

*Chairman:* Peter Horsman  
*Treasurer:* Andrew Beaumont

*HGPCA Board of Directors*  
Julian Bronson, John Clark,  
Rod Jolley, Eddy Perk, William Nuthall,  
Ted Rollason and Chris Wilson

*Events/Eligibility:* Martin Grant Peterkin

*Company Secretary:* Brian Horwood

*Event Comp Secs:*

Chris Wilson and Richard Parnell



# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL1 July 2021

In the run-up to Legends of Brands Hatch Superprix and the Classic Silverstone, we catch up on the year so far.

More photos than words - the full results are on our web site - Calendar Page.

Here's hoping life will be more 'normal' for Classic Silverstone!

## Welcome Back!

Welcome back to the world of racing our cars. It has been a long time coming (the racing and this newsletter!) but we've now had four events and look forward to **Brands Hatch** and beyond. We had hoped that 2020 would have ended and we'd have waived 'bye-bye' to the virus but it persists and disrupts the best laid plans.

The 2021 season should have begun in early May in Germany with our maiden visit to the Jim Clark Revival meeting at **Hockenheim**. The meeting was postponed to a date when we expected to be busy with other events in the Summer and so have delayed our participation until 2022. Martin Grant Peterkin was in touch with the VSCC and they confirmed our grid for 17th April at the **Spring Start** on the National Circuit at Silverstone. He was also able to arrange for an addition to our Provisional Calendar with two races at the **Donington Historic Festival** over the weekend of 1st/2nd May. International travel restrictions were going to make it difficult for many overseas



*John Spiers, Eddie Williams, Chris Helliwell, Bernardo Hartogs, James Willis and Ben Maeers at Silverstone photo Eric Sawyer*

Members to be able to race at either of these events but we were extremely happy to welcome Guillermo Fierro and Klaus Lehr with their 250F Maseratis, Rudi Friedrichs in his Cooper and Stephan Jobstl in his Lotus to Donington as part of the 30 strong grid.

The reverse situation applied to our double header in France where only 5 Brits braved the restrictions, Covid testing and carnets to race at the **Grand Prix de l'Age d'Or** in Dijon and The **Grand Prix de France Historique** at Paul Ricard in Le Castellet. By all accounts, those who raced at any of these have thoroughly enjoyed getting back out on track if not being able to enjoy the usual camaraderie and ambiance of the Red Truck. But, the Red Truck WILL be back for Brands Hatch. Not quite a return to 'normal service' yet but Wendy and Bob Beever will be joining us and preparing individual 'carriers' of food including a hot dish kindly provided by Rudi Friedrichs as he did at Donington.

With the extension of severe travel restrictions, the viability of racing at **Zandvoort** was beginning to look uncertain. Masters Historic Racing decided to withdraw their grids as did the HSCC. Understanding that the Brits were not going to be able to get to Holland, we canvassed our European Members but even they were having to endure restrictions travelling between countries and so, with regret, we withdrew our grid with the absolute intention of being there in 2022. The organisers have subsequently re-named this year's event Zandvoort Race Classics and will be running more locally based grids.

Looking ahead, we have high hopes that **Classic Silverstone** WILL be back to normal and we'll be circulating more information as and when we have it. The Competitor Motorhome/Camping booking is already available via the event web site and the link is: <https://theclassic.silverstone.co.uk/competitor-motorhome-camping-booking-form>

The **Cruise to Colmar** has been re-scheduled for the same time – mid June – next year and, between now and then, when he can travel to France easily, Denis Robson will be checking out the route.

Beyond July? Well, we have every intention of racing at the AvD **Oldtimer Grand Prix** at the Nurburgring 13-18 August, **Spa Six Hours** 1-3 October and the double header to end the season – **Jerez Historic Festival** 22-24 October and the **Algarve Classic** at Portimao 29-31 October. Here's hoping.....

