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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL4 Nov 2017

HGPCA annual
Lunch and
Prizегiving

Fri 8th December
at the RaC London

ESTORIL CLASSIC - 21/22 OCTOBER

King & Folch reign at Estoril

Portugal joined the Formula 1 World Championship in 1958, hosting three Grands Prix races on temporary road circuits at Oporto and Monsanto before slipping from the calendar when the new 1500cc F1 debuted in '61. HGPCA President Sir Stirling Moss won at both venues, in Vanwall and Cooper T51 respectively, with Jack Brabham (T53) winning at Oporto in '60 after motorcycle king John Surtees – who had made his four-wheeled debut at Goodwood five months previously – crashed his Lotus 18 while leading sensationally.

Opened in 1972, the purpose-built circuit at Estoril, close to the capital Lisbon, seized its opportunity to reinstate the country on F1's map in '84, when Niki Lauda pipped race-winning McLaren team-mate Alain Prost to the drivers' title. Brazil's Ayrton Senna – a Portuguese speaker – earned the adulation of fans by scoring his first GP victory there in '85, conquering filthy wet conditions in a Lotus-Renault 97T turbocar. Nigel



Barry Cannell in Tom Dark's T51 leads the cars out for Saturday's race photo Antonio Paquete - aepaquete@gmail.com

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Joaquin Folch ahead of Rod Jolley, Barry Cannell and Sid Hoole photo Antonio Paquete - aepaquete@gmail.com

Mansell, Riccardo Patrese, Michael Schumacher, Damon Hill, David Coulthard and Jacques Villeneuve also topped Estoril's podium before the race was discontinued after '96.

Fourteen years after the Association's previous visit in 2003, when young buck Sid Hoole claimed victory in his faithful ex-Rob Walker Racing/Jo Bonnier Cooper-Climax T66, the 'reigning champion' headed the entry for our season-ending Portuguese double-header. Promoter/racer Diogo Ferrao had twinned events a week apart at Estoril and Portimao's equally demanding Autodromo Internacional Algarve for the first time, an initiative well supported by several of Europe's leading Historic groups. Brilliantly, both events saw overall race honours shared between front and rear-engined cars.

A relaxing break (at least for those who did not have to change engines between meetings!), topped by glorious weather on the Algarve, rounded our competition year off splendidly. Alas, there were logistical dramas en route home, however, when refuge seekers attempting to reach England hid themselves in three equipes' trucks and trailers at French ferry port Caen. Six were apprehended in IN Racing's truck and eight in its trailer (towed by Chris and Sandy Wilson after IN's big Dodge pick-up broke down in the paddock), but one desperate stowaway was found hidden under Julian Bronson's trailer when it arrived home in Bristol!



Tony Smith in his recently acquired Ferrari Dino photo Antonio Paquete - aepaquete@gmail.com

Cheered on by a sizeable audience, American James King (ex-Dan Gurney Brabham BT7) and Spaniard Joaquin Folch (Lotus 16 '365', which Graham Hill had crashed out of the '59 Portuguese GP at Monsanto) were our race winners as Grand Prix machinery of four decades graced Estoril on October 21-22. Barry Cannell – back at the wheel of his previous ex-BRP Cooper T51, sportingly loaned by Tom Dark since his Brabham's engine is out of commission –

enjoyed a wonderful weekend, finishing on the podium in both races.

Twenty four competitors turned out for qualifying, after which Folch topped the timesheets with a stout 1m57.921 (79.34mph) shot on the 2.59 mile circuit in the 2.5-litre Coventry-Climax PPF-engined Lotus. Of Joaquin's rivals, only King joined him under two minutes in the 1500cc Climax V8-engined Brabham, besting at 1:59.783s. James' class 11 challenger Sid Hoole



The circuit is popular with locals and not too far for those in Lisbon to attend too EMI Photography



Kerry Adams congratulates James King on Saturday's win EMI Photography

(Cooper-Climax T66) lapped 0.646s slower for P3, chased by class 7b rivals Cannell and Rod Jolley (Cooper T45/51), split by 0.071s.

Julian Bronson (Scarab Offenhauser) was next up, with Max Smith-Hilliard going great guns behind him in the ex-David Piper Lotus 16 '363' previously owned and raced by Roger Wills. Richard Wilson (ex-Rob Walker Racing/Stirling Moss Cooper T51) joined Max on row four, encouragingly less than three seconds adrift of

class 'mates' Cannell and Jolley.

