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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL2 Sept 2022

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ZANDVOORT HISTORIC GRAND PRIX 15-17 JULY

Banking on Holland

Half way through 2022 but by no means half way through the HGPCA's season of 10 race events, a welcome return to Zandvoort was on the cards and finally a chance to race on its reconfigured track. Formula One elected to include it on their calendar in 2021 and The Netherlands were rewarded with a win by Max Verstappen.

The FIA upgrade included banking at Arie Luyendijk Bocht which was thoroughly enjoyed by the HGPCA competitors. The exit of Gerlachtbocht was widened for safety



John Romano's Brabham ahead of Hans Ciers, John Emery, Luc Brandts and Arnold Herreman photo Trevor Noble

HGPCA Head Office: PE.B21.2, Parkhall Business Centre, 40 Martell Road, London SE21 8EN Tel: +44(0)20 7785 7204
Email: contact@hgpcanet www.hgpcanet



Luc Brandts in his Talbot Lago T26 was awarded Front Engine Driver of the Day photo Trevor Noble

reasons, and the Hugenholtzbocht was treated similarly on its inside to allow more space and deliver higher speeds going towards Scheivlak. At the Hans Ernst Bocht, the second part of the chicane has now been shortened and widened to improve flow through the corner.

What didn't go down as well with competitors was the construction of the paddock marquees. They may have looked very stylish to the passing spectator but getting a race car up onto a plinth 10+ centimetres off the tarmac was a challenge. At the drivers briefing, Event Comp Sec, Richard Parnell, advised drivers and their teams not to rush to put their own cars back in position but to help each other in a relaxed and calm way. Aided by some rapidly produced wedges (which themselves required some re-configuration) it all worked out relatively okay.

Unusually, we lost a couple of places on the grid that weren't car related (well, three if you count Philipp Buhofer's early departure on Sunday due to flight difficulties) James Hagan fell in the paddock on Friday evening. The hospital diagnosed a badly strained leg muscle and he re-joined us in the paddock in a wheelchair on Sunday. A trip through the gravel in qualifying and the engine tried to suck in the foam filters which, when removed, left the possibility of a stone or two inside so both car and driver may have been 'hors de combat'. Stephan Jöbstl fell off his bicycle in the paddock, not onto the floor but down a short flight of steps. Another visit to the hospital and retirement from Race 2 which was a pity as he was racing well.

Race 1 was a firm win for Will Nuthall in Giorgio Marchi's Cooper T53 after Michael Gans was demoted three places for overtaking under yellows but he still finished in second place. Unfortunately, Michael had an ongoing ankle injury which caused him to withdraw from R2 (FOUR non car related withdrawals!).

Race 2 grid showed Will on pole with Michael



Richard Wilson's Ferrari ahead of Stephan Jöbstl, Eddy Perk, Alex Morton, Steve Banbam and Tony Lees photo Trevor Noble

beside him. With Michael out and Will's car failing on the out lap, Rudi Friedrichs inherited pseudo pole and led the race from start to finish undeterred by strong challenges from Michel Kuiper and Andy Middlehurst and was presented with the coveted Tag Heuer watch on the podium.

Andy was guest driving Charles McCabe's 1960 Lotus 18 907 for the weekend and, despite the unfamiliarity – unpredictability under braking - of the car and a spin in R2, he finished 5th in Race 1 and 3rd in the second race keeping those in front, honest.

Michel Kuiper's over exuberance in R1 took him from front row to middle of the grid on the first lap with a spin at Turn 3. He fought back and finished 6th and a strong R2, fending off Andy Middlehurst rewarded him with the second step of the podium.

Over exuberance is not only the gift of the drivers... Event Comp Sec, Richard Parnell, was so impressed with the performance of Chris Drake's beautiful Cooper T1/73 – finishing 4th in R2 with lap times matching those of the front runners – AND James Willis, who normally carries out 'on the spot' rebuilds in the paddock, finishing 10th overall, that he awarded them BOTH with Rear Engine Driver of the Day. (Chris, your award awaits you in the Red Truck)

An unlucky weekend for our Austrian duo, Thomas Matzelberger and Ingo Strolz. Gearbox problems causing a safety car period in R2 for Thomas and Ingo's gear-lever came off in his



Sid Hoole in his Cooper T66 photo Trevor Noble

hand just before quali and then gear selector failure and DNS in R2. A great pity for the guys whose window of opportunity to race is curtailed by the ski-season in the homeland. After last year's fun at Spa with your exciting garage transformation, we hope you've not got to get back to the day job immediately!

Best not to remember Arnold Herreman's weekend where, having stalled on the green flag lap in R2, he drove through the field to regain position for the rolling start. He missed the flag signals for a drive through penalty but did respond to the black flag when shown. A dressing down by the Clerk of the Course and FIA steward will have been a lesson learned. He was thankfully given a finishing position.

Tony Lees won't include 2022 Zandvoort in his 'favourite' events of the year either... a scruti-



Rudi Friedrichs's Cooper inherits pole as Will Nuthall's similar car failed on the out lap. Lotus 18s of Andrew Beaumont and Andy Willis (in Charles McCabe's car), followed by Michel Kuiper and Chris Drake ahead of the first two front engine cars. Richard Wilson in his Ferrari and John Spiers in his Maserati 250F photo Trevor Noble

neer spotted what appeared to be cracks in the T51's roll bar. Brian Jolliffe, a DNS due to his own gearbox problems, was compensated for lack of personal result by being the welding hero for Tony.

Subsequently, a fuel leak in the port side bag tank brought everyone's thinking caps out and the result was a switch to the starboard tank which, fortunately, was tight. Having got to the R1 grid, Tony had some fun for 20 minutes until a battery lead fell off in T13 and stopped the engine. With no momentum, the car had parked in a dangerous position necessitating a Safety Car, however with the time almost elapsed, the race was Red Flagged instead. Help from Team Lotus and a perky drive from the back up to P13 in R2 put a smile back on his face.

The rear engine cars seriously outnumbered the front engines at Zandvoort 3 to 1 and the Board are working hard at arranging more front engine

only (plus Class 7c) grids for 2023 which we hope will be well supported. Despite the percentage difference, the front engine guys were performing brilliantly...

Local boy, Luc Brandts, has a big heavy real Grand Prix Car. Following disappointment at Val de Vienne, the gearbox behaved itself much to the owner's relief and his team's hard work. A demanding circuit and creditable lap times on his home track earned Luc Front Engine Driver of the weekend.

The ongoing battle within Class 5 between Guy Plante and Erik Staes was a little marginalised by fresh engines in both Ian Nuthall's and Paul Grant's Cooper Bristols but it remains an exciting challenge. Who will end up 'top dog' between the pair?

Rod Jolley replaced the 'vintage' tyres on his Lister Jaguar after a disastrous performance at Val



The HGPCA cars put on a fantastic display in the paddock

de Vienne to bring the iconic car to Zandvoort again and enjoyed the increase in handleability and performance – money well spent, Rod. He finished third overall in the front engine group.

