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William Nuthall and Chris Wilson

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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL2 Sept 2018

Catch up on our  
races in France,  
Denmark,  
Germany and  
the UK

HISTORIC TOUR CHARADE - 25-27 MAY

## Rain Definitely Stopped Play!

We can confidently say that the weather at Charade is unpredictable. From heavy snowfall in February (when Martin Grant Peterkin and Stella visited to talk through arrangements) to warm sunshine and extreme storm conditions over the race weekend in May.

Despite the storm, I think we all enjoyed the weekend. Laurent Vallery-Masson and his team at HVM put together a good event and they are hugely complimentary about the HGPCA, its cars and you, the drivers, and our presence at Charade was important to its success. The fact that the original 1965 French Grand Prix winning car - Jim Clark's Lotus 25 - being raced by Andy Middlehurst for owner John Bowers, taking part was the icing on the cake.

The track at Clermont-Ferrand was technically challenging and certainly took some time before one could feel comfortable driving it with some idea of what was coming



*The Pre 66 drivers (and Giorgio Marchi) on Saturday's podium in the paddock*



*Tony Best's Ferrari leads the Pre 61 cars into the first corner*



*HVM chief, Laurent Vallery-Masson in HGPCA 'teamwear'*



*Brian Gilbert Smith, Eddy Perk, Clive Chapman and Bob Dance with Andy Middlehurst prepare for Saturday's race*



*Andy Middlehurst in John Bowers' Lotus 25 ahead of Sid Hoole, Andrew Beaumont, Patrick Jamin and John Delane*



*Pre 66 cars negotiate the challenging Clermont-Ferrand circuit in fine weather at least on Friday and Saturday*



*Sunday's rain doesn't look as terrible as it actually was!*

the conditions slowly improved and the circuit tried their utmost to allow the cars out again, that single lap provided, as one driver put it "all the excitement I needed to complete the weekend" as he headed for a beer. Organiser Laurent Vallery-Masson came to the Red Truck afterwards to offer us a re-start after the last race of the day – an offer which was politely declined. He was warmly applauded for his efforts by all our drivers and teams as he, too, downed a glass of wine at our prizegiving.

Event Comp Sec, Richard Parnell, did a super job getting everyone parked in the paddock allocated area including Julian Bronson's new 'rig' with its 'outside' television which became a magnet for those wanting to watch the Monaco Grand Prix. Thanks also to the Beavers for creating lunches throughout the weekend, Brian Gilbert Smith for scrutineering and very special thanks to the IN Racing crew who had an extremely difficult time dismantling the hospitality tent with all the contents being soaking wet.

next or where the track went! The weather provided challenging conditions for those drivers out in Free Practice, and were so severe that Race 2 of the pre 66 grid had to be abandoned after one safety car led formation lap as the flooding of certain, if not all, sections of the track was unpredictable as the elevation changes created streams of water where one least expected it. Although



The weather is nothing if not unpredictable - above, Saturday's fine sunshine (really what had been expected for the entire weekend) and, below, the unexpected snowstorm we encountered in February!



The Pre '61 podium and finishers

## Historic Tour Charade - Race Results

Pos	No	Surname	Name	Car	cc	year	colour
<b>HGPCA Race for Pre 1961 Grand Prix Cars</b>							
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>							
12	26	Pilkington (Tania Pilkington)	Richard	Talbot T 26 SS	4482	1937	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>							
5	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
6	21	Nuthall	Ian	Alta F2	1980	1952	BRG
8	32	Plante	Guy	Cooper Bristol Mk 2 9/53	1971	1953	Dk Blue
10	36	Staes	Erik	Cooper Bristol Mk 2 7/53	1971	1953	Blue/Red
DNF	6	Eyre	Martin	Cooper Bristol Mk 2 8/53	1971	1953	Green/Yellow
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>							
3	20	Rettenmaier	Josef	Maserati 250F 2533	2493	1958	Red
9	17	Valvekens	Marc	Gordini 16	2479	1956	Blue
11	25	Rettenmaier	Stephan	Maserati 250F 2534	2493	1957	Blue
DNF	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>							
4	1	Best	Tony	Ferrari Dino BR01	2417	1961	Red
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
7	34	Bussey	John	Cooper T43	1460	1957	Blue
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>							
1	30	Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
2	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver



The Pre '66 start on Saturday



Stephan Rettenmaier's 250F being approached by Tony Best's Dino

## HGPCA Race for Pre 1966 Grand Prix Cars

<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>							
2	10	Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
6	12	Friedrichs	Rudi	Cooper T53	2462	1960	Green
9	73	Dark	Tom	Cooper T51	2500	1960	Green/Red
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
8	51	Hall (Tim Ross)	Rob	Cooper T43/51	1960	1957	BRG
12	43	Gillett	Charles	Cooper T43	1964	1957	BRG
13	42	Willis	James	Cooper T45	1960	1958	Green
DNF	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder F1 cars and 1964/66 F2 cars of not more than 1000cc</b>							
10	11	Taylor	Nick	Lotus 18 914	1495	1961	White
11	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
14	36	Delane	John	Lotus 21 934	1500	1961	Green
DNF	15	Jamin	Patrick	Lola T54	998	1964	Red
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
4	25	Middlehurst (John Bowers)	Andy	Lotus 25 R4	1498	1962	Green/Yellow stripe
7	4	Beaumont	Andrew	Lotus 24 944	1500	1962	Green
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>							
1	22	Horsman	Peter	Lotus 18/21 P1	2500	1961	Dk Blue/Black
3	3	Cannell	Barry	Brabham BT11A	2700	1964	Red/White
5	7	Blees	Max	Brabham BT7A	2700	1963	Burgundy
15	32	Kinch	Larry	Lotus 32 Tasman	1498	1964	White



Denis Robson receives some 'help and advice' from Guy, Peter and event Comp Sec Richard Parnell!