French Lotus enthusiast Franck Trouillard brought his ex-Filipinetti/Jo Siffert 1500cc Climax-powered 24/21 '938' from Reims and qualified an excellent ninth. The class 10 leader was the first of four competitors in the 2m07s bracket. His principal opposition, Alan Baillie (Cooper T71/73 twin-cam) and Bernardo Hartogs (Lotus-Climax 18/21 '816') were within 0.7s, with Charles Gillett in their midst, heading class 9 in the ex-Jack Brabham two-litre Cooper-Climax T45.

For once the class 5 (1952-'53 two-litre) pace-makers were not together; Paul Grant (Cooper-Bristol Mk2) and Ian Nuthall (Alta F2) gridding 13th and 18th respectively, although there was only 1.6s between them at this stage. American John Romano (Brabham-Climax BT11 V8), Scottish-Canadian Larry Kinch (ex-Leo Geoghegan Lotus 32 Tasman), Germany's Klaus Lehr (Maserati 250F CM5) and Tony Smith (debutting a Ferrari 246 Dino evocation which now occupies the space in Ing. Fowles' workshop following the departure of the ex-Phil Hill 1960 Italian GP-winning '0007') filled the gap competitively.

A Cooper trio followed, John Bussey (ex-Lance Reventlow T43) clear of Tasmanian class 7c rival Scotty Taylor (T45/51) with veteran Brian Jolliffe, yet to wring the best from his misfire-afflicted two-litre T43. It was good to see Matthew Newman back in the saddle of father Roger's sleek Brabham BT14 twin-cam. He pipped Michel Baudouin (Cooper T43), pushing the Frenchman back onto the final row, there to be joined by indefatigable German Stephen Rettenmaier exercising his magnificent Alfa Romeo Tipo B (P3), the oldest car in the race by 20 years!



Max Hilliard joined us for a successful second outing with the Association. EMI Photography

SATURDAY RACE

The first race was a gripper in which four drivers were in with a shout of victory. Jolley's Cooper was quickest out of the blocks from row three and led at the end of the opening lap, with Folch, King and Cannell in tow and Hoole trying to overcome his torque handicap by carrying as much corner speed as possible. The diverse quintet made a fine sight as they exited the slippery turn on the incline down past the pits, then filed through the right-handed turn one with its downhill exit. Bronson, Wilson, Gillett, Hartogs, Smith-Hilliard, Trouillard and Baillie headed the chasing pack.

King clawed his way ahead of Jolley on lap four, but Rod (quickest through the start straight speed trap at almost 147mph) was not going to be shaken off easily. Indeed both he and Folch growled past the Brabham on lap eight, by which time much of the middle order was settled. That was not the case up front, for Folch – impressively quickest of all through the twisty middle sector of the circuit – took advantage of a moment which dropped Jolley to fourth to go ahead, with King and Cannell now second and third. James seized his opportunity on the penultimate lap, passing Joaquin then setting fastest lap (1m58.058s) to take the chequer in his beloved Brabham, a superb result for a shrill 1500cc V8 F1 car.

Folch crossed the line 1.296s behind in a class-winning second, with Cannell (peerless in sector three) third, claiming class 7b by a second and a half from Jolley. Hoole came home fifth ahead of Bronson, who had grunted his burly Scarab back past sparring partner Wilson who had briefly nosed his closely-matched Cooper ahead on lap 10.

Smith-Hilliard's eighth place was ultimately a lonely one, for having passed Hartogs and Gillett early on the Forza team chief finished almost 40 seconds clear of the Brazilian, whose closest pursuer was Trouillard in 10th. Tony Smith, acclimatising to his Ferrari, took eight laps to power past the fast-starting Nuthall – who shot past Grant to take command of class 5 from the start – with a glorious V6 wail. Ian kept Paul behind to complete his job in 13th, ahead of Baillie the last to go full distance.

Taylor, Newman, Bussey – who lost out to Matthew on the final lap – and Beaudoin completed 12 laps, one more than the valiant Rettenmaier whose exploits in the gruff Alfa Romeo earned the crowd's approval. Lehr's Maserati engine dropped a valve just past mid-way, by which time Kinch's Lotus had stopped. An unfortunate electrical misfire precluded Brian Jolliffe from completing a lap.

