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40th Anniversary
**HISTORIC
GRAND PRIX CARS
ASSOCIATION**

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

NL2 June 2019

Annual Lunch
will be held at
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VSCC FORMULA VINTAGE - 13/14 APRIL

Cannelloni al Forno

Driving his ex-Charles Vogeleg Brabham-Climax BT11A, Barry Cannell twice came from behind to make it four Silverstone National Circuit wins on the trot in the Association's season-opener on April 13/14. Although the Swiss did contest occasional races in the car, he mainly hillclimbed chassis IC-1-64, winning on its debut at the magnificent St Ursanne-Les Rangiers course in the mountains in the Jura region.

The entry for the Vintage Sports-Car Club's Spring Start double-header was slimmer than expected, two of the 26 entries wilting on our Friday Test Day. Double FIA Masters Historic F1 champion Greg Thornton ran into transmission problems with the ex-Andrew Beaumont LDS 03 which Classic Team Lotus' crew could not fix in situ. Newcomer John Emery was enjoying his Hawker Racing-restored Brabham BT4 IC-3-62, Bib Stilwell's 1963 and '64 Australian Gold Star series-winner, before its engine's oil pump drive sheared. He regretfully withdrew. Proximity of the Members Meeting at



HGPCA Podium: Tom Dark (2nd), Barry Cannell (winner) and Andrew Beaumont (3rd) photo Tony Wright

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Peter Horsman and Barry Cannell battling for the lead before the oil appeared photo Alan Cox

Goodwood and Silverstone Classic's Media Day in the week ahead of Silverstone inevitably had an impact on the numbers too.

Justin Maeers' Cooper T53 was still awaiting a new CWP for its transmission while the sister car of Chris Drake and John Clark's sleek T56 were not ready. That left a field of 21, representing three grandee marques (Brabham, Lotus and Cooper, plus the lone Heron-Alfa Romeo) at the start of Saturday's qualifying session.

QUALIFYING

As last year, Cannell topped the official practice sheets on Saturday, claiming pole position in perishing cold conditions with a best lap of 1m03.47s (92.96mph). Although this was almost a second shy of 2018's runaway mark, he was visibly more confident in his steed. Hawker's men had rearranged the red Brabham's previously laid-back cockpit ergonomics over the winter, the revised seat position enabling Barry to see over the dashboard with greater shoulder room. "I can be a lot more accurate with where I place the wheels to hit apexes in the corners," he explained. "For the first time I feel I'm able to exploit the chassis and carry more speed through the corners.

Peter Horsman, last a winner here in 2017, led the chase in his faithful ex-Tony Shelly Parnell-built Lotus 18/21 'P1', cutting 1:03.63, 0.07s swifter than Andrew Beaumont, demonstrating promising pace in the ex-Cliff Allison/Dan Gurney British Racing Partnership/UDT Laystall Lotus 18 915, in which Andrew Hibberd split Horsman and Cannell in the Sunday race two years ago.

Precision engineer Tom Dark gridded fourth in the red-snouted BRP Cooper T51 previously raced by Miles Griffiths and Cannelloni, his 1:04.64 half a second outside last season's best.

Row three was headed by Jon Fairley, despite a nightmare when a broken universal joint was dis-



Nick Topliss and Richard Wilson debut their Coopers with the HGPCA photo Alan Cox



Tony Smith's Cooper ahead of Nick Taylor's Lotus, Tom de Gres' Brabham and Richard Wilson's Cooper photo Eric Sawyer

covered in the drivetrain of his sleek ex-Denny Hulme/Jack Brabham/Dave Charlton Brabham BT11/19 between scrutineering and the Q-session. Father David and Uncle Joe sourced a replacement from Patrick Blakeney-Edwards' team which got him out, although 1:05.15 was not representative of the combo, joined by 2009 Le Mans winner David Brabham, 'Black Jack's' third and most talented racer son, on the test day. Mark Daniell was alongside, going great guns in his emerald green ex-Alec Mildren Cooper T45, best of the two-litre runners on 1:06.16.

Sid Hoole (ex-Rob Walker Racing/Jo Bonnier Cooper T66 led the V8s on 1:06.26, with Germany's Wulf Goetze (T53), 1500cc group leader Eddy Perk (ex-Ernie Pieterse Heron) and John Chisholm (ex-Innes Ireland/Jim Clark Team Lotus 18 372) all within half a second.

Richard Wilson, enjoying Bruce McLaren's 1962 Monaco GP-winning Cooper T60, its Climax V8 engine wailing merrily over his shoulders, was

11th, hundredths quicker than American Charles McCabe's white Lotus 18 907, raced in period by his compatriots Jim 'Chaparral' Hall and Lloyd Ruby of Indy 500 fame in US Grands Prix. Ever-improving Brazilian Bernardo Hartogs was on their heels in the 67 second bracket in his BRP Henry Taylor/Masten Gregory Lotus 18/21 916.

Invited by Tim Ross to test his ex-Ray Thackwell drum-braked Cooper T43/51 on Friday, Rod Jolley unexpectedly found himself as 'works driver' for the weekend. "With its original two-litre Climax engine, limited to 6000rpm, it's obviously not got the power or brakes of my T45/51, but it's a beautifully-balanced chassis, a fabulous car," enthused the Hampshireman having posted 14th best time. Cooper virgin Nick Topliss was a scant 0.06s slower, debuting his immaculate 2.5-litre Rob Walker/Stirling Moss T53 - experiencing a low rear-engined sightline, very different to his lofty ERA's perch - following



Rod Jolley in Tim Ross's 2 litre Cooper T43/51 photo Eric Sawyer



Cannell, Beaumont and Dark - podium cars photo Eric Sawyer



Daniell, Dark and Hoole in their Coopers photo Alan Cox

months of painstaking restoration work.

Alex Morton (ex-Neville Lederle Lotus 21 939/952) and Nick Taylor (ex-Wolfgang Seidel Lotus 18 914) were close behind and resetting their focus on trying to find the two seconds required to match class pacesetter Eddy Perk.

Tony Smith (Cooper T51) was the last man inside 70 seconds, with George Fowles fettling his steed as ever. Belgian Tom de Gres (Brabham BT14), Geoff Underwood in the ex-Trevor Blokdyk Cooper-Alfa T56/59 previously raced by fellow Isle of Wight resident Anthony Goddard and Robi

Bernberg in his little Cooper T43 completed the qualifiers.

RACE 1: Saturday afternoon

The afternoon race got under way cleanly, although poleman Cannell – on the outside for the optimum line through Copse, or so Motorsport UK logic mandates for the 1.639-mile National layout – made "a very bad start," thus was left chasing Horsman, Dark and Fairley up the slight rise through the high-speed left-handed Maggotts kink which reveals the braking zone for the hairpin right at Becketts.

By the end of the long Wellington Straight Horsman was clear, but Dark, Cannell and Beaumont ducked under the road bridge together. Under heavy braking for the deceptive 90 degree left at Brooklands Dark's Cooper darted sideways. "Tom lost it, so I threw my car square-on to avoid him, narrowly missed taking Andrew's nose off and went off the track," said Barry, who scabbled back onto the tarmac in seventh place. "From there on it was fun!"

The order at the end of the opening lap, following the right-handed spoon-like Luffield and the fast dash through Woodcote, was Horsman, Fairley, Dark, Beaumont, Daniell, Hoole, the recovering Cannell, Goetze, Chisholm and Perk. The determined Morton was already on Eddy's tail, having shot past McCabe, Hartogs, Jolley and Topliss in a productive start.