Driver of the Day: Front Engine: **Josef Rettenmaier** Rear Engine: **Max Blees**



Clive Chapman suggested a circuit walk which looks rather more like a party!



Class 6 winner: Josef Rettenmaier with brother Stephan (3rd) and Lorraine and Chris Benbam from Supagard photos Ellie Birchenbough



Class 11 winner: Andy Middleburst with Lorraine Benbam. Guy Plante (3rd) and Ian Nurball (2nd) in Class 5 photos Ellie Birchenbough



Class 7b: Tom Dark (3rd), Will Nutball (1st) and Rudi Friedrichs (2nd)



Class 8: Julian Bronson (winner) and Rod Jolley (2nd) with Lorraine Benbam



Chris and Lorraine with Class 12: Max Blees (3rd), Barry Cannell (2nd) and Peter Horsman (winner) photos Ellie Birchenbough



Brands pre 61: Ian Nutball, Paul Grant and Robi Bernberg photo Eric Sawyer



Brands pre 66: Bernardo Hartogs, Tony Ditheridge and Philippe Bonny photo Eric Sawyer

## BRANDS HATCH - 30 JUNE - 1 JULY

# Brands Hatch Superprix

The Brands Hatch Grand Prix circuit remains one of the most challenging, yet flowing, circuits we have the privilege to race on. Largely unchanged, it demands a neat driving style to get the best out of it. The HSCC allowed track time for us to run separate grids for Pre 61 and Pre 66 cars which allowed Tom Dark to bring a Bugatti along as well as his Cooper T51 and Charles McCabe his recently acquired BRM P25 and Lotus 18. It also allowed Will Nutball to take over the driving seat in Dad's Alta on Sunday as Ian had a social engagement to fulfil. Forty-one cars took to the track across both grids showing that we'd made the right decision in taking two grids as the maximum for our cars is 32 on the track to race.

John Bussey was fortunate to escape a nasty incident at Paddock when his Cooper T43 rolled but, with Rod Jolley's skillful hammering and Ian Rooney's help they had the Cooper looking immaculate ready for

### Legends of Brands Hatch Superprix

#### HGPCA Race for Pre 1961 Grand Prix Cars

Pos	No	Name	Surname	Entrant	cc	year	colour
<b>Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels</b>							
13	11	Gillett	John	MG K3	1086	1934	Blue
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>							
9	18	Dark	Tom	Bugatti T59/50D	3000	1938	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>							
2	21	Nuthall/Nuthall	Ian/Will	Alta F2	1980	1952	BRG
5	19	Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
8	33	Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
10	20	Wenman	David	Connaught A4	1960	1952	Yellow
11	36	Staes	Erik	Cooper Bristol Mk 2 7/53	1971	1953	Green/Red
12	32	Plante	Guy	Cooper Bristol Mk 2 9/53	1953	1971	Dk Blue
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>							
DNF	248	Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
DNF	22	Hart (Gerry Hann)	Steve	Maserati 250F CM7	2494	1958	Red
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>							
4	38	Best	Tony	Ferrari Dino BR01	2417	1961	Red
6	7	McCabe	Charles	BRM 25-8	2500	1958	Green
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>							
7	34	Bussey	John	Cooper T43	1460	1957	Blue
DNF	43	Bernberg	Robi	Cooper T43	1500	1957	Green
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>							
1	77	Owen	Geraint	Kurtis 500C	4454	1954	Maroon
3	2	Jolley	Rod	Lister Jaguar	3781	1958	Silver