SUNDAY RACE

Sunday's race started without the American contingent. A mix up with flight bookings meant that King was unable to stay on, thus pole position remained vacant. Romano was still close by, enjoying a long lunch, when the red lights went out, signalling the start. With Lehr sidelined by his engine drama, 21



Lotus/Cooper sandwich - Max Hilliard, Charles Gillett and Bernardo Hartogs. EMI Photography



Stephan Rettenmaier's magnificent P3. EMI Photography



Saturday's podium. Jame King (winner), Chris Murphy for Joaquin Folch (2nd) and Barry Cannell (3rd)

competitors set off for the 25 minute event.

Cannell was clearly on a mission, firing the pale green and red Cooper into an early lead over Bronson and Jolley. Barry held sway until lap eight when Folch, who had been busted down to fourth at the start, prevailed in a skirmish with Jolley then moved his front-engined Lotus ahead to stay. Once clear, Joaquin extended a comfortable 12.874 second advantage over the course of five laps, cutting fastest lap at 1:58.015s (79.28mph) as he did so.

'Cannelloni' was bubbling having completed a double class victory over Jolley who had recovered rapidly having slipped to fifth on lap three, but was more than five seconds adrift at the chequer. Smith-Hilliard, confidence growing in his Lotus 16 – a very different kettle of fish to the 1978 spec Fittipaldi-Cosworth F5A in which he was crowned FIA Masters Pre-'78 Historic F1 champion over the weekend – rose from eighth on the first lap to fourth, demoting Hoole two laps from home.



Sunday podium: Barry Cannell (2nd), Joaquin Folch (winner) and Rod Jolley (3rd). EMI Photography

Bronson, last of six drivers who broke the two-minute barrier in the race, was in Sid's mirrors at the close, almost half a minute ahead of Wilson. Gillett earned a straightforward class 9 victory and eighth place, but there was plenty of place-trading in his wake as class 10 duellists Baillie and Trouillard eventually got the better of Smith's Ferrari which had overpowered them initially.

Kinch and Jolliffe made ground up rapidly from the back, finishing a class-winning 12th and 15th respectively, sandwiching the Grant/Nuthall tussle. Paul had bolted at the start, passing Ian, but the class 5 initiative changed hands several times thereafter, the Scottish-Belgian's Cooper-Bristol stopping the timing clocks 0.739s before the Briton's Alta.



Barry Cannell in Tom Dark's Cooper T51 ahead of Joaquin Folcb's Lotus 16 photo Antonio Paquete - aepaquete@gmail.com



The Kendle Adams Korner with James King's Brabham
EMI Photography



Class 9: Brian Jolliffe (2nd) and Charles Gillett (winner)
photo Sandy Wilson



Class 10: Frank Trouillard (2nd), Bernardo Hartogs (3rd) and Alan Baillie (winner) photo Sandy Wilson



Class 11: Sidney Hoole (winner) photo Sandy Wilson



Class 7a: Tony Smith (3rd), Joaquin Folcb (winner)
and Max Hilliard (2nd) photo Sandy Wilson

Lapped on the penultimate tour, Jolliffe was classified ahead of class 7c winner Taylor, who had Newman and Beaudoin between himself and rival Bussey. Rettenmaier completed the finishers in the Alfa, but after a good start Hartogs' engine blew, giving IN Racing's 'meccanos' another headache before the Algarve Classic Festival, due to start four days later.

Estoril Classic - 21/22 October 2017

Pos	No	Name	Surname	Car	cc	year	colour
Front Engine cars							
Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
20	3	Rettenmaier	Stephan	Alfa Romeo P3	2992s	1934	Red
Class 5 - 1952/53 2 litre Grand Prix cars							
13	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
14	21	Nuthall	Ian	Alta F2	1980	1952	BRG
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
DNF	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels							
1	20	Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
4	16	Smith Hilliard	Max	Lotus 16 363	2200	1958	Green
11	5	Smith	Tony	Ferrari 246 Dino	2471	1960	Red
Class 8 - Formula Libre, Indianapolis and Intercontinental cars							
6	30	Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
Rear Engine cars							
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
2	9	Cannell (Tom Dark)	Barry	Cooper T51	2500	1960	Green/Red
3	2	Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
7	14	Wilson	Richard	Cooper T51	2495	1959	Dark Blue
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
16	45	Taylor	Scotty	Cooper T45	1475	1958	Silver
19	34	Bussey	John	Cooper T43	1460	1957	Blue
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
8	43	Gillett	Charles	Cooper T43	1964	1957	BRG
15	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
18	7	Baudoin	Michel	Cooper T45	1960	1958	Red
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars							
9	71	Baillie	Alan	Cooper T71/73	1498	1964	BRG
10	121	Trouillard	Franck	Lotus 21/24 938	1500	1962	Red
DNF	88	Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
5	66	Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
DNF	1	Romano	John	Brabham BT11	1500	1964	Green/Gold
DNF	15	King	James	Brabham BT7	1498	1963	Green/Gold
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
12	32	Kinch	Larry	Lotus 32 Tasman	1498	1964	White
17	6	Newman	Matthew	Brabham BT14	1498	1965	Green/Silver

