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HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL1 Feb 2019

Important Technical info

We will try and inform you of changes to the regulations that may effect HGPCA cars. Please read the notes and, if you have any queries, email us with the details.

A CHANGE TO 2019 CALENDAR

HGPCA 40th Anniversary

HGPCA Test Day and AGM – Friday 12th April

Our first event in the 2019 season is the ever popular and successful 'HGPCA Test Day' at Silverstone on their National circuit. Open to members and their guests driving single-seat racing cars of the period 1930 – 1965 and post-war to 1965 sports, sports-racing, GT and Touring cars. The day is run in 20 minute sessions such that cars of comparable performance are on the track together. The Red Truck will be in attendance.

Use of the track ends at 17.00 on Friday and your Board of Directors have organised the Association's Annual General Meeting to take place at the circuit, starting at 17.30. All members are invited to attend and raise matters of concern regarding the organisation of the Association.



We'll all be happy to return to Zandvoort in early September. Front engine podium, 2017 photo Chris Scotobant

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VSCC Formula Vintage – 13/14 April

Following on from the Friday Test Day at Silverstone is the weekend of the Vintage Sports-Car Club Spring race meeting. The HGPCA has booked a slot for one grid of rear-engine Grand Prix cars. Qualifying practice on Saturday morning; race one on Saturday afternoon and race two on Sunday. Members owning front-engine GP cars may enter the invitation class. The Red Truck will be providing hospitality over the weekend.

Donington Historic Festival – 3-5 May

To celebrate the 40th Anniversary of the founding of the Association, a race reserved for front-engine Grand Prix Cars competing for the Nuvolari and the Ascari Trophies is being organised at the Donington Historic Festival. The first pre 1950 car to finish will receive the Nuvolari Trophy whilst the first pre 1961 car will receive the Ascari Trophy. We wish this race to commemorate one of our founding principles which is to keep alive the sound and smell of front-engine Grand Prix cars racing against each other. All members owning suitable cars are being contacted and, if you know of any eligible cars owned by non HGPCA members, please let us know about them.

Qualifying practice will take place late Friday afternoon with race one on Saturday morning and race two early Sunday afternoon.

Pau Historic Grand Prix – 24-26 May

Our first trip on the continent will be to Pau, a town in the south-west of France renowned for excellent food and drink. The Pau circuit circulates around the streets of the town with a temporary paddock set up in the sports arena, a five minute walk to the shops. HGPCA will take two grids to the event, pre 1961 and pre 1966; each grid will get 15 minutes 'testing' and 20 minutes qualifying practice on Friday and a race for both grids on Saturday and Sunday. Red truck will be present. A relaxed and friendly meeting – it is worth coming to Pau just to see the beautiful snow capped mountains while you sip your drinks with friends on the Boulevard de Pyrenees!

Legends of Brands Hatch – 29/30 June

Our visit to Brands with the Historic Sports Car-Club is in support of their 'Legends of Brands Hatch Superprix' and uses the 2.4 mile Grand Prix circuit. There will be a combined grid qualifying practice on Saturday morning with separate races for both grids - pre 1961 and pre 1966 - on Saturday afternoon and Sunday. The Red Truck will be present.

On the Indy circuit on Friday, Motor Sports Vision will be organising 'testing'; this will not be part of the HSCC event.

Silverstone Classic – 26-28 July

The Silverstone Classic event follows a similar pattern as for previous years with HGPCA qualifying practice for a combined grid (front & rear engine cars) on Friday afternoon followed by a race on Saturday and a second race on Sunday (both in the afternoon). HGPCA cars will be positioned in the Formula One pits in the International Paddock. The Red Truck will be present.

AvD Oldtimer Grand Prix – 9-11 August

The 47th AVD Oldtimer Grand Prix takes place on the Formula One circuit and the HGPCA will be supporting the event with a combined grid of front and rear engine cars. There will be 30 minutes of qualifying practice on Friday followed by 30 minute races on both Saturday and Sunday. The Formula One pit garages are allocated to the HGPCA. All weekend hospitality for entrants (two tickets) will be provided by the organisers. See separate item about the Historic Marathon.

Zandvoort Historic Grand Prix – 6-8 Sept

We are pleased to say that in response to the email last December, there was sufficient support from the membership to enable us to return to this superb historic race meeting in the dunes of Zandvoort. HGPCA will have a combined grid at this event and, whilst the timetable is not yet confirmed, qualifying practice is planned for Friday with a race on Saturday and a second race on Sunday. The Red Truck will be present.