#### HGPCA Race for Pre 1966 Grand Prix Cars

Pos	No	Name	Surname	Entrant	cc	year	colour
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>							
8	24	McCabe	Charles	Lotus 18 907	2500	1960	White
9	5	Smith	Tony	Cooper T51	2500	1959	Dark Blue/White
11	7	Griffin	Paul	Cooper T51	2495	1958	Dark Blue
DNF	12	Friedrichs	Rudi	Cooper T53	2462	1960	Green
DNF	73	Dark	Tom	Cooper T51	2500	1960	Green/Red
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>							
2	9	Daniell	Mark	Cooper T45	2000	1958	BRG
6	27	Hart (Chris Wilson)	Steve	Cooper T51	2000	1959	Red
13	8	Ditheridge	Tony	Cooper T45	1960	1958	Green
14	47	Jolliffe	Brian	Cooper T45	1960	1958	BRG
16	43	Pilkington	Tania	Cooper T43	1960	1957	Blue
<b>Class 10 - Pre 1966 1.5 litre 4 cyl. Formula 1 cars &amp; 1964/66 Formula 2 cars of not more than 1000cc</b>							
3	36	Drake	Chris	Cooper T71/73	1498	1964	BRG
4	10	Denty	James	Lotus 32	1000	1964	Green
5	37	Perk	Eddy	Heron F1	1488	1960	Red/Gold
7	80	Taylor	Nick	Lotus 18 914	1495	1961	White
12	18	Bonny	Philippe	Brabham BT2	1500	1963	Blue
10	32	Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
DNF	77	Cook	Malcolm	Brabham BT10	1000	1964	French Blue
DNF	6	Helliwell	Chris	Cooper T75	1000	1965	Green
DNF	17	Baillie	Alan	LDS 007	1475	1964	Maroon
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>							
DNF	3	Wilson (Alan Baillie)	Sam	Lotus 24 P3	1500	1962	BRG/Silver
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>							
1	11	Fairley	Jon	Brabham BT11/19	2700	1964	Green
15	99	Evans	John	Brabham BT4	2700	1963	Red
DNF	49	Beaumont	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
DNF	22	Horsman	Peter	Lotus 18/21 P1	2500	1961	Dk Blue/Black
DNF	61	Ott	Rainer	Cooper T53	2700	1961	BRG

Driver of the Day: Pre 61 **John Bussey** Pre 66: **Steve Hart**

the second race start. John rightly won the Driver of the Day award. Chris Drake had a successful debut race in the ex Alan Baillie Cooper T71/73 and will surely be a front running competitor in class 10.

An invitation by Peter and Jaqui to have an informal BBQ was well attended at their new abode only 15 minutes from the track. The weather was warm and dry, the Beevers with the assistance of Ian Rooney (yes him again) prepared and served a lovely meal and Peter's new "shed" was of course inspected and complimented upon. A great evening and a big thank you to Peter and Jaqui.



Tom Dark's Bugatti ahead of David Wenman's Connaught



James Denty's Lotus being chased by Mark Daniell's Cooper ahead of Tania Pilkington in her T43



Eventual race winner, Jon Fairley, in his Brabham ahead of Rudi Friedrichs earlier in the weekend All race photos by Eric Sawyer



John Bussey's Cooper alongside Tom Dark's Bugatti



Mark Daniell and Eddy Perk ahead of John Evans and Tony Smith



Paul Griffin leads Bernardo Hartogs, Andrew Beaumont and Tony Smith on Surtees bend



Steve Hart in Chris Wilson's Cooper Maserati ahead of Tony Smith's Cooper T51 and Charles McCabe's Lotus 18



Klaus Lebr's Maserati 250F ahead of the class 7c Coopers of John Bussey and Robi Bernberg and Chris Phillips's Cooper Bristol



Charles McCabe debuts his magnificent BRM P25 with the HGPCA ahead of Erik Staes and Guy Plante in the Cooper Bristols



Tom Dark ahead of Mark Daniell and James Denty



Peter Horsman ahead of Andrew Beaumont, Chris Drake and Sam Wilson in Alan Baillie's LDS



Class 10: James Denty (2nd), Chris Drake (1st) and Eddy Perk (3rd) with family and Supagard's Chris Benbam photos Ellie Birchenbough



Chris Benbam with Class 5: winner Will Nutball, Paul Grant (2nd) and Chris Phillips (3rd)



Rod Jolley - second in Class 8, with Supagard's Chris Benbam



Class 9: Tony Diberidge (3rd), Master Daniells (for Mark - 1st) and Steve Hart (2nd) who was also Driver of the Day



Supagard's Chris Benbam with Charles McCabe



Driver of the Day and Class 7c winner, John Bussey, with Supagard's Chris Benbam



BBQ Kings: Bob Beever and Ian Rooney at Peter and Jaqui's



Glorious weather in the garden for Friday evening BBQ photos Lesley Perk



BBQ Queen: Wendy Beever and Ian Rooney at Peter and Jaqui's

## Updates

### HGPCA at Spa Six Hours

An email was recently sent out to all Members and potential competitors asking for feedback on numbers for the Red Truck and also inviting you to a BBQ on Saturday evening.

Rudi Friedrichs and his wife, Helga, would like to invite us to their farmhouse for a BBQ from 6pm-9pm. They live in Aachen which is an approx 40 minute drive from the circuit. If you are staying on site at the circuit, Rudi is offering to organise transport for 10/12 people. If you've not already responded, please do as soon as possible.

If you need your car taking to Spa, James Willis has space (contact: JamesW@eadiecairns.com) and Tim Cottam is also available to tow a car across (contact: timothy cottam@gmail.com)



### HGPCA Nomex Badges

Most HGPCA competitors probably own more than one set of race overalls. We have had some HGPCA badges embroidered in fully compliant Nomex fabric and thread. If you would like one (or more) please get in touch.

### Car tampering

There have been reports of basic car tampering in the pits - everyone should please be on the lookout for this and perhaps check your car before going out on track (tyre pressures, nuts and damper settings for example) and report any adverse findings to Stella or the Competition Secretary of the meeting.