## VSCC Spring Start



Richard Wilson Cooper T60, Eddie Williams in Charles Gillett's Cooper and James Willis in his own. Bernardo Hartogs in his Lotus and John Spiers in the 250F Maserati photo Eric Sawyer

Our opening event welcomed some new Members and their cars to the HGPCA. John Spiers now owns the Maserati 250F 2516 that German, Michael Hinderer, occasionally raced with the HGPCA. The car has impeccable history having finished 1st at Pau and Bordeaux driven by Jean Behra. The same year it finished 3rd at Monaco (Behra/Perdisa) and Syracuse (Villoresi) and seven other Grands Prix. He thoroughly enjoyed the experience and the welcome afforded him by other Members. "A big thank you for being given such a warm welcome to the club at Silverstone. It's a long time since I met so many new people in one day, which after a year of lockdown was quite an experience. For many years I've looked enviously at the HGPCA from the other side of the paddock and it's great to see that the friendly atmosphere in reality is just how it appeared from afar. I look forward to many more races in the future and hope to finish a few of them!"

Hawker Racing introduced two new Members – Steve Banham who now owns the ex-Scotty Taylor silver and black Cooper T45 owned by Jim Russell in period (who happens to be Steve's father) and Paul Waime with a 1960 Cooper T53 that has spent most of its life in the States. Sadly, Tony Ditheridge's own Cooper was kept on the



Steve Banham with wife, Bev, and son James photo Eddy Perk

sidelines with gearbox problems, but the other Hawker maintained cars ran well with Barry Cannell's Braham winning the race and class mate, John Emery 15th overall.

Justin Maeers, now the proud owner of two 1960 Coopers has made son, Ben, a Family Member and he'll be racing the smaller engined T51 for the season. Justin finished an excellent 4th but poor Ben had to pull into the pits on lap 9 with overheating problems.

Two other potential entries were lost on the previous days testing: Eddie McGuire's engine tightened up on the Scarab and Michael O'Brien in Alan Baillie's Lotus 24 suffered engine issues.



John Emery, Chris Helliwell, Rod Jolley and Geoff Underwood



The leaders: Will Nutball, Barry Cannell and Andrew Beaumont. Finishing positions inset all photos Eric Sawyer



Ben Maeers - first time out in Dad, Justin's T51 and John Clark T56 photo Eric Sawyer



Steve Banham, first time out in the Cooper; Barry Cannell and James Willis photo Eric Sawyer



Good to see Marshal Bailey and his T51, here with Geoff Underwood and Cliff Gray photo Eric Sawyer

The only other non finisher was John Spiers who spun the Maser on the last lap.

Thanks to Ellie Birchenhough's Dorset Racing Equipe who, with Mum, Kay, offered snacks, coffee and tea to anyone passing their pit area and for providing a socially distanced prize-giving opportunity after the race.

## VSCC Spring Start Results 17th April

### HGPCA Race for Pre 1966 Grand Prix and Formula One cars

Pos	No	Driver	Entrant	Car	cc	Year	colour
Front Engine Cars							
Class 5: 1952/53 2 litre Grand Prix cars							
18	33	Chris Phillips		Cooper Bristol Mk II	1971	1953	Green/Yellow
Class 6: 1954 -1958 Grand Prix cars on 16" wheels							
DNF	34	John Spiers		Maserati 250F 2516	2494	1955	Red
Rear Engine Cars							
Class 7b: Pre 1961 Grand Prix cars on 15" wheels							
2	10	Will Nuthall	Giorgio Marchi	Cooper T53	2495	1960	Green/White
5	30	Tom Dark		Cooper T51	2500	1960	Green/Red
12	15	Marshall Bailey		Cooper T51	2500	1959	Red
14	59	Paul Waine		Cooper T53	2495	1960	Green
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres							
17	39	Cliff Gray		Cooper T43	1500	1957	Green
19	60	Elliott Hann		Cooper T41	1460	1956	Blue
20	19	Stephen Banham		Cooper T45	1475	1958	Silver
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
7	43	Eddie Williams	Charles Gillett	Cooper T43	1964	1957	BRG
9	42	James Willis		Cooper T45	1960	1958	Green
11	51	Rod Jolley	Tim Ross	Cooper T43/51	1960	1957	BRG
DNF	12	Ben Maeers	Justin Maeers	Cooper T51	1964	1960	Red with black stripe
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars							
8	32	Bernardo Hartogs		Lotus 18/21 916	1475	1961	Pale Green - BRP
13	56	John Clark		Cooper T56	1473	1961	Blue/Orange
16	128	Geoff Underwood		Cooper-Alfa T56/59	1500	1962	Red white stripe
Class 10b: Post 31 Dec 1963 1.5 litre 4 cylinder Formula 1 cars and 1964/66 Formula 2 cars of not more than 1000cc							
10	9	Chris Helliwell		Cooper T75	1000	1965	Green
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
6	14	Richard Wilson		Cooper T60	1500	1962	Dark Green/White stripe
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres							
1	3	Barry Cannell		Brabham BT11A	2495	1964	Red/White
3	49	Andrew Beaumont		Lotus 18 915	2500	1961	UDT/Laystall Green
4	53	Justin Maeers		Cooper T53	2751	1960	
15	6	John Emery		Brabham BT4	2495	1962	Blue