Poor Fairley was gone by lap three, the high-tension ignition lead having pinged from the distributor cap and silenced his engine. De Gres was the other early casualty. He pulled off opposite the

pits with broken engine mountings. Beaumont, Dark and Cannell were almost three seconds adrift of leader Horsman, but looking racy. Barry grabbed third from Tom at Becketts (scene of Underwood's first spin) on lap five, but it wasn't until two laps later, having outdragged Andrew out of the hairpin, that he could see Peter's Lotus, a dot in the distance.

As Cannell set about reeling in the leader with a string of fastest laps, a stripped CWP ended Beaumont's excellent run. Smith retired at the same time, unwell with suspected food poisoning, which left 16 competitors circulating to the finish. Cannell's best lap, a sub-pole 1m03.01, brought him onto Horsman's gearbox as Peter had to lift to safely lap Hartogs, on line, through Woodcote with eight more circuits to go.

Carrying more momentum, Barry snatched the lead between Copse and Becketts but, after a tight duel over the subsequent four laps, Peter slowed having lost first, second and third gears due to a linkage snag. With a plump cushion over Dark he was still able to limp home second, taking the chequered flag 8.76s after Cannell.

The drama wasn't over yet, Dark spun on the exit of Luffield on the penultimate tour, gifting Daniell a fine third, reward for having held his gear lever in second at Becketts and Luffield for most of the race. Goetze, Hoole and – lapped approaching the finish line – McCabe had been tightly packed in fifth, sixth and seventh, Charles' best lap 0.02s quicker than Wulf's.

Morton, eighth overall, was the first 1500cc four-cylinder finisher having passed Perk early on, leaving the Heron driver to outrun a tussle between Jolley and Taylor, who had Topliss and Wilson close behind at the flag. Hartogs, out of shape at Becketts early on, Chisholm (who pitted to tighten his helmet strap) and Bernberg completed the finishers.

RACE 2: Sunday afternoon

Sunday afternoon's sequel started without Smith and de Gres, but the prospect of Chisholm, Beaumont – the CTL boys having stripped and rebuilt his transmission overnight – and Fairley charging from the back meant Cannell could not rest on his laurels. Andrew Tart had adjusted Horsman's gear linkage, giving Peter a full complement of cogs again, thus all eyes were on the red lights suspended from the gantry to between the grid and the pit wall.

Although he moved first, Cannell was again tardy out of the blocks, getting mugged by Daniell round the outside at Copse as Horsman bolted for the apex and a clear view of the track ahead. Dark and Hoole were in hot pursuit, but by the end of the lap it was Horsman from Cannell by 0.6s, with Daniell, Dark, Hoole, Morton, McCabe, Goetze, Topliss, Jolley, Beaumont, Fairley, Perk, Chisholm, Hartogs, Wilson, Bernberg, Taylor and Underwood, soon to spin out on oil at Becketts. Daniell's gearbox fix hadn't worked, so he was next for an early bath.

Having shadowed Horsman for three laps, Cannell dived ahead into Becketts on lap six. "I could eat him out of Luffield," said Barry. "He's got lots of chug, but not the traction, and my later car has more rubber on the road." Peter had the closest view. "I was doing him on the brakes, but he was quicker out of the corners."

Horsman chased for a couple of circuits, applying firm pressure, but peeled off into retirement on lap nine. "I'd smelled oil going down the pit straight when I was having a close look at Barry's car, and hoped it was his, but it wasn't," he said. "As I braked for Becketts I saw smoke from the back, then more on the Wellington Straight. Then the oil pressure dipped a bit, so I stopped. We've had problems with the filter seating before, so hope it's that." Cannell, in the clear, cut his revs thereafter, but still finished more than half



Supagard's Chris Benham presents Class 7c winner award to Robi Bernberg photo Tony Wright

a minute ahead of the lonely Dark.

Fairley and Beaumont looked set to catch Tom, but again ill fortune struck Jon, who slowed approaching Woodcote, raised an arm and parked opposite the pits with a dead engine after 12 laps. Onlookers still had one gripping battle to enjoy though, for behind Andrew, now third and catching Dark, Chisholm and McCabe were locked in a fine dice in their similar 2.5-litre Lotus 18s.

Despite Beaumont's best efforts to wrest second from Dark, Tom beat him to the flag by 0.41s. Chisholm and McCabe – named Driver of the Day – also went the full distance in fourth and fifth. Goetze and Wilson were next home, together, Richard claiming V8 honours as Hoole's younger Cooper limped home 12th after their early push.

Topliss, Morton (who completed his class double)



David Brabham popped into the Red Truck and presented Charles McCabe with Driver of the Day photo Tony Wright

rival Perk and Taylor were closely matched on lap times, Nick having improved to join them in the 67s. Bernberg again finished in his early Cooper, which needed some pals to race with.

Hartogs gyrated at mid-Luffield on lap 15 and could not restart. Jolley's exit, perhaps half a minute earlier, was rather more dramatic, when the Ross Cooper shed its left front wheel at Copse. "There was no warning, so the first I knew was when I said goodbye to it," reflected Rod. "I normally only use the outside wheel in the corners, but that was the one I didn't have! With no brakes, it had popped the cylinders out, I just concentrated on pulling up safely, towards Becketts."

Report by Marcus Pyle

HGPCA Pre 1966 Grand Prix Cars - 13/14 April, 2019

Pos	No	Surname	Name	Car	cc	year	colour
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
2	10	Dark	Tom	Cooper T51	2500	1960	Green/Red
4	18	Chisholm	John	Lotus 18 372	2496	1960	Green
5	24	McCabe	Charles	Lotus 18 907	2500	1960	White
DNF	5	Smith	Tony	Cooper T51	2500	1959	Dark Blue/White
DNS	91	Drake	Chris	Cooper T53	2495	1960	Green/White
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres							
13	39	Bernberg	Robi	Cooper T43	1500	1957	Green
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
14	51	Jolley (Tim Ross)	Rod	Cooper T43/51	1960	1957	BRG
18	9	Daniell	Mark	Cooper T45	2000	1958	BRG
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars							
9	20	Morton	Alex	Lotus 21 939/952	1498	1961	Green/gold
10	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
11	8	Taylor	Nick	Lotus 18 914	1495	1961	White
15	32	Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
19	28	Underwood	Geoff	Cooper/Alfa T56/59	1500	1961	Red
DNS	4	Thornton	Greg	LDS 03	1487	1961	Red/Black stripe
DNS	56	Clark	John	Cooper T56	1475	1961	Blue/Orange
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
7	14	Wilson	Richard	Cooper T60	1500	1962	Dk Green/White stripe
12	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 It							
1	3	Cannell	Barry	Brabham BT11A	2700	1964	Red/White
3	49	Beaumont	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
6	50	Goetze	Wulf	Cooper T53	2700	1961	Green
8	7	Topliss	Nick	Cooper T53 Lowline	2498	1961	Blue
16	11	Fairley	Jon	Brabham BT11/19	2700	1964	Green
17	22	Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
DNF	72	de Gres	Tom	Brabham BT14	1948	1965	White/Blue
DNS	6	Emery	John	Brabham BT4	2495	1962	Blue
DNS	53	Maeers	Justin	Cooper T53	2700	1960	Green/White

Driver of the Day: **Charles McCabe**

DONINGTON HISTORIC FESTIVAL - MAY 3-5

NUVOLARI AND ASCARI TROPHY RACES



Class 5: Paul Grant, Eddie McGuire, Chris Phillips and Ian Nutball
photo Eric Sawyer



The ex Michael Steele 'Toothpaste Tube' Connaught - now in the able hands of Malcom Cooke ahead of Mark Valvekens in his beautiful Aston Martin DBR4 and Klaus Lehr's 250F photo Eric Sawyer



Stephan Rettenmaier's P3 Alfa and Geraint Lewis's Frazer Nash
photo Eric Sawyer



Miles Griffiths in Philip Walker's Lotus 16 ahead of Tony Wood's Maserati Tec Mec and Joaquin Folch's Lotus 16 photo Eric Sawyer



Malcolm Cook - first time aboard the Connaught B Type and new Member Jean Goerges van Praet in his Cooper Bristol photo Eric Sawyer

Italian racing drivers do not come more iconic than Tazio Nuvolari or Alberto Ascari, whose immense contribution the Association and its members are proud to celebrate with a Pre-1961 front-engined showcase at Donington Park, venue of 4 Grands Prix from the mid-to-late 1930s.