DIARY DATE:

**HGPCA Annual Lunch**

Friday 7th December RAC Club, London

### South Africa 2019

The HGPCA has been invited to take a grid of Grand Prix cars to South Africa next February. Cars will leave the U.K. in early Dec. in containers which will be double-decked.

First weekend (1/2 February) is at Zwartskop race circuit near Johannesburg. The cars will then be transported, in the containers to Cape Town for the following weekend (8/9 February) to race at Killarney race circuit. The cars are then loaded for return to the UK (note, the cars have arrived back in the UK during the first week of March, for the last two years)

Cost:- approx. £3000, including transportation from the UK to SA and return. Also includes transportation whilst there, race entries and hospitality. We would like to know if any members are interested. Please drop an email to stella@hgpcanet

## SILVERSTONE - 20-22 JULY

# CLASSIC SILVERSTONE

The fact that the current Silverstone Grand Prix circuit bears little resemblance to that on which our Grand Prix cars of the 50s and early 60s raced in period is not reflected in HGPCA members' enthusiasm to enter the event.

In truth, the racing on the circuit is only a part of this superb event; so many different club displays; dozens of autojumble and book stalls; superb bands in free concerts - they altogether make this one of the very best as well as the biggest historic motor racing weekend in the world.

Fifty eight members entered to compete in the HGPCA's combined pre 1961 and pre 1966 races which was reduced, for various different reasons, to fifty cars taking part in qualifying practice.

Jon Fairley headed the qualifying time sheets driving his beautiful Brabham BT11/19 with past Chairman, Barry Cannell, driving a BT11A three hundreds of a second behind, the same gap to third on the grid, Peter Horsman in his Lotus 18/22. Fastest in class 11 (the V8 engine class) and fourth fastest overall was newcomer Tim de Silva in father Harindra's Lotus 24; fastest front-engine car was Julian Bronson in the Scarab with Geraint Owen's mighty Kurtis-Offenhauser a couple of seconds slower. Sadly, Barry's Brabham lost oil pressure, the engine bearings had failed, and he retired from the races.

A special display showcasing eight great GP cars that had raced on the original runways at Silverstone celebrated the 70th anniversary of its very first Grand Prix staged back in 1948. The cars were allowed to parade on the track on the green flag lap of Saturday's race.

This first race came to a dramatic end on the seventh lap when one of the Cooper T43 cars in the race deposited most of its sump oil at Club Corner bringing out the red flags but not before some lurid spins by following cars - all, fortunately without damage. Will Nuthall, driving Giorgio Marchi's Cooper T53, led at the finish with Peter Horsman second and Tim de Silva third. Sadly the Scarab of Julian Bronson was a nonstarter leaving Geraint's thundering Kurtis to lead the front-engine brigade. However, a superb drive by Tony Wood in the Tec Mec - from the back of the grid (after qualifying problems) to a mid field finish - meant that Geraint's position would be under threat in race two.

When the red lights were switched off and the Sunday race started it looked as though we were to see a repeat of the very close racing at the front of the grid the day before. Sadly, this was not to be. Will Nuthall's Cooper developed electrical problems and stopped on the circuit; the Lotus 24 of de Silva retired to the pits with misfiring leaving Peter Horsman to take the chequered flag, winning the race by nearly half a minute ahead of Mark Daniell (Cooper T45), Tony Wood (Maserati TecMec) and Sid Hoole (Cooper T66). Front engine honours this time went to Tony Wood, Eddie McGuire (Scarab) and Tony Best (Ferrari Dino). It was good to see that event organiser, Nick Wigley, allowed himself time on the track this year, racing Peter Mann's Cooper-Bristol with John Ure in our races as well as the Stirling Moss Trophy.

The Beevers catered for near record numbers in the Red Truck over the weekend and event Comp Sec, Chris Wilson, arranged for two John Deere buggies to be at our disposal over three days which proved invaluable to get drivers and kit from paddock to paddock and around the circuit. Almost the entire weekend was bathed in glorious warm sunshine.



*The 'sharp end' of the grid - Jon Fairley's Brabham, Rudi Friedrichs's Cooper; Will Nutball in Giorgio Marchi's Cooper, Tim de Silva in Harin's Lotus 24 and Peter Horsman's Lotus 18/21 photo Eric Sawyer*



*Harin de Silva, John Delane, James Willis, Nick Taylor, Larry Kinch, Bernardo Hartogs and Tony Ditheridge photo Eric Sawyer*



*Grabam Adelman's stunning 250F Maserati in the company of Class 5: Paul Grant and Chris Phillips in Cooper Bristols and Ian Nutball in his Alta photo Eric Sawyer*



*The 1948 display cars out on the track on Saturday afternoon photo Eric Sawyer*



*Robs Lamplough's BRM P48 in the hands of Ben Mitchell photo Eric Sawyer*



First 'half' of the full HGPCA grid photo Eric Sawyer



Rob Hall in Tim Ross's Cooper, Cbris Drake in his followed by Julian Bronson's Scarab photo Eric Sawyer



