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HISTORIC GRAND PRIX CARS ASSOCIATION

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

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Nurburgring,
Zandvoort and
Spa Race Reports

ANNUAL LUNCH
Fri 8th December

SPA SIX HOURS - 15-17 SEPTEMBER

Wilson rules in the Ardennes

Driving John Chisholm's ex-works Lotus 18 372, piloted in 1960 by Scots Jim Clark and Innes Ireland, Sam Wilson was on imperious form at Francorchamps. The Leicester engine builder aced both of the association's Supagard-supported races from pole position, sizzling fastest laps completing his set of accolades at the Roadbook organisation's landmark 25th Spa Six Hours event on September 15-17.

With recent Zandvoort victor and previous Spa winner Peter Horsman's Lotus 18/21 sidelined early by a fractured wheel and broken gearbox in our double-header, Pre-1961 front-engined stand-out Joaquin Folch earned a magnificent second on Saturday in his Lotus 16 and was only demoted to third on Sunday by the determined Andy Middlehurst (Lotus 25 R4).

In what has come to be known as 'Mad September,' our qualifying took place on Friday afternoon, just five days after some Goodwood Richmond Trophy and Glover Trophy



Charles Nearburg ahead of Eddie McGuire, Miles Griffiths and Chris Milner photo Eric Sawyer

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Max Blees ahead of Tom Dark, Peter Horsman and Julian Bronson photo Eric Sawyer

entrants last raced. Other British-based competitors were back across the English Channel less than a fortnight after they left Zandvoort's popular Historic GP event. Despite several withdrawals following the Revival Meeting, 40 combatants arrived in Belgium, where the gravitational pull of its magnificent Grand Prix circuit is as irresistible as ever.

Third at Goodwood in Alan Baillie's 1500cc Lotus-BRM 24, Wilson relished the torquier 2.5-litre Climax PPF 'four' in its square-cut predecessor from the off. Sam's best lap on the undulating 7.004km (4.35-mile) 11-turn circuit in the forested Ardennes tripped RIS' TAG Heuer timing computer at 2m47.303s (93.64mph), a staggering 6.245s clear of his closest rival.

This was not a seasoned campaigner, but Count Manfredo Rossi di Montelera making his HGPCA debut in Kandle Adams Motorsport team-mate James King's ex-Dan Gurney '64 French GP-winning Brabham BT7, its little Climax V8 wailing beautifully through the trees. The Italian's 2:53.548 was half a second quicker than Horsman who would share the second rank of the grid with a fourth class leader, none other than Silverstone 2015 hero Richard Tarling in John Carpenter's South African Assegai-Alfa Romeo.

An 11th hour substitute for the indisposed Iain Rowley, 1999 Formula Palmer Audi champion (now Historic Formula Ford star) Tarling was clearly making the most of the opportunity. He outpaced Miles Griffiths' best lap from a handful aboard the ex-John Surtees/Roy Salvadori Cooper T56 – essentially a Formula Junior chassis powered by a 1500cc Climax PPF twin-cam engine – shared with owner John Clark and



Eddie McGuire, Charles Gillett, Chris Milner and Eddy Perk photo Eric Sawyer

Folch's impressive 2:56.789 shot in his ex-works/Graham Hill Lotus 16 365.

Row four comprised Sid Hoole's ex-Jo Bonnier Rob Walker Racing Cooper T66 V8 and Julian Bronson's burbling Scarab-Offenhauser, both in the '57s.' Middlehurst (with ignition problems) and Aachen-based Max Blees in his Tasman Brabham BT11 sat behind them, with Eddy Perk the last driver inside three minutes in his ex-Ernie Pieterse Heron-Alfa Romeo, the second South African F1 representative in the field.

Andrew Beaumont, understandably still acclimatising to his pale green Lotus 18, completed the top 12, fractions quicker than welcome Italian returnee Matteo Tullio (in the ex-Surtees Cooper T51 previously raced by Nigel Bancroft), Rod Jolley's immaculate Lister-Jaguar 'Monzanapolis' and the Hann family's Maserati 250F CM7 in which preparer Steve Hart was slowed by clutch slip.

Rapid newcomer Mark Daniell headed the 2-litre class 9 in his Mildren green Cooper T45, the MGA graduate's promising 3:01.440 a whisker quicker



Paul Griffin ahead of Ian Nutball photo Eric Sawyer



Eddy Perk ahead of John Clark, Tom Dark and Eddie McGuire photo Eric Sawyer

than Tom Dark (BRP Cooper T51), Irishman Eddie McGuire in his Scarab – who matched Bronson's times initially, before his Offy engine lost revs – and the Monegasque-liveried Maserati 250F '2521' of Austrian brothers Niklas and Lukas Halusa, set to contest a race apiece.

Following its engine problems in Holland, Charles Gillett's ex-Jack Brabham Cooper T51 was turned around and back up to speed on P20. American Charles McCabe (ex-Jim Hall/Lloyd Ruby Lotus 18) and German Wulf Goetze

(Cooper T53) were next up, ahead of Tony Smith (T51), with Paul Woolley (ex-Hugh Powell/Tony Settember Scirocco-BRM) and Paul Griffin (T51) on his heels. Texan Charlie Nearburg (Brabham BT11 V8) had Belgians Paul Grant and Erik Staes over his shoulder for Saturday's race, in Cooper-Bristol and Lotus 18/21 respectively.

Grant's class 5 rival Ian Nuthall was not far adrift in his F2 Alta, chased by Tony Ditheridge in the Hawker Restorations T45. Disappointingly the next two qualifiers were sidelined at this stage.