John Spiers - ever competitive - kept Steve Hart Racing on their toes by changing the gearing after qualifying to find that extra pace. At the R1 start, both John and Rudi Friedrichs blatantly jumped the start



The battle between Erik Staes and Guy Plante in their Cooper Bristols continued at Zandvoort photo Trevor Noble

Zandvoort Historic Grand Prix Race Results

Place	No	Driver	Owner	Car	Year	cc	Colour
FRONT ENGINE CARS							
Class 1: 1925 - 1934 Grand Prix Cars							
28	22	John Gillett		MG K3	1934	1086s	Blue
Class 2: 1935 - 1951 Grand Prix Cars							
25	26	Luc Brandts		Talbot Lago T26	1948	4482	Blue
Class 5: 1952/53 2 Litre Grand Prix Cars							
16	21	Ian Nuthall		Cooper Bristol MkII	1953	1971	BRG
17	19	Paul Grant		Cooper Bristol Mk 2	1953	1971	Blue/Red
19	32	Guy Plante		Cooper Bristol T23	1953	1971	Dk Blue
21	36	Erik Staes		Cooper Bristol Mk II	1953	1971	Blue Red nose
Class 6: 1954 - 1958 Grand Prix Cars							
9	34	John Spiers		Maserati 250F 2516	1955	2494	Red
15	248	Klaus Lehr		Maserati 250F CM5	1957	2500	Red
Class 8: Formula Libre, Indianapolis & Intercontinental Cars							
8	38	Richard Wilson		Ferrari 246S Dino	1960	2417	Red
11	2	Rod Jolley		Lister Jaguar Monza GP	1958	3781	Silver
REAR ENGINE CARS							
Class 7b: Pre 1961 Grand Prix							
1	12	Rudi Friedrichs		Cooper T53	1960	2462	Green
3	4	Andy Middlehurst	Charles McCabe	Lotus 18 907	1960	2500	White
13	87	Tony Lees		Cooper T53	1960	2495	Green/White
30	15	Thomas Matzelberger		Cooper T45/51	1960	2495	Cream
31	24	Ingo Strolz		Cooper T51	1959	2495	Green/White
DNF	10	Will Nuthall	Giorgio Marchi	Cooper T53	1960	2495	Green/White
DNF	55	James Hagan		Lotus 18	1960	2500	Blue
Class 7c: Pre 1961 Formula 2 Cars							
23	43	Cliff Gray		Cooper T43	1957	1500	Green
26	45	Hans Ciers		Cooper T45	1958	1500	Green
27	92	Stephen Banham		Cooper T45	1958	1475	Silver
Class 9: Pre 1961 Grand Prix/Formula 2 Cars Under 2 litres							
10	42	James Willis		Cooper T45	1958	1960	Green
22	8	Tony Ditheridge		Cooper T45	1958	1960	Green
DNF	47	Brian Jolliffe		Cooper T45	1958	1960	BRG
Class 10a: Pre 1964 1.5 litre Formula 1 Cars							
6	20	Alex Morton		Lotus 21 939/952	1961	1498	Green/gold
12	37	Eddy Perk		Heron F1	1960	1488	Red/Gold
18	44	Klaus Bergs		Lotus 18 908	1961	1500	White/Blue
29	9	Arnold Herreman		LDS F1	1961	1470	Dark Blue
Class 10b: Pre 1966 Formula 1 Cars							
4	91	Chris Drake		Cooper T71/73	1964	1498	BRG
DNF	72	Tom De Gres		Brabham BT14	1965	1498	White/Blue
Class 11: Pre 1966 1.5 litre Formula 1 Cars							
7	66	Sid Hoole		Cooper T66 F1	1963	1495	Blue/White
20	1	John Romano		Brabham BT11	1964	1500	Green/Gold
DNF	40	Stephan Jöbstl		Lotus 24 947	1962	1494	BRG
DNF	50	Philipp Buhofer		BRM P261	1964	1498	Green
Class 12: Pre 1966 Tasman & Intercontinental Cars							
2	63	Michel Kuiper		Brabham BT4	1963	2700	Red
5	49	Andrew Beaumont		Lotus 18 915	1961	2500	Green
14	7	Nick Topliss		Cooper T53 Low Line	1961	2498	Blue
24	6	John Emery		Brabham BT4	1962	2495	Blue
DNF	17	Michael Gans		Cooper T79	1964	2500	Green
DNF	76	Tim Child		Brabham BT3/4	1962	2497	Red/Green

Driver of the Day: Front Engine: **Luc Brandts** Rear Engine: **James Willis** and **Chris Drake**



Rear Engine podium: Michel Kuiper (2nd), Rudi Friedrichs (1st) and Andy Middlehurst (3rd)



Event Comp Sec, Richard Parnell with event organiser Erik Weijers



John Gillett and Stella photo Trevor Noble

and were fortunate in that this was not recorded by the circuit timing thus avoiding certain penalties. Having been admonished by the Event Comp Sec, they sportingly apologised to those competitors disadvantaged by their exuberance. Whilst this helped keep John ahead in R1, an early spin in R2 gave the Front Engined group lead to 'Red Rival' Richard Wilson who finished first for a fabulous climax to the weekend.

We LOVE Zandvoort like we LOVE Dijon. We want to be here every year. The circuit suits our cars, the town is full of fantastic beach (and other) restaurants and, when the weather is great – as it was this year – it's almost unbeatable. We hope you agree.

29-31 JULY 2022

Oulton Park Gold Cup

On the back of a really well supported Historic Grand Prix at Zandvoort where a full 36 car grid competed, entries remained high for the Oulton Park Gold Cup meeting. With a number of cars that had competed at the event in period all entered it was going to be difficult to select a winner from such a quality field.

The one name that was missing from the entry was the driver who has won nearly all of the HGPCA races this year, Will Nuthall. A gearbox failure in Holland that could not be remedied left Will overseeing the preparation work of his customer cars rather than putting on his race overalls. The only other driver to have taken to the top step of the podium this year Rudi Friedrichs was a late withdrawal so the field was open for a fresh winner.

Having seen three Maserati 250Fs racing at Donington at the beginning of the year, John Spiers was the lone representative of the marque at Oulton Park. In what was a small front engine entry his main competition was Geraint Owen in the Kurtis 500C which was going to be a challenge to handle through the twists and turns of the Oulton Park International Circuit. Three Cooper Bristols completed the front engine class, with Cooper Cars having an entry of 18 cars totalling half of the 36 car field.

An early casualty was Richard Wilson in his Cooper T60 which split a radiator during the morning testing. Richard was quite philosophical as overall he felt they had made a lot of progress with the car having resolved many previous issues that had blighted the car's performance. He reported that the car was going very well until the radiator cried enough.

35 cars entered onto the wet circuit in a session punctuated by drizzle. Rod Jolley was one driver who had thoroughly enjoyed the conditions with a number of sideways moments whilst others in the larger engine cars were more circumspect and hoped that the predictions for a drying track before they took to the circuit were correct.

Andy Willis in Charles McCabe's BRM P48-7 headed the timing sheets looking to improve on Graham Hill's 1960 Gold Cup performance in the car where it finished 3rd. Alongside him was Sam Wilson in Clinton McCarthy's Lotus 18 which was running a 1.5 litre engine rather than the 2.5 litre of his front row rival. In the damp conditions Sam was within 3 tenths of Andy so he was hoping for a track remaining damp or perhaps getting wetter to give him the advantage. On the second row was Andy Middlehurst in the ex Jim Clark Lotus 25 owned by John Bowers which had won the Gold Cup in 1963.

Charlie Martin in Paul Waine's 2.5 litre Cooper T53 from 1960 completed the front two rows. Charlie was able to confirm that Paul continues to make good progress in his recovery from his accident at Goodwood earlier this year. Post race Paul spent a lot of time on the phone to Charlie discussing what if anything needed to be done to the car prior to its next appearance. For Charlie who is really an experienced VSCC racer said that he thoroughly enjoyed the step up to drive this car around Oulton Park.

Despite his comments about being sideways Rod Jolley racing Tim Ross's Cooper T43/51 was 5th on the timing sheet. Geraint Owen powering the Kurtis up to 6th place almost 2 seconds faster than his front engine rival John Spiers in the 250F who had a time disallowed for exceeding track limits. Mark Daniell in the second of the 2 litre Coopers slotted in between

the front engine battle claiming 7th place on the grid for what would be a rolling start. The move away from the traditional standing start was in part due to the size of the grid, with a one by one formation leaving those nearer the back with a blind uphill start. In the interests of safety the rolling start was accepted as the choice for this event.