European champion on motorcycles and in cars, Nuvolari was the pre-eminent driver of his era. As great a star as there has been, 'The Flying Mantuan' was a fearless master craftsman who raced factory Alfa Romeos and Maseratis, slayed Silver Arrows in a Scuderia Ferrari Alfa Romeo P3 at the Nurburgring in 1935 then joined the mighty Auto Union team.

Second generation racer Ascari, a double GP winner in big V12 Ferraris in 1951 – had also made the transition from two wheels to four. The chubby Milanese Fiat dealer utterly dominated in the two-litre four-cylinder Ferrari 500s of '52 and '53, winning 11 GPs and back-to-back World Championships.

With drivers of Pre-War machinery chasing the Nuvolari Trophy and the Ascari Trophy providing the focus for pilots of Post-War cars a wonderful miscellany of rare cars – several of them unique – spanning 1929-'60 arrived for a double-header at the Donington Historic Festival.

Miles Griffiths won both races, maxing Philip Walker's Lotus 16 to storm clear of Tony Wood (Tec-Mec Maserati) on Saturday and Joaquin Folch (Lotus 16) on Sunday. Best of the early cars over the two days was ERA R4A in the hands of Nick Topliss, who drew inspiration from Pat Fairfield's pre-war exploits in it.

QUALIFYING

Following the inevitable withdrawals in the days leading up to the event, most disappointingly the French CTA Arsenal of Josef Otto Rettenmaier with ignition problems following its Goodwood exertions, 24 competitors arrived for timed practice on the Friday afternoon. Overnight rain left the demanding 1.97-mile circuit soggy. Some drivers reported Redgate Lodge corner (its right-handed first turn) being "like a skating rink" following recent resurfacing work.

Sixty years after the Lotus 16 model scored its best World Championship GP result (fourth at Monaco in '59 with Innes Ireland up) two of the complex multi-tubular 2.5-litre Coventry-Climax FPF-powered machines would take some beating. Miles Griffiths (in Philip Walker's 368) and Spaniard Joaquin Folch Rusinol in his ex-Graham Hill/Ireland 365 qualified first and third in the 20-minute session.

Griffiths was the only competitor to lap inside 1m 20 seconds, his final lap of 1:19.588 representing an impressive average of 89.51mph in the conditions. Folch managed 1:24.118s on his second lap before gear selection issues reared their ugly head, leaving Classic Team Lotus technician Rob Ashley another late night stripping out the bespoke positive-stop box.

Tony Wood split the sleek green machines in his Tec-Mec F415, Valerio Colotti's ultimate evolution of the Maserati 250F theme in which Brazilian Fritz d'Orey was a fleetingly-seen makeweight the '59 US GP at Sebring in Florida. But for an over-filled oil system, which fed the catch tank liberally, Wood was not unhappy with his 1:21.187... good enough for P2.

Julian Bronson came with his Scarab's recent oil pressure woes sorted, only to face more strife with the American machine. Its sleek Troutman and Barnes body had been refinished over the winter, but returned without its nasal ducting, hence air forced in was not being channelled through the radiator and separate oil cooler. Julian managed 1:26.244 in just four laps, then stopped before the raucous Offenhauser engine got too hot. Mick Moberley of Hi-Tech was soon down on his knees making 'sausages' from carpet and black tank tape in an attempt to plug the gaps in the hope of alleviating the problem.

Three 'conventional' Maserati 250Fs graced the pack, the factory '2522' – in which Stirling Moss won the 1956 Monaco GP – owned by Belgian Christoph Dumolin run by Simon Blake's Historic Automobiles equippe and the late-built Cameron Millar cousins of marquee specialist Steve Hart (the Hann family's CM7) and German Dr Klaus Lehr's CM5/6. Hart's last-lap effort netted fourth, two places ahead of Lehr with Dumolin just over the 1m30s mark in 12th.

Squadra Pappagallo's Malcolm Cook was a welcome returnee to the fold, this time with the newly-acquired Connaught C8, the ex-Boris 'Bob' Said US GP chassis – another Sebring '59 veteran – raced with us for many years by Michael Steele. Cooper convert Malcolm had shaken it down at Donington in April and was clearly enjoying sitting behind an engine for the first time. "It's absolutely fabulous to drive" he enthused, having worked down to 1:27.985, good enough for a promising seventh in very good company.

Although he opted to start Saturday's race from the back, Cook should have shared row four with fellow Hampshireman and mentor Rod Jolley in his immaculate ex-Jack Fairman Lister-Jaguar 'Monzanapolis,' whom he



Niamh Wood in father-in-law's Cooper Bristol ahead of Erik Staes' newly trimmed (and looking fabulous) CB ahead of Christian Dumolin in his beautiful 250F photo Eric Sawyer

outqualified by 0.006s! "The surface was horrible today," said Rod [the recently relaid Redgate Lodge Corner, not yet rubbered-in, having opened a few eyes], "but I always go better in a race!"

Fractionally behind them, Tom Dark was ninth in the distinctively bulbous Bugatti T73C, quickest of the early designs – albeit completed decades late by German marque expert Uwe Hucke – with a stout 1:28.110 (80.86mph) despite a big spin at Redgate. Nick Topliss was but 0.340s shy in his beloved blue ERA R4A, winner of the 1935 Nuffield Trophy race at Donington with first owner Pat Fairfield at the wheel.

Best of six Cooper-Bristols, looking superb with contrasting nosebands, and top of the ever-competitive Class 5 – mirroring the 2-litre World Drivers' Championships of 1952-'3, both 'redwashed' by Ascari in factory Ferraris – was Eddie McGuire in his Mk1 8/52, now over its Goodwood gearbox woes. Having at last received the parts to rejuvenate his Scarab (but not with enough time to fit and test them), the Irishman's 1:28.456 (80.54mph) was six thousandths behind Topliss and more than two seconds clear of regular class standard-bearer Paul Grant in his remarkable ex-Rodney Nuckey C-B 3/52.

Chris Phillips in his ex-Ken Wharton Mk2 6/53 shadowed the Belgo-Scot and was doubling-up with son Oliver in the ex-Tom Kyffin Cooper-Bristol sportscar for the Stirling Moss Trophy race. Welcome returnee Niamh Wood (Eddie McG's daughter in father-in-law Barry Wood's Mk1 6/52) was only a tenth slower, having boldly saddled the family's hairy RGS Atalanta-Jaguar with husband Tony in the earlier SMT practice.

Back in action following his excursion at Goodwood in the Gordini, Grant's ever-cheerful compatriot Marc Valvekens was happy with 16th in his three-litre Aston Martin DBR4/4, but looking forward to moving up the order in the races. Ian Nuthall suffered continued overheating problems with the F2 Alta (its cylinder head machined and sealing rings re-seated following son Will's Goodwood dramas) thus did three laps to qualify before stopping to scratch his head in search of a solution for water pumping out on left-handers.

Ewen Sergison peeled Nigel Griffiths' ex-factory/Count Trossi '36 Maserati 6CM '1532' off the circuit between McLeans and Coppice after seven laps. "That was down to weight-saving," smiled the Scot, alluding to not charging its tank with sufficient fuel... He pipped Erik Staes (ex-Alan Brown Cooper-Bristol Mk2 7/53) and Geraint Lewis in the ex-Hon Peter Aitken twin-supercharged Gough-engined Frazer Nash Shelsley. Geraint just managed to miss Dark's gyrating Bugatti incidentally.