Andrew Beaumont ahead of Sid Hoole, Matteo Tullio and Richard Tarling photo Eric Sawyer

Nick Taylor's Lotus 18's misfire down to a holed piston and Robi Bernberg's T43 having shed a front wheel. Hampshiremen Martin Eyre (Cooper-Bristol) and Brian Jolliffe (T45) thus moved up, both inside 3m20s.

Brazilian Bernardo Hartogs, enjoying his first single-seater outing at Francorchamps in the ex-Stirling Moss/Henry Taylor UDT Laystall Lotus 18/21 916 and Frenchman Michel Baudouin (T45) were closely matched, but Chris Milner managed but three laps in his Lotus 24 – cunningly disguised in Lola Mk4 panels by Reg Parnell in period – before a half-shaft failure forced him to park abruptly at Eau Rouge. Hall & Hall's boys repaired it overnight.

The pack was completed by Tasmanian Scotty Taylor (ex-Jim Russell T45), the burly 4.5-litre Talbot-Lagos of Dutchman Luke Brandts and Germany's Klaus Lehr, the latter's compatriot Stephan Rettenmaier's wonderful Alfa Romeo Tipo B (P3) and local man Christian Dumolin's Maserati 250F '2522.' Barry Cannell's Brabham BT11A failed to complete a lap, its crank bearings run, but he remained chipper with a sports-car drive to occupy him and Tom Dark's sporting offer of his previous Cooper T51 for Estoril.

SATURDAY RACE

Forty cars formed a grid of superlative quality on Saturday morning, but there was drama when Rossi's Brabham failed to leave the front row at the green flag signal, its gearbox input shaft broken. Manfredo's arms shot aloft, alerting everybody to his plight, and they all avoided him, dutifully reforming in order behind the pace car for the rolling start.

Wilson shot away when the red lights went out, returning more than two seconds clear of Horsman at the end of the opening lap, with the remarkable Tarling third, ahead of Folch, Bronson, Middlehurst, Bles (using his 2.7-litre engine's torque to jump from net 9th, with Rossi's non-start), Hoole, Beaumont, Tullio, Clark and Perk completing the top dozen, with McGuire (from 18th) on their tail.

Horsman pegged Wilson's advantage for three laps, but when Sam appeared on his own, 25 seconds clear of Folch next time round, the Formula Junior ace was home and dry provided his self-prepared steed remained fit. A flat bed truck bore Horsman's ex-Tony Shelly Lotus and its shaken driver back to the pits, its right rear tyre half-peeled from its rim. "Fortunately, the tyre folded under, protecting the wishbone and upright when the wheel failed at Eau Rouge," reported Peter. "I just caught it out of the corner of my eye," The car went round and round. I was relieved to see it parked safely on the next lap," said Sam.

Already out was Daniell, with a broken gear lever, while also in transmission bothers was Nuthall who parked his Alta after the 'bus stop' chicane, fixed its gear linkage at the side of the road, AA-style, continued then retired fearing damage to the 'box. Teammate Goetze stopped a couple of laps from home, a drop gears issue ending his weekend's fun.

While Wilson and Folch continued on their merry way to first and second – Sam cutting a brilliant 2:42.956s (96.14mph) lap en route – the battle to join them on the podium was resolved only on the penultimate lap. Having overpowered Hoole and Tarling early on, Bles towed Middlehurst past Bronson's ailing Scarab, its engine flat beyond 8000rpm as at Goodwood. Max claimed third by 0.365s, as Middlehurst staved off class 11 rival Hoole by not much more!

Recovering from a big spin at Stavelot, Beaumont bounded back past Tarling, then Bronson, to land sixth and second in class to Bles. "At least I have a good result at my nearest circuit," said Max, standing proudly beneath the German flag on the rostrum. Tarling, Tullio and Dark completed the top 10, with Hart and McGuire's misfiring Scarab next.

Twenty five seconds later Nearburg crossed the line – a fine charge from 26th to 13th – followed by compatriot McCabe in his white Lotus, Perk and Clark. Gillett, Woolley and Halusa also went the full distance. First of the lapped runners were paired-off, Milner and Smith, then Griffin and Staes, beating Hartogs,



Rear engine Driver of the day, Sid Hoole, ahead of Matteo Tullio, Richard Tarling and Max Bles photo Eric Sawyer



Charles Nearburg, Joaquin Folch, Paul Grant, Lukas and Niklas Halusa welcome the pit girls to the Red Truck photo Lesley Perk

Jolliffe, Baudouin and Grant, top of class 5 once more.

SUNDAY RACE

Like Goetze, Ditheridge (broken gearbox), Griffin (prior engagement) and Dumolin non-started the second race on Sunday afternoon, leaving a field of 36 with the prospect of Horsman, Rossi and of course Griffiths working their way through from the back. Alas, having borrowed gearbox parts from Classic Team Lotus, Manfredo's crew's toils were in vain because the Brabham stopped on the formation lap.

Again Wilson went like the wind from the start, a 17 second lead over Folch in three laps growing to 22 before Middlehurst found a way past the Spaniard's well-balanced front-engined car next time round on an increasingly slippery track with the odd drop of rain on the breeze. That's the way it stayed to the chequered flag, Andy screaming in 25 seconds behind Wilson and 16 ahead of Folch, the weekend's resounding front-engine champion.

Twentieth and 21st by the end of the opening lap, Horsman and Griffiths had risen fast as expected. Peter was seventh, threatening Tarling, when his gearbox failed at La Source on lap 5. Miles, 12th at that stage, continued to chase down car after car and snatched fourth from Hoole on the penultimate lap, en route to class 10 victory. "It's a fantastic little car," he said. Hoole remained clear of Dark, Beaumont, Bles, Bronson and Jolley, revelling in the Lister when oil went down.