Further down the grid Barry Cannell topped the Tasman and Intercontinental classes with his Brabham BT11a despite being disappointed with his qualifying performance. Philipp Buhofer was probably a man gratified to have set any time at all, when his car refused to fire up in the assembly area. Leaving him stranded whilst the Hall and Hall team persuaded the car into life. Following qualifying they could not easily identify the cause of the strange flooding that prevented the car from starting. Preliminary investigations suggested a possible problem with fuel pump or starter motor. Nothing obvious to confirm their suspicions but steps were taken to ensure there would not be a repeat when it came to the race.

Chris Phillips headed the Cooper Bristol class in qualifying but later retired from the event when examination of what they thought could be a minor problem developed into an issue with the Cam that had potential further damage in the engine.

Graham Adelman was having his first European outing with HGPCA for this season with his BRM 261-5 this is a car with some period Gold Cup History having finished 4th in 1966 in the hands of Innes Ireland and 6th in 1968 driven by David Hobbs.

Klaus Bergs along with Stephen Banham are both recent additions to the HGPCA grid. Klaus having his



Sam Wilson and Elliott Hamm photo Oliver Flower

first outings with his Lotus 18 at the end of 2021 when he competed at Jerez and Portimao. The car having been extensively restored by James Denty.

Stephen Banham is not only new to the HGPCA but until just over a year ago he had not raced either, but when the ex Jim Russell Cooper T45 previously raced by Scotty Taylor car came up for sale he decided to buy it because he of a close family connection.

The first of the two races for the Gold Cup, took place on Saturday. After the wet qualifying there was a certain amount of guess work regarding set up as the track was drying with a line developing as the race progressed. The rolling start was exemplary with Sam Wilson and Andy Willis bringing the grid to the start in perfect formation after the Pace Car pulled off. Sam and Andy went side by side into Old Hall with Sam taking the outside line. As the pack sorted itself out over the lap at the line the first four came across in starting order with Andy leading from Sam with Andy Middlehurst third and Charlie Martin 4th.

Sam Wilson was driving the wheels off of the Lotus 18 as he tried to create an advantage in the slower parts of the circuit before Andy Willis could deploy the superior straight line speed of the bigger car. In what became an uneven battle Andy Willis was able to ease away to a 15 second win at the end. At the end of lap 1 it looked like Sam Wilson was going to find himself looking back as well as forward with Andy Middlehurst filling his mirrors who in turn was having to stave off the challenge from Charlie Martin in the Cooper the four extending a gap to the pursuing pack which was full of action and place changes.

At the end of lap 1 Stephan Jöbstl entered the pits to have his car examined for damaged. Braking into the



Tony Ditheridge, Harvey Sykes, Julian Ellison, Philipp Buhofer, Erik Staes and Tejfon Salisbury photo Oliver Flower



Sam Wilson and Andy Willis make an impeccable rolling start photo Oliver Flower fullthrottlephotos.co.uk

chicane at Hislops Stephan had collided with the rear of Philipp Buhofer's BRM. Philipp surprisingly was able to continue despite the rear of the car being airborne briefly. For Philipp it was a long afternoon's work as he dropped from 14th to 21st but in a remarkable recovery drive he clawed himself back up to 11th at the finish.

Race 1 was defined by some terrific dicing with cars coming through from a lowly starting position, the BRM of Graham Adelman being a case in point having started 28th Graham came through to finish 16th.

On lap 3 John Spiers came into the pit with the lone Maserati 250F to retire the car from the meeting a broken cam follower causing his demise. The team were showing the faulty component in the paddock on the following day. There were no obvious signs of wear to have alerted them during preparation.

After a strong run in qualifying Geraint Owen found himself swamped in the race often caught up at the head of a chain of cars all looking to outfox him on the tighter sections before he could open up the power of the Kurtis. Dropping four places on lap 2 he eventually finished 9 places down in 15th but winner of the front engine race. He did admit that once he realised his rival for front engine honours, John Spiers, had retired he did start to ease off thinking very much about his next outing which would be the Silverstone Classic in a month's time.

Rod Jolley was one of the drivers not to favour the drying track, slipping from 5th to 10th, but Barry Cannell having proclaimed his drive in qualifying as rubbish returned to form in the race gaining 9 places to finish 6th just behind Justin Maeers Cooper who



Nick Taylor and Alex Morton contesting for the honours in Class 10a photo Oliver Flower fullbrottlephotos.co.uk

was one of the drivers who had been bottled up behind the Kurtis chicane. Justin having been cautious in the wet during qualifying had retained the softer damper settings with no rear roll bar for this first race on the drying track.

Wherever you looked there were good dices taking place and one of the race long dices was towards the rear of the field between John Emery Brabham BT4 and Stephen Banham in the Cooper T45. With honours going to John in the 1st race although Stephen did say he had been given some tactics by the team to enable him to pass in race 2.



Andrew Beaumont's Lotus 24 and Geraint Owen's mighty Kurtis ahead of Barry Cannell, Alex Morton, Tony Lees and Nick Taylor, Ben Maeers and Philipp Buhofer photo Oliver Flower



Race winner Charlie Martin in Paul Waine's Cooper ahead of Philipp Buhofer's BRM photo Oliver Flower

Aside from John Spiers we had three other retirements, Elliott Hann, Tony Lees, and Alex Simpson. All were resolved overnight and a 32 car grid lined up for Sunday's race.

Race 2 took place on a dry track much to the disappointment of Sam Wilson. His rain dance had resulted in early precipitation that morning which had burnt off before the start of the race programme on Sunday at 12.05. In front of a large crowd all assembled to watch the feature race of the afternoon again a well controlled start from the front rows, but sadly all was not well further back and the first race start had to be abandoned. Four cars tangled into Old Hall. Stephan Jöbstl's weekend did not improve with him being involved in an accident again. Race start incidents are always difficult to judge when the pack is so tightly bunched but the result was, Klaus Bergs Lotus 18, Julian Ellison Assegai, Guy Plante Cooper Bristol and Stephan Jöbstl Lotus 24 did not take part in the