Stefan Rettenmaier substituted his wondrous ex-Nuvolari Alfa Romeo Tipo B P3 for the programmed ex-Bira 4½-litre OSCA V12, and introduced son Jakob to the HGPCA family with a gloriously original Bugatti T35, veteran of the Targa Florio and raced by works driver Albert Divo, after whom the reconstituted Alsacian marque's latest track-focussed hypercar is named. French ace Divo, who won the Spanish GP for Sunbeam in 1923 and back-to-back Targa Florios for Bugatti, was also a leading hill-climb competitor of the era.

The quality field was completed by 'on tour' Australian



Nuvolari titans: Stepan Rettenmaier's Alfa Romeo P3, John Gillett's MGK3 and Jakob Rettenmaier's Bugatti photo Eric Sawyer



Ewen Sergison in Nigel Griffiths' Maserati 6CM ahead of Geraint Lewis' Frazer Nash photo Eric Sawyer

John Gillett's blue ex-Bira MG K3 (from which the Thai prince graduated to ERAs under his cousin Chula Chakrabongse's guidance) and Jean Georges van Praet's ex-Horace Gould Cooper-Bristol Mk2 11/53. Melbourne-domiciled Gillett's British pal John Bibby had done well to repair a sheared blower drive on the MG, veteran of seven Australian GPs, pre- and post-war, in the week since the MGCC's Brands Hatch event.

SATURDAY RACE:

With an advantage of almost 1.6 seconds in official practice and the Lotus performing reliably on a now dry circuit, it was perhaps unsurprising that Griffiths ran away with Saturday's race, reducing his best lap time to 1:17.756 (91.62mph). Quick off the mark, and the only driver to circulate inside 80 seconds, Miles enjoyed a four second lead over Wood at the end of the opening lap.

Folch, Bronson, Hart and Jolley (up from eighth) led the chase, clear of a bunch comprising Grant (after a flyer from 13th), Dark, Topliss and McGuire, with Nuthall next, making up ground ahead of Phillips who was suffering a long brake pedal. Cook passed six cars on the first circuit, but Lehr plummeted down the order with the beginnings of gearbox trouble.

The top four were soon well spaced, but Bronson pitted after three laps when his Offy "picked up a piston," spelling the end of his weekend. Already out was Rettenmaier Jr's pale blue Bug with fuel starvation. Crew chief Ingo Grimm fixed it for Sunday, simply by removing an ultra-fine filter from the line. Cook and Lehr joined the retirees after seven tours, with a down-on-power battery (one of two on the Connaught) and stuck in third gear respectively.

Bronson's demise promoted Jolley to fifth ahead of Topliss who had leap-frogged class leaders Grant and Dark, the latter with McGuire's Cooper-Bristol crawling all over him. Dark found a way past Grant on lap seven before leader, Griffiths, began to lap them, but the status quo was established and places in the thick of the pack remained unchanged thereafter.

When the chequered flag flew after 12 laps, Griffiths was



Miles Griffiths in Philip Walker's Lotus 16 ahead of Rod Jolley, Tom Dark and Paul Grant photo Erik Sawyer



Nick Topliss (ERA) and Tom Dark (Bugatti) photo Eric Sawyer

more than half a minute clear of Wood, with Folch third, almost 10 second further in arrears. Class 6 victor, Hart, finished fourth, untroubled by Jolley, with Topliss sixth – a worthy Nuvolari winner in his gallant supercharged 1500cc ERA voiturette.

Dark and Grant were next in, together with McGuire and Phillips 10th. Valvekens, Niamh Wood, Staes, Dumolin and Sergison also covered 11 laps. Lewis and Rettenmaier Sr made it to the end, but van Praet's Cooper-Bristol (broken steering box) and Gillett's MG (buckled suspension) after contact at Redgate which saw the race flagged a lap early, and Nuthall's Alta (short of brakes, cured with a new front master cylinder for race two, and overheating) fell by the wayside.

SUNDAY RACE:

If the die was cast on Saturday, Sunday morning's race, on a grippier track, followed much the same pattern, with the notable exception that Folch won his duel for second place with Wood's by then ailing TecMec, moving ahead of the shrink-wrapped Maserati 250F eva design on lap 12. Griffiths was almost 50 seconds up the road come flagfall, having further improved his personal best lap to 1:16.206 (93.49mph).

Joaquin made it a one-two for the sleek Frank Costin-bodied Lotuses, although the distant third-placed Wood had lapped fractionally quicker in the lower '19s.' A lap



David Paterson with Tom Dark, Ewen Sergisen and Nick Topliss (Nuvolari Trophy winner) Comp Sec Chris Wilson behind photo Tony Wright



Ascari: Class 7a: Supagard's David Paterson with Niamh Wood (for Tony-3rd) & Joaquin Folch-Rusinol (2nd) photo Tony Wright

down over a longer distance, Hart's repeat class 6-winning fourth place represented a good weekend's work, this time with Jolley breathing down his neck in the big Lister-Jag, having found 1.3s over Saturday's mark.

Valvekens enjoyed a super run, sprinting his Aston from 11th to sixth ahead of Grant, Topliss and McGuire, who led them initially having made a fine start. Phillips lapped more than a second quicker than he did the previous afternoon but then slowed, nervous of that brake pedal, but claimed third in class and 10th overall.

Dumolin was next home on the road, but a 15 second penalty for repeatedly exceeding track limits dropped Christian behind Niamh, Nuthall – with a cockpit full of oil following a re-plumbing job – and Staes. Nonetheless, the Maserati driver's best lap was 4.1s swifter than Saturday's, an improvement topped only by Stefan Rettenmaier in the magnificently gruff supercharged straight-eight Alfa who worked down to 1:40.578. Jakob Rettenmaier appeared to be enjoying the Bugatti T35 and his first weekend racing with the HGPCA to record a well deserved finish.

Sergison and Lewis made it home too, Geraint as class 2 winner as Dark's inlet manifold 'patch' had given way and he retired the Bugatti T73C from seventh place at six laps - one-third distance. Lehr's Maserati did five laps before it lost drive with suspected gearbox input shaft failure. Poor Cook was out at the start when the Connaught's quill-shaft snapped but, for sure, they'll both be back...

Prizegiving was hosted by our sponsors, Supagard, and David Paterson presented the Nuvolari Trophy to Nick Topliss and the Ascari Trophy to Miles Griffiths – well, actually, to Niamh Wood as both Miles and owner, Philip Walker, were out on track contesting the lead in the Stirling Moss Trophy (finally finishing 2nd)! Miles also received Driver of the Day.

The Red Truck was 'missed' over the weekend. We anticipated – as defined in our contract with the organ-



Class 5: Eddie McGuire (2nd) and Chris Phillips (3rd) photo Tony Wright



Supagard's David Paterson with invitee, Geraint Lewis photo Tony Wright

isers – that competitors would receive passes to a Drivers Club. The 'Club' is now Garage 39, the mid paddock café where Friday evening's Drinks Reception took place and there was no available alternative. This was only realised when we asked about buying additional passes – too late to make other plans and so the Beever's bacon baps and hot dog quantities were increased to take up the slack.