"Whoever was dropping it did so for two laps



Drivers of the Day: Sid Hoole (rear engine) and George Fowles collecting for Joaquin Folch (front) photo Lesley Perk

because there were two stripes all round the circuit. The only person who liked it was Rod," said Julian. "The more oil the better for me," retorted Jolley, who ambushed Hart on the penultimate lap to finish third of the front-engined contingent. "It was great fun out there. I was sideways everywhere..."

Nearburg, Hart, Perk, Lukas Halusa – who improved on his sibling's 19th place, climbing to 14th in a smaller field – veteran Jolliffe the class 9 winner and Smith also remained on the runaway winner's lap. Nuthall's efforts to live with Grant among the two-litre GP cars of 1952-'53 fell 32 seconds short. The Cooper-Bristol and Alta were separated by the Lotus 18/21s of Staes and Hartogs at the chequer.

Daniell progressed well to second in class – his best lap seven seconds quicker than Jolliffe's – finishing ahead of Baudouin, Eyre and Taylor. Providing a wonderful counterpoint to the youngest cigar tube-like V8s, the Alfa Romeo and Talbot-Lagos (in distinctly different shades of Bleu France) growled round reli-



Class 5: Martin Eyre (3rd), Solly Grant for Paul (1st), Ian Nutball (2nd) with Supagard's David Paterson and Terry Abbott photo Lesley Perk



Class 10: Erik Staes (3rd), Eddy Perk (2nd), Miles Griffiths (1st) with David and Terry photo Lesley Perk



Classes 1 & 2: Luc Brandts (3rd), Klaus Lehr (1st), Stephan Rettenmaier (2nd) with David and Terry photo Lesley Perk



Class 7b: George Fowles for Tony Smith (3rd), Will Nutball (1st), Tom Dark (2nd) with David and Terry photo Lesley Perk



Class 12: Matteo Tullio (3rd), George Fowles for Andy Middlehurst (1st), Max Brees (2nd) with David and Terry photo Lesley Perk



Mark Daniell - 2nd in Class 9 with David and Terry photo Lesley Perk

ably, delighting an appreciative audience.

Tullio, Woolley, Tarling and the misfiring Scarab of McGuire were among the retirements in a race which, like its predecessor, Sam Wilson made his own. "I absolutely adore driving this car; it's an amazing privilege. I'm not looking forward to the day John decides to take it back," said Wilson, having delivered another textbook performance, demonstrating his natural ability on arguably the world's finest circuit. (Marcus Pye)

Six Hours of Spa-Francorchamps

Pos	No	Surname	Name	Car	cc	year	colour
Front Engine Cars							
Classes 1 & 2 - 1925-1951 Grand Prix cars on 18" or 19" wheels							
27	248	Lehr	Klaus	Talbot Lago T26C	4500	1948	Blue
28	3	Rettenmaier	Stephan	Alfa Romeo P3	2992s	1934	Red
35	26	Brandts	Luc	Talbot Lago	4482	1948	Blue
Class 5 - 1952/53 2 litre Grand Prix cars							
17	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
20	21	Nuthall	Jan	Alta F2	1980	1952	BRG
23	6	Eyre	Martin	Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
12	22	Hart (Gerry Hann)	Steve	Maserati 250F CM7	2494	1958	Red
14	56	Halusa (Martin Halusa)	Lukas/Nik	Maserati 250F 2521	2493	1956	White
DNF	27	Dumolin	Christian	Maserati 250F 2522	2495	1954	Red
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels							
3	20	Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
Class 8 - Formula Libre, Indianapolis and Intercontinental cars							
9	30	Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
10	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver
31	28	McGuire	Eddie	Scarab Offenhauser	3000	1960	Blue/White
Rear Engine Cars							
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
1	18	Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960	Green
6	17	Dark	Tom	Cooper T51 (or Bugatti)	2500	1960	Green/Red
16	50	Smith	Tony	Cooper T51	2500	1959	Dark Blue
33	24	McCabe	Charles	Lotus 18 907	2500	1960	White
DNF	57	Griffin	Paul	Cooper T51	2495	1958	Dark Blue
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
24	45	Taylor	Scotty	Cooper T45	1475	1958	Silver
DNF	43	Bernberg	Robi	Cooper T43	1500	1957	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
15	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
21	9	Daniell	Mark	Cooper T45	2207	1958	BRG
22	5	Baudoin	Michel	Cooper T45	1960	1958	Red
34	23	Gillett	Charles	Cooper T43	1964	1957	BRG
DNF	8	Ditheridge	Tony	Cooper T45	1960	1958	Green
Class 10 - Pre 1966 1.5 litre 4 cylinder F1 cars							
4	12	Griffiths (John Clark)	Miles	Cooper T56	1475	1961	Blue/Orange
13	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
18	36	Staes	Erik	Lotus 18/21 P2	1475	1962	Green/Red
19	88	Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
29	35	Tarling (John Carpenter)	Richard	Assegai	1500	1960	Red
DNF	80	Taylor	Nick	Lotus 18 914	1495	1961	White
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
5	66	Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
11	11	Nearburg	Charles	Brabham BT11	1495	1964	Green/White
26	129	Woolley	Paul	Scirocco F1 63	1497	1963	White and Blue
30	1	Milner	Chris	Lotus 24 P1	1500	1962	Blue
DNF	15	Rossi (James King)	Manfredo	Brabham BT7	1498	1963	Green/Gold
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
7	4	Beaumont	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
8	7	Brees	Max	Brabham BT7A	2700	1963	Burgundy
25	51	Tullio	Matteo	Cooper T51	2500	1960	Blue
32	122	Horsman	Peter	Lotus 18/21 P1	2500	1961	Dk Blue/Black
DNF	31	Cannell	Barry	Brabham BT11A	2700	1964	Red/White
DNF	118	Goetze	Wulf	Cooper T53	2700	1961	Green