One of the kindly loaned John Deere buggies photo Ian Nutball



Sid Hoole ahead of Eddie McGuire and Tony Best photo Eric Sawyer



The Wood family - Tony in the TecMec, Niamh and Barry in Cooper Bristols along with Michel Baudoin and Sid Hoole photo Eric Sawyer



Tim de Silva in the family Lotus 24 and Peter Horsman photo Eric Sawyer



Julia de Baldanza being chased by Charles McCabe and Geraint Owen photo Eric Sawyer

## Silverstone Classic

No	Name	Surname	Entrant	cc	year	colour
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>						
38	26 Brandts	Luc	Talbot Lago	4482	1948	Blue
<b>Class 4 1930 -1951 Grand Prix &amp; Voiturette cars over 1.5litres on 16" wheels</b>						
33	2 de Baldanza	Julia	Maserati A6GCM	1951	1951	Red
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
20	21 Nuthall	Ian	Alta F2	1980	1952	BRG
22	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
23	33 Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
24	75 Wood (Eddie McGuire)	Niamh	Cooper Bristol Mk 1 8/52	1971	1952	BRG
27	23 Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952	Blue/Red
35	116 Ure/Wigley (Peter Mann)	John/Nick	Cooper Bristol	1971	1953	Maroon
41	70 van Praet	Jean Georges	Cooper Bristol Mk 2 11/53	1971	1953	Blue/Red nose
DNF	20 Wenman	David	Connaught A4	1960	1952	Yellow
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
14	248 Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
21	17 Valvekens	Marc	Gordini 16	2479	1956	Blue
26	28 Adelman	Graham	Maserati 250F 2522/23/26	2498	1956	Red
29	61 Gassmann	Helmut	Connaught B4	2470	1954	Blue
DNF	18 Batchelor	Nigel	Kieft Climax	2478	1954	Green
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
3	25 Wood	Tony	Maserati Tec Mec	2493	1958	Red
9	38 Best	Tony	Ferrari Dino BR01	2417	1961	Red
DNF	16 Smith Hilliard	Max	Lotus 16 363	2200	1958	Green
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
7	128 McGuire	Eddie	Scarab Offenhauser	3000	1960	Blue/White
10	77 Owen	Geraint	Kurtis 500C	4454	1954	Maroon
DNF	30 Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
6	24 McCabe	Charles	Lotus 18 907	2500	1960	White
12	7 Griffin	Paul	Cooper T51	2495	1958	Dark Blue
32	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
36	73 Dark	Tom	Cooper T51	2500	1960	Green/Red
DNF	10 Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
DNF	14 Wilson	Richard	Cooper T51	2495	1959	Dark Blue
DNF	48 Mitchell (Robs Lamplough)	Ben	BRM P48	2500	1960	BRG
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
25	34 Bussey	John	Cooper T43	1460	1957	Blue
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
2	9 Daniell	Mark	Cooper T45	2000	1958	BRG
11	51 Hall (Tim Ross)	Rob	Cooper T43/51	1960	1957	BRG
16	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
34	43 Gillett	Charles	Cooper T43	1964	1957	BRG
DNF	5 Baudin	Michel	Cooper T45	1960	1958	Red
DNF	42 Willis	James	Cooper T45	1960	1958	Green
<b>Class 10 - Pre 1966 1.5 litre 4 cyl Formula 1 and 1964/66 Formula 2 cars of not more than 1000cc</b>						
8	80 Taylor	Nick	Lotus 18 914	1495	1961	White
14	88 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
18	37 Baillie	Alan	LDS 007	1475	1964	Maroon
19	36 Delane	John	Lotus 21 934	1500	1961	Green
28	91 Drake	Chris	Cooper T71/73	1500	1964	BRG/White
30	29 Baldanza	Francesco	Lola Mk3	1475	1961	Blue
DNF	6 Helliwell	Chris	Cooper T75	1000	1965	Green
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
4	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
17	27 de Silva	Harindra	Scirocco BRM	1498	1963	White/Blue/Red
39	114 de Silva (Harindra de Silva)	Timothy	Lotus 24 946	1500	1962	White
DNF	40 Wilson (Alan Baillie)	Sam	Lotus 24	1500	1962	BRG/Silver
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
1	22 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
5	99 Evans	John	Brabham BT4	2700	1963	Red
13	32 Kinch	Larry	Lotus 32 Tasman	1498	1964	White
37	11 Fairley	Jon	Brabham BT11/19	2700	1964	Green
<b>Invitation Class</b>						
DNF	31 Mitchell/Lamplough	Ben/Robs	Lola T60 4	1000	1965	Dark Blue



## DENMARK 3-5 AUGUST COPENHAGEN HISTORIC GRAND PRIX

Copenhagen was considered a successful event for the Association. Racing on street circuits always causes a bit of anxiety for the drivers as the consequences of a small mistake can create situations not usually associated with the bespoke circuits we visit.

The 'race track' is created from scratch using concrete barriers (similar to those used for 'lane closures' on the M25) and steel railings above in the middle of a park in a northern suburb of Copenhagen city. The entire infrastructure is assembled in the preceding days – the rudimentary control 'tower' is a collection of Porta-cabins alongside one of the straights and the pits a sort of lay-by further down the same straight.