Oulton Park Gold Cup Results

Place	Class	No	Driver	Owner	Car	Year	cc	Colour
FRONT ENGINE CARS								
Class 5: 1952/53 2 Litre Grand Prix Cars								
20	5	36	Erik Staes		Cooper Bristol MKII	1953	1971	Blue Red nose
DNF	5	32	Guy Plante		Cooper Bristol T23	1953	1971	Dk Blue
DNS	5	33	Chris Phillips		Cooper Bristol MKII	1953	1971	Green/Yellow
Class 6: 1954 - 1958 Grand Prix Cars								
DNF	6	34	John Spiers		Maserati 250F 2516	1955	2494	Red
Class 8: Formula Libre, Indianapolis & Intercontinental Cars								
16	8	77	Geraint Owen		Kurtis 500C	1954	4454	Maroon
REAR ENGINE CARS								
Class 7b: Pre 1961 Grand Prix								
1	7b	59	Charlie Martin	Paul Waine	Cooper T53	1960	2495	Green
2	7b	18	Sam Wilson	Clinton McCarthy	Lotus 18 372	1960	2496	Green
DNF	7b	2	Andy Willis	Charles McCabe	BRM P48-7	1960	2500	Green
DNF	7b	87	Tony Lees		Cooper T53	1960	2495	Green/White
Class 7c: Pre 1961 Formula 2 Cars								
21	7c	43	Cliff Gray		Cooper T43	1957	1500	Green
22	7c	60	Elliott Hann		Cooper T41	1956	1460	Blue
24	7c	41	Alex Simpson	Tim Ross	Cooper T41	1956	1460	Green
25	7c	92	Stephen Banham		Cooper T45	1958	1475	Silver
Class 9: Pre 1961 Grand Prix/Formula 2 Cars Under 2 litres								
8	9	9	Mark Daniell		Cooper T45	1958	2000	BRG
10	9	51	Rod Jolley	Tim Ross	Cooper T43/51	1957	1960	BRG
13	9	64	Ben Maeers	Justin Maeers	Cooper T51	1960	1964	Red/green stripe
14	9	38	Harvey Sykes		Cooper T45	1958	1960	Blue
18	9	47	Brian Jolliffe		Cooper T45	1958	1960	Green
19	9	8	Tony Ditheridge		Cooper T45	1958	1960	Green
Class 10a: Pre 1964 1.5 litre Formula 1 Cars								
9	10a	21	Alex Morton		Lotus 21 939/952	1961	1498	Green/gold
11	10a	11	Nick Taylor		Lotus 18 914	1961	1495	White
17	10a	20	Teifion Salisbury		Lotus 18	1960	1500	Dk Blue
DNF	10a	35	Julian Ellison		Assegai F1	1961	1500	Red
DNF	10a	44	Klaus Bergs		Lotus 18 908	1961	1500	White/Blue
Class 11: Pre 1966 1.5 litre Formula 1 Cars								
3	11	25	Andy Middlehurst	John Bowers	Lotus 25 R4	1962	1498	Green/Yellow stripe
4	11	29	Nick Fennell		Lotus 25 R5	1962	1498	BRG
6	11	50	Philipp Buhofer		BRM P261-2	1964	1498	Green
12	11	4	Andrew Beaumont		Lotus 24 944	1962	1500	Green
DNF	11	5	Graham Adelman		BRM P261-5	1964	1498	Green
DNF	11	40	Stephan Jöbstl		Lotus 24 947	1962	1494	BRG
DNS	11	14	Richard Wilson		Cooper T60	1962	1500	Green/White Stripe
Class 12: Pre 1966 Tasman & Intercontinental Cars								
5	12	53	Justin Maeers		Cooper T53	1960	2751	Green
7	12	3	Barry Cannell		Brabham BT11A	1964	2495	Red/White
15	12	7	Nick Topliss		Cooper T53 Low Line	1961	2498	Blue
23	12	6	John Emery		Brabham BT4	1962	2495	Blue

Driver of the Day: Front Engine: **Geraint Owen** Rear Engine: **Sam Wilson**



Alan Cottam with Class 5 winner, Erik Staes
photo Abby Oliver



Jonathan Palmer presents the Gold Cup to Charlie Martin
photo Oliver Flower fullbrotlephotos.co.uk



Race winner, Charlie Martin's helmet sits atop Paul Waine's Cooper
photo Oliver Flower



Steve Banham and Alan Cottam and Event Comp Sec Chris Wilson
photo Abby Oliver



Sam Wilson receives Driver of the Day from Alan Cottam
photo Abby Oliver



Andy Willis at the wheel of Charles McCabe's pretty BRM P48 - first time out with the HGPCA photo Oliver Flower



Alan Cottam and Justin Maers, winner of Class 12
photo Abby Oliver



Andy Middlehurst in John Bower's Lotus 25 photo Oliver Flower



The collecting area photo Oliver Flower

restart. All drivers were unhurt luckily but there are varying degrees of repair required to the damaged cars before their next outing.

At the second start Sam Wilson found himself sandwiched between the two larger engine cars of Charlie Martin, who had made a terrific start from 4th on the grid and Andy Willis. At the end of lap 1 it was Charlie who led from Sam with Andy Middlehurst 3rd and Justin Maers 4th. Andy Willis subsequently drove into the pits to retire the BRM with a rear brake problem. The contest for the lead raged throughout the race with Charlie using the superior power to pull away only to be caught by Sam again particularly when lapping the slower cars. On the last lap, Sam put in a final effort to take the lead. He did briefly lead until the back wheel touched the Astro Turf and he oversteered wide giving Charlie Martin the win.

Unusually for Andy Middlehurst he slipped back from the leaders although his fastest lap was within a tenth of Sam Wilson, and hundredths from Charlie Martin. Justin Maers on paper would look to have had a steady drive starting 5th and finishing 5th, however for many laps Justin had occupied 4th until being caught and passed by Nick Fennell who crossed the line with just over a second advantage at the end. Philipp Buhofer upheld BRM honours being the sole finisher for the marque with a drive that saw him advance to 6th place from his 11th place start. Graham Adelman who had gone so well in his BRM in race one retired at the start along with Tony Lees whose problems from Race one remained unresolved.

In the opening laps there was a 4 car train featuring Mark Daniell Cooper T45 at its head, followed by Rod Jolley Cooper, Nick Taylor Lotus 18 and Alex Morton Lotus 21. Mark did pull away to finish 8th but Alex fought through the pack to finish in 9th. Ahead of them was Barry Cannell who had a lonely race in 7th. Whatever the team tactics were that Stephen Banham was told to deploy in his battle with John Emery failed. As John pulled away Alex Simpson placed Tim Ross's Cooper T41 between him and Stephen.

On the podium for the Gold Cup, Alan Cottam shared the presentation honours with Jonathan Palmer who presented the Gold Cup to Charlie Martin. In the Red Truck the Class awards were presented by Alan Cottam where Sam Wilson was awarded driver of the day for the Rear Engine races and Geraint Owen became the front engine driver of the day. Again a great team effort by the Red Truck crew who kept everyone well fed and watered over the three days. (words Alan Jones)



A podium full of Class Winners on Sunday afternoon photo Lesley Perk

NURBURGRING, GERMANY - 12-14 AUGUST

49.AvD Old-Timer Grand Prix

Just two weeks after the Oulton Park Gold Cup, we headed out to Germany and the beautiful, hilly 'High Eifel' region for the 49th running of the AvD Oldtimer Grand Prix. We were looking forward to the weekend despite several logistical challenges in the run up to the event. After many years, the AvD organisation team had been replaced by a new organising team. This wasn't the only change as the paddock set-up and driver hospitality were also vastly different to that

experienced over the past years.

The Nurburgring racetracks opened in 1927, making 2022 the 95th year in operation in one guise or another. The project was originally instigated in 1925 to alleviate unemployment in the region and 25,000 people were hired to construct the circuits which originally consisted of the 14.2-mile Nordschleife and the 4.8-mile Sudschleife; parts of which became the Neue-Nurburgring F1 circuit in its current 3.199-mile



Eddie McGuire's Scarab being pursued by a pair of Maserati 250Fs in the hands of Guillermo Fierro and John Spiers photo Eric Sawyer



Will Nuthall in Giorgio Marchi's Cooper T53 ahead of Michel Kuiper's Brabham BT4 photo Eric Sawyer



Tony Smith's Dino Ferrari and Eddy Perk's Heron, great to have them both race in Germany photo Eric Sawyer