Driver of the Day: Front Engine: **Joaquin Folch-Rusinol** Rear Engine: **Sid Hoole**

HISTORIC GRAND PRIX ZANDVOORT - 1-3 SEPTEMBER

History repeats at Zandvoort

Team Lotus and Zandvoort were synonymous in the 1500cc Formula 1 era, Jim Clark winning the Dutch Grand Prix three times running in 1963-'65, en route to Formula 1 World Championships in the bookend seasons. Confidence buoyed by Innes Ireland's breakthrough win (with a four-cylinder Type 21) in the '61 US GP, Colin Chapman's equipe had matured well, maximising its potential when the Coventry-Climax FWMV V8 engine came on stream. With the sublimely skilled Clark as number one this was the combo to beat.

Thus it was again at the 6th Zandvoort Historic GP when dark blue helmeted Andy Middlehurst – supported not only by Chapman's son Clive's Classic Team Lotus organisation but also by the Clark's period mechanic Bob Dance – won the opening race of the HGPCA's double-header in John Bowers' Lotus 25 R4. The machine in which the Scot made rivals look like bit-part players in '63, winning seven of the 10 grande epreuves, including the Dutch.

Having missed a year [the Association brought separate Pre-'61 and Pre-'66 grids in 2015], the manifold delights of the adjacent town, with its friendly people, seafront restaurants and cosmopolitan eateries, added to the joys of the newly-rebranded Circuit Zandvoort switch-back in the dunes, contributed to our 33-strong combined entry, the majority from the rear-engined classes. We had a different outer paddock location this year, adjacent to the assembly area and scrutineering bay, into which preparation teams and competitors settled in from Thursday.

Friday's qualifying session saw Peter Horsman (Lotus 18/21 P1) secure pole position with a best lap of 1m54.889s (83.86mph) best, the 2.5-litre car pulling 225kph (almost 140mph) on the long start/finish straight, 17kph more than Middlehurst's slender Lotus 25, which was nimbler in the twiddly bits of the circuit. With a Sid Hoole-supplied engine behind him, Andy joined Peter on the front row with an impressive 1:55.307, encouragingly more than two seconds quicker than he went in '15.

Will Nuthall in Giorgio Marchi's Cooper T53 took P3, heading class 7b, with Barry Cannell alongside in his Inter-Continental Brabham BT11A. Having entered the Monza Lister-Jaguar, Rod Jolley brought his ex-works Cooper T45/51 instead and duly gridded fifth, ahead of class 10 1500cc four-potter pacesetter Eddy Perk, waving the Dutch flag in his Heron-Alfa Romeo, the last man under two minutes.

'El Sid' Hoole in his faithful Rob Walker Racing Cooper T66 – raced in '63 by Jo Bonnier, the versatile Swede who had won BRM's first GP at Zandvoort four years earlier in a P25 – and German quarryman Max Blees in his powerful Tasman Brabham BT7A shared row four.

Behind them sat Andrew Beaumont, not in his familiar Lotus 24 V8 but debuting an earlier stablemate in the pale green UDT/Laystall colours, his newly-acquired Lotus 18 915. This is the car which remarkably bounced back from Stephen Bond's impromptu aerobic display at Goodwood last year to win at the GRRC Members' Meeting in March with young hot-shoe Andrew Hibberd up.

Frenchman 'Mr John of B' (Lola Mk4 V8) completed the top 10, with Tom Dark (BRP Cooper T51) and top Belgian Marc Valvekens (Aston Martin DBR4/4) on his heels. Marc's 2:06.135 was a great effort, the front-engined leader a fractional improvement on his 2015 race best without having to watch for younger lower-slung bolides buzzing him.

Larry Kinch's pretty Type 32 Tasman contender



Front engine podium, winner Marc Valvekens with Ian Nuthall (2nd) and Paul Grant (3rd)
photo Chris Scotanus



Peter Horsman's Lotus ahead of Will Nuthall's Cooper, Barry Cannell's Brabham and Rod Jolley's Cooper photo Chris Scotanus

headed a trio of Lotuses in the 2m07s bracket, Belgian Erik Staes (18/21 P2) and 1500cc classmate Nick Taylor (18) just ahead of Ian Nuthall (Alta F2), who on this occasion out-qualified his long-term class 5 'nemesis,' Scotto-Belge Paul Grant (Cooper-Bristol Mk2) by half a second and four places!

The luckless James Willis' ex-Denny Hulme Cooper T45's engine was incontinent during practice, but he wrung a 2:08.105 out of it to head class 9, shading the sister cars of former Zandvoort 500cc F3 winner Brian Jolliffe and Tony Ditheridge. Eighty two thousandths of a second – think about it – blanketed the trio, with Grant, American Charles Nearburg (Brabham BT11 V8) and John Bussey (ex-Lance Reventlow Cooper T43) also in the 2:08s.

It was great to have Nearburg – the world's fastest man in a piston-engined car, having averaged a staggering 414.316 mph in the Spirit of Rett on the Bonneville salt flats in 2010 – out with is in the reconstruction of the Bob Anderson car which served Duncan Dayton and Marshall Bailey well for years. The Texan was also racing his McLaren M23 in the FIA F1 round.

