER'S REPORT

Peter Horsman, thanked Rawlinson & Hunter for their work in auditing the accounts of the Association and for their report. The P&L shows a surplus of £91K (£20K in 2017) which is the healthy profit we had hoped for. He has concerns for 2018 but would like to see £10K in 2018. He commented that, if there is a healthy surplus at the end of this year, the board had determined that the Members would receive some kind of reimbursement on their entry fees.

The Balance sheet shows £200K in the bank which is about where it should be. The £50K loan for the Red Truck is repayable this year. We have a 'free' race at Copenhagen in August and have set a very reasonable entry fee of £250.

The Schedule to the detailed accounts show that subscriptions were up – meaning that there were more Members. Sponsorship was up - £53K made up of Arbuthnot Latham £20K, Supagard £20K, Dunlop £6K, John Bond-Smith £5K and John Clark £3K. The increase in total entry fees reflects an increase in the number of entries overall and a profit of £6/7K on the rally. The printing costs have fallen to normal levels, accountancy is up and there was a charity donation on the recommendation of John Bond-Smith.

For 2018 he outlined an increase in expenses with the appointment of Ellie Birchenough as self-employed assistance and a drop in income without the sponsorship from Arbuthnot Latham. Head Office will be moving due to a 37% increase in the rent. The new office will result in considerable saving. He wanted to thank Brian Horwood, Stella Jackson and Richard Parnell for their help in sourcing the new space. The most important factor in our success will be cars on the grid and he hopes that this would lead to the super profit some of which can then be returned to members!

REPORT & ACCOUNTS - IT WAS RESOLVED THAT the report of the directors and the audited accounts for the period ended 31st December 2017 together with the auditors' report thereon be accepted.

RE-ELECTION OF AUDITORS - IT WAS RESOLVED THAT Messrs Rawlinson & Hunter be re-elected as auditors of the Company, to hold office until the conclusion of the next general meeting at which accounts are laid before the Company.

REMUNERATION OF AUDITORS - IT WAS RESOLVED THAT the remuneration of Messrs Rawlinson & Hunter, the Company's auditors, be fixed by the directors in respect of the period ending at the conclusion of the next general meeting at which accounts are laid before the Company.

APPOINTMENT OF DIRECTORS - As required by Article 53, Chris Wilson retires by rotation and puts himself forward for re-election. Richard Parnell retires due to the 8 year rule. Eddy Perk put himself forward for election. As there were no additional proposed Directors, Chris Wilson was re-appointed and Eddy Perk elected.

After this AGM, the 2018 Directors will be: Peter Horsman (Chairman), Barry Cannell (Past Chairman), Brian Horwood (Treasurer), Julian Bronson, Sir John Chisholm, John Clark,

Eddy Perk, Rod Jolley, William Nuthall and Christopher Wilson.

Brian Horwood then introduced the amendment (addition in italics) to the Memorandum & Articles of Association which corrects an anomaly and is printed below:

POWERS OF DIRECTORS

60. Subject to the provisions of the Act, the Memorandum and the Articles and to any directions given by special resolution, the business of the Company shall be managed by the Directors who may exercise all the powers of the Company. No alteration of the Memorandum or Articles and no such direction shall invalidate any prior act of the Directors which would have been valid if that alteration had not been made or that direction had not been given. The powers given by this regulation shall not be limited by any special power given to the Directors by the Articles and a meeting of Directors at which a quorum is present may exercise all powers exercisable by the Directors. *Member Directors may, by prior written notice to and agreement by the Chairman, appoint an alternate to represent them when they are unable to attend meetings or otherwise perform their duties as Directors.*

This was accepted and will be incorporated at Companies House. Horsman thanked Brian for his work on this and the checking of our contracts which is invaluable.

Richard Parnell then reported to the meeting on behalf of the Driving Standards Sub Committee.

"Historically, the active management of the on track safety of our competitors was not something considered when the Driving Standards Initiative was introduced some eight years ago now. But the fall out from a series of contact incidents, paddock disagreements and a member's summary expulsion demanded a better way of conducting this aspect of our business. Since then, and the calls of "you can't tell people how to drive" / "it'll ruin our racing", we've seen a steady, reduction in incidents of any sort, and a demonstrable improvement in both the quality and closeness of our racing. We're told this by the circuits, you too tell us, and now a number of other clubs are using this initiative as a model for their own events, as are the MSA.

Success of this sort has not been achieved by edict or threats, but rather through making the "car and driver finishing the weekend in one piece" easier to achieve, always learning from experience, ours or others, and slaying a sacred cow or two along the way. Structured use of rolling starts for large or mixed grids is a recent example.

As a club, the Association is envied by others for its esprit de corps, and relaxed family atmosphere, and this is the basis for an environment where the open reporting of any misdemeanors or disagreements greatly assists managing our on track safety. This and close relationships with the circuit officials. It's a team effort, and a responsibility which everyone owns – not simply the Driving Standards Observers and Competition Secretaries, but each and every competitor from the front to the back of the field.

2017 can be seen as our most successful season yet, but one notably serious incident at Dijon could have had a dramatically different and fatal outcome. Our attention to detail and the consequent reduction in the number of small incidents has seen success, but a high impact event is always just one small error of judgment away.

Safety management is no One individual's responsibility, it belongs to us all.

I'm standing down from the board today and although you might see me from time to time, I'm passing the baton of Director responsible for the Management of Safety for the Association to Chris Wilson. Thankyou and safe driving."