Old-Timer Grand Prix, Nurburgring, Results

Pos	Race No	Driver	Owner	Car	Year	cc	Colour
FRONT ENGINE CARS							
Class 1 - 1925-1934 Grand Prix Cars							
27	22	John Gillett		MG K3	1934	1086s	Blue
28	38	Rebecca Rettenmaier	Josef Otto Rettenmaier	Maserati 8C 3000	1932	3000	Maroon
Class 2 - 1935 - 1951 Grand Prix Cars							
24	8	Stephan Rettenmaier		Maserati 8CTF	1938	1938	Red
Class 5 - 1952/53 2 litre Grand Prix Cars							
16	21	Ian Nuthall		Cooper Bristol MkII	1953	1971	BRG
17	19	Paul Grant		Cooper Bristol Mk 2	1953	1971	Blue/Red
19	36	Erik Staes		Cooper Bristol Mk II	1953	1971	Blue/Red nose
20	32	Guy Plante		Cooper Bristol T23	1953	1971	Dk Blue
21	2	Jakob Rettenmaier	Stephan Rettenmaier	Alta F2	1952	1980	BRG
26	11	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1953	1971	Light Green
DNS	6	Martin Eyre		Cooper Bristol F2/T23/25	1953	1971	Green/Yellow
Class 6 - 1954 - 1958 Grand Prix Cars							
11	34	John Spiers		Maserati 250F 2516	1955	2494	Red
13	4	Josef Otto Rettenmaier		Maserati 250F 2533 Piccolo	1958	2493	Red
DNF	31	Guillermo Fierro Eleta		Maserati 250F 2501/2523	1954	2493	Red
DNF	248	Klaus Lehr		Maserati 250F CMS	1957	2500	Red
Class 7a - Pre 1961 Front Engine Grand Prix Cars							
15	5	Tony Smith		Ferrari 246 Dino	1960	2471	Red
Class 8 - Formula Libre, Indianapolis & Intercontinental Cars							
9	28	Eddie McGuire		Scarab	1960	2441	Blue/White
REAR ENGINE CARS							
Class 7b - Pre 1961 Grand Prix Cars							
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	1960	2495	Green/White
7	15	Thomas Matzelberger		Cooper T45/51	1960	2495	Cream
8	24	Ingo Strolz		Cooper T51	1959	2495	Green/White
DNF	9	Olivier Huez		Cooper T51	1959	2085	Green/White
Class 7c - Pre 1961 Formula 2 Cars under 1.5 litre							
18	23	Albert Streminski		Emeryson F1	1960/61	1475	BRG
22	92	Stephen Banham		Cooper T45	1958	1475	Silver
23	45	Hans Ciers		Cooper T45	1958	1500	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litre							
12	42	James Willis		Cooper T45	1958	1960	Green
Class 10a - Pre Jan 1964 1.5 litre 4-cylinder Formula 1 Cars							
14	37	Eddy Perk		Heron F1	1960	1448	Red/Gold
DNF	26	Andrea Stortoni		Lotus 18 917	1961	1500	Pale Green
Class 10b - Pre 1966 Formula 1 Cars and 1964/66 Formula 2 Cars							
10	72	Tom De Gres		Brabham BT14	1965	1498	White/Blue
Class 11 - Pre 1966 1.5 litre Formula 1 Cars							
5	50	Philipp Buhofer		BRM P261-2	1964	1498	Green
Class 12 - Pre 1966 Tasman and Intercontinental Cars							
2	63	Michel Kuiper		Brabham BT4	1963	2700	Red
3	76	Tim Child		Brabham BT3/4	1962	2497	Red/Green
4	3	Barry Cannell		Brabham BT11A	1964	2495	Red/White
6	7	Max Blees		Brabham BT7A	1963	2700	Burgundy
25	17	Michael Gans		Cooper T79	1964	2500	Green

Driver of the Day: Front Engine: **IN Racing engineers for their work on Guy Plante's Cooper Bristol**
Rear Engine: **Hawker Racing engineers for their work repairing the bodywork on Tim Child's Brabham**

iteration in the 1980s.

We had 33 cars entered with an almost 50/50 split between Front Engine and Rear Engine cars - the Rettenmaier family entering five Front Engine cars between them! Josef in his 250F (2533 Piccolo); his daughter Rebeca with the Methanol-fuelled 8C 3000; Stephan in his 8CTF; his son Jakob in an Alta F2 and daughter Klara in a Cooper Bristol MkII.

Sadly, prior to Qualifying on Friday afternoon, Martin Eyre suffered a cardiac incident in the paddock and was therefore a non-participant in the weekend. The excellent Medics at the circuit were quick to have Martin airlifted to hospital where he received excellent care and treatment.

Losing Martin's Cooper Bristol left us with 32 cars which took to the circuit for the Qualifying practice. Almost immediately after the cars were released on to the circuit, the session was red-flagged! It appeared that a service tractor had not left the circuit after clearing up from the previous session. After a few minutes' delay, the session restarted and continued with no further problems.

Early on in the session, Will Nuthall - in Giorgio Marchi's Cooper T53 - posted a blistering lap of 2 minutes 14.74 seconds to take pole position, with Michael Gans (Cooper T79) taking second place and Tim Child (Brabham BT3/4) third on the grid a few



Guillermo Fierro's 250F ahead of James Willis (Cooper), Eddy Perk (Heron), Michael Gans (Cooper), Josef Rettenmaier and Klaus Lebr (Maserati 250Fs), Guy Plante and Paul Grant (Cooper Bristols) and Albert Streminski (Emeryson) photo Eric Sawyer

laps later. The second row was completed by a flying Michel Kuiper in his Brabham BT4. The Dutchman kept up this furious pace throughout the weekend! Fastest of the Front Engine cars was John Spiers, setting a time of 2 minutes 24.48 in his Maserati 250F. Erik Staes, despite being logged as having completed 4 laps in qualifying, sadly did not manage to trigger the timing equipment and was therefore listed as not having qualified! A trip to race admin and with the agreement of the Stewards, Erik was added to the back of the grid.

On Friday evening, the Rettenmaiers hosted a fabulous, traditionally German, food and drinks party down in the old pit garages and many of us were able to thoroughly enjoy their generous hospitality.

On Saturday morning, the weather was glorious once again promising to be another hot, sunny day

which, luckily, was tempered with a strong breeze. All 32 cars that had taken part in qualifying were ready to leave the assembly area for the green flag lap and the start of Race 1. 31 cars duly made their way on to the circuit, leaving Rebeca Rettenmaier behind – struggling with fuel issues and unable to start the 8C. Only 30 cars actually crossed the start line as, on the green flag lap, Hans Ciers' Cooper T45 suffered a stub axle failure and he was stranded at the side of the circuit to be brought back to his garage having watched the race from the sidelines.

Three corners after the start, with the front four cars tightly bunched, Tim Childs' Brabham came together with Michael Gans' T79 at the apex of the corner. Gans was fortunate to be relatively unimpeded; whilst Childs' bodywork, obviously damaged began to bounce itself free of the rest of the car – eventually



Klara Rettenmaier in father Stephan's Alta, Eddie McGuire in his Scarab and John Spiers in his 250F photo Eric Sawyer

flying off and fortunately landing on the grass at the side of the track. Being shown a black and orange flag, Tim brought the Brabham in to the pits for scrutineer Bertie Gilbert-Smith to cast an eye over. Bertie gave the go-ahead for Tim to return to the race but, after finding himself in the middle of a pack of cars with no mirrors, Childs made the wise decision to retire.

Will Nuthall and Michael Gans ducked and dived for the lead for the remarkable 11 laps of the entire race – their average lap times being within a cigarette paper of each other (2:15.33 vs 2:15.92). Gans eventually passing Nuthall, who admitted a tiny error, for the win. Third step of the rear-engine podium went to Barry Cannell in his Brabham BT11A, who was suitably elated at his return to form.

Front engine honours went to a delighted Eddie McGuire in his Scarab. John Spiers took a very close second place finishing 0.6 seconds behind Eddie after a spin cost him time. Third step went to Guillermo Fierro in his 250F. All others finished with the exception of Guy Plante's Cooper Bristol which stopped in the infield with a mechanical issue.

Tim Child's Brabham bodyshell had by now been brought by the marshals to Race Control for the Clerks to have a look at – then it was collected by the Hawker Racing team who set about repairing it. The boys spent hours in the garage, strengthening the



A fabulous grid of front and rear engine cars for the HGPCA races at the Oldtimer Grand Prix photo Eric Sawyer



Paul Grant's Cooper Bristol ahead of Thomas Matzelberger and Ingo Strolz in their Coopers photo Eric Sawyer



Tim Child's Brabham lost its front bodywork following an incident with Michael Gans's Cooper photo Eric Sawyer



Stephan and Josef Rettenmaier in their Maseratis - 8CTF and 250F photo Eric Sawyer

shell and then reattaching it – finishing off with a roll of duct tape in matching red. You could hardly see the join!