Driver of the Day: Front engine: **Tony Smith** Rear engine: **Barry Cannell**

ALGARVE CLASSIC FESTIVAL - 27-29 OCTOBER

Catalan dragon denied treble

On a momentous weekend for Catalunya, Barcelona's Joaquin Folch was on superlative form at the eighth Algarve Classic event, winning the opening HGPCA race under pressure and coming close to vanquishing the rear-engined brigade for the third race running in his Lotus 16 having outrun allcomers before his steed's transmission failed.

The entry to the Association's seasonal finale on October 26-29 was broadly similar to Estoril's but there were some changes. Eddy Perk (Heron-Alfa Romeo), Paul Griffin (Cooper T51) and Maserati 250F pilots Martin Halusa and Christian Dumolin had replaced King, Romano and Smith-Hilliard, who had gone home, while Tom Dark had flown out to take over his Cooper from Cannell. Scotty Taylor re-equipped with his Cooper T45 (race school pioneer Jim Russell's mount in period) and Stephan Rettenmaier wheeled out a Maserati 6CM from his stable. Bernardo Hartogs and Klaus Lehr both had fresh engines from their spares caches within a 22-strong field, but Rettenmaier withdrew his 'Maser' after testing.

Folch, still on a high from his Estoril victory in the Lotus 16, annexed pole with a best lap of 2m06.180s (82.48mph) on the dramatic 2.89-mile roller-coaster for which the AIA is famed. Richard Wilson excelled himself by circulating 1.316s slower for P2, outpacing classmates Dark and Jolley. Bronson was also under 2m10s, with Perk joining him on row three in the ex-Ernie Pieterse Heron, the South African F1 car the class of the early 1960s' 1500cc set.

The intrepid Charles Gillett – enjoying his first single-seater experience at the circuit, having previously



Joaquin Folch's Lotus 16 ahead of Rod Jolley's Cooper T45/51 photo Antonio Paquete



Look! There are three men and perhaps even a dog in the grandstand!! photo Eric Sawyer



Brian Jolliffe ahead of Klaus Lehr and Franck Trouillard photo Eric Sawyer



The HGPCA group: drivers, wives, teams and administration enjoying the glorious sunshine at the Autodromo Internacional do Algarve - October 2017



Richard Wilson climbs through the field and approaches Paul Griffin to move up another place photo Antonio Paquete - aepaquete@gmail.com



Martin Halus's 250F ahead of Klaus Lehr's and Franck Trouillard's Lotus 21/24 photo Eric Sawyer



The leaders avoid the Scarab Offenbauer's chalk covered oil line on Saturday's race photo Eric Sawyer



Eddy Perk and Sid Hoole photo Antonio Paquete



Ian Nuthall ahead of Paul Grant and Matthew Newman photo Eric Sawyer

only raced sportscars here – gridded seventh, six seconds quicker than class-mate Jolliffe, with class 12 standout Kinch, Trouillard and the evergreen Baillie outpacing Hoole and Griffin in the thick of the pack at this stage.

Four seconds back, Lehr and Halusa formed row seven in their 250Fs, the German's scarlet Cameron Millar car a tenth up on the Swiss' ex-Behra '2521' presented in the white and red Monegasque livery as raced by André Testut in 1958-'9. Jolliffe and Newman were tucked in behind, just ahead of Nuthall who qualified three seconds quicker than his old pal Grant. Hartogs and Taylor split them. Dumolin completed the 21 who recorded times, but was sadly not destined to start.

SATURDAY RACE

Folch, Dark and Jolley led Saturday's race away, with Bronson, quickly into his stride in fourth, ahead of Perk and Gillett. Baillie, Hoole, Kinch and Griffin made up the top 10 at the end of the opening lap, with Jolliffe, Halusa, Lehr and Trouillard leading the rest and Nuthall still four places ahead of Grant. Wilson didn't complete a lap, leaving 19 on track.

As Jolley moved up to second, at the expense of

Dark, Perk continued to chase Bronson in a scrap for fourth. Kinch fell by the wayside on lap two, and Julian fell four laps later when a stone pierced an oil pipe, which liberally coated the track. A safety car was duly despatched for the safety of marshals, but after four laps it returned to the pits and red flags flew.

