

Not a race car in sight in the Paddock at the Nurburgring

For visual proof of the reason behind the cancellation of the AvD Old-Timer Grand Prix earlier this month, look at this recent photograph. The local government was using it as their headquarters for the clean up operations following the devastating floods in the area. We wish them all the best to restore normality to the lives of those who have lost their homes and belongings and then to rebuild the roads and bridges. The paddock may be empty now but there's a lot of work still to do.



October road trip through Spain and Portugal

An opportunity for those wanting to join us in Portimao but not on the race track...

Jasper Gilder who organised our Spanish road trip a few years ago has put together a tour which will give great driving, great hotels, stunning scenery and a range of things to do.

Crossing from Portsmouth to Bilbao on the high speed Cap Finistere, a lunchtime arrival at Bilbao with time for a scenic run through the Picos de Europa mountains before our first stop at Segovia with its fairytale palace, Roman aqueduct and buzzing city centre. Then it's off to our second stop just outside Salamanca. Hacienda Zorita is a converted watermill, we'll stay there two nights and the management are pushing the boat out to welcome us with a wine tasting and gala dinner. Plus we will fix car parking on the free day outside Salamanca Motor Museum—5 mins walk from the city centre.

Other stops include Merida (a world heritage city and site of the best preserved Roman ruins in Iberia) and Huelva on the way to Alvor, just 12

miles from the race circuit. We will have VIP passes for Saturday and Sunday at the Algarve Classic and possibly an on-track parade.

After the racing we're off to Jerez for a night at a lovely marina side hotel in El Puerto de Santa Maria, styled inside like an art deco liner! Then Durcal just outside Granada for two nights and a track day at the Circuito de Guadix where many drivers and teams test all year round.

On to Toledo for a great view and great city and then skirt Madrid over some super mountain passes for the last night in a wonderful 17th Century Palace Hotel in Lerma leaving Saturday to drive to the ferry. The trip will be limited to 20 cars and there are currently some places left. Price is £4250 for a car with two people to include ferries, dinner bed and breakfast at all hotels, VIP tickets for Saturday and Sunday at Portimao and an exclusive trackday at Guadix.

If you'd like more details, contact Jasper: 01442 842542. jasper.gilder@virgin.net

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.



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

NL2 Aug 2021

Continuing the more photos than words style, here are results and photos from Brands Hatch & Silverstone - the full results are on our web site - Calendar Page.

Let us know your plans for Spa, Jerez and Portimao if you want to enter.

BRANDS HATCH LEGENDS OF SUPERPRIX - 10/11 JULY New Format for Brands

Brands Hatch Grand Prix circuit has always been a favourite track with HGPCA drivers and it presents us with a problem every time... the number of our type of cars allowed to race is just 32! A few more can run in qualifying but – particularly over the last eighteen months - we wouldn't have been able to field enough cars for two grids. However, at one stage we had nearly 50 cars wanting to enter the Legends of Brands Hatch Superprix and we decided to try a grid format suggested by Member, Nick Taylor, which would also allow a separate race for the front engine cars. The HSCC didn't have space in their two day timetable to fit in two HGPCA grids but they were able to accommodate an extra session. So, a combined qualifying, separate front and rear engine races and then a combined final race was agreed.



Saturday's front engine & Class 7c race - 2 Scarabs finally on the grid again photo Eric Sawyer



Race 2 and 3 winner, Sam Wilson in John Chisbols's Lotus 18, Peter Horsman (Lotus 18/21), Jon Fairley (Brabham BT11/19), Guy Plante (Cooper T45), Eddie Williams (in Charles Gillett's Cooper T43), Barry Cannell (Brabham BT11A) and Mark Shaw (Lotus 21) all photos Eric Sawyer

Qualifying timing sheet lists curious double entries for Rod Jolley and Guy Plante – surely a first for the HGPCA? Rod entered his Lister Jaguar Monzanapolis for the front engine race and was driving Tim Ross's Cooper T43/51 in the rears. HiTech had suggested that Guy Plante enter his T45 as they had finished some work on the car and it needed a run. He had already entered his Cooper Bristol. Richard Wilson hadn't intended driving two cars but his Dino had clutch problems in qualifying. Wes Ridsdale volunteered to drive back to Hoole Restorations in Kimbolton on Saturday evening and bring down his Cooper T60. The HSCC were happy that both Richard and Sid Hoole (who hadn't managed to qualify the T66) had the experience and competence to start the race from the back of the grid in Sunday's races.