Our cars were 'garaged' in huge marquees and our hospitality in another – complete with chandeliers! Scrutineer, Brian Gilbert-Smith 'hosted' several young scrutineers throughout his duties and was encouraged by their excited enthusiasm for our cars.

Getting in and out of the circuit was a little challenging but the organisers arranged a shuttle coach between the hotel and the track and, once familiar, was not a problem at all. The coach also took us back into town for the opening reception in the Town Hall on Friday lunchtime where we were served traditional pancakes and drinks.

Event Comp Sec, Richard Parnell, needed his excellent negotiating skills when (despite no car exceeding 115dB at noise testing at Silverstone in April) our cars 'broke' the 120dB level set by the local council. It was agreed that the confines of the concrete barriers were to blame for the excessive levels and several cars were sent for static testing. Only one car – Stephan Rettenmaier's magnificent Pre-War Maserati – failed but they allowed the car to race and then 'sort it out on Monday'!!

Not only were we 'treated' to hotel rooms and hospitality in Denmark, the HGPCA were voted 'Best of the Race' (which we'd interpret as 'best races of the event') and we were extremely well regarded by the officials - not only for our excellent behaviour on the circuit, but also for the tremendous racing that was taking place throughout the field in both grids. The organisers were very keen to make the event work for us all and, when the timetable needed adjusting for guaranteed television slots on Sunday, organised special transport for several drivers so that they could race and still catch their flights. They are keen for us to return...



James Willis with family - and the Cooper



Jaqui Watling and Lesley Perk in the HGPCA 'garages'



Erik Staes and Miles Griffiths in Max Smith-Hilliard's Lotus 16 racing through the concrete barriers photo Bjørne Bredal

### Copenhagen Historic Grand Prix

#### HGPCA Race for Pre 1961 Grand Prix Cars

No	Surname	Name	Car	cc	year	colour
<b>Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels</b>						
12	11 Gillett	John	MG K3	1086	1934	Blue
13	26 Rettenmaier	Stephan	Maserati 26M	2495	1930	
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>						
DNF	73 Dark	Tom	Bugatti 37C	1500s	1945	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
4	21 Nuthall	Ian	Alta F2	1980	1952	BRG
5	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
7	23 Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952	Blue/Red
9	32 Plante	Guy	Cooper Bristol	1953	1971	Dk Blue
10	6 Eyre	Martin	Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
11	36 Staes	Erik	Cooper Bristol	1971	1953	Green/Red
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
2	31 Fierro	Guillermo	Maserati 250F 2523	2493	1954	Red
3	22 Hart (Hann Family)	Steve	Maserati 250F CM7	2494	1958	Red
8	17 Valvekens	Marc	Gordini 16	2479	1956	Blue
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
1	16 Griffiths (Max Smith Hilliard)	Miles	Lotus 16 363	2200	1958	Green
DNF	30 Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
6	34 Bussey	John	Cooper T43	1460	1957	Blue

#### HGPCA Race for Pre 1966 Grand Prix Cars

No	Surname	Name	Car	cc	year	colour
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
1	10 Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
5	73 Dark	Tom	Cooper T51	2500	1960	Green/Red
11	2 Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
15	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
2	51 Hall (Tim Ross)	Rob	Cooper T43/51	1960	1957	BRG
7	43 Gillett	Charles	Cooper T43	1964	1957	BRG
8	42 Willis	James	Cooper T45	1960	1958	Green
10	47 Jolliffe	Brian	Cooper T45	1960	1958	BRG
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>						
4	80 Taylor	Nick	Lotus 18 914	1495	1961	White
6	91 Drake	Chris	Cooper T71/73	1498	1964	BRG
9	88 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
12	37 Perk	Eddy	Heron F1	1488	1960	Red/Gold
DNF	56 Clark	John	Cooper T56	1475	1961	Blue/Orange
DNS	35 Grey (John Carpenter)	Cliff	Assegai	1500	1962	Red
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
3	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
13	26 Wareing	Andrew	BRM P261 5	1480	1964	BRG
14	111 Romano	John	Brabham BT11	1500	1964	Green/Gold
16	6 King	James	Brabham BT7	1498	1963	Green/Gold
DNF	4 Beaumont	Andrew	Lotus 24 944	1500	1962	Green
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
17	22 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
DNF	11 Fairley	Jon	Brabham BT11/19	2700	1964	Green
DNF	32 Kinch	Larry	Lotus 32 Tasman	1498	1964	White

Driver of the Day: Pre 61: **Tom Dark** Pre 66: **Rob Hall**



Damon Hill presents Miles Griffiths with a watch along with winners trophy and flowers on the podium photo Lesley Perk



Damon with the front engine podium: Miles Griffiths (winner), Guillermo Fiero (2nd) and Steve Hart (3rd)



Eddy Perk - first at the Champagne Bar for Friday drinks



Rear engine podium: Will Nutball/Giorgio Marchi (winner), Rob Hall (2nd) and Sid Hoole (3rd)

## HGPCA *Scottish Rally*

Our second venture into 'off-track' events took thirty Members and friends into the Highlands of Scotland in glorious warm sunshine in May. The stunning scenery and empty roads from West to East were a delight to experience and the company equally agreeable. Thanks due to Jerry Watson (who was sadly unable to make this trip itself due to a prior engagement), John Clark and Julian Bronson who had done all the planning which included a distillery tour and tasting at Glen Ord - home of Singleton - and the Moray Motor Museum in Elgin.