When the results were issued we had an extraordinary – perhaps unprecedented? – distinction of the safety car driver being credited with 19th place on the lap charts of a Grand Prix car race. Take a bow Jorge Fernandes!

Folch weathered the disruption and took the chequered flag 1.2 seconds ahead of Jolley. Unfortunately stewards penalised Rod 30 seconds for inadvertently overtaking under yellow flags, thus Perk was promoted to second, and rear-engined gold, while he fell to seventh in the order, ceding third place and the class 7b win to Dark who finished in Perk's slipstream.

Hoole, Gillett and Baillie filled the minor top six placings following Jolley's imposition, with Griffin, Trouillard and Jolliffe rounding out the top 10. Despite a best lap 0.008s quicker than his conqueror's Grant was 2.9s shy of Nuthall at the flag as the omnipresent class 5 contenders bagged 11th and 12th overall. Newman and Halusa - class winners both -Hartogs and Taylor also finished, but Lehr's woes continued when a con rod punctured his 250F's spare engine block.

The safety car and timing mix up also confused the front engine podium resulting in third place man, Paul Grant, standing under a Swiss flag! They mistakenly thought Paul was a lap down and were giving the position to Martin Halusa. They couldn't have been

actually watching the battle raging between Paul and Ian throughout the race!

SUNDAY RACE

More confusion when the grid sheets appeared for Sunday's finale. Joaquin Folch had been given a penalty of two places on the grid (driving too fast under the safety car) which promoted Eddy Perk and his little Heron to P1. With Tom Dark out (having over-revved the Cooper), Sid Hoole in P4 also had clean air ahead of him at the start. Eddy managed to keep ahead of Hoole but Folch took the lead by the end of the first lap and commanded the majority of the race. Obligated to start from row four, Jolley made light of catching Joaquin before the Lotus started to pull away from the Cooper. Folch had a weekend double and a Portuguese triple-whammy in sight when his propshaft failed as he passed the pits going on to lap 10. As he parked the Lotus 16 after its strongest historic showings to date, Rod motored past to win.

In the closing stages - in fact on the last lap - Perk prevailed over Hoole, who had outfoxed him to go third on lap six. Although 10 seconds behind Sid, Wilson scorched through from the back to fourth, eclipsing class fellow Perk's best race lap in a promising run. Gillett bagged the later era's two-litre honours in fourth place, although rival Jolliffe's times were considerably closer in sixth. Griffin's Cooper finished between them.

Grant finally got the upper hand in another protracted battle with Nuthall, but it took him until the last lap to make a move stick. If their class result was close, with just 0.397s the difference, the next pair home, Kinch and Newman, were divided by a mere 0.214s in class 12! Halusa in 12th also went the full 12 laps, one more than Hartogs and Taylor. Trouillard and Baillie both retired.

This time the front engine podium was correct... winner Paul Grant, second, Ian Nuthall and Martin Halusa third - and the champagne was uncorked!

We were pleased to welcome sponsors Chris Bland (Arbuthnot Latham) and Supagard (Terry Abbott, Neil Gough and Ronnie Loan) to our season finale. Sadly, the Supagard travel arrangements were botched, the flights having been booked for the previous weekend, but well done to the team for making the effort to travel all that way for 36 hours! Time enough for them to once again recruit Ellie Birchenbough who agreed to represent them at prizegiving.

As ever, we are very grateful to Brian Gilbert-Smith who was on hand at both events to safety scrutineer our cars. Something that was particularly appreciated



Sunday podium: Winner Rod Jolley (centre), Eddy Perk, 2nd (left) and Sid Hoole, 3rd (right) photo Lesley Perk



Drivers of the Day: Eddy Perk and Richard Wilson with Ellie Birchenbough and Chris Bland. Event Comp Sec Chris Wilson in the background



Class 10: Ellie Birchenbough with Bernardo Hartogs, 2nd, Eddy Perk, 1st, Franck Trouillard, 3rd, and Chris Bland photo Richard Alston



Class 5: winner Paul Grant, Chris Bland and Ian Nuthall, 2nd, photo Lesley Perk



Class 12: Larry Kinch, 1st, and Matthew Newman, 2nd, with Chris Bland photo Richard Alston



Class 9: Ellie Birchenbough with Brian Jolliffe, 2nd, and Charles Gillett, 1st, with Chris Bland photo Richard Alston