The Red Truck was on parade at last. Its first outing since Spa in 2019. Fabulous to be able to use it - fairly socially distanced - with many Covid-19 sanitising hand gels, an electronic hand sanitiser and spray table sanitisation routines in place, of course – which gained the approval from the Covid 'observer'. Over the last eighteen months, it has undergone some major modifications and has been repainted – overseen by Board Member, Julian Bronson. Grateful thanks to the IN Racing guys for assembling everything, Wendy and Bob Beever for dealing with the food and Donna for making the tea/coffee (occasionally a challenge as you're all so used to making your own!) and Tim for his pad-dock parking skills etc. HUGE thanks are due to



Sid Hoole (Cooper T66) and Guy Plante (Cooper T45) also make their 2021 season debuts at Brands Hatch



Richard Wilson in his Cooper T60 on Sunday with Bernardo Hartogs, Tony Diberidge, John Emery, John Spiers, Nick Topliss, Alan Baillie, Eddie Williams and Eddie McGuire in the combined race



Malcolm Cook - another first time out in 2021 with his Connaught



John Fairley, Rudi Friedrichs, Rod Jolley, Paul Waime, Bernardo Hartogs and Alan Baillie



Cliff Gray (Cooper T43) and Alex Simpson (in Tim Ross's Cooper T41)



Guy Plante and Chris Phillips in their Cooper Bristols photo Eric Sawyer



Richard Wilson's Dino failed in qualifying, here with Bernardo Hartogs and Chris Helliwell photo Eric Sawyer



The amazing contrast between Rod Jolley's magnificent 1958 Lister Jaguar Monzanapolis and Peter Horsman's super fast 1961 Lotus 18/21

Rudi Friedrichs for bringing over a selection of his airline meals (he did a similar thing at Donington in May) which provided the perfect sustenance in between 'now' and 'normal'. Also, many thanks to Sophie Beaver for some rather yummie triple chocolate brownies.

Mixed weather conditions had left the track damp and slippery.

In qualifying, a number of drivers were caught out with a few spinning - but all avoided the scenery. The most notable perhaps was a rotating Peter Horsman whose Lotus 18/21 nose was wiped by the rear wheel of Rod Jolley's Lister. The closest shave of the session. *(thanks to event comp sec Richard Parnell for the pun)*

Race 1 – Front engine and Class 7c

The race was incident free until Tony Smith overcooked his Dino coming out of Graham Hill bend and hit the barrier in an attempt to stay ahead of a charging Eddie McGuire whose Scarab was on great form. Fortunately that particular barrier was such that the Ferrari's damage was cosmetic and expertly knocked back into shape for Race 3 by Rod Jolley. This incident brought the race to a premature end with 3 minutes of the session left.

Race 2 – Rear Engine

With the exception of Mark Shaw who missed his

marks on the grid and required a push back, the race was incident free until Barry Cannell put his Brabham in the gravel at Stirling's triggering a period behind the Safety Car for the rest of the field.

Race 3 – Combined grid

The weather conditions had been similar for both Race 1 and 2 which allowed the grid order for the final Combined, race to be set on fastest lap time in the respective races.

The race was incident free but a major collision at the start was avoided when a fully focussed Guy Plante made the best save of the weekend by narrowly avoiding a stalled Paul Waine.



Sheet No: Issue Time:

Historic Grand Prix Cars Association RACE 10 - CLASSIFICATION

POS	NO	CL	PIC NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	34	6	1 John SPIERS	Maserati 250F	10	18:45.296			77.84	1:50.306	4
2	2	8	1 Rod JOLLEY	Lister Jaguar Monza	10	18:50.169	4.873	4.873	77.50	1:51.075	10
3	28	8	2 Eddie MCGUIRE	Scarab	10	19:17.971	32.675	27.802	75.64	1:52.196	9
4	60	7c	1 Elliott HANN	Cooper T41	10	19:48.399	1:03.103	30.428	73.71	1:56.635	8
5	39	7c	2 Cliff GRAY	Cooper T43	10	20:31.057	1:45.761	42.658	71.15	2:01.037	10
6	41	7c	3 Alex SIMPSON	Cooper T41	10	20:31.383	1:46.087	0.326	71.13	2:00.435	10
7	21	INV	1 Ian NUTHALL	Cooper Bristol Mk2	10	20:32.626	1:47.330	1.243	71.06	1:59.206	6
8	33	5	1 Chris PHILLIPS	Cooper Bristol Mk2	10	20:33.252	1:47.956	0.626	71.03	1:59.915	6
9	36	5	2 Guy PLANTE	Cooper Bristol T23	9	18:51.958	1 Lap	1 Lap	69.64	2:02.300	8
10	19	7c	4 Stephen BANHAM	Cooper T45	9	20:20.316	1 Lap	1:28.358	64.60	2:06.489	7
NOT CLASSIFIED											
DNF	5	7a	Tony SMITH	Ferrari 246 Dino	9	17:23.641	1 Lap		75.54	1:52.555	9
DNF	8	7a	Malcolm COOK	Connaught C Type	6	12:19.855	4 Laps	3 Laps	71.03	1:58.495	6
DNF	30	8	Miles GRIFFITHS	Scarab Offenhauser	2	3:52.162	8 Laps	4 Laps	75.46	1:49.837	2

Sheet No: Issue Time:

Historic Grand Prix Cars Association RACE 15 - CLASSIFICATION

POS	NO	CL	PIC NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	18	7b	1 Sam WILSON	Lotus 18	9	17:18.753			75.89	1:39.187	4
2	22	12	1 Peter HORSMAN	Lotus 18/21	9	17:19.341	0.588	0.588	75.85	1:40.782	7
3	12	7b	2 Rudi FRIEDRICHS	Cooper T53	9	17:19.820	1.067	0.479	75.81	1:41.103	7
4	99	10a	1 Mark SHAW	Lotus 21	9	17:20.470	1.717	0.650	75.77	1:40.455	7
5	43	9	1 Eddie WILLIAMS	Cooper T43	9	17:22.345	3.592	1.875	75.63	1:44.024	3
6	51	9	2 Rod JOLLEY	Cooper T43/51	9	17:23.382	4.629	1.037	75.56	1:44.537	6
7	59	7b	3 Paul WAINE	Cooper T53	9	17:24.282	5.529	0.900	75.49	1:45.324	6
8	32	10a	2 Bernardo HARTOGS	Lotus 18/21	9	17:25.070	6.317	0.788	75.43	1:47.423	6
9	14	11	1 Richard WILSON	Cooper T60	9	17:25.904	7.151	0.834	75.37	1:46.383	7
10	17	10b	1 Alan BAILLIE	LDS F1	9	17:26.553	7.800	0.649	75.33	1:50.722	7
11	47	9	3 Brian JOLLIFFE	Cooper T45	9	17:27.563	8.810	1.010	75.25	1:50.904	6
12	82	9	4 Tony DITHERIDGE	Cooper T45	9	17:28.466	9.713	0.903	75.19	1:49.693	3
13	7	12	2 Nick TOPLISS	Cooper T53	9	17:29.492	10.739	1.026	75.12	1:50.545	7
14	6	12	3 John EMERY	Brabham BT4	9	17:29.863	11.110	0.371	75.09	1:49.907	4
15	23	9	5 Guy PLANTE	Cooper T45	9	17:30.557	11.804	0.694	75.04	1:50.863	6
NOT CLASSIFIED											
DNF	3	12	Barry CANNELL	Brabham BT11A	6	10:21.166	3 Laps	3 Laps	84.61	1:39.671	6
DNF	9	10b	Chris HELLIWELL	Cooper T75	6	11:01.425	3 Laps	40.259	79.46	1:47.549	5
DNF	11	12	Jon FAIRLEY	Brabham BT11/19	4	6:58.352	5 Laps	2 Laps	83.75	1:42.117	3
DNF	66	11	Sid HOOLE	Cooper T66	1	2:06.061	8 Laps	3 Laps	69.48	2:06.061	1



Alan Baillie, yet another year of continuous historic racing achieved photo Annie Hart



Clockwise from above left: Lesley and Eddy Perk, Peter Horsman (he chose the award fizz from Chapel Down) and Chris Wilson, Sam Wilson with Chris and Elliott Hann with Marba and Harvey photos Annie Hart and Les Perk



Race 1 podium: Eddie McGuire (3rd), Steve Hart for John Spiers (winner) and Rod Jolley (2nd) photo Annie Hart

Mentions should be made of Miles Griffiths who put in a tremendous performance in Race 3 in Julian Bronson's Scarab, stroking his way through from the back of the grid.