*All photos by Fergusson Photography*



John and Janet Bussey encourage Pauline Paterson to rev the Cooper's engine whilst David enviously looks on



Guillermo Fiero's Maserati 250F wowed the crowds in Bellaboj Park photo Bjarne Bredal



David & Pauline Paterson with Helen & Barry Cannell



GERMANY 10-12 AUGUST

# 46.AvD Oldtimer Grand Prix, Nurburgring

The Oldtimer Grand Prix is BIG on entries (where Copenhagen is BIG on spectators) and seemed to suffer some paperwork/computer problems this year. We hopefully managed to sort out the 'class' issues although they didn't actually print off revised results for Saturday's race - presuming that we are now all happy to download (or view) on the web site!

Their rather unique prizegiving is always baffling as they have trophies according to the number of cars in the class rather than our normal 1/2/3 regardless (and no special podium for the front engine cars - which would have been Julian Bronson/Max Smith Hilliard/Klaus Lehr on Saturday and Joaquin Folch-Rusinol/Julian Bronson/Ian Nuthall on Sunday) but it was good to get so many of you on the podium on both days. Glorious weather, a fantastic Friday evening BBQ (thank you Hubertus Donhoff), circuit driver hospitality throughout the weekend offered by the organisers and Thursday's informal paddock party so graciously hosted by the Rettenmaier family and Saturday paddock party made the social side of the weekend a success.

We were able to present Driver of the Day to Nurburgring drivers - Joaquin Folch-Rusinol and Charles Gillett and also the Copenhagen winners: Tom Dark and Rob Hall. A special award was presented to two stalwarts in the paddock. Howard and Andy of IN Racing were presented with a trophy each for their efforts in changing gearboxes in the Coopers of Rudi and Will. A special mention and thanks for the effort Miles's brother, Guy, who drove through the night to bring a spare gearbox to replace the broken one in Rudi's car. True co-operation between Hi-Tech and IN Racing.



Will Nuthall, Peter Horsman, Joaquin Folch and Rod Jolley and Matteo Tullio lead the HGPCA grid into the first race photo Eric Sawyer



Michel Baudoin's Cooper in some clear space photo Eric Sawyer



Tom Dark, Wulf Goetze and Eddy Perk photo Eric Sawyer



Saturday's podium: Peter Horsman (winner), Will Nuthall (2nd) and Rod Jolley (3rd) photo Lesley Perk



Julian Bronson, Martin Eyre and Charles Gillett photo Eric Sawyer



Will Nuthall in Giorgio Marchi's Cooper ahead of Peter Horsman's Lotus photo Eric Sawyer



Marc Valvekens's Gordini ahead of Martin Eyre's Cooper Bristol and the Pre-War cars being chased by Joaquin Folch photo Eric Sawyer



Midfield starters on Saturday photo Eric Sawyer



All of Sunday's trophy winners on the podium enjoy a joke with Julian Bronson photo Lesley Perk



John Chisholm kept his Lotus 18 in the Motor Klassik marquee as part of their Lotus celebrations



Guests at the BBQ enjoyed some live music through the evening



Alex Birkenstock in his magnificent Dino photo Kitty Chisholm



Josef Rettenmaier's 6C34 being bounded by Rod Jolley's Cooper photo Eric Sawyer



The tremendous Nurburgring pit lane - and Stephan's P3 photo Lesley Perk



Josef and Stephan Rettenmaier's splendid evening party photo Lesley Perk

The class awards for Copenhagen had been held up in customs which means that our normal prize-giving will be combined with that at Spa Six Hours. If you're not going to be there, we'll try and organise to get the award to you direct.

