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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 HSCA. 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
Front Engine Cars							
Class 5: 1952/53 2 litre Grand Prix cars							
	19	33		Cooper Bristol Mk II	1971	1953	Green/Yellow
Class 6: 1954 -1958 Grand Prix cars on 16" wheels							
	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
Class 8: Formula Libre, Indianapolis & Intercontinental cars							
	DNF	77		Kurtis 500C	4454	1954	Maroon
Rear Engine Cars							
Class 7b: Pre 1961 Grand Prix cars on 15" wheels							
	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
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres							
	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
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
	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
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars							
	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
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							
	DNF	9		Chris Helliwell Cooper T75	1000	1965	Green
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
	DNF	40		Stephan Jöbstl Lotus 24 947	1494	1962	BRG
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres							
	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



Teifion Salisbury in his Lotus 18, John Emery in his Brabham and Miles Griffiths in the John Clark Cooper photo Eric Sawyer



Geraint Owen, Ben Maeers and Rod Jolley in Tim Ross's Cooper photo Eric Sawyer



Close racing: Mark Shaw, Rudi Friedrichs, Barry Cannell, Andrew Beaumont safely past Steve Banbam photo Eric Sawyer



Race winner Will Nutball flanked by Jon Fairley (2nd) and Barry Cannell (3rd) photo Lesley Perk



photo Lesley Perk



Elliott Ham, Miles Griffiths, Robert Pulleyn and Eddie Williams, photo Eric Sawyer



Stephan Jobstl, Cliff Gray, Alex Simpson in Tim Ross's Cooper, Chris Phillips and Tom Dark followed by John Emery photo Eric Sawyer



Tom Dark, Klaus Lebr, Stephan Jobstl, Ben Maeers and James Willis photo Eric Sawyer



John Spiers and Guillermo Fierro in their Maserati 250Fs, Nick Taylor in his Lotus 18, Tom Dark in the Cooper T51 and Geraint Owen in the magnificent Kurtis photo Erik Sawyer



Rudi Friedrichs and Andrew Beaumont pass Cliff Gray's Cooper photo Eric Sawyer



Paul Waine, James Willis and Barry Cannell photo Eric Sawyer



Andrew Beaumont, Rudi Friedrichs and Justin Maeers photo Eric Sawyer

changed the offending plug in record time and away we went, going like a dingbat and coming out just behind Eddie Williams, who of course didn't know I was a lap down. The car was going beautifully and it was a joy to circulate on the limit with Eddie, even if it would ultimately be to no avail, but what FUN !!!"

A very warm welcome to new Member, Teifion Salisbury, who is now the proud owner of the Stirling Moss Monaco winning Lotus 18 looked after by Classic Team Lotus. Previous owner, Stephen Bond, was in the paddock and briefly re-united with the car.

FRANCE - DOUBLE HEADER WITH INTERNATIONAL WAIVERS

Dijon - Grand Prix de l'Age d'Or



Max Blees in his Brabham closely followed by Mark Shaw and Philipp Bubofer in their Lotus's, Guillermo Fierro and Steve Hart in Maserati 250Fs, Fritz Burkhard in his Bugatti and Klara Rettenmaier in father Josef's Alfa Romeo 8C Monza



Race winner, Will Nuthall in Giorgio Marchi's Cooper

Our calendar then reverted to plan and the French double header at Dijon and Paul Ricard.

Chris Wilson volunteered to be Event Comp Sec at both meetings and assigned himself and wife, Sandy, to 'Team Steve Hart' to simplify any travel issues. Both meetings were given International status by the French Government meaning that Brits didn't need to quarantine on arrival in France and were allowed free passage through France to all those in possession of the official waiver documentation. Covid testing was available at both circuits, but a double vaccination meant that you didn't need to have a negative test on arrival. Our Government is being extremely shy of issuing vaccination certificates but The NHS has no problem at all and signing into NHS online and creating an account using your NHS number allows you to download and print a certificate in addition to the little card given out with the jab itself!