Spa Six Hours – 27-29 September

Because of change of date of the Belgian F1 Grand Prix (30-31 August / 1 September), the Spa Six Hours 2019 will be on the weekend of 27 - 29 September – later than usual. The HGPCA will be supporting this event with a combined grid of pre 1961 and pre 1966 Grand Prix cars. It is confirmed that we will have use of the Formula One pit garages. Practice is on Friday with race one on Saturday and race two on Sunday. The Red Truck will be present.

Estoril Classic – 11-13 October

We return to Estoril for our last event of the year. The HGPCA will organise a combined grid of Grand Prix cars, similar to 2017. Expect qualifying practice on Friday with a race on Saturday and a second race on Sunday.

Unfortunately it has not been possible to organise the Espirito del Jarama on the weekend following Estoril and The Algarve Classic Festival event will be on 1-3 November - three weeks after Estoril. The Board decided that to try and support Estoril and Portimao would jeopardize entries in both events.



2018 Annual Lunch and Prizegiving at the RAC London in December

Class awards were announced by Richard Parnell and presented by David Paterson and Chris Benbam from Supagard. All photos by Jim Houlgrave



Clockwise from top left: Class 5: Ian Nutball, Paul Grant, Will Nutball (for Guy Plante) with David Paterson; Class 7c: Robi Bernberg and Iain Rooney (for John Bussey) with Chris Benbam; David Paterson with Stephan Rettenmaier; Martin Eyre - winner of the Chairman's Cup with Peter Horsman; Class 7b: Rudi Friedrichs, Tom Dark and Rod Jolley with Chris Benbam; Sid Hoole - winner of the Alan Pitt Trophy with Brian Gilbert-Smith; Class 10: Chris Drake, Eddy Perk and Nick Taylor with Chris Benbam; Class 8: Julian Bronson, Rod Jolley and Eddie McGuire with David Paterson; Class 7a: Miles Griffiths and Tony Best with David Paterson and, centre: Richard Parnell with Ian Nutball - winner of the Jack Brabham Trophy

VSCC Pomeroy Trophy – 16 February 2019

The VSCC would like to invite Members to take part in The Pomeroy Trophy, taking place on Saturday 16th February 2019 on the Grand Prix Circuit at Silverstone.

2019 will see the 64th running of this unique historic event. The format comprises driving tests on the circuit in the morning followed by 40 minute track sessions in the afternoon when we ask competitors to achieve a target number of laps. The entry fee is just £175 for 40 minutes of track time on the Grand Prix Circuit, which is exceptional value for money. All cars must be road legal and road registered, with competitors requiring a 2019 race licence.

Please contact the VSCC Competition Secretary, Gemma Price, for the regs and entry form: T: 01608 644777 ext 6 E: gemma.price@vsc.co.uk W: www.vsc.co.uk

AvD Historic Marathon – 9 August 2019: entries accepted until 22 February

The AvD-Historic-Marathon has been one of the highlights of the AvD-Oldtimer-Grand- Prix race weekend and one of the key findings from their participants' survey last year was a desire for this long-distance race to be back at the legendary Nordschleife. All teams and drivers with 1947 to 1990 Historic Touring cars and GTs are invited to submit entries for the 26th AvD Historic Marathon on the Nordschleife on Friday 9 August 2019. However, in order to revive this iconic endurance race, the AvD needs a minimum of 100 entries by 22nd February to be able to confirm.

Provisional Timings: 08:10 – 09:25: Qualifying (75 minutes), 16:05 – 19:05: Race (180 minutes), planned with cool-down lap into the pit lane of the Grand Prix circuit

Entry Fees per car € 1,590 (Hospitality for the driver and VAT included). In the event that it is not possible to run the AvD Historic Marathon due to insufficient entries, any fees paid will be refunded and/or not be debited to credit cards.

Anyone interested should contact: CHRSN Sport GmbH c/o Karl-Heinz Seghorn: Phone.: +49 4453 9897278 or E-Mail: office-chrsn@t-online.de

2019 Grand Prix Ball CONCOURS – 10 July 2019

The organisers are currently working on a concourse of past F1/race cars for the 2019 Grand Prix Ball at the Hurlingham Club in London on Wednesday 10th July and would like to feature some HGPCA Grand Prix cars within the display. They plan to feature a Camel Lotus 19, James Hunt's McLaren M26 and a Brabham B24 and displays by McLaren MSO, the McLaren Owners Club, the Aston Martin Owners Club and Aston Martin Racing.