At this point Barry explained to the Members that, due to new business commitments, he was standing down as Chairman with immediate effect. The Directors have unanimously appointed Peter Horsman as Chairman. He has enjoyed a very happy time with both his initial 5 year tenure followed but a further 2 year stint and is confident that Peter will be an exemplary Chairman. He received a huge vote of thanks from all those present.

Brian Horwood has agreed to become interim Treasurer until a replacement can be appointed.

Historic Grand Prix Cars Association PRIVACY NOTICE

On 25 May 2018 the provisions of the European General Data Protection Regulation ("GDPR") will be implemented in UK law by the Data Protection Act 2018.

The HGPCA respects your privacy and we will only use your information in the way we describe in this notice. When using your information we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities and competitions.

The HGPCA is the data controller for the purpose of GDPR and the Data Protection Act 2018. Our club contact for privacy and data is Stella Jackson – stella@hgpcanet

Collecting your information

We collect your information when you fill in membership application or renewal forms, and event entry forms. The information you give us may include your contact details (name, address, telephone number, email address), personal information and identifiers (date of birth, competition licence number), and other information (vehicle details). If you give us information about another person, such as a child, parent, guardian, or emergency contact you should let that person know that you have given us the information.

Using your information

We use your information when you first apply to become a member and then to administer and renew your club membership and provide you with member benefits. We also use your information when you enter club events. For competitions, we will share some of your information with event organisers for signing on, in the programme and the results, which will be in the public domain.

We may ask you for emergency contact and next of kin details which we will only use in an emergency, and which is use for a legitimate interest. You should let the contact and next of kin know that you have given this information to us.

Sharing your information

We may share your information with the Motor Sports Association as required by its General Regulations for governing motor sport, with other MSA Registered Clubs, with medical personnel, or any other person if we have to comply with a legal obligation, for example event organisers, in order to administrate signing on and to print programmes.

Our website

The club website might contain links to other websites such as sponsors, partners and advertisers in the HGPCA Yearbook. If you follow links to other websites please review the privacy policy for each site because we are not responsible for information you share on those sites. Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information. Your information is not transferred outside the European Economic Area.

Your rights

You may ask us not to process your information for marketing purposes.

You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies.

You may ask us to stop using your information, and to delete it. If you ask us to do this we will not be able to continue our contract with you.

You may make a complaint to the Information Commissioner (www.ico.org.uk).

From new HGPCA Chairman, Peter Horsman

Dear fellow members,

As you may know, your elected Board voted me as Chairman of our Association following Barry's wish to retire. I am truly honoured and am grateful for your support which I hope will continue past the honeymoon period of the Spring Start weekend. Barry's work as Chairman has been tireless: he has put in great efforts on our behalf to keep this great ship of ours steaming gently forward and I am aware of this in many ways that you are not because of his modesty. On behalf of us all, thank you Barry.

So, what grandiose plans do I have for our club? Well, er, none actually. I believe that our club is a members' club, it's for people with a passion for pre-1966 Grand Prix cars, who want to race them on Europe's finest circuits with their friends with whom they can share their passion on the track, in the paddock and afterwards away from the paddock. It's for people whose passion for their cars far outweighs their passion to win. It is that which differentiates us in the historic paddock and is much envied. What our Board has to strive to do, and will continue to do with me as Chairman, is to create the environment on your behalf for that to continue (and even be enhanced). Of course there will continue to be many challenges; the FIA and MSA, health and safety, noise, encouraging younger new members where the cars have significant value to name but a few.

But with the dedication of the directors and Stella (and, now, Ellie, along with others like Martin GP for example) and with your support, it's a challenge we believe is worth the effort and is realistic.

So, no grandiose plans, but plenty of work to do nevertheless.

Peter (Horsman)

Peter Studer update

*Peter's daughter, Francesca, sent an email with a link to a web site the family have set up to remind us all of the fun times Peter has enjoyed historic racing. Peter is wanting to sell racing parts and cars which may be of interest to Members and there will be a sale on **Saturday 12th May** between 13.00-18.00hrs organised with the support of Jean Petermann and Bruno Schaffner. Details can be found here:*

<https://www.peter-studer.ch/>

Francesca would like to say thank you for the many dear visits, prayers, thoughts and other attentions and kindnesses from you. They give us a lot of strength. The cerebral tumour disease of my father is progressing irresistibly. We are grateful for the time that still remains and for everything that was.

Kind regards, Francesca (arch.studer@bluewin.ch)

For Sale



1952 Mk1 Ex Works Cooper Bristol chassis number 3, CB3/52. Built for Eric Brandon and driven by Brandon and Allan Brown in the 52/53 season. Raced at Monaco in 2000 and latterly in European HGPCA events with the current owner as well as Goodwood and Silverstone Classic. Prepared and supported by Hawker Racing. Price £175,000. For more details please contact David Wenman 07810812994 or davidwenman@btinternet.com

Transportation

Rod Jolley has space to take a car to most race meetings this year.

If you're interested, please get in touch with Rod direct: rodjolley@hotmail.co.uk and mobile: 07799 112990

Wanted

Engineer or Engineering Student to look after a small eclectic collection of classic race, rally and projects cars.

Should be capable of basic skills of milling, turning and fabrication, as well as an understanding of engineering principles. Job includes restoration, rally preparation and general maintenance. Situated in Farnham Surrey.

Please contact David on 07810812994.