## Nurburgring: 46.AVD Oldtimer Grand Prix

No	Surname	Name	Car	cc	year	colour
<b>Front Engine Cars</b>						
<b>Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels</b>						
21	4 Rettenmaier	Josef	Maserati 6C34	3724s	1934	Red
22	3 Rettenmaier	Stephan	Alfa Romeo P3	3169	1935	Red
23	11 Gillett	John	MG K3	1086	1934	Blue
<b>Class 3 - Pre 1939 1.5 litre Voiturette cars on 16" wheels</b>						
DNS	16 Muller	Urs	Maserati 6CM	1493s	1938	Yellow/Green
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
13	21 Nuthall	Ian	Alta F2	1980	1952	BRG
15	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
19	6 Eyre	Martin	Cooper Bristol F2/T23/25	1971	1953	Green/Yellow
DNS	36 Staes	Erik	Cooper Bristol			Green/Red
<b>Class 6 - 1954 - 1958 Grand Prix cars on 16" wheels</b>						
18	17 Valvekens	Marc	Gordini 16	2479	1956	Blue
20	26 Gassmann	Helmut	Connaught B4	2470	1954	Blue
26	248 Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
3	20 Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
14	24 Birkenstock	Alex	Ferrari Dino	2500	1960	Red
DNS	8 Streminski	Albert	BRM P25 7	2500	1958	
DNS	15 Smith Hilliard	Max	Lotus 16 363	2200	1958	Green
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
8	30 Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
DNS	28 McGuire	Eddie	Scarab Offenhauser	3000	1960	Blue/White
<b>Rear Engine Cars</b>						
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
2	2 Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
16	9 Strolz	Ingo	Cooper T45/51	2495	1960	Cream
24	10 Nuthall (Giorgio Marchi)	Will	Cooper T53	2495	1960	Green/White
30	73 Dark	Tom	Cooper T51	2500	1960	Green/Red
DNS	5 Smith	Tony	Cooper T51	2500	1959	Dark Blue/White
DNS	18 Chisholm	John	Lotus 18 372	2496	1960	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
5	43 Gillett	Charles	Cooper T43	1964	1956	
11	25 Baudin	Michel	Cooper T45	1960	1958	Red
12	47 Jolliffe	Brian	Cooper T45	1960	1958	BRG
27	42 Willis	James	Cooper T45	1960	1958	Green
29	45 Hall (Tim Ross)	Rob	Cooper T43/51	1960	1957	BRG
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>						
4	91 Drake	Chris	Cooper T71/73	1498	1964	BRG
6	37 Perk	Eddy	Heron F1	1488	1960	Red/Gold
9	80 Taylor	Nick	Lotus 18 914	1495	1961	White
17	14 Baillie	Alan	LDS 007	1475	1964	Maroon
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
28	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
1	22 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
7	50 Goetze	Wulf	Cooper T53	2700	1961	Green
10	32 Kinch	Larry	Lotus 32 Tasman	1498	1964	White
25	7 Blee	Max	Brabham BT7A	2700	1963	Burgundy
DNS	51 Tullio	Matteo	Cooper T51	2500	1960	Blue

Drivers of the Day: Front Engine: **Joaquin Folch Rusinol** Rear Engine: **Charles Gillett**



## English Heritage honours the Cooper Factory

The whole factory site including the iconic curved frontage has been granted Grade 2 Listed Building status by Historic England and the English Heritage Blue Plaque was unveiled by Deputy Chairman, Martin Daunton, on 16th August in Hollyfield Road, Surbiton.

Cooper's many achievements include the World Championships in 1959 and 1960 of course, their successful rear engine design and for their contribution to Britain remaining pre-eminent in world class motor sport.

The Cooper Car Club was represented by Chris and Debbie Dawson, Tony Cotton and Peter Jackson. Guests included former employees ... Mike Barney, Ray Rowe, Vivienne Kitson for Terry, Clive Walton, Eddie Stait, Tony Robinson, Reg James and Charlie Newton-Darby, for Colin. Various organisations closely involved with Coopers at the forefront of present historic racing included Rod Jolley and Brian Jolliffe for the Historic Grand Prix Cars Association, Tony Mantle of Climax Engine Services, Duncan Rabagliati for the Formula Junior Historic Racing Association and the 500 Owners Association, and representing the Transport Trust was Mike Lunch.

The day would not have been possible without the total and enthusiastic unstinting cooperation of Charles Ivey Ltd, the present owners of the site. Charles himself and owner Alvaro Crego have made an exceptional job of restoring and refurbishing the whole building and workshop to an amazingly high standard and could not do enough to welcome everyone.

## MIKE HAWTHORN CELEBRATION

Invitation to be part of the commemoration of Mike Hawthorn's World Championship win - 60 years on!!!

To celebrate the date, 1930s to pre end of 1958 Grand Prix and sports racing cars are required as paddock display and to circulate around the streets of Farnham on Sunday October 14th, 2018. The event is free of charge and all participants will be welcomed with open arms for a fun day! The last commemorative event attracted Grand Prix Ferraris, Jaguar C and D types to name but a few.

Please contact James Miers (07596 011826 or email: [jatmiers@yahoo.co.uk](mailto:jatmiers@yahoo.co.uk)) for further details.

## For Sale



**Brabham BT14** Having appeared at the 1965 Goodwood F1 race we have enjoyed 6 Monaco Historiques, 10 Glover Trophies and 2 Tasman Races and perhaps it is time for this car after 20 years with the HGPCA to be campaigned by a new owner. All realistic offers considered - Rodger Newman: [Carclockhouse@btinternet.com](mailto:Carclockhouse@btinternet.com)



## Rain light recommendation

During the extreme conditions at Charade it was noted that some of the rain lights were not as clear to see as others. Although those fitted to our cars may be assumed to be an FIA approved item please check that the FIA's General Specifications criteria are met to improve the situation. It may be challenging to fit an alternative item but all of us consider each other's safety as paramount.

Eddy Perk has arranged for a 20% discount on rain lights ordered from Cartek Motorsport mentioning HGPCAoffer at the checkout: <http://www.cartek-store.com/Catalogue/Cartek-Motorsport-Electronics/FIA-RAIN-LIGHTS>