If you are interested in participating (in return for complimentary tickets to attend the event) please contact: Jonny Dodge, CEO of GP Management - jonny.dodge@gp-management.com +44(0)203 773 8150 www.gp-management.com

“Sport & Collection” - 30 May to 2 June 2019

Jean-Pierre Doury is the founder and organiser of the charity event “Sport & Collection: 500 Ferraris against cancer” which is held during the first weekend in June (from Thursday to Sunday) every year at the Circuit du Val de Vienne at Le Vigeant, close to Poitiers and the A10 Paris-Bordeaux autoroute. (the HGPCA raced here in 2006)

Many of you may already know about the event from its early years (Barry Cannell/Alvis, Julian Bronson/Riley Blue Streak and Rod Jolley Alvis/Giron Alvis/Monzanapolis), since when it has developed enormously and now attracts 40,000 spectators which has enabled them to raise €4.3 million over 24 years for research into cancer at the university hospital in Poitiers, with an average raised in recent years of €300,000. In 2005, Brian Joliffe took part with his Cooper and Brian Gilbert-Smith brought over the British AC Club and, in 2009, Larry Kinch was there with the Ferrari Shell Historic Challenge.

M Doury would very much like to welcome HGPCA Members and their cars to the 25th Anniversary edition – please email: sport.et.collection@free.fr or tel: + 33 6 83 78 82 39 for more information. www.sportetcollection.info



We need a Treasurer

At the last AGM Barry Cannell resigned as Chairman and Peter Horsman was appointed. To ensure good governance, Peter could not continue as Treasurer and Brian Horwood agreed to take on the role in the interim whilst a new Treasurer was found. Brian remained as Company Secretary.

A year has almost passed, a Treasurer is still to be appointed.

The role is not onerous as the book keeping is done by Haines Watts who also handle the Payroll and Returns to Companies House. The Annual Accounts and the Audit is done by Rawlinson & Hunter. These activities are overseen by the Treasurer. The Treasurer prepares an annual budget in collaboration with Martin Grant Peterkin and the Directors. A report on performance against budget and an overview of cash flow is needed for each meeting of the Board.

The Treasurer is appointed by the Directors and does not stand for election which means that the position is open to all Members, full, driving and importantly Associates. A financial background is not prerequisite, business acumen is ideal.

Contact Stella in the first instance and Brian for specific details.

We need YOU

HELP PLEASE !!! - Weber DCO3 v DOCE

Quite recently, when submitting HTP applications for two seat and single seater racing cars of a type which competed in the late 1950s or in 1960 with DCOE carburettors fitted, the FIA Historic Compliance Committee have been requesting evidence of identical DCOE type fitment from period. (period E – to end of 1960 for single seater and two-seater racing cars)

As we all know, HTPs are supposed to be issued to actual cars or cars of an identical specification which competed in an International event in period. Technically the Compliance Committee are correct to ask, then it is the responsibility of the HTP applicant to provide the required evidence.

As far as Jim Lowry has recently established, 40 DCOE type carburettors were first produced and available from either very late 1959 or early 1960. 45 DCOE carburettors followed some months later in mid-1960. It would appear very few makes and/or types of cars did actually compete in an International event between mid - to the end of 1960 with DCOE carburettors.

Whilst most of you will know, single seater racing cars are far from Jim's own specialist subject. However, and as an example, he has come across some evidence in “The Story of Lotus” by Ian Smith. In the chapter cov-

ering the Lotus 18 F2 cars during the year 1960 it is quoted; “one of which had the new pressure die-cast (and cheaper) Weber 45DCOE carburettors”. Although this is not 100% conclusive evidence, it is just the sort of thing he and his HTP colleagues are looking for.

Jim's request is; We need similar evidence or anything you have for other makes and models of cars from this period. (Please note; GT and Touring cars are not a problem. These production type cars are homologated or have a catalogued specification) Carburation is often visible in action photographs for most single seater race cars. It is these, but predominantly for two-seater racing cars we are seeking your help and advice.

For your information, very recently, the fitment of 40DCOE on a Lotus Eleven has been questioned. (Jim cannot find evidence of such a period fitment) And, quite obviously, there are virtually no original 40DCO3 carburettors available and he understands that no one makes reproductions. Basic truth now is; if an HTP applicant's period E car has DCOE carburettors, we need proof of an identical car in an International event in period.

Jim can be contact via email: historique@btinternet.com

TECHNICAL UPDATES 2019-1

A number of issues/queries have arisen during 2018 that need clarification and compliance as well as some timely reminders of 'lifer' items.

RIDE HEIGHT

It has been noted that some cars are racing with a ride height or ground clearance which may cause track race time delays due to sumps or water pipes being damaged as a result of kerbing and, therefore, the possibility of liquids being deposited on the racing line.