Class 7b: Ellie Birchenbough with Paul Griffin, 3rd, Rod Jolley, 1st, Richard Wilson, 2nd, and Chris Bland photo Richard Alston



Sunday's front engine podium developed into a champagne fest when second place man, Ian Nutball, let fly at third placed Martin Halusa - winner Paul Grant avoided the bubbles! photo Leesley Perk



Class 7c winner Scotty Taylor with Ellie Birchenbough and Chris Bland photo Richard Alston



Before the champagne: front engine winner Paul Grant (centre), Ian Nutball, 2nd (left) and Martin Halusa 3rd (right) photo Leesley Perk

by the mechanics at Portimao where circuit scrutineering seemed to take forever.

Many thanks to Marcus Pye for compiling these reports despite not having attended the race meetings. Not the first time he'll have done that but a brilliant effort.

Algarve Classic Festival - Portimao - 27-29 October 2017

Pos	No	Name	Surname	Entrant	cc	year	colour
Front Engine cars							
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels							
DNS	3	Rettenmaier	Stephan	Maserati 6CM	1493s	1937	Red
Class 5 - 1952/53 2 litre Grand Prix cars							
8	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
9	21	Nuthall	Ian	Alta F2	1980	1952	BRG
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
12	25	Halusa	Martin	Maserati 250F 2521	2493	1956	White
DNF	27	Dumolin	Christian	Maserati 250F 2522	2495	1954	Red
DNF	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels							
15	20	Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
Class 8 - Formula Libre, Indianapolis and Intercontinental cars							
DNF	30	Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
Rear Engine cars							
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
1	2	Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
4	14	Wilson	Richard	Cooper T51	2495	1959	Dark Blue
6	7	Griffin	Paul	Cooper T51	2495	1958	Dark Blue
DNF	9	Dark	Tom	Cooper T51	2500	1960	Green/Red
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
14	45	Taylor	Scotty	Cooper T45	1475	1958	Silver
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
5	43	Gillett	Charles	Cooper T43	1964	1957	BRG
7	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars							
2	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
13	44	Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
16	121	Trouillard	Franck	Lotus 21/24 938	1500	1962	
17	71	Baillie	Alan	Cooper T71/73	1498	1964	BRG
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
3	66	Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
10	32	Kinch	Larry	Lotus 32 Tasman	1498	1964	White
11	6	Newman	Matthew	Brabham BT14	1498	1965	Green/Silver

Drivers of the Day: Richard Wilson and Eddy Perk

Member/Competitor Liaison

The HGPCA is an Association run by the Members with an elected Board (listed on the front of the Newsletter) and we hope that any Member feels that they can discuss relevant matters with any Board member. However, Rod Jolley is more than happy to become our 'Man on the Spot' and take responsibility for presenting any ideas, suggestions or problems to the rest of the Committee.

Rod will surely be known to all of you... he's been a member of the Association since 1992 - putting himself forward for election after he retired from his restoration business in Lymington. He started hill climbing 1969 and racing with VSCC in 1976 in an old Alvis. Then his racing progressed through a 2 litre Cooper Climax to his faithful steed, the ex works 2.5 litre Brabham/McLaren Gregory Cooper. Rod persuaded Ric Weiland to part with the unique Lister Jaguar Monzanapolis which he restored and rebodied and has been enjoying seasons running both cars at virtually all of our events ever since.

His contact details are: Email: rodjolley@hotmail.co.uk Mobile: +44(0)7799 112990 Tel: +44(0)1590 626330

HGPCa annual Lunch & Prizegiving

Friday 8th December

Royal automobile Club, Pall Mall, London

Booking forms for the Annual Lunch have been sent to all Members via email. If you are wanting to attend but have not yet sent back your form, please get in touch asap - stella@hgpcanet



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A Type Connaught with FIA papers chassis number A2 raced successfully in the 60s in the hands of Dan Margulies Eligible for HGPCA /VSCC events.

Re commissioned after 15 years in a private museum. £120,000 ONO
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2002 Mercedes 818

2 car transporter with sleeper cab, 65000km from new, 1 owner, full service history. £15,000 (firm) if interested please call Crosthwaite and Gardiner on 01825 732 240.

Transport from Spain

We are importing a **1963 Series 1 E Type FHC** on behalf of the late Malcolm Canham. The car is for sale and will be going to auction next year. If anyone has reliable contacts regarding transport from near Denia in Spain, I would be most grateful to hear from them.

My email is michaelfrayn@aol.com