Sunday dawned with a clear blue sky – another hot one was due. Hans Ciers had declared his T45 was fit to start and he was given permission to start from the back of the grid, along with Tim's Brabham (once re-scutineered) and Guy Plante's Cooper Bristol which was ready to race following a lot of hard work by the IN Racing crew so, 32 cars were on the grid sheet. Sadly, both Klaus Lehr (Maserati 250F) and Andrea Stortoni (Lotus 18) in his first race with HGPCA did not make it to the assembly area and 30 cars went to take the start of Race 2. Almost immediately Olivier Huez's Cooper T51 ground to a halt. He managed to crawl to the end of the pit lane to be pushed off the circuit by marshals.

Once again, Michael Gans and Will Nuthall were pushing each other hard until sadly Gans' throttle cable snapped and he was forced to retire. Will thence coasted through to win. Michel Kuiper inherited second place – albeit 20 seconds behind Will, with a jubilant Tim Child coming from the back of the grid to finish third.

Front Engine honours were once again bestowed on Eddie McGuire whose Scarab ran faultlessly throughout the weekend. The ebullient Irishman could hardly believe it and heaped praise on the team from Hi-Tech who look after the car. Second place once again went to John Spiers with Josef Rettenmaier a very happy third.

At the extraordinary podium presentations, the correct flags were raised; the podium team had managed to track down a recording of the Irish anthem to honour Eddie (sadly missing the previous day after Race 1 when they played a very jolly German folk song for the Front Engine Podium). Following the overall 1,2,3 presentations the Overall Class awards were given out.



New member, Andrea Stortoni, unfortunately didn't get to start Race 2 on Sunday photo Eric Sawyer



The ongoing battle between Michael Gans in his Cooper T79 and Will Nuthall in Giorgio Marchi's Cooper ended when Michael's throttle cable snapped in Race 2 photo Eric Sawyer

The Front Engine Driver of the Day award was given to the IN Racing team for their work in getting Guy Plante's car repaired and through to finish in race 2. Likewise, the Rear Engine award went to the Hawker Racing team for their repairs to Tim Child's Brabham.

Despite some challenges in the organisation and sadly, some rather unpleasant politics still ongoing within the organising team both old and new – we are looking forward to returning to Nurburgring for the 50th running of the Oldtimer in 2023.



Rebecca Rettenmaier in father Josef's Maserati 8C 3000 photo Eric Sawyer

Silverstone Classic - 26-28 August

The Classic at Silverstone has always had a strong Grand Prix theme reflecting the historic place the circuit has in the post war evolution of Formula One. Many of the enthusiasts entering the circuit for the new date over the August Bank Holiday weekend were there to enjoy the sights and sound of Grand Prix cars through the decades.

With a gamut of racing both at home and abroad the Historic Grand Prix Cars Association entry was a little smaller than in previous years but it still provided one of the largest entries on the programme with a field of high quality not just in the cars but the drivers as well. Coopers both front and rear engine dominated the entry representing half of the 45-car field. The Front Engine grid was better supported at the Classic than the Oulton Park Gold Cup with a 14-car entry but there are indications that, for next year, there will be more returning to the circuits.

As is expected with the Classic at Silverstone there was some rain, but this was confined to the Thursday testing with the competition days being warm and sunny without the punishing heat of the earlier weeks that have been the hallmark of 2022 events.

Will Nuthall in the Cooper T53 topped the timing sheets, with his main adversary being Michael Gans - Nurburgring Oldtimer Grand Prix Race 2 winner - in the Cooper T79 second. Gold Cup winner of this year Charlie Martin was third in his Cooper T53 with Andy Middlehurst in the Lotus 25 being the first non-Cooper in fourth place, followed by Tim Child Brabham BT3/4 fifth and Justin Maeers Cooper T53 was sixth. The remaining race winner of 2022 in the entry, Rudi Friedrichs in his Cooper T53 - who won a race at Val De Vienne and Zandvoort Historic Grand Prix 7th. Alongside him was Barry Cannell having his last run in the Brabham BT11A before going on to its new owner. Barry is not disappearing though; he will be racing a Cooper in future events.

Philipp Buhofer, the sole BRM entry at this meeting, qualified 8th with Tony Wood in the Maserati Tec Mec heading the front engine runners and completing the top 10. The qualifying session had been punctuated by a red flag when Elliott Hann's Maserati 250F popped a core plug at Luffield. As Elliott explained post qualifying, the beauty of a front engine car is that you can see when your car has a problem and he swiftly took the car offline taking the nearest exit to prevent too much oil spillage. Unfortunately Teifon Salisbury did not spot the oil in time and his Lotus 18 collided with the wall, retiring the car from any further participation. Teifon was unharmed although he may need new overalls as he tore one of the legs.

Elliott's Maserati was also withdrawn but he was able to substitute that entry with a Cooper T41. Others experiencing problems were Cliff Gray who had a broken condenser unit which would be a quick fix.



Harvey Sykes in the Assembly area photo Oliver Flower

Nick Fennell's team worked hard to repair his car when a gear selector shaft broke.

The award for the best entertainment whilst the circuit was being dressed following Elliott's spillage goes to Ian Nuthall's team who suspended a mechanic by his ankles to work in the foot well of Michael Birch's Connaught. It was obviously a regular occurrence as the team calmly stood exchanging spanners with the mechanic who could only be identified by his feet and arms. The whole practiced routine was broadcast live around the circuit. I'll wait to see if it makes the TV highlights programme.

The remaining casualty from qualifying was Richard Wilson whose clutch failed on the Ferrari Dino prior to going on circuit and he was granted permission to start from the back of the grid if the team could get it fixed. This would be the second race where Richard would start from the back as he missed the Formula Junior qualifying due to an eye problem.

Race one on the Saturday of the Classic, proved to be a little chaotic as many drivers were caught unawares in the Assembly area when the cars were called onto the circuit and were left out of position for the start of the race. Sadly Richard Wilson did not come to the assembly the Ferrari demonstrating its Latin temperament in the preparers area with seized steering.

On track Will Nuthall made a text book start to establish a Cooper rout. Easing away to win by over three seconds. The gap between Will and second place Michael Gans ebbed and flowed with the overtaking of backmarkers but it was never less than 1.7 seconds. Michael Gans had even larger gap back to in third place Rudi Friedrichs who was 19 seconds behind at the end.

However behind Rudi things were a little different as a trio of cars headed by Justin Maeers, followed by Andy Middlehurst and Charlie Martin were in pursuit. The next battle back involved Andrew Beaumont Lotus 18 and Nick Fennell in the Lotus 25 sister car to Andy Middlehurst's. These groups would provide some of the best entertainment for this race.

Clinton McCarthy in the Lotus 18 that Sam Wilson had taken to second place at the Gold Cup now fitted with its 2.5 litre Tasman engine was part of a five car group that included Tony Wood Tec Mec Maserati, Barry Cannell, Mark Daniell Cooper T45 and Chris

Drake Cooper T71/73. Chris had qualified well into 11th position and was working his way back through the group to reach 11th place on lap 4. A spin at Luffield dropped him back to 20th place and to fight all over again.

Sid Hoole was one of the drivers caught in the assembly area. At the end of the first lap he was 37th, in his Cooper T66 having qualified 21st with a lot of catching up to do. By lap 4 he was up to 26th and chasing down John Clark Cooper T56 a pursuit that was going to last for much of the race. As the field streamed through lap after lap little dices cropped up with drivers straining to keep the cars on the track.