Driver of the weekend went to Eddie Williams driving the wheels off Charles Gillett's 2 litre Cooper in every session. Charles emailed... "Brilliant weekend. Great to have the red truck, superb position, good food thanks to Rudi. A big thanks to all the team for organising such a great event. It's a hell of a long way for me and Sue to come, but we both said it was one of the best meetings we've been to, and I think that would have been our feeling even if the car/driver hadn't gone so well. Good work everyone! p.s. Sophie makes the BEST brownies I have ever tasted!"



Sue and Charles Gillett with Driver of the Weekend, Eddie Williams and Event Comp Sec. Chris Wilson photo Annie Hart



Nick Topliss (Cooper T53), Tony Smith (Ferrari Dino) and John Spiers (250F) photo Eric Sawyer



Our racing would be impossible without these guys. Thanks a million photo Les Perk

HGPCA at BH Superprix - Results R3

No Drive! Owner Car cc

Front Engine Cars

Class 5: 1952/53 2 litre Grand Prix cars

16 36 Guy Plante Cooper Bristol T23
17 33 Chris Phillips Cooper Bristol Mk II

Class 6: 1954 -1958 Grand Prix cars on 16" wheels

7 34 John Spiers Maserati 250F 2516

Class 7a: Pre 1961 front engine Grand Prix cars on 15" wheels

12 5 Tony Smith Ferrari 246 Dino
26 8 Malcolm Cook Connaught C Type

Class 8: Formula Libre, Indianapolis & Intercontinental cars

3 30 Miles Griffiths Julian Bronson Scarab Offenhauser
8 28 Eddie McGuire Scarab

Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres

14 60 Elliott Hann Cooper T41
15 41 Alex Simpson Tim Ross Cooper T41
18 19 Stephen Banham Cooper T45
23 39 Cliff Gray Cooper T43

Rear Engine Cars

Class 7b: Pre 1961 Grand Prix cars on 15" wheels

1 18 Sam Wilson John Chisholm Lotus 18 372
19 12 Rudi Friedrichs Cooper T53
22 59 Paul Waite Cooper T53

Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres

5 43 Eddie Williams Charles Gillett Cooper T43
6 51 Rod Jolley Tim Ross Cooper T43/51
13 47 Brian Jolliffe Cooper T45
25 82 Tony Ditheridge Cooper T45

Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars

4 99 Mark Shaw Lotus 21 937
21 32 Bernardo Hartogs Lotus 18/21 916

Class 10b: Post 31 Dec 1963 1.5 litre cars and 1964/66 F2 cars under 1000cc

10 9 Chris Helliwell Cooper T75
11 17 Alan Baillie LDS F1

Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars

24 14 Richard Wilson Cooper T60

Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars

2 22 Peter Horsman Lotus 18/21 P1
9 7 Nick Topliss Cooper T53 Low Line
20 6 John Emery Brabham BT4
DNF 3 Barry Cannell Brabham BT11A

Driver of the weekend: Eddie Williams in Charles Gillett's Cooper T43

THIS FEELS LIKE NORMAL LIFE HAS RESUMED...

CLASSIC SILVERSTONE - 29 JULY-1 AUG

Three weeks pass and we all meet up again. Things really are getting back to normal... the online signing on process continued but there was a 'real' Drivers briefing and physical scrutineering. We were extremely lucky that Brian Gilbert-Smith had been invited to join the team at Silverstone and requested that he get to look at the HGPCA cars. Everyone was happy about that.