The Donington paddock has evolved since the Association was last there. An aptly named 'tarmac lake' – ideal for a Sunday market or Car Boot (or miniature Go-Karts!) – welcomes you on the way into the inner tarmac where it's now tricky to find your bearings... Is that where the café was? Where is the dead tree by the programme seller? There's a LOT more room too, the garages are much bigger – we can fit 6 cars into a double whereas previously, you'd be lucky to fit 3! The HGPCA had lots of space behind the garages to park up – so not all bad and, of course, it's a great circuit. MAWP

Donington Historic Festival

HGPCA grids supported by Supagard

Nuvolari Trophy Race for Pre 1950 Grand Prix Cars and Voiturettes

Pos	No	Name	Surname	Car	cc	year	colour
Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
17	3	Rettenmaier	Stephan	Alfa Romeo P3	2992s	1934	Red
18	6	Rettenmaier (Stephan)	Jakob	Bugatti T35	2662	1929	Pale Blue
DNF	11	Gillett	John	MG K3	1086	1934	Blue
Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels							
16	34	Lewis	Geraint	Frazer Nash Shelsley	1496s	1936	Pale Blue
DNF	73	Dark	Tom	Bugatti T73C	1491s	1948	Blue
DNF	22	Rettenmaier	Josef	Arsenal CTA	1500s	1948	Silver
Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels							
15	58	Sergison (Nigel Griffiths)	Ewen	Maserati 6CM	1493s	1936	Red
Class 4 1930 -1951 Grand Prix & Voiturette cars over 1.5litres on 16" wheels							
8	4	Topliss	Nick	ERA R4A	1988s	1936	Blue

Winner of the Nuvolari Trophy: **Nick Topliss** in ERA R4A

Ascari Trophy for Pre 1961 Grand Prix Cars

Pos	No	Name	Surname	Car	cc	year	colour
Class 5 - 1952/53 2 litre Grand Prix cars							
7	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
9	75	McGuire	Eddie	Cooper Bristol Mk 1 8/52	1971	1952	BRG
10	33	Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
11	23	Wood (Barry Wood)	Niamh	Cooper Bristol Mk 1 6/52	1971	1952	BRG
12	21	Nuthall	Ian	Alta F2	1980	1952	BRG
13	36	Staes	Erik	Cooper Bristol Mk 7/53	1971	1953	Blue/Red nose
DNF	70	van Praet	Jean Georges	Cooper Bristol Mk 2 11/53	1971	1953	Blue/Red nose
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
4	25	Hart	Steve	Maserati 250F	2494	1957	Red
14	20	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							
1	1	Griffiths (Philip Walker)	Miles	Lotus 16 368	2495	1959	Green
2	7	Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
3	27	Wood	Tony	Maserati Tec Mec	2493	1958	Red
DNF	8	Cook	Malcolm	Connaught C8	2500	1957	Green
Class 8 - Formula Libre, Indianapolis and Intercontinental cars							
5	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver
6	16	Valvekens	Marc	Aston Martin DBR4/4	2992	1959	Green
DNF	30	Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White

Winner of the Ascari Trophy and Driver of the Day: **Miles Griffiths** driving Philip Walker's Lotus 16

PAU HISTORIC GRAND PRIX - 25/26 MAY

LE SOLEIL GAGNE SUR LA PLUIE!

Precipitation in the Pyrenees mountains, straddling southern France and northern Spain is not unusual, and has coloured numerous Grands Prix de Pau Historiques down the years. This summer's edition on the city's hallowed streets, first used for racing in 1933 – potentially the last, but we've heard that before – was particularly wet. Indeed it was raining cats and dogs on the Friday and showery on Saturday. Thankfully, it wasn't a total washout for the weather bucked-up on Sunday, enabling Association members to exercise their steeds harder, rewarding hard-trying promoter Laurent Vallery-Masson and his HVM team, bringing more spectators through the gates and providing great racing up front.

Spectators in contemporary (non-championship) GPs, saw French ace Jean Behra victorious in Maserati 250Fs in 1956 and '57, completing a hat-trick kicked off in one of Amedée Gordini's eponymous bolides. Thus it was delightful that Spaniard Guillermo Ferro won both Pre-'61 engines in his ex-works 250F '2523.' Peter Horsman also doubled-up in the Pre-'66 set, capitalising on the ex-Tony Shelly Lotus 18/21's torqued 2.5-litre Coventry-Climax FPF engine to narrowly trump Andy Middlehurst's bravado through the swerves in John Bowers' wailing 1.5-litre Climax V8-engined Lotus 25 in which Jim Clark triumphed for Team Lotus in 1963.

From Tazio Nuvolari (Alfa Romeo Tipo B), 'Phi Phi' Etancelin (Maserati V8RI), Jean-Pierre Wimille (Bugatti T51) and Hermann Lang (Mercedes-Benz W163) in the 1930s, Fangio (Maserati 4CLT/48) through Gigi Villoresi and Alberto Ascari (Ferraris) and French hero Jean Behra (Gordini and Maserati 250F) in the '50s to Maurice Trintignant and Jack Brabham (Coopers) in the '60s, Pau always rewarded concentration and precision. No surprise then that Jim Clark's extraordinary record of four wins in five years in Lotuses towards the end of the HGPCA's era is unparalleled. More than half a century on, one of his cars would play a major part again.

PRE-'61: Saturday

No fewer than four Maserati 250Fs, two of them Modenese originals, made an impressive sight in the green paddock in the centre of the university town's circuit. Steve Hart in the Hann family's Ted Rollason constructed CM7 showed his mettle in Saturday's wet free practice, lapping five seconds quicker than Klaus Lehr in his sister car - repaired since Donington. Veterans Martin Eyre (Cooper-Bristol T23/25) and Richard Pilkington (flying in his Talbot T26 SS) were barely a fifth apart in the red cars' wake. Four other intrepid pilots ventured out to acclimatise to the tricky course, but another quartet - including returnees Ferro and Ian Nuthall (Alta F2) – sat the session out.



Will Nuthall's brilliant run came to an end all too soon photo Guy Paulak (guy.paulak@racingcarmedia.com)

The rain had stopped but the track was still wet when Saturday afternoon's 20-minute qualifying session began. Ferro was impressive when the clocks were ticking officially, cannily using only third and fourth gears to minimise wheelspin and using the Maser's torque to annex pole position with a 1m55.070s (a heady 53.62mph) shot inside nine laps. Rod Jolley ran him closest in the Monzanapolis Lister-Jaguar, his 1:56.992 more than 3.3s clear of the 250Fs of Hart and Lukas Halusa, despite a spin in '2521' presented in Monegasque Andre Testut's distinctive white and red livery of '58-'59.

Eyre was delighted to top Class 5, his 2:00.943 almost half a second better than rival Nuthall's best. Both set their times on the last lap, as did Paul Grant (ex-Rodney Nuckey Cooper-Bristol Mk2 3/53), 0.6s shy of Nuthall. Lehr qualified eighth, chased by Pilkington and Guy Plante (Cooper-Bristol). The supercharged 1934 MG K3s of Australian John Gillett (ex-Bira, fixed since Donington) and Frenchman Philippe Douchet completed the dozen takers, encouragingly just 0.705s apart.

RACE 1: Sunday morning

With the track dry at last, and circus ringmaster Vallery-Masson still smiling, super-smooth Ferro



Pre 61 Race 2 podium: Guillermo Ferro (winner), Steve Hart (2nd) and Rod Jolley (3rd) photo Tim Newton



Moustache and a half ahead of Eddy Perk's Heron photo Lesley Perk



Guillermo Ferro led from lights to chequers but was mightily chased by Steve Hart and Rod Jolley photo Guy Paulak



Pre 66 front runners: Peter Horsman, Andy Middlehurst, Andrew Beaumont and Barry Camnell photo Guy Paulak

made the most of a clear track to lead Sunday's morning's race from lights to chequered flag, logging his quickest lap in 1:36.204. Once Jolley had seen fast-starting Hart "throw second place away" with a spin under power on lap six, the bold Briton reduced Fierro's advantage to 3.7 seconds. "I enjoyed myself out there," said Rod. "Splitting two Maserati 250Fs in a heavy car designed to race flat-out round Monza's banking was a result on a twisty track."