Tim Bailey, having an all-too-rare outing in the unique JBW Maserati, Charles Gillett – his ex-Jack Brabham Cooper T43 destined to be a non-starter, a cam bucket having exploded – American John Romano in his Siffert/Bonnier Brabham V8, Aussie Scotty Taylor (T53), France's David Ferrer (Lola Mk4



Happy Sunday winner Peter Horsman and his watch
photo Chris Scotanus



Front engine race winner, Marc Valvekens
photo Chris Scotanus



Zandvoort race start photo Chris Scotanus (cbris@essayproducties.nl)



Ellie Birchenbough standing in for Supagard at prizegiving with Luc Brandts, winner of Class 2

SATURDAY RACE

Saturday's stanza was all about the charge from the start lights to Tarzan Corner, the dished 180 degree right which takes competitors back behind the pits, funnels their cars into and through the deceptive Gerlachbocht, a right flick down into the cambered left at Hugenholtzbocht from which they climb out into the dunes. Unable to match Horsman's torque, Middlehurst was bolder on the brakes at the first corner and swept ahead.

Forced to work hard to cling to his initial advantage over Peter, Andy kept everything super-neat and, helped by a slightly kinder run when faced with traffic, scorched away to repeat his first leg win of two years ago, recording the weekend's best lap at a scintillating 1:54.045s (84.47mph) along the way.

Nuthall held a lonely third until the final lap when he almost caught Horsman, crossing the line 0.9s adrift. Having shaken off Jolley early on, Cannell just kept the resurgent Cooper driver behind for fourth, while Blee, Hoole and Beaumont passed Perk, who fell away grappling for gears at one point. Dark survived a spin to finish 10th, last of the unlapped runners.

If the order remained largely static up front, talk of the race was a wonderful struggle for 11th place, which embroiled seven drivers at its height. Valvekens held sway initially, but Ditheridge prevailed on lap 7, having jostled past rivals Jolliffe and Staes for a memorable class victory. Bailey, going great guns in the JBW, flew from 23rd to 12th, ahead of Jolliffe and Valvekens at the chequer. Staes, Kinch, Romano – lap times falling as he acclimatised to the track – and class 5 duellists Nuthall and Grant pursued them all the way.

Bussey, Scotty Taylor and Hartogs also covered 10 laps, with Baudoin, Eyre, the well-matched Wenman and Plante then Brands completing the finishers. Cook and Nick Taylor fell by the wayside.

SUNDAY RACE

All bar Hartogs lined-up for Sunday afternoon's sequel, the pattern of which broadly followed race 1's, albeit with one key difference. Horsman made absolutely certain that he dived into the apex of Tarzan first. Despite Middlehurst refusing to let him off the hook, and ducking out of the slipstream from time to time, Peter kept him behind to win by 0.400s.

But for occasional lappery, Nuthall saw nobody at close quarters either ahead or in his mirrors beyond the first couple of laps. The double class 7b winner finished almost 20 seconds down in third place, a country mile clear of Cannell (with an intermittent transponder), Hoole and Jolley. Also finishing in the



Supergard stand-in Ellie Birchenbough with Class 11: Bob Dance for winner Andy Middlehurst, Sid Hoole (2nd) and John Romano (3rd)



Ellie with Class 9 winner Brian Jolliffe and Tony Ditheridge (2nd)



Class 7b: Will Nutball (winner), Rod Jolley (2nd) and Tom Dark (3rd)

V8) and Brazilian Bernardo Hartogs (ex-Stirling Moss/Henry Taylor Lotus 18 916) were closely-packed in their wake.

Michael Baudoin (T45), Martin Eyre in his self-run one-and-a-half-seater Cooper-Bristol T23/25 and Dutchman Luc Brandts' deliciously gruff ex-Philippe Etancelin Talbot-Lago T26 were next up. Bailey – Tim's father and Pre-'61 race winner here in '15, aboard his Lotus 16 – brought his Cooper-Maserati T51 "as spares for the JBW" and couldn't resist the opportunity of testing his rebuilt shoulder for a few laps before gearbox problems stopped play. Jerseyman Guy Plante's Cooper-Bristol wouldn't play ball initially, nor would David Wenman's example or Malcolm Cook's T51. All had another try on Saturday.

Twenty nine cars would form the first race grid. With Bailey, Gillett, Nearburg and Willis out with mechanical issues, 'Mr John of B' withdrew out of respect for compatriot and team-mate Ferrer, gravely hurt in a solo accident on the opening lap of the FIA F1 race which they were both contesting earlier in the day. Very sadly, David succumbed to his injuries the following week.

opposite order to Saturday, Beaumont beat Blee to seventh and Dark pipped class 10 standout Perk to ninth.

Again the real fights were in mid-field. Ditheridge and Jolliffe traded the class 9 lead, unconcerned when Valvekens and Kinch – lapping much quicker than hitherto – sped past for 11th and 12th. Jolliffe claimed divisional honours after ‘Dithers’ was sucked back into a scrap with fast-starter Grant, Staes, Bailey (who eventually slid off at Gerlachbocht), Nuthall Sr and Kinch, before he found pace.

Nuthall did eventually get the better of Grant for a weekend double, Ditheridge the cushion between them at the finish. Romano, Scotty Taylor – with a best lap a whopping 2.7s better than Saturday’s – Bussey, Eyre and Wenman also completed 12 laps, finishing a tour ahead of Brandts and Plante. Nick Taylor, Baudoin and Cook had long gone before Bailey joined them in retirement. (Marcus Pye)

Horsman and Middlehurst were awarded Drivers of the Day for their determination and skill at the sharp end of Sunday’s race.