Forty-one cars were on the grid for qualifying. The time sheets show John Chisholm in his Lotus 18 and Julian Bronson in his Scarab... but, last minute substitutions meant that top of the leader board was, in fact, Sam Wilson in John's Lotus and, fourth fastest - only 5 seconds off the top slot - was Andrew Haddon in his first outing in the Scarab. Another guest driver was Lee Mowle in Charles McCabe's Lotus 18. Returning Member, Harvey Sykes, has acquired the

Rob Walker Cooper T45 that Stirling Moss won the Aintree 200 on its first outing followed up by Maurice Trintignant winning the Monaco Grand Prix - the first rear engine car to win there. Harvey was pleased to see that, although many faces have changed since he last raced with the HGPCA, the atmosphere in the paddock and Red Truck hadn't. "I just wanted to say how much we enjoyed Silverstone. It just so nice to be (back) on the grid and part of it. Everyone was really friendly and welcoming and helpful and the food was delicious. My friend Darryl particularly enjoyed the apple pie!" Julian Ellison brought the Assegai out for his first race with the Association and Tony Lees finally debuted his T53 after months of delayed prep. Philipp Buhofer raced his recently acquired BRM P261 and it was great to have Peter Mullen at the Red Truck to watch the car run.



John Spiers, Eddie McGuire and Julian Bronson photo Annie Hart



Elliott Hann and Malcolm Cook photo Annie Hart

Problems during testing... Elliott Hann, rear suspension failure fixed by Steve Hart Racing in time for the first race; in qualifying Andrew Beaumont struggled with a lack of on/off power delivery but a modification by Classic Team Lotus to the carburettor set up and a test on the perimeter road cured the problem. Geoff Underwood had an oil seal leak in qualifying and did not start the first race. A mad dash to Ashford by the Speedsport team during the evening and a new one fitted by Scott in the morning allowed Geoff to start from the last row on the grid in Race 2 and finishing a very creditable 19th overall. A sterling effort by all concerned.

Classic Silverstone - HGPCA Race Results for Pre 1966 Grand Prix Cars

Pos	No	Driver	Entrant	Car	Year	cc	Colour
Front Engine cars							
Class 5: 1952/53 2 litre Grand Prix cars							
28	33	Chris Phillips		Cooper Bristol Mk II	1953	1971	Green/Yellow
Class 6: 1954 -1958 Grand Prix cars on 16" wheels							
4	34	John Spiers		Maserati 250F 2516	1955	2494	Red
14	248	Klaus Lehr		Maserati 250F CM5	1957	2500	Red
17	22	Elliott Hann	Family Hann	Maserati 250F CM7	1958	2494	Red
DNS	56	Martin Halusa		Maserati 250F 2521	1956	2493	White
Class 7a: Pre 1961 front engine Grand Prix cars on 15" wheels							
33	8	Malcolm Cook		Connaught C Type	1959	2500	Green
Class 8: Formula Libre, Indianapolis & Intercontinental cars							
1	30	Andrew Haddon	Julian Bronson	Scarab Offenhauser	1960	2500	Blue/White
10	28	Eddie McGuire		Scarab	1960	2441	Blue/White
DNS	77	Geraint Owen		Kurtis 500C	1954	4454	Maroon
Invitation Class							
15	2	Ian Nuthall		Cooper Bristol Mk II	1953	1971	Green
Rear Engine Cars							
Class 7b: Pre 1961 Grand Prix cars on 15" wheels							
2	12	Rudi Friedrichs		Cooper T53	1960	2462	Green
5	1	Tom Dark		Cooper T51	1960	2500	Green/Red
8	24	Lee Mowle	Charles McCabe	Lotus 18 907	1960	2500	White
21	7	Paul Griffin		Cooper T51	1958	2495	Dark Blue
24	9	Tony Lees		Cooper T53	1960	2495	Green/White
30	10	Will Nuthall	Giorgio Marchi	Cooper T53	1960	2495	Green/White
DNF	59	Paul Waine		Cooper T53	1960	2495	Green
DNS	18	Sam Wilson	John Chisholm	Lotus 18 372	1960	2496	Green
Class 7c: Pre 1961 Formula 2 cars of not more than 1.5 litres							
23	39	Cliff Gray		Cooper T43	1957	1500	Green
29	19	Stephen Banham		Cooper T45	1958	1475	Silver
Class 9: Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres							
12	42	James Willis		Cooper T45	1958	1960	Green
20	64	Ben Maeers	Justin Maeers	Cooper T51	1960	1964	Red with black stripe
22	38	Harvey Sykes		Cooper T45	1958	1960	Blue
31	82	Tony Ditheridge		Cooper T45	1958	1960	Green
32	51	Rod Jolley	Tim Ross	Cooper T43/51	1957	1960	BRG
Class 10a: Pre 1 Jan 1964 1.5 litre 4 cylinder Formula 1 cars							
9	21	Alex Morton		Lotus 21 939/952	1961	1498	Green/gold
16	55	Nick Taylor		Lotus 18 914	1961	1495	White
19	128	Geoff Underwood		Cooper-Alfa T56/59	1962	1500	Red white stripe
25	35	Julian Ellison		Assegai F1	1961	1500	Red
26	20	Teifion Salisbury		Lotus 18 912	1960	1500	Dk Blue
27	46	Robert Pulley		Lotus 18 909	1960	1500	Green/Yellow
Class 10b: Post 31 Dec 1963 1.5 litre 4 cylinder F1 cars and 1964/66 F2 cars of not more than 1000cc							
6	91	Chris Drake		Cooper T71/73	1964	1498	BRG
Class 11: Pre 1966 1.5 litre multi-cylinder Formula 1 cars							
11	14	Richard Wilson		Cooper T60	1962	1500	Dk Green/White
13	29	Nick Fennell		Lotus 25 R5	1962	1498	BRG
DNF	50	Philipp Buhofer		BRM P261-2	1964	1498	Green
DNS	92	Stephan Jöbstl		Lotus 24 947	1962	1494	BRG
Class 12: Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres							
3	53	Justin Maeers		Cooper T53	1960	2751	Green/white stripe
7	3	Barry Cannell		Brabham BT11A	1964	2495	Red/White
18	17	Nick Topliss		Cooper T53 Low Line	1961	2498	Blue
DNS	6	John Emery		Brabham BT4	1962	2495	Blue
DNS	49	Andrew Beaumont		Lotus 18 915	1961	2500	UDT/Laystall Green