With the race drawing to its close, Coopers came to fill the top 5 positions in the overall result with Will Nuthall winning by three seconds from Michael Gans and Rudi Friedrichs. Charlie Martin who started sixth caught and passed Andy Middlehurst on lap 8 to take 4th place from Justin Maeers on the last lap by 2 tenths of a second, with Andy Middlehurst just a further 3 tenths behind. Sid Hoole finally got through to 23rd place passing John Clark on the penultimate lap. Andrew Haddon in the Scarab took the top step in the front engine race from Tony Wood's Tec Mec Maserati with a pass on the very last lap. Andrew being another left in the assembly area. Believed to be the last car to leave. Despite winning Andrew was possibly in trouble with the owner for not being ready for the start. John Spiers in the Jean Behra Maserati 250F finished 3rd.

There were a spate of late retirees to the pit lane which were Stephen Banham, Michael Birch, Eddie McGuire whose Scarab was smoking quite badly and Bernado Hartogs.

Race 2, everyone was in their cars and ready to go in the assembly area well on time. A number of the Race one retirements were not repaired in time for the second race leaving 37 starters to take the rolling start of



Andy Middlehurst watches the previous race on the big screen from the Assembly area photo Oliver Flower



Saturday race start at the Silverstone Classic, Will Nutball and Michael Gans get away well photo Oliver Flower fullbottlephotos.co.uk



Andrew Beaumont's Lotus ahead of John Clark's Cooper
photo Oliver Flower fullbrottlephotos.co.uk

those who retired on the Saturday only Stephen Banham and Robert Pulleyn took part in race 2. Others not taking part in Race 2 included Chris Drake who could only do the Saturday races and Sid Hoole who post race found a sheared bolt which would take too long to replace.

At the front it was the same top three as race one but with Michael Gans leading Will Nuthall from Rudi Friedrich. On the second lap Will was back in front but Michael Gans stuck to his tail throughout the race. Such was the pace of the lead pair they swiftly dropped Rudi to a lonely third place. Following Justin Maers headed a chasing pack of three with Tim Child and Andy Middlehurst following. Charlie Martin who started 4th dropped to 12th retiring on lap 2. The first retirement being John Clark. On lap 3 Tim



Tony Smith in his Dino ahead of Elliot Hamm in the replacement Cooper followed by Chris Phillips, Erik Staes, Cliff Gray and John Emery
photo Eric Sawyer

Child had moved into 4th place displacing Justin Maers with a late braking manoeuvre on the run into Becketts.

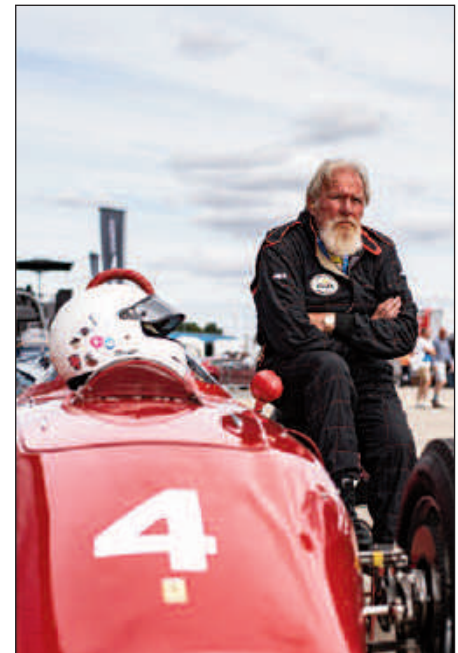
It was on lap 3 that Robert Pulleyn came in to retire the Lotus 18 whilst out on circuit Julian Ellison retired the South African Assegai. After the race he said it was time to refresh the Alfa Romeo engine.

Within the pack Tony Wood was having a good dice

Classic Silverstone Results

Place	No	Driver	Owner	Car	Model	CC	Year	Colour
FRONT ENGINE CARS								
Class 5 - 1952/53 2 litre Grand Prix Cars								
21	21	Ian Nuthall		Cooper	Bristol MkII	1971	1953	BRG
25	36	Erik Staes		Cooper	Bristol MKII	1971	1953	Blue Red nose
26	33	Chris Phillips		Cooper	Bristol MKII	1971	1953	Green/Yellow
27	23	Barry Wood		Cooper	Bristol Mk1 6/52	1971	1952	Blue/red nose
Class 6 - 1954 - 1958 Grand Prix Cars								
20	248	Klaus Lehr		Maserati	250F CM5	2500	1957	Red
DNF	34	John Spiers		Maserati	250F 2516	2494	1955	Red
DNS	5	Michael Birch		Connaught	B Type	2470	1954	Green
Class 7a - Pre 1961 Front Engine Grand Prix Cars								
DNF	4	Tony Smith		Ferrari	246 Dino	2471	1960	Red
DNF	27	Tony Wood		Maserati	Tec Mec	2493	1957	Red
Class 8 - Formula Libre, Indianapolis & Intercontinental Cars								
12	30	Andrew Haddon	Julian Bronson	Scarab	Offenhauser	2500	1960	Blue/White
15	77	Geraint Owen		Kurtis	500C	4454	1954	Maroon
DNF	28	Eddie McGuire		Scarab		2441	1960	Blue/White
REAR ENGINE CARS								
Class 7b - Pre 1961 Grand Prix Cars								
1	10	Will Nuthall	Giorgio Marchi	Cooper	T53	2495	1960	Green/White
3	12	Rüdiger Friedrichs		Cooper	T53	2462	1960	Green
8	18	Clinton McCarthy		Lotus	18 372	2496	1960	Green
18	2	Paul Griffin		Cooper	T51	2495	1958	Dark Blue
DNF	59	Charlie Martin	Paul Waine	Cooper	T53	2495	1960	Green
DNF	87	Tony Lees		Cooper	T53	2495	1960	Green/White
Class 7c - Pre 1961 Formula 2 Cars under 1.5 litre								
22	41	Tom Waterfield	Tim Ross	Cooper	T41	1460	1956	Green
23	60	Elliott Hann		Cooper	T41	1460	1956	Blue
28	92	Stephen Banham		Cooper	T45	1475	1958	Silver
DNF	39	Cliff Gray		Cooper	T43	1500	1957	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litre								
11	9	Mark Daniell		Cooper	T45	2000	1958	BRG
13	51	Rod Jolley	Tim Ross	Cooper	T43/51	1960	1957	BRG
14	43	Eddie Williams	Charles Gillett	Cooper	T43	1964	1957	BRG
17	37	Harvey Sykes		Cooper	T45	1960	1958	Blue
19	42	James Willis		Cooper	T45	1960	1958	Green
Class 10a - Pre Jan 1964 1.5 litre 4-cylinder Formula 1 Cars								
DNF	35	Julian Ellison		Assegai	F1	1500	1961	Red
DNF	46	Robert Pulleyn		Lotus	18 909	1500	1960	Green/Yellow
DNF	56	John Clark		Cooper	T56	1473	1961	Blue/Orange
DNS	20	Teifion Salisbury		Lotus	18 912	1500	1960	Dark Blue
DNS	132	Bernardo Hartogs		Lotus	18/21 916	1475	1961	Pale Green - BRP
Class 10b: Pre 1966 Formula 1 Cars								
DNF	91	Chris Drake		Cooper	T71/73	1964	1498	BRG
Class 11 - Pre 1966 1.5 litre Formula 1 Cars								
5	25	Andy Middlehurst	John Bowers	Lotus	25 R4	1498	1962	Green/Yellow stripe
9	29	Nick Fennell		Lotus	25 R5	1498	1962	BRG
10	50	Philipp Buhofer		BRM	P261-2	1498	1964	Green
DNS	66	Sid Hoole		Cooper	T66 F1	1495	1963	Blue/White
Class 12 - Pre 1966 Tasman and Intercontinental Cars								
2	17	Michael Gans		Cooper	T79	2500	1964	Green
4	76	Tim Child		Brabham	BT3/4	2497	1962	Red/Green
6	49	Andrew Beaumont		Lotus	18 915	2500	1961	UDT/Laystall Green
7	53	Justin Maers		Cooper	T53	2751	1960	Green
16	7	Nick Topless		Cooper	T53 Low Line	2498	1961	Blue
24	6	John Emery		Brabham	BT4	2495	1962	Blue
DNS	3	Barry Cannell		Brabham	BT11A	2495	1964	Red/White