The FIA requires that cars manufactured before 1947 must have a minimum ride height of 100mm and for cars manufactured after this date, and before 1966, must have a minimum of 60mm ground clearance.

Note: This dimension may be checked by inserting a 60mm or 100mm block either side beneath the car, without the driver in place.

RIM WIDTH

For Period A - D cars the FIA have amended Appendix K - effective from 1/1/20 - to show a retraction of the extra 1" rim width on top of period specification currently allowed. We wish to remind members that FIA Appendix K requires a maximum rim width of 5.5" for cars manufactured between 1947 and 1961 and 6.5" for cars manufactured before 1966, irrespective of wheel diameter unless period evidence is produced to support a larger dimension.

At its discretion, the Board can determine that certain cars may only run with a prescribed wheel rim width.

The Board therefore request that you ensure that your car complies with the above and, if not, to please contact Stella who will forward your query/problem to the Technical Committee.

OIL LEAKS

A number of incidents with regards to oil leakage during race weekends during the 2018 season has re-enforced our resolve to minimise this occurrence.

All participants have a responsibility to ensure that their cars are fitted with adequately sized catch tanks. Recommended catch tank capacity equates to 2 litres for cars up to 2 litres engines and 3 litres for engines over 2 litres.

Furthermore it is imperative that any leaks found between qualifying and the races are repaired to a standard that will prevent oil being deposited on the track.

As these leaks may occur during race weekends please notify and liaise with the Association's Competition Secretary at the meeting.

HELMETS

Helmets with the SA 2005 sticker inside are NO LONGER acceptable.

SEAT BELTS

Please check the validity date on your seat belts.

RAIN LIGHTS

Although quality of rain lights is improving there are still a number which are inadequate and need to comply – it should be within 10cm of the centre line of the vehicle and have a surface of between 20cm² and 40 cm². The HGPCA has a discount arrangement with Cartek (02380 457747) who supply complying lights. It must be either incandescent and of a power of at least 21 watts, or 'Tharsis' or 'Dm Electronics' type LED.

FUEL FILLER CAPS

Please note that if your car is fitted with quick release (Monza type) filler caps protruding outside the bodywork they should have secondary device in the neck of the filler to prevent liquid escaping if the filler cap is opened.

TRAILER REGISTRATION?

The DVLA advise of a change that will require some commercial trailers to be registered. Currently a commercial trailer (over 750 Kg unladen weight) assumes the registration of the towing vehicle when coupled up. This will change and the trailer will need to be registered in the same way as other vehicles used on the road. There is no change for Members using their own trailer with an unladen weight of LESS than 750 Kg towed by a "Private" registered vehicle. However, anyone with a trailer OVER 750 Kg unladen would be advised to check with the DVLA even if the towing vehicle is registered as Private.



South African races January / February 2020

Board Members Chris Wilson and Eddy Perk are meeting in the next few weeks with the South African organiser to discuss the feasibility of an HGPCA race in January / February 2020.

Several Members have expressed interest in racing in the locally-organised events in Johannesburg on the Zwartkop circuit and then in Cape Town at Killarney but there was not enough time to make it happen for this year.

As soon as we have something concrete to announce be rest assured we will do so. We sincerely hope we'll be able to offer a cost effective and exciting itinerary for Members and their cars early next year.

VNUK

The long-running insurance threat to motorsport

In a positive development for motorsport, the European Parliament's Internal Market Committee (IMCO) has approved a report concerning the review of the Motor Insurance Directive (MID), recommending that motor-sport should not be impacted by Vnuk - the insurance issue that has been looming over the sport since 2014 implying that all vehicles in the EU should have insurance, even if they are being used on private land.

MEPs voted this recently to approve the IMCO report with wording that excludes motorsport from within the scope of the MID. This is an important step forward - but not the end of the Vnuk matter.

There will now be a plenary vote in the Parliament on 13 February and it is anticipated that this will reflect the result of the IMCO vote. Then there will be negotiations in the Council of the EU, followed by a 'trilogue' process involving negotiations between the Council of the EU, the European Parliament and the European Commission. If all three institutions agree, motorsport will finally be safe from Vnuk.

Hugh Chambers, CEO of Motorsport UK, said: "This vote is another step in the right direction but it would be premature to declare victory in motorsport's battle with Vnuk. There is still some uncertainty regarding Brexit, which could cost us our voting rights in the Council. However, the motorsport community can be assured that we are not resting on our laurels. Along with the FIA and the Department for Transport, we are continuing to work hard behind the scenes to ensure that common sense overcomes the threat from Vnuk."

Cars for Sale



1