Driver of the Day: John Spiers, Maserati 250F



Saturday Race: Sam Wilson in John Chisbom's Lotus 18, Will Nutball in Giorgio Marchi's Cooper T53, Rudi Friedrichs (Cooper T53), Barry Cannell (Brabham BT11A), Justin Maeers (Cooper T53) and Chris Drake (Cooper T7173) photo Eric Sawyer



Julian Ellison (Assegai), Harvey Sykes (Cooper T45) and Chris Phillips (Cooper Bristol) photo Eric Sawyer



The 2021 HGPCA cars shot by Eric Sawyer at Becketts



Teifon Salisbury (Lotus 18), Nick Fennell (Lotus 25), Justin Maeers (Cooper T53) and Richard Wilson (Cooper T60) photo Eric Sawyer



Steve Hart and Mickey with Klaus Lebr's 250F photo Annie Hart



John Spiers (Maserati 250F) - Driver of the Day photo Erik Sawyer



Nick Fennell (Lotus 25) and Chris Drake (Cooper T7173) photo Eric Sawyer



Andrew Haddon in Bronson's Scarab photo Eric Sawyer

Race 1 – Saturday

The track was wet and it was drizzling when the cars collected in the assembly area ready to go out onto the track. The Number 30 Scarab was having problems... seriously overheating. Mick Moberly took charge of refilling the tank with bottles of mineral water and Andrew rejoined the race three quarters of the way down the grid. By lap 4 he was up into ninth and finished the race in fourth.

Rudi Friedrichs made an excellent start and was ahead of Sam and Will Nuthall but, by the end of lap one, Sam had retaken the lead and managed to fend off any attack throughout the race and take the chequered flag. Will Nuthall overtook Rudi taking the wide line at Luffield earning praise from the commentator using Brian Jones's phrase "High, wide and handsome" to describe the move and remained at Sam's heels taking fastest lap after fastest lap towards the end of the race.