It was good to be back at Zandvoort. The atmosphere in town as well as at the circuit is always convivial. It’s a very busy paddock and impossible to satisfy the demands of competitors at the same time as sponsors but, in the end, we managed to avoid taking any trailers to the allotted car park downtown.



Tony Ditheridge, Brian Jolliffe, Erik Staes and Larry Kinch photo Chris Scotanus

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Name	Surname	Car	Year
Front Engine cars					
Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels					
24	26	Luc	Brandts	Talbot Lago	1948
Class 5 - 1952/53 2 litre Grand Prix cars					
15	21	Ian	Nuthall	Alta F2	1952
17	19	Paul	Grant	Cooper Bristol Mk 2	1953
21	6	Martin	Eyre	Cooper Bristol F2/T23/25	1953
22	9	David	Wenman	Cooper-Bristol Mk1	1952
23	32	Guy	Plante	Cooper Bristol Mk 2 9.53	1953
Class 8 - Formula Libre, Indianapolis and Intercontinental cars					
11	16	Marc	Valvekens	Aston Martin DBR4/4	1959
Rear Engine cars					
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels					
3	10	William (Giorgio Marchi)	Nuthall	Cooper T53	1960
6	2	Jolley	Rod	Cooper T45/51	1958
9	15	Tom	Dark	Cooper T51	1960
25	20	Tim	Bailey	JBW F1	1959
28	14	Malcolm	Cook	Cooper T51	1959
DNS	31	Bailey	Marshall	Cooper T51	1959
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres					
20	34	John	Bussey	Cooper T43	1957
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres					
13	47	Brian	Jolliffe	Cooper T45	1958
16	8	Tony	Ditheridge	Cooper T45	1958
27	5	Michel	Baudoin	Cooper T45	1958
DNS	23	Charles	Gillett	Cooper T43	1957
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars					
10	37	Eddy	Perk	Heron F1	1960
14	36	Erik	Staes	Lotus 18/21 P2	1962
26	80	Nick	Taylor	Lotus 18 914	1961
DNF	88	Bernardo	Hartogs	Lotus 18/21 916	1961
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars					
2	25	Andy John Bowers)	Middlehurst	Lotus 25 R4	1962
5	66	Sid	Hoole	Cooper T66 F1	1963
18	1	John	Romano	Brabham BT11	1964
DNS	11	Charles	Nearburg	Brabham BT11	1964
DNS	69	Mister	John of B	Lola Mk 4 BRGP 42	1962
DNS	41	David	Ferrer	Lola Mk4	1962
Class 12 - Pre 1966 Tasman & Intercontinental 4 cyl of not more than 2.7 lts					
1	122	Peter	Horsman	Lotus 18/21 P1	1961
4	3	Barry	Cannell	Brabham BT11A	1964
7	4	Andrew	Beaumont	Lotus 18 915	1961
8	7	Max	Blees	Brabham BT7A	1963
12	132	Larry	Kinch	Lotus 32 Tasman	1964
19	53	Scotty	Taylor	Cooper T53	1960

Drivers of the Day: Rear Engine: **Peter Horsman and Andy Middlehurst**



Eddy Perk's nippy Heron approaches Luc Brandts Talbot Lago photo Chris Scotanus



Tim Bailey's JBW and Paul Grant's Cooper Bristol photo Chris Scotanus



Larry Kinch's Lotus alongside Ian Nutball's Alta photo Chris Scotanus



Sid Hoole, Class 7c winner with Jacqueline Valvekens



Richard Wilson, Class 2 winner with Maria Plante



Damp drizzly conditions during qualifying made the Nurburgring track a stage for a number of exemplary performances from both old and new hands. All the front runners used the full session to whittle away at their times with Tony Best's 246 Dino Ferrari taking pole position in the increasingly professional hands of stand-in Andy Willis. Top Iberian patitos - gentlemen racers Joaquín Folch (Lotus 16 and Guillermo Fierro (250 F) tussled for second and third with HGPCA newbie, Max Hilliard, putting in an exemplary performance first time out in the other

Lotus 16 just ahead of wet weather maestros Paul Grant and Rod Jolley (slippery!). Further down the order, the ex Tony Smith Ferrari Dino now owned by HGPCA debutante Alex Birkenstock, produced a sharper lap time than anticipated in just two laps. Jo Rettenmaier was the quickest of the pre-war boys with John Gillett's lone MG K3 rounding off the 24 car grid.

R6 45. AvD Historic Grand Prix cars bis 1960

Klasse 1 : Grand-Prix-Wagen 1925 - 1934 auf 18" -oder 19" -Radern

19	11	Gillett, John	AUS	MG K3	1086	1934
DNF	3	Smith, Tony	Grossbritannien	Alfa Romeo P3	2905	1934

Klasse 2 : Grand-Prix-Wagen 1935 - 1951 auf 18" -oder 19" -Radern

18	26	Wilson, Richard	Grossbritannien	Talbot T26	4482	1950
DNF	8	Rettenmaier, Stephan	Pattensen	Maserati 8CTF	2991	1938
DNS	9	Rettenmaier, Josef Otto	Rosenberg	Maserati 8CL	2982	1940

Klasse 5 : Formel-2-Fahrzeuge 1952/52

9	21	Nuthall, Ian	Grossbritannien	Alta F2	1980	1952
10	19	Grant, Paul	Belgien	Cooper Bristol 3/53	1971	1953
13	32	Plante, Guy	Grossbritannien	Cooper Bristol Mk 2 9.53	1971	1953
14	6	Eyre, Martin	Grossbritannien	Cooper Bristol 8/53	1971	1953
16	18	Staes, Erik	Belgien	Cooper Bristol 7/53	1971	1953