Patrick Peter and his organisation Peter Auto have been in charge of the Grand Prix de l'Age d'Or in recent years and it was interesting how differently the two meetings were run despite being in the same country. At Dijon it was a much more hands on, face to face affair with an outdoor briefing and physical scrutineering. The HGPCA arrived with a very impressive grid including five 250F Maseratis! Will Nuthall set the pace in qualifying at the wheel of Giorgio Marchi's Cooper T53. Mark Shaw in his Jim Clark South African winning Lotus 21 #937 out-braked himself early in the session, slid into the gravel and was beached. A misunderstanding between the tow truck driver and Mark resulted in the car over-



The HGPCA makes a welcome return to Dijon - our last races here were in 2017



Ingo Strolz, Klaus Lehr and Thomas Matzelberger in the pit garages at Dijon



Mark Shaw's Lotus 21 ahead of Max Blees's Brabham BT7A, Philipp Bubofer's Lotus 24 and Andrew Beaumont in his Lotus 18



Michel Baudoin, Stephan Jobst and Christian Dumolin



Klara Rettenmaier in the Bob Gerard Cooper Bristol being chased by Guillermo Fierro and Steve Hart in 250F Maseratis



Team Jobst: Andy Willis in the T51 and Stephan in the Lotus 24

turning with Mark still inside but without seat belts on. It could have been a disaster but, with a few scratches and bruises to both car and driver, Mark was to finish fourth in both races. Patrick made a point of trying to find Mark later to apologise. Unfortunately, he didn't find him but did manage to speak with his team. Qualifying resumed after a second truck successfully recovered Mark's car and rear engine cars filled the first 9 places on the grid for Race 1

The Rettenmaier family were out in force. Stephan with Klara and Jakob – both driving the recently acquired ex Steve Russell/Bob Gerard Cooper Bristol and ex Ian Nuthall/Peter Whitehead Alta whilst he raced his Osca and Josef brought along daughter, Rebeca, first time out with us in his Alfa Romeo 8C Monza and he raced one of the 250Fs. Christian Traber contacted us via Patrick Peter and asked if one of his clients, Fritz Burkhard, could bring along his T51 Bugatti to race with us. This gave Rebeca a little rivalry in Class 1 and Fritz thoroughly enjoyed racing with us. We hope to see him again.

The weather was disappointingly cold, wet and thundery although the racing line was drying for Saturday's standing start. Will Nuthall, Rudi Friedrichs and Andy Willis (in Stephan Jobst's Cooper Maserati T51) held the top three positions throughout the race with Max Blees, Andrew Beaumont and Mark Shaw vying for the next three places until Andrew's Lotus 18 stopped with electrical problems. Chris Dinnage sorted the problem and Andrew was out on track again on Sunday. Will and



Will Nuthall and Rudi Friedrichs lead the HGPCA cars away from the start at Paul Ricard in the Grand Prix de France Historique

Rudi maintained their 1:2 throughout with Mark Shaw dominating third except the first and, more importantly, the last lap when Andrew Beaumont managed to reach the chequered flag before him to take the last step of the podium. Front engine winners – all 250Fs - were Fierro, Hart and Josef Rettenmaier on Saturday and Hart, Fierro and Josef on Sunday.

A good race and a very welcome return to this fabulous track was rounded off with locally bought champagne for the class winners and Annie Hart provided beers for thirsty drivers.



Paul Ricard podium: winner Will Nuthall with Rudi Friedrichs (2nd) and Mark Shaw (3rd) on Saturday