Geoff Underwood's Cooper suffered a loose union leaking oil onto the exhaust heat wrapping creating a smoke screen for Richard Wilson to drive his Cooper T60 through! photo Eric Sawyer



Rod Jolley in Tim Ross's Cooper T43/51, John Spiers 250F and Eddie Williams in Charles Gillett's Cooper photo Eric Sawyer



Charles Gillett and his 'driver', Eddie Williams, in the garages at Silverstone photo Eddy Perk

# Donington Historic Festival 1/2 May

Organised by Duncan Wiltshire and Motor Racing Legends, we were invited to run a grid of Pre 1966 GP cars over the weekend of 1st and 2nd of May. Members were offered the opportunity to qualify and race on Saturday only if concerned about staying away from home overnight (still 'not allowed' officially) or stay and enjoy a second race on Sunday. Initially only three drivers – Elliott Hann, Robert Pulleyn and Mark Shaw – elected for a one day slot, and then Mark Shaw was enjoying the Lotus so much, he stayed on for the Sunday. Elliott would probably have done the same but for his son Harvey's 11th birthday party!

Historic Motorsport TV was set to run live coverage of the event on their YouTube site (and can still be accessed). The HGPCA races can be seen via our own Facebook page.

Many participants, including us "after hours", were not strictly observing the rules and in many ways it felt like we were almost back to normal. Feeling of relieved reunion prompted a few examples of excitable hand-shaking by a few members. Happy (but regrettable) forgetfulness, brought on by second jabs no doubt.

Rudi provided hot food for everyone, prepared and served by Tim and Donna. Dorset Racing's Ellie, with Mum, Kay, also put on a terrific spread – much appreciated, all of you.

Rod Jolley managed to break a gearbox selector shaft on the 4th lap of qualifying, but thanks to the kind help of IN Racing's machine shop, who made a new shaft, and Dorset Racing's Jack Williamson's sterling work, he was able to take the start of the first race. He managed to make up a few places and was looking forward to a great battle with Eddie Williams in Charles Gillett's T43 Cooper in Sunday's race.

Jon Fairley's Brabham suffered handling problems in practice, but much thought and hard work overcame them in time for the racing. Andy Willis changed the gear-ratios (still fitted from Monaco but too short for Donington) after qualifying in Stephan Jobstl second outing in his ex Jack Brabham Lotus 24 V8. Alvis-specialist Alex Simpson drove the ex-Brian Maile Cooper T41 with considerable aplomb in his first HGPCA event. Elliott Hann and Alex Simpson in their T41's were covered by a handkerchief in Race 1 and are relishing a re-run of their duel at Brands Hatch. The name Alvis prompts mention of Rudi Friedrichs's outstanding run in his Alvis Special. Rudi went well in his Cooper T53 all weekend but on Sunday was also an outstanding top-runner in his Alvis Special. The latter had seemed undrivable in practice. Rudi was eternally grateful to Rod Jolley for pointing out, politely, that 50 psi was not ideal for his rear tyres!

Geraint Owen's ex-Indianapolis (1953) and Monzapolis (1957) Kurtis put in a most welcome appearance and attracted much interest and compliments from the commentators who were also very excited to watch Guillermo Fierro and John Spiers sparring in the Maserati 250Fs. Sadly, Geraint withdrew just before the second race with a leaking water



*Socially undistanced prize giving in the Donington paddock! photo Les Perk*



*Chris Wilson with Bev and Chris Phillips photo Les Perk*



*Stephen Bond dropped by the Classic Team Lotus area to chat with new owner of the Stirling Moss Lotus 18 photo Les Perk*



*Jon Fairley's Brabham suffered handling problems in practice, but much thought and hard work (THE GOOD OLD FASHION WAY) overcame them in time for the racing photo Les Perk*



*Lesley Perk and Jane McGill photo Lulu King*

pump, but he had thoroughly enjoyed the racing until that point.