Klasse 6 : Formel-1-Fahrzeuge 1954 – 1958 auf 16" – Radern

2	33	Fierro, Guillermo	Spanien	Maserati 250F 2523	2500	1954/7
11	248	Lehr, Klaus	Weinheim	Maserati 250F - CM5	2500	1957
12	56	Halusa, Martin	Schweiz	Maserati 250F 2521	2494	1956
DNF	22	Hart, Steve (Hann Family)	Grossbritannien	Maserati 250F - CM7	2500	1958

Klasse 7a : Formel-1-Fahrzeuge vor 1961 auf 15" - Radern

1	38	Willis, Andy (Tony Best)	Grossbritannien	Ferrari 246 Dino BHR01	2417	1961
3	20	Folch-Rusinol, Joaquin	Spanien	Lotus 16 365	2495	1958
5	23	Hilliard, Max	Grossbritannien	Lotus 16 363	2207	1959
20	246	Birkenstock, Alex (Methusalem Automobilrestaurierung)	Rheinbreitbach	Ferrari 246 Dino 0007	2439	1960

Klasse 7c : Formel-2-Fahrzeuge vor 1961

8	41	Hoole, Sidney	Grossbritannien	Cooper T41	1500	1956
15	45	Taylor, Scotty	Australian	Cooper T45	1500	1958
17	5	Baudoin, Michel	Frankreich	Cooper T45	1960	1958

Klasse 8 : Formula Libre- und Indianapolis- Fahrzeuge vor 1961

4	2	Jolley, Rod	Grossbritannien	Lister jaguar	3800	1958
6	16	Valvekens, Marc	Belgien	Aston Martin DBR4	2992	1959
7	28	McGuire, Eddie	Grossbritannien	Scarab Offenhauser	3000	1960

Driver of the Day: **Max Hilliard**

SATURDAY RACE

Overcast, and damp but seemingly drying conditions prevailed at the standing start of Race 1 with the first corner braking area subjected to a first lap yellow flag.

From the off, we were treated to a nose to tail, wheel to wheel battle between Fierro's Maserati and Willis's Ferrari. It was a fine display of car control and self restraint which saw the lead change several times and the crowd hold their breath and close their eyes more than once. The drying track played to the Ferrari's strengths but, in the Maser, Fierro would have won the prize for tenacity securing fastest lap too! Folch would also have been there, but the ever improving Lotus's queer box broke a mounting which limited his performance and almost cost him third place as Jolley expertly guided the bulky Monzanapolis Lister to a late charging 4th.

Steve Hart kept Rod honest for most of the race bringing the Hann family 250F home safely to a creditable 5th. The Cooper Bristol/Alta club were rather more spread out than we usually see them, but in the conditions, experience can play a large part. Paul Grant in his Cooper once again showed his command when there's water around and led home the ever cool and collected Ian Nuthall in his Alta. Eddie McGuire aboard the 3 litre Scarab had a disappointing qualifying but made Marc Valvekens work for his class win in the Aston DBR4.

What is always a treat for those who like a David and Goliath story is Sid Hoole in the diminutive, both in size and capacity, Cooper T45. A tenth place overall not far behind the big bangers of Valvekens and McGuire is a testament to what can be done! Max Hilliard and Talbot Lago captain Richard Wilson, both new to their cars and with reservations about unfamiliarity, elected to start from the back of the field in spite of their good grid positions.

Tony Smith in his Alfa P3 was a worthy winner of the pre-1940 group. An anticipated scrap between the P3 and Jo Rettenmaier's Maserati 8 CL stalled at lap three when the latter developed fuel feed problems.



Sue Hoole with Class 5 winner Ian Nuthall and Paul Grant (2nd)



Race winner, Andy Willis flanked by Guillermo Fierro and Joaquin Folch with Johannes Huebner



The perks of being Event Competition Secretary!



Andy Willis gets a push start in Tony Best's Ferrari and Rod Jolley in the Lister



Rod Jolley - Class 8 winner - with Helen Gillett



The HGPCA 'Team' - scrutineer Brian Gilbert-Smith, Event Competition Secretary Richard Parnell, Stella Jackson and Driving Standards Observer Ted Rollason photo John Gillett

SUNDAY RACE

On Sunday for Race 2 the line up was similar to the grid for race 1 but with the addition of the Birkenstock Ferrari counterbalancing the loss of Rettenmaier's Maserati 8CL. Steve Hart pulled up the Maserati on the warm up lap with a tightening transmission and once again Hilliard and Wilson voluntarily started from the back, as did Birkenstock.

The story for honours was much the same, with the dry conditions making life easier for Willis who led home Fierro, Folch and Jolley without too much drama. Further down though things had hotted up with the McGuire Scarab closing and then shadowing Valvekens's Aston all the way to the flag. Sailing Sid Hoole managed a fine if lonely 8th and Ian Nuthall got the better of Grant in the drier conditions.

In race 1 both Klaus Lehr and Martin Halusa had concentrated on keeping their charges "on the island" but in race 2 the more predictable conditions produced a fine scrap with Lehr just getting the better of Halusa at the line. Veteran Martin Eyre had been " in



John Gillett and Kiki



Nicola Donhoff and her extraordinary 'designer' hat



Hubertus Donhoff and Stephan Rettenmaier

the thick of it" but lost out towards the end thanks to an excellent drive from Guy Plante who has really started to get to grips with the front engined Cooper.