Nuthall had his customary dice with Grant, who squeezed ahead mid-race, but retaliated to claim two-litre honours and fourth overall. The Scotto-Belge shadowed Ian home, with Lehr's more powerful straight-six Maserati in his mirrors on the long ascent to the park. Klaus' sixth position was secure, for he was a long way ahead of Halusa who had howled past Eyre on lap four.

Martin was lapped a tour from home. Plante – hobbled by a throttle linkage gremlin – and Pilkington each covered 14 laps and the little MGs a dozen apiece. Gillett wound his Siamese blue machine up well to finish more than 70 seconds before tail-ender Douchet.

RACE 2: Sunday afternoon

Second time out Fierro scorched away from Hart and Jolley, reducing his weekend's best time to 1:35.706 en route to a satisfying repeat victory. Hart finished 5.2 seconds adrift, close enough to keep Guillermo honest, and almost a minute ahead of Jolley who after an early flurry was forced to slow when his car's De Dion tube slider pin broke, legacy of a bearing failure in its mount.

Nuthall was the class of the two-litre brigade again, a scrap for fifth between the on-form Lehr, Halusa – both of whom overpowered Grant at the start – preventing Paul from engaging the British Racing green



Pau selfie: Rod, Lesley, Diane and Eddy



Class 12: Jane McGill for Andrew Beaumont (2nd), Peter Horsman (winner), Jaqui Horsman and Jon Fairley (3rd) photo Tim Newton

Alta in combat. Nonetheless, as Halusa faded having briefly passed Lehr, only 3.2 seconds blanketed the surviving trio at the finish after an entertaining tussle.

Lapping more than four seconds quicker than before, Plante improved to seventh, and second Cooper-Bristol. The Channel Islands car hire guru finished a lap down, albeit under no threat from Halusa. The plucky young Austrian pitted to report a brake issue but resumed a lap down and finish eighth having lapped fourth quickest behind the top trio in a spirited dice with Lehr.

"Sergeant Pilko" also bettered his first race lap time, ninth a fine result in the gruff 4.5-litre Talbot. The BRDC member's run was not without drama however. Eyre, enjoying a Cooper-Bristol duel with Plante, encountered the pale blue Talbot on full lock at the top hairpin as Guy slithered through. Martin, tried to go round the outside but clonked the barrier and ricocheted back into Pilkington, who continued undaunted as Eyre parked his damaged car safely. He was still classified 10th having covered a greater distance than Gillett and Douchet, who found 0.8s and 4.7s respectively over their previous best laps.

PRE-'66: Saturday

Only seven of the 15 Pre-1966 rear-engined arrivals ventured out in Friday's soggy acclimatisation session in which Rod Jolley – with a lower sightline from Tim Ross' ex-Ray Thackwell two-litre Cooper T43/51 after the big Lister – Justin Maeers (with new final drive in his Cooper T53) and Andy Middlehurst (Lotus 25) were split atop the table by 0.524s.

It was good to see la ville de Bezier's finest, "Mr John of B," back in his sleek blue Bowmaker Lola-Climax V8 BRGP42, albeit fleetingly before problems at home obliged him to withdraw. That left Philippe Bonny the sole French rep on the later grid in his uprated 1500cc Formula Junior Brabham BT2. Greg Thornton (LDS-Alfa Romeo) and Paul Griffin (Rob Walker Racing Cooper T51) also splashed round.

When it mattered the rain had started again, anointing the tarmac before the 15 remaining runners came out. Will Nuthall (Cooper T53) nailed pole with a 1:55.747 (an average of 53.31mph as a measure of how slippery the going was!). In fact it was his second best since his ultimate effort was disallowed for crossing the pit exit line which is deemed advantageous. Thus Middlehurst – 11 seconds quicker than in free practice – found himself just 0.106s slower, with Peter Horsman 0.047s behind the Classic Team Lotus ace.

Driving out of his skin to complete a top four comprising the class leaders, Nick Taylor's 1:57.479 in the 1500cc four-cylinder Lotus 18 '914' – the white Scuderia Colonia car raced in period by Wolfgang Seidel and von Trips among others, now prepared by indefatigable Classic F3 guru Tom Denyer – was a stunning achievement. He therefore pushed Jolley back to row three by nine thousandths of a second.

Rod and Maeers, the last competitor inside two minutes despite his car understeering into the omni-present guardrails after three laps, bringing out the red flag, shared row three. Per HGPCA tradition help was readily at hand, parts sportingly loaned by Classic Team Lotus getting Justin out for the races. The sleek Brabhams of Barry Cannell (ex-Charles Vogeley InterContinental BT11), which touched a barrier, and Jon Fairley (ex-works Tasman BT11/19) were over their shoulders, separated by 0.313s.

Thornton's LDS – brainchild of versatile South African racer/engineer Doug Serrurier – the two-litre Coopers of Brian Jolliffe and Tony Ditheridge and Andrew Beaumont (2.5 Lotus 18 '915') were well bunched ahead of Eddy Perk's Heron-Alfa. Rounding out the pack were Bonny and Griffin, whose two best lap times were expunged for twice traversing the white pit line.

RACE 1: Sunday morning

Sunday dawned dry thus two laps of reconnaissance were allocated as conditions had radically changed. Nuthall led the first lap of the race, with Horsman and Middlehurst on his tail, then Taylor, a charging Cannell, Fairley, Jolley and a cautious Maeers – getting a feel for his fixed Cooper which, like Barry's car, our long-serving scrutineer Bertie Gilbert-Smith has double-checked on the grid – heading the peloton. Dithers was next, followed by Thornton and Beaumont (with a close view of his old car), Perk, the displaced Jolliffe, Bonny and Griffin.

There were groans from the IN Racing camp when Will's Cooper was out on the second circuit with another crown wheel and pinion failure as he roared up the hill from the Station Hairpin towards Pont Oscar on lap two. "Suddenly there was no drive, and it was only new for Goodwood," he rued. Now in front, Horsman and Middlehurst fought all the way to the finish at which point Andy was still tucked into Peter's slipstream after the long descent from the Virage du Buisson hairpin.

Cannell grunted past Taylor on lap three, leaving Nick to the mercy of Fairley who also powered through only to spin and retire after nine laps when a bolt linking his green and gold Brabham's engine and gearbox sheared. Taylor wasn't finished though, for the white Lotus hounded the red Brabham for the remainder of the 25 minutes and finished a scintillating fourth. His best lap of 1:32.928 was 0.149s slower than Barry's! Horsman posted the best of 1:29.331 incidentally, 0.411s swifter than Middlehurst's.

With an extra litre of engine capacity in a similar chassis, Beaumont progressed to fifth, the last



Pre 61 cars getting wet in the paddock before Saturday qualifying photo Lesley Perk

unlapped runner. Class 9 topper Jolley and Maers finished more than a minute apart in sixth and seventh, Justin pursued by Bonny and Class 7b winner Griffin, with Perk also on 16 laps having forgotten to change his dampers from stiff "transport" settings and gyrated harmlessly. Jolliffe and Fairley had covered sufficient distance to be classified as finishers, but Ditheridge's Cooper was an early pit visitor with gearbox issues.

Nuthall, 'Dithers' and Griffin (who lost a spoke from his Cooper's rear wheel in the earlier salvo) were unfortunately non-starters for race two, which left 12 protagonists in the belated but welcome sunshine.

RACE 2: Sunday afternoon

Horsman and Middlehurst continued where they left off in the opener, but again, superior torque was the arbiter on a narrow course defined by the steep ascent to the deceptive left turn beneath Pont Oscar, followed by a short, sharp, squirt up to the right-handed hairpin at Virage du Lycée.