Driver of the Day: Front Engine: **Geraint Owen** Rear Engine: **Mark Daniell**



Tony Smith relaxes on the Dino wheels in the Assembly area
photo Oliver Flower fullbrottlephotos.co.uk

initially with Mark Daniel who passed him on lap 3. Geraint Owen and John Spiers got involved in a close dice that would last the entire race. Tony Wood retired on lap 5 when his front suspension collapsed. With great car control Tony came to a halt close to a Marshals post and the car was swiftly moved to a place of safety. The loss of Tony promoting the Owen Spiers dice to a race for second step on the front engine podium with Andrew Haddon the clear leader.

The race was now building to its climax with two laps remaining Michael Gans was glued to Will Nuthall's tail when they caught John Emery to lap him. Will managed to slip through easily but Michael was delayed leaving a gap he could not recover. Rudi Friedrichs crossed the line 3rd and despite his best efforts Andy Middlehurst was unable to find a way past Tim Childs.

Nick Fennell recovered from a slow start to finish a tenth behind Clinton McCarthy at the end whilst Philipp Buhofer was even closer to Fennell with the gap being 0.068 seconds. Andrew Beaumont taking 6th place on the last lap from Justin Maers

The race for the front engine podium places sadly ended on lap 8 when John Spiers retired the Maserati to the pits.

On such a fast circuit as Silverstone here is something to consider in the three speed traps around the lap, Will Nuthall was not the quickest in any sector. As



The Red Truck paddock base with our display of members classic cars parked over the road photo Jim Houlgrave



Bernardo Hartogs and Sue Hoole photo Jim Houlgrave



Bee G.P. and Andy Middleburst photo Jim Houlgrave



Peter Horsman presents the Chairman's Cup to Rudi Friedrichs photo Jim Houlgrave



Peter Horsman presents Martin Grant Peterkin with a specially commissioned portrait by Simon Taylor photo Jim Houlgrave



Rear engine podium: Michael Gans (2nd), Emelia & Will Nutball (1st) and Rudi Friedrichs (3rd) photo Oliver Flower



Front engine podium: Geraint Owen (2nd), Andrew Haddon (1st) and Klaus Lebr (3rd) photo Oliver Flower fulltrottletphotos.co.uk



Bee G.P. and Tom Waterfield photo Jim Houlgrave



Bee G.P. and Will Nutball photo Jim Houlgrave

shown in the second race Michael Gans often having the faster car in a straight line. Congratulations to all for a great race.

Another fabulous weekend of racing ended with the presentations hosted by Competitions Secretary Lindsey Warren. With presentations made by Martin Grant Peterkin's wife, Bee. The drivers of the day were Geraint Owen for the front engine grid and Mark Daniell for the Rear Engine grid.



Rod Jolley in Tim Ross's Cooper and Bernardo Hartogs in his Lotus photo Oliver Flower fulltrottletphotos.co.uk



Harvey Sykes and Paul Griffin in their Coopers photo Oliver Flower fulltrottletphotos.co.uk



Eddie McGuire and Scarab ahead of Robert Pulleyn's Lotus 18 photo Oliver Flower fulltrottletphotos.co.uk



Chris Drake's Cooper alongside Geraint Owen's mighty Kurtis photo Trevor Noble



Tony Wood's Maserati TecMec gets the better of Rod Jolley's Cooper photo Eric Sawyer

Association Chairman, Peter Horsman, took over the proceedings to make two special presentations. The first being the Chairmans Cup which went to Rudi Friedrichs. The second presentation recognised Martin Grant Peterkin's 40 years service to the club. He had stepped back from all of his roles within the club but will continue to lend his technical knowledge and assistance as requested by Peter. Martin was given a picture depicting him in his Alta and the later Brabham.

This was the last of the UK events before the HGPCA completes its season with three races in Europe beginning with Spa and the Six Hour race Meeting, before moving south to Navarra in Spain and finishing at Portimao for the Algarve Classic in Portugal.

(words Alan Jones)

As Britain, the Commonwealth and many people across the World mourn the passing of Queen Elizabeth, we remember two of our Association Members: Simon Diffey and Ted Williams

The Simon Diffey Heritage Motorsport Apprenticeship Award

Simon Diffey was a great supporter of the Heritage Skills Academy and passionate about inspiring the next generation of engineers to begin their careers as apprentices within historic racing.

In recognition of this, the Heritage Skills Academy and Simon's family have created the Simon Diffey Heritage Motorsport Apprenticeship Award.

The Award allows an existing HSA apprentice to live and work with a famous heritage motor sport race team for one month. The winning apprentice's accommodation, travel and subsistence for the month are all covered by the Award.

Also included is the opportunity for the winner to travel to at least one international historic motor sport event as well as the chance to obtain an ARDS race licence.

The inaugural recipient of the Award, Emilia Brown, will secure secondment to Classic Team Lotus during the summer next year.

Sarah Adam-Diffey writes: "At the 2021 Revival Simon organised the HSA apprentices to push the 250F Maserati that he was due to race, down from the paddock to the collecting area hoping for a photo opportunity for them to promote the HSA cause. In true Simon style he then regaled them with stories about the 250F. He loved young people and was always inspiring them. When it was time for the apprentices to return to their stand, there was one who did not - Emilia. She asked if she might stay and help Simon and me, on the pit wall and in the collecting area. Simon was thrilled. It was pouring with rain, they all got thoroughly soaked, but Emilia stayed until the very last, helping me and waiting until Simon was safely back in parc ferme.

"This is what Simon loved in life.

People who stepped up. Who went above and beyond. He would greatly approve of Emilia as the inaugural recipient of this award."

Visit the website shown on the right and purchase a Lucky Black Cat sticker. The proceeds will be used to raise funds for the award scheme.



Emilia Brown and Simon – Goodwood Revival 2021
(pbdphoto.co.uk)

If you would like to honour Simon's memory visit - <https://justgiving.com/crowdfunding/simondiffeyheritagemotorsportaward>

Ted Williams

1 Jan 1941 – 28 August 2022



Ted with Julian Bronson and Nigel Williams at an HGPCA Annual Lunch photo Jim Houlgrave

Ted was a typical Bristolian wheeler-dealer, from his early days buying and selling motorbikes and scooters (a touch of the Bernie Ecclestones there) and latterly in property. He passed away on Sunday 28th August.

He started racing in the early sixties with a Superspeed Ford Anglia that he bought from John and Mike Young. He was a long-standing BRDC member and drove every car that you can think of including a can-am March, Pilbeam, Ralt, McLaren M8, Lola T160, Arrows Historic F1, Ligier F1, March 711 F1, Corvette Stingray and Healey 3000. He raced a Cooper T53 with the HGPCA and later introduced Tim Ross to the Association. When Tim bought a Cooper T43/51 and decided not to race it himself, Ted took the wheel until hanging up his single-seater boots. He had also raced karts, offshore and inshore powerboats and motorcycles!

He was a considerable personality and will be hugely missed by all who knew him. Our condolences to wife, Tekla, and children, Mark, Julie and Rita.