Grand Prix de l'Age d'Ore Results - Dijon 4-6 June

HGPCA Race for Pre 1966 Grand Prix and Formula One cars

Pos	No	Driver	Entrant	Car	cc	Year	Colour
Front Engine cars							
Class 1: 1925 - 1934 Grand Prix cars running on 18" or 19" wheels							
24	51	Fritz Burkhard		Bugatti T51	2262	1932	Blue
27	38	Rebeca Rettenmaier	Josef Otto Rettenmaier	Alfa Romeo 8C Monza	2600s	1932	Red
Class 5: 1952/53 2 litre Grand Prix cars							
20	19	Paul Grant		Cooper Bristol Mk 2	1971	1953	Blue
22	21	Jakob Rettenmaier	Stephan Rettenmaier	Alta F2	1980	1952	BRG
23	2	Stephan Rettenmaier		Osca F2	1997	1952	Red
25	6	Klara Rettenmaier	Stephan Rettenmaier	Cooper Bristol Mk II	1971	1953	Green - light
Class 6: 1954 -1958 Grand Prix cars on 16" wheels							
7	22	Steve Hart	Family Hann	Maserati 250F CM7	2494	1958	Red
9	31	Guillermo Fierro		Maserati 250F 2501/252	2493	1954	Red
13	4	Josef Otto Rettenmaier		Maserati 250F	2495	1958	Red
14	248	Klaus Lehr		Maserati 250F CM5	2500	1957	Red
17	27	Christian Dumolin		Maserati 250F 2522	2495	1954	Red
Rear Engine Cars							
Class 7b: Pre 1961 Grand Prix cars on 15" wheels							
1	10	Will Nuthall	Giorgio Marchi	Cooper T53	2495	1960	Green/White
2	12	Rudi Friedrichs		Cooper T53	2462	1960	Green
6	40	Andy Willis	Stephan Jobst	Cooper Maserati T51	2484	1959	Red
8	15	Thomas Matzelberger		Cooper T45/51	2495	1960	Cream
11	24	Ingo Strolz		Cooper T51	2500	1959	Green/White
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres							
26	11	Albert Streminski		Emeryson	1475	1960/1	Green
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
19	14	Michel Baudoin		Cooper T45	1960	1958	Red
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars							
4	99	Mark Shaw		Lotus 21 937	1495	1961	Green/Yellow
10	50	Philipp Buhofer		Lotus 24 950	1500	1962	Green
15	36	Erik Staes		Lotus 18/21 P2	1475	1962	Green/Red
16	9	Arnold Herreman		LDS F1	1470	1961	Dark Blue
21	25	Francesco Baldanza		Gilby F1	1500	1961	Green
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							
29	5	Patrick Jamin		Lola T54	998	1964	Red
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
12	69	Jean Guittard		Lola Mk 4	1500	1962	BRG/Red
18	92	Stephan Jobst		Lotus 24 947	1494	1962	BRG
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres							
3	49	Andrew Beaumont		Lotus 18 915	2500	1961	UDT/Laystall Green
5	7	Max Blees		Brabham BT7A	2700	1963	Burgundy
28	63	Michel Kuiper		Brabham BT4	2700	1963	Red



Paul Ricard front engine podium: winner Guillermo Fierro, Steve Hart (2nd) and Klaus Lehr (3rd)



Julia de Baldanza and her Maserati were very popular indeed

Our 'team' then spent a few days in Provence where their guest house host supplied a very nice local Cote de Rhone apparently. The weather was improving too! On arriving at Paul Ricard circuit, presentation of Covid certificates were rewarded with a wristband – the 'pass' for the weekend. Those participants too young to have received a double jab were able to take an instant test at the main gate. Laurent Vallery-Masson is a great fan of the HGPCA and it was perfect that we were able to support his HVM-organised



Thomas Matzelberger, Klaus Lehr, Francesco Baldanza and Ingo Strolz at Paul Ricard



Guillermo Fierro driving through the 'tarmac art' at Paul Ricard



Will Nutball in Giorgio Marchi's Cooper at Paul Ricard



Julia de Baldanza, Olivier Huez and Michael Gans



Not sure what Rudi's signalling - into the pits perhaps?



Gans and Nutball battle at Paul Ricard

Grand Prix de France Historique with a grid of 21 cars.

The Rettenmaiers had returned home but three of the five 250Fs remained – 'Team Hart' with Steve racing the Hann family CM7, Klaus Lehr in CM5 and Guillermo Fierro in his magnificent ex works Maria Teresa de Filippis Maserati. Julia de Baldanza joined us with her A6GCM which clearly delighted the commentators and camera crew as she featured heavily in the commentary and footage of the broadcasted races. The five intrepid Brits were all raring to race but it was Michael Gans who came out top of qualifying. Two new drivers joined us in the South of France – Hans Ciers with a 1.5 litre Cooper T45 and Olivier Huez with a very recently purchased Cooper T51. Sadly, the latter had no time to prepare the car before the race meeting and it wasn't long before smoke - and oil - were seen. Michel Kuiper also had problems and took his car off the track and behind a barrier before any flags needed to be shown. Andy Willis was to be a non starter after qualifying with overheating problems