With overtaking risky, at best, on the cambered sweeps through the subsequent park section to Marshal Foch's memorial, then a difficult descent on the homeward leg, concentration was at a premium. When the vastly experienced Jolley spun mid-race in a dangerous position a safety car was deployed, but Rod got going again. The green flag was given for a four-minute sprint, throughout which Horsman con-



Class 5: Paul Grant (2nd), Ian Nutball (winner) and Guy Plante (3rd) with Jaqui Horsman photo Tim Newton

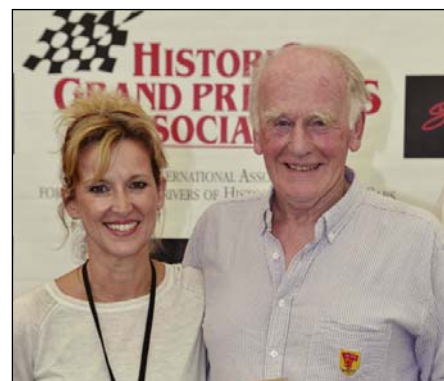
tinued to reign, but Andy snared fastest lap this time, cutting a busy 1:29.530 (68.90mph) in his slipstream on the penultimate tour.

Taylor (broken transmission ending an heroic week-end) and Thornton (pulled off with lost gears) were gone after two laps, followed by Cannell as a result of contact with Jolliffe's misfiring Cooper at half distance. That left nine combatants. Beaumont, lapping three seconds quicker than before, joined Horsman and Middlehurst on the podium.

Fairley was a distant fourth, from the back, with a somewhat perkier Perk – finding softer damper settings more to the Heron's taste – and the enthusiastic Bonny (who professed to love every aspect of



Driver of the Day: Justin Maers with Jaqui photo Tim Newton



Jaqui with Richard Pilkington photo Tim Newton



Jaqui and the MG K3 boys: John Gillett and Philippe Douchet photo Tim Newton



Class 6: Klaus Lebr (3rd), Steve Hart (2nd), Jaqui and Guillermo Fierro (winner) photo Tim Newton



Jaqui and Driver of the Day: Donna Maria Baskerville photo Tim Newton

HGPCA events, from camaraderie to sport) on his heels. A lap down, Hampshire neighbours Jolley and Jolliffe completed the finishers, first and second in Class 9. *All race reports by Marcus Pyle*

Pau Historic Grand Prix - 25/26 May 2019

HGPCA Race for Pre 1961 Grand Prix Cars

Pos	No	Surname	Name	Car	cc	year	Cl
Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
11	12	Gillett	John	MG K3	1086	1934	Blue
12	11	Douchet	Philippe	MG K3	1086	1934	Blue
Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels							
9	5	Pilkington (Tania Pilkington)	Richard	Talbot T 26 SS	4482	1937	Blue
Class 5 - 1952/53 2 litre Grand Prix cars							
4	21	Nuthall	Ian	Alfa F2	1980	1952	BRG
5	19	Grant	Paul	Cooper Bristol Mk 2 3/53	1971	1953	Blue/Red nose
7	32	Plante	Guy	Cooper Bristol	1971	1953	Dk Blue
10	6	Eyre	Martin	Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels							
1	31	Fierro	Guillermo	Maserati 250F 2523	2493	1954	Red
2	22	Hart (Hann Family)	Steve	Maserati 250F CM7	2494	1958	Red
6	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
8	56	Halusa (Martin Halusa)	Lukas	Maserati 250F 2521	2493	1956	White
Class 8 - Formula Libre, Indianapolis and Intercontinental cars							
3	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver

HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Surname	Name	Car	cc	year	Cl
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels							
DNS	7	Griffin	Paul	Cooper T51	2495	1958	Dark Blue
DNS	10	Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
8	51	Jolley (Tim Ross)	Rod	Cooper T43/51	1960	1957	BRG
9	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
DNS	8	Ditheridge	Tony	Cooper T45	1960	1958	Green
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars and 1964/66							
6	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
7	18	Bonny	Philippe	Brabham BT2	1500	1963	Blue
11	4	Thornton	Greg	LDS 03	1487	1961	Red/Black stripe
12	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
DNS	69	John of B	Mister	Lola BRGP 42	1500	1962	BRG/Red
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts							
1	22	Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
3	49	Beaumont	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
4	11	Fairley	Jon	Brabham BT11/19	2700	1964	Green
5	53	Maers	Justin	Cooper T53	2000	1960	Green/White
10	3	Cannell	Barry	Brabham BT11A	2500	1964	Red/White

Drivers of the Day: Justin Maers and Donna Maria Baskerville



40th Anniversary Rioja Ramble

The HGPCA celebrates the magic marques in our races across Europe each year but, in recognition that many of our original Members no longer wish to race, we now run non competitive events on public roads.

The idea was (and is) to enjoy beautiful scenery in convivial company, good hotels, food and wines (*only the racing bit missing then!*).

Our first 'rally' was on the North Yorkshire Moors in 2017 planned by Member, Julian Bronson and Jerry Watson. The 'Rally Team' then organised 2018's run over the Scottish Highlands with help from 'local' Member, John Clark. This year, Jasper Gilder of Drive Espana has organised a seven night trip through Rioja country and, as you can see from Kitty Chisholm's photo, is being enjoyed by over a dozen Members, partners and friends - here at the Marqués de Riscal.

Car for Sale



1956 Cooper T41, Chassis No F2-4-56.

Well known car, campaigned in HGPCA races for the last 10 years in the hands of the late Brian Maile.

Reliable well sorted car with a great history, engine and gearbox recently rebuilt. £110,000. Contact: Rod Jolley - rodjolley@hotmail.co.uk Tel: +44(0)7799112990.

Minutes of the Sixteenth Annual General Meeting of the Historic Grand Prix Cars Association Ltd

Reg. No. 04504260

Held at 17.30 hrs on Friday 12th April at Silverstone Circuit

1. Chairman's Report: Peter Horsman welcomed members to the AGM and noted the sad passing of Brin Maile who was a stalwart of the club and a great enthusiast as well as good company. He welcomed Charles Gillett especially, recovering from his Spa accident in the E Type.

2. Financial Report: The Chairman reported that the Treasurer was unable to be present at the AGM and took the members through the accounts. It was a financially satisfactory year with a £22,910 surplus. The Red Truck loan had been paid off during the year but, despite that, cash resources were good. He noted and explained the larger variances comparing 2018 with 2017. He expressed concern that 2019 was going to be a more difficult year than 2018 and urged all members to try to get their cars out on the grids to alleviate this concern.

The Chairman expressed his thanks to Brian Horwood in re-taking the Treasurer role temporarily and welcomed Andrew Beaumont's appointment by the Board as the new Treasurer with effect from the end of this AGM.

3. Acceptance of accounts for the year ending 31st December 2018 was proposed by Julian Bronson and seconded by Barry Cannell. Unanimously approved.

4. Re-appointment of Association Auditors was proposed by William Nuthall and seconded by Alan Ede. Unanimously approved

5. Appointment of Directors As required by Article 53, Sir John Chisholm retired by rotation. Ted Rollason, being duly proposed and seconded, was elected to the Board of Directors.

6. Appointment of Andrew Beaumont as Treasurer had been made by the Directors and was noted with approval by the members present.

7. The Articles of Association were amended such that the class of Membership referred to in Clause 10 as Family Member be replaced with the words "a Member being a child or a similar member of the immediate family of a Life, Full or Ordinary Member may be invited to drive in Association events but not entitled to stand for election to the Board or vote at general meeting. This class of membership is at the discretion of the Board and is to encourage young people to start participating in Association events. A reduced membership subscription is payable as specified by the Board."