Scotty Taylor had a broad grin under his helmet as he came home ahead of Michel Baudoin's steady drive for class honours. Erik Staes, out again in the Cooper Bristol (on loan from Paul Grant) was pleased to bring it home safely. With the low oil pressure problem on the Talbot sorted, Richard Wilson finished in front of Gillett's K3 with them both inexplicably ahead of the second Ferrari. It was a shame to see Stephan Rettenmaier's Maserati 8CL stop on lap 3 as these early cars are wonderful to see on the grid. However, as they say, they'll live to fight another day!

It was a great pity that Joaquin Folch - starting third on Sunday's grid, had a fantastic get away and led the field to the chequered flag. He knew he'd jumped the start and had pulled up immediately before the 'off'... what he didn't know was that he'd missed a 'drive-through' penalty for which he was awarded a time penalty dropping him down to third. He went and apologised to the Clerk of the Course immediately after the presentations but it was a disappointment - the car had performed perfectly after several non-finishes at the event previously - and the top step of the podium would have been the ultimate reward.

The Friday BBQ, courtesy of Hubertus Donhoff, was back to everyone's delight. Despite the 'Eiffel' weather, it was an excellent turnout for a truly splendid evening. Hubertus's 'special awards' - two beautiful silver trophies that (rumour has it) he'd travelled to London and the Silver Vaults in the City to buy - were presented to brothers Josef and Stephan Rettenmaier who bring such wonderful race cars to the Nurburgring every year.

The Rettenmaier family soiree in the Fahrerlager on Thursday was a lovely 'welcome' for those of us arriving early to the track. Many thanks to you all.

Driver of the weekend went to Max Hilliard for his mature approach to competitively driving a car new to him, driving through from the back of the grid to finish 5th and produce a fastest lap which could have seen him achieve 3rd.

THE GOODWOOD REVIVAL 8-12 Sept 2017

Marcus Pye refers to the month as 'Mad' September in our Spa report. Certainly, you needed to be on your toes to manage racing every weekend from **Oulton Park Gold Cup** at the end of August, **Zandvoort Historic**, **The Goodwood Revival** and then round off at **Spa Six Hours**. Obviously, it helps if you have more than one race car! You also need stamina - and mechanics with stamina!!! Apart from the racing itself, there's all the preparation as well as journeying to and from the various events. Well done to everyone who has contributed to the success of all the events. Maybe there are just too many events but which would we want to sacrifice?? Probably none! We hope you're now managing a few weekends away from the track ahead of our end of season double-header in **Estoril** and **Portimao**, Portugal.



Richmond Trophy: Joaquin Folch (3rd), Tony Wood (winner) and Julian Bronson (2nd) photo Jim Houlgrave



Goodwood Trophy: David Morris (2nd), Michael Gans (winner) and Calum Lockie (3rd) who drove Sean Danaber's GCM



Philip Walker and Tina photo Jim Houlgrave



Glover Trophy race start - all photos Jim Houlgrave



Partygoers - Angela Cook, Rod Jolley, Peter Horsman, Jaqui Walling and Eddie McGuire trying to forget the weather! photo Jim Houlgrave

Regent Street Motor Show Saturday 4th November 2017 celebrates the 70th Anniversary of the 1948 British Grand Prix

The Regent Street Motor Show is an extraordinary event organised by the team behind the Silverstone Classic on behalf of the Royal Automobile Club.

The event began in 2005 when the first Veteran Car Run International Concours was staged on Regent Street the day before the start of the London to Brighton Veteran Car Run. In 2010 this evolved into the Regent Street Motor Show incorporating 21st century vehicles and a 'reverse run' from Brighton to London of electric vehicles.

This year, HGPCA Member, Nick Wigley, is hoping to include some of the cars that would have run in the very first British Grand Prix at Silverstone which was won by Villorresi in a Maserati 4CLT/48.

https://en.wikipedia.org/wiki/1948_British_Grand_Prix

If you have a car that ran in the race itself or similar and would like to participate, please get in touch with Nick at Goose - 01483 52 44 37 - nick@goose.co.uk The Show is open from 10:30 until 16:00 and Regent Street is closed to non-Show vehicles from Oxford Circus to Piccadilly Circus.

David Ferrer 1955-2017

We are very sorry to have to announce the death of David Ferrer who succumbed to injuries sustained racing his 1970 March 701 in the Masters Historic Formula One Championship at Zandvoort on Saturday 2nd September. He was airlifted to hospital in Amsterdam where he passed away on Wednesday 6th. A very sad loss to historic racing and, in particular, to his very good friend, Mr John of B.

David raced at Peter Auto meetings for many years. He bought the ex John Surtees 1962 Lola Mk4 BRGP41 from Mark Piercy in 2015 and raced it with us at Zandvoort that year. He joined the Association this year and raced with us at Magny-Cours alongside Mr John of B in its sister car.

Over the Spa Six Hours weekend, competitors in both HGPCA and Masters grids carried stickers on their race cars in David's memory. Our heartfelt condolences are extended to David's family and friends.

Bob Woodward 1936-2017

Bob began racing in 1959 whilst in college moving on to historics in 1980. He was a member of the HGPCA for fifteen years until 2009. He and his wife, Barbara, were familiar faces in the paddock and he regularly raced his Lotus 21 with us competing at the Nurburgring, Silverstone, Zolder, Imola, Dijon, Pau, Estoril, Donington and Brands Hatch. Racing in America took him to Mosport, Road America, Sebring, Watkins Glen and Road Atlanta. He died peacefully in August at Luther Manor Hospice with his family by his side.

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