From 25 degrees (and 51 track temperature) on Friday, the only way was up and the drivers were definitely feeling the heat on Saturday as they waited for the track to be cleared for the start of Race 1. It was a false start – or did the starter press the wrong button?? Red flag and restart with Gans in the lead chased by Nuthall. Kuiper pulled off with ongoing issues and then Michael Gans pulled up at the exit of the pit lane with a broken throttle cable giving the win to Nuthall. Mr John of B sadly had a major problem with his Lola and, unknowingly, spread oil around the track which impacted on the lap times and caused a few spins. Nuthall, Friedrichs and Shaw took the first podium with Fierro (an excellent 4th overall), Hart and Lehr the front engine honours.

Sunday's track temperature was now 54 degrees and Willis was joined by Mr John of B, Olivier Huez and Michel Baudoïn as non starters. The standing start was 'under investigation' due to a creeping Lotus but Race Control were happy to take Chris's advice that no advantage had been made and let it stand. Michael Gans made his way from 16th to 3rd position in the first lap and into the lead by the third which he held on to it until the chequered flag. Nuthall second

and Beaumont third. Front engine podium was again 'Team Hart': Fierro, Hart and Lehr. More champagne for the class winners and Annie Hart had replenished her stock of beers and water which was very gratefully received.

Chris dined at the ***star Grand Prix Hotel at the circuit and likened it to Butlins (*although we're not sure he's ever been to Butlins*) before an early start on Monday morning. He got back to Shefford by 8pm that evening and says he only saw one camera flash! He's waiting for the post to arrive with a wad of speeding tickets!!! (*thanks for all your notes, Chris*)

GP de France Historique Results - Paul Ricard 11-13 June

HGPCA Race for Pre 1966 Grand Prix CarF

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Sport & Collection 2021 Talbot Lago T26 at Val de Vienne

Member, Luc Brandts, was invited to take his Talbot Lago to the re-scheduled Sport et Collection charity event at Val de Vienne by its President, Jean-Pierre Doury. Also invited was Andre Etancelin, grandson of Philippe 'Phi-Phi' the original T26 owner who had raced the car extensively until the end of 1950. Andre has written an amazing book about the impressive racing career of his grandfather. From his personal Etancelin Museum, he brought his grandfather's original racing overalls, his famous reversed cap and racing goggles and got dressed up for the photographers. We hope to take an HGPCA grid of cars to the event in 2022.



A few HGPCA Members entered the Grand Prix de Monaco Historique



Guillermo and Lucretia Fierro with their beautiful Maseratis and a collection of awards!



Stephan Jobstl leads out the rear engine cars and Mark Shaw wins the race with Nick Taylor (2nd) and Philipp Bubofer (3rd) - all Lotus cars



Regulation change for 2022

TYRES: The Board have accepted a recommendation from the Eligibility Committee to limit the size of the rear tyres on rear-engined cars to 6.50 x 15, with effect from next season.

The regulations hitherto have allowed larger sizes (practically, 7.00 x 15) upon submission to the Eligibility Committee of proof of period running rims wider than 6.5 inches. This has really never happened and in practice of course collating such evidence is at best rather tricky. Accordingly, we have decided to mandate a maximum tyre size but bring it in from next season to allow members to use up any 7.00 tyres this year.

Repatriation Insurance

For many years the HGPCA has held an insurance policy covering the repatriation of a Full or Driving Member that has had a serious accident when driving in an HGPCA race not being held in their country of residence. Following Brexit our insurance broker has been unable to obtain suitable cover, efforts are continuing but please be aware that currently this insurance policy is not in place. As soon as suitable insurance can be found we will notify all competitors.

car for sale



1971 Merlyn MK20A Historic Formula Ford. Very well presented car, previous race winner, race ready, small amount of spares inc wheels and nose. £33,000
Chris Helliwell c.a.c.helliwell@gmail.com
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