Another casualty was Chris Helliwell in his Cooper. A blown oil cooler hose covered the cockpit AND Chris with hot oil. He sustained light burns on both legs which the medical centre treated. He was back in the paddock on Sunday morning but did not participate in the second race.

Will Nuthall was on unbeatable form at his home track throughout the weekend despite rivalry from Barry Cannell, Jon Fairley and Rudi Friedrichs. Tim Ross said that Will was a sight for sore eyes through the Craner Curves.

Ben Maeers's Cooper suffered an engine problem in the race on Saturday. During the night the Maeers clan and friends removed the engine from the Cooper Monaco (in which they had finished 6th) and worked through the night to fit it into Ben's car for Sunday's race. A great effort by all involved.

On Sunday, Rod reported "The T43/51 hadn't missed a beat until I started it in the assembly area at 1 minute - it was only firing on 3 cylinders. I tried to work it on the green flag lap but it didn't clear, took the start hoping it would come in but, after 2 laps, it was clear that I had to pit. Jack Williamson found and

## Donington: HGPCA Race for Pre 1966 Grand Prix and Formula One cars

Pos	No	Driver	Entrant	Car	cc	Year	colour
<b>Front Engine Cars</b>							
<b>Class 5: 1952/53 2 litre Grand Prix cars</b>							
	19	33		Cooper Bristol Mk II	1971	1953	Green/Yellow
<b>Class 6: 1954 -1958 Grand Prix cars on 16" wheels</b>							
	9	31		Maserati 250F 2501/2523	2493	1954	Red
	10	34		Maserati 250F 2516	2494	1955	Red
	14	248		Maserati 250F CM5	2494	1957	Red
<b>Class 8: Formula Libre, Indianapolis &amp; Intercontinental cars</b>							
	DNF	77		Kurtis 500C	4454	1954	Maroon
<b>Rear Engine Cars</b>							
<b>Class 7b: Pre 1961 Grand Prix cars on 15" wheels</b>							
	1	10		Giorgio Marchi Cooper T53	2495	1960	Green/White
	4	12		Rudi Friedrichs Cooper T53	2462	1960	Green
	12	59		Paul Waine Cooper T53	2495	1960	Green
	DNF	30		Tom Dark Cooper T51	2500	1960	Green/Red
<b>Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
	18	39		Cliff Gray Cooper T43	1500	1957	Green
	20	41		Alex Simpson Tim Ross Cooper T41	1460	1956	Green
	22	19		Stephen Banham Cooper T45	1475	1958	Silver
	DNF	60		Elliott Hann Cooper T41	1460	1956	Blue
<b>Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
	8	43		Eddie Williams Charles Gillett Cooper T43	1964	1957	BRG
	13	42		James Willis Cooper T45	1960	1958	Green
	21	51		Rod Jolley Tim Ross Cooper T43/51	1960	1957	BRG
	DNF	64		Ben Maeers Justin Maeers Cooper T51	1964	1960	Red with black stripe
<b>Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars</b>							
	6	99		Mark Shaw Lotus 21 937	1495	1961	Green/Yellow
	11	55		Nick Taylor Lotus 18 914	1495	1961	White
	15	128		Geoff Underwood Cooper-Alfa T56/59	1500	1962	Red white stripe
	17	20		Teifion Salisbury Lotus 18 912	1500	1960	Dk Blue
	DNF	46		Robert Pulleyn Lotus 18 909	1500	1960	Green/Yellow
	DNF	56		Miles Griffiths John Clark Cooper T56	1473	1961	Blue/Orange
<b>Class 10b: Post 31 Dec 1963 1.5 litre 4 cylinder Formula 1 cars and 1964/66 Formula 2 cars of not more than 1000cc</b>							
	DNF	9		Chris Helliwell Cooper T75	1000	1965	Green
<b>Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
	DNF	40		Stephan Jöbstl Lotus 24 947	1494	1962	BRG
<b>Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres</b>							
	2	11		Jon Fairley Brabham BT11/19	2700	1964	Green
	3	3		Barry Cannell Brabham BT11A	2495	1964	Red/White
	5	49		Andrew Beaumont Lotus 18 915	2500	1961	UDT/Laystall Green
	7	53		Justin Maeers Cooper T53	2751	1960	BRG
	16	6		John Emery Brabham BT4	2495	1962	Blue