Tremendous battles were taking place throughout the grid and John Spiers was swapping places with Barry Cannell at the front end where Justin Maers and Geraint Owen were also jostling with Chris Drake, Lee Mowle and Richard Wilson. Nick Fennell was in the gravel after a bit of a tank slapper but managed to keep the engine running and rejoined towards the back of the field. Sadly, Geraint Owen's magnificent Kurtis came to a halt alongside the pit lane on the last lap. "Terminal engine problems. A real pity as it was going rather well up until that point. Sorry not to have come and said goodbye in person. Rushing to get it all loaded and then the heavens opened. Do pass on my thanks to everyone. Great weekend up until the point it went bang"



Wendy and team served up a BBQ on Saturday lunchtime



Geraint Owen's mighty Kurtis sadly failed on the last lap of Saturday's race photo Eric Sawyer



Eddie McGuire's Scarab - still on form after Brands Hatch with Alex Morton (Lotus 21), Klaus Lebr (250F), Tom Dark (Cooper T51) James Willis (Cooper T45) and Rod Jolley in Tim Ross's Cooper T43/51 photo Eric Sawyer



Klaus Lebr with his German companions turn the pit garage into a Covid Testing Centre! photo Annie Hart



Saturday rear engine podium: Will Nuthall (2nd), Sam Wilson (1st) and Rudi Friedrichs (3rd) photo Les Perk



Stella with Justin Maers, Class 7b winner photo Les Perk



Steve Bamham is enjoying racing with the HGPCA in the ex Scotty Taylor Cooper T45 - here he and Richard Last hope the dry weather lasts...



Lee Mowle in Charles McCabe's Lotus 18, Chris Drake (Cooper T71/73), Geraint Owen (Kurtis) and Eddie McGuire (Scarab) photo Eric Sawyer



Alex Morton - Class 10a winner photo Les Perk



Pbilipp Bubofer's BRM P261' ahead of Nick Topliss (Cooper T53) and Tony Ditheridge (Cooper T45) photo Eric Sawyer



250Fs with Martin Halusa and Elliott Hann photo Eric Sawyer



Andrew Haddon takes Bronson's Scarab past Ben Maeers, Paul Griffin (Cooper T51s) and Malcolm Cook's Connaught photo Eric Sawyer

Race 2 – Sunday

A drying – but still damp in parts – track for our second race. Sam Wilson had retired the Lotus and the grid sheet was amended to show Will Nuthall on pole. Rudi took the lead by the line and Will tried to take it back with Andrew Haddon snagging at his heels. Unfortunately, he had a problem on the first lap and came into the pits with what turned out to be a break within the HT lead. Problem sorted but sadly too late to make any headway. Also on the first lap, Paul Waine's Cooper spun and got caught up with Philipp Bubofer's BRM (misleadingly listed as his Lotus 24 in the results sheets) and their race was over.

Andrew's Scarab wasn't the only front engine car to do well in the combined grid. John Spiers – who was probably spending more time on the circuit than anyone else over the weekend (eight races including ours!!) – started seventh and finished fourth overall and was awarded Driver of the Day. Eddie McGuire's Scarab continued its excellent performance at Brands, finishing third in the front engine group.

More close racing throughout the field with Tom Dark leading a group including Rod Jolley, Lee Mowle and Alex Morton which Barry Cannell threaded his way through in a few laps to swap places a couple of times with John Spiers.

Rear engine podium was taken by Rudi Friedrichs, Justin Maeers (2nd) and Tom Dark (3rd).

Thanks again to the HGPCA Team on site: Comp Sec: Chris Wilson, Driving Standards: Ted Rollason, the IN Racing boys, Wendy and Bob Beever and their team who provided their fabulous meals – and that apple pie!, Eddy and Lesley Perk and Donna and Tim. Back at home watching the live streaming was Martin Grant Peterkin who had done all the advance work on both Classic Silverstone and Brands Hatch Superprix.

A round of applause too for Nick Wigley and the Goose team who managed to pull off an excellent event under the most difficult of circumstances. Was it going to happen – at all? If yes – HOW? and what would be allowed? Really, the only improvement could have been made to the weather!!!

Next up is Spa Six Hours – do let us know if you want to race there if you haven't already – and then Jerez and Portimao. We hear that some of our European Members will be having track time at Spa during the Formula One weekend where they've been invited to demo their cars. Others may be joining Raceclub Germany for their demonstration laps at Bosch Hockenheim Historic the same weekend. Have fun and see you soon.