Proposed by Peter Horsman, seconded by William Nuthall and unanimously approved.

The formal business of the AGM was

followed by

2018 Driving Standards Report

by Richard Parnell

It is always worth remembering why we decided to actively manage safety in our Association. 10 years ago when this initiative was conceived, there were numerous incidents, mercifully most of them confined to minor car damage, but these were having an increasingly negative impact on both morale and grid sizes.

The changes introduced back then focused, not on telling individual drivers how to perform, but helping the competitors as a group have a successful and incident free weekends.

The Association's success has been in highlighting the standards we expect from our members, and raising driver's appreciation of shared issues that affect everyone. Start line discipline, spacial awareness, red mist control, Once more, the number of incidents dropped in 2019, as did the number of private discussions the Driving Standards team were required to undertake.

This year, at almost every circuit, the quality and discipline of our drivers was voluntarily commented on by track officials, an accolade notable at the more challenging, new to us, venues of Copenhagen and Charade.

However, every event was not "all sweetness and light". There were two incidents where the ambition and confidence of the overtaking driver over-rode their experience. In both cases, only luck and the space to rescue the situation prevented certain catastrophe.

The HGPCA's reputation is a valuable asset, and where an individual brings that in to disrepute the Driving Standards team are there to safeguard the Association as well as individuals, endorsing CoC sanctions where appropriate.

Many of you will have seen the "All Competitors Bulletin" that Charles Richmond put out in advance of the 77th Members meeting, and the list of admonished drivers receiving penalties. You will also have noted the predominant offences; overdriving, aggressive overtaking, unnecessarily robust defence, etc. I am pleased to say that no Association driver was in these categories – a reflection perhaps of the regime we have been promoting for many seasons.

With the increasing use of on-board recording, and the desire to 'show and tell', situations are arising where the Driving Standards team are being challenged on decisions by those who've only had half the story and none of the context. Before settling on a view following any and all incidents, the decision is always the result of a consensus of agreement in the team involved in the assessment. The "big one" is always just one small mistake away, make sure you're not part of it.

Closing the proceedings, the Members were encouraged to make new members feel welcome and bring them into the Red Truck. Just as important is individual commitment to be on the grid whenever possible.

Last Call for commitment to racing in South Africa

In the beginning of May, we sent out a letter and flyer about organising two consecutive race weekends in South Africa - Jan/Feb next year - at Zwartkops and Killarney. Since then, we've had interest expressed and deposits from almost enough people to be able to make serious plans.

To recap: The races will be hosted by South African organisers, one in Johannesburg and one in Cape Town. National A or International race licenses are accepted. Internal road transport of all containers from Cape Town docks to Zwartkops (JHB) and then onto Killarney in Cape Town and subsequent return to Cape Town docks is included in overall costs. Loading shipping containers at end November beginning December 2019 in Essex. Returning Essex early / mid March 2020 - sea journey 26 days.

Member Malcolm Ricketts is willing to offer his Lotus 18 (which has wonderful South African history with Syd van der Vyver including 4th in the SA GP) to an HGPCA Member. If interested, please get in touch direct: malcolm-ricketts@btconnect.com

So, if you want to go and haven't yet told us or made a deposit - get in touch **NOW** - stella@hgpcanet

Firstly, the Association celebrates its **40th Anniversary** this year. The Rioja Ramble is celebrating with 15 cars (Ace Bristol, Aston Martin, Bentleys, Cobra, Jaguars and Porsches amongst the numbers) having left Santander on 1st June for 9 days in one of the most glorious wine areas in Europe.

We are pleased to welcome a couple of new youngsters to the HGPCA – Stephan and Daniela Rettenmaier's Jakob and Klara Stephanie have joined up as Family Members and Jakob was able to race the family Bugatti T35 at the Donington Historic Festival with us.

Even younger youngsters.... welcome to Emilia Eleanor Rose Nuthall born on Tuesday 12th February to Sophie and Will. Also, welcome to Bertie Alasdair Somerville Clark born to Emma-Jane and John Clark on Friday 15th March. It will be some years yet before they get behind the steering wheel of a race car, of course!

BRIAN MAILE 1946-2019

We regret to record the death of our dear friend and stalwart HGPCA racer Brian Maile who succumbed to a brain tumour in February. A former banker, Brian was an Alvis man through and through, a leading light in 'red triangle' circles. He started competing with a 12/50 Special in Vintage Sports-Car Club events in the 1990s and later served as chairman of the Alvis Owners' Club.

Ever-smiling Brian graduated to an ex-Jack Brabham/Roy Salvadori 1956 F2 Cooper T41 which had seen subsequent service in the Antipodes and – with old pal Denis Robson on spanners, both brightening the paddocks in their Ecurie Maile polo shirts with mustard pot logos – rarely missed an HGPCA event over 11 seasons. Even a low-speed roll at Zandvoort failed to dent Brian's enthusiasm. Indeed, he was quickly back in the saddle, with a roll hoop on the car, and his spirit and commitment was recognised with the Association's Brabham Trophy in 2015.

To his wife Margaret and sons Jonathan and Robert the Association extends its sincere condolences.

MICHAEL WILLIAMS 1954 - 2019

Will be remembered as the MD of Beaufort Restorations, preparer of Connaught A4, Maserati 250F CM5 and Aston Martin DBR4/250 for David Wenman and ERA R12B Hannuman II. All driven successfully by David, Barrie 'Whizzo' Williams and Tony Stephens in the UK and across Europe.

Mike's passion and motivation was shared by everyone at Beaufort whether it was planning the season, preparing the cars before and at the race meetings as well as full restorations of all manner of rare and interesting cars.

His good humour and superb knowledge could always provide a detailed answer to almost any question, particularly if it was to do with cars!

Alfred "JIM WOODLEY" 1952- 2019

Many will remember Jim from his days racing his Ford Galaxie, beloved Austin Westminster and most frequently for many years, his Lotus 17. He joined the HGPCA in 2008 to run the car in our Drum Braked Sports Car races. A gentle giant, both in spirit and frame, he will be much missed by those whose lives he touched.

In a fitting tribute, Jim was buried at sea on March 2nd off Antigua, accompanied by an ashtray made for him by a very dear, long-time friend, out of one of the pistons from his Galaxie.

In the true tradition of these notices... we end as we began with a couple of happy announcements. Miles Griffiths and Jayne (daughter of Member Martin) Walford were married on Friday 22nd February and our Chairman, Peter Horsman and Jaqui Watling married on Wednesday 24th April.

TECHNICAL UPDATES 2019-2

1) At the end of the Saturday race at the VSCC Silverstone meeting, competitors in the HGPCA rear-engine race were sent to the scrutineering bay where their cars were weighed and ride-heights checked. All cars exceeded the minimum weight limit of 450kg. Two Cooper cars had insufficient ride height clearance but the 60mm gauge was able to pass underneath the car by 'deforming' the flexible under-body. This was an encouraging outcome and the intention is to periodically undertake further random checks.

2) Our resident scrutineer Bertie Gilbert-Smith observed that more people are conforming to the **FIA rain light regulations**. We appreciate that on some cars it is easier than others but the association takes all aspects related to safety serious and therefore wish to remind you to keep looking for a sensible solution to fit a compliant light.

3) A situation arose at Donington whereby a car failed scrutineering as it was fitted with 44 mm wide shoulder straps and no HANS device was presented. **If you are using a HANS device** it is allowed to fit either 44mm wide (which should have a label marked "for FHR use only" or "for HANS use only") or 70 mm wide shoulder straps. However it is not allowed to use 44mm wide shoulder straps without a HANS device. It is requested by some scrutineer's that homologation labels are fitted to the LH shoulder and lap straps! Further information is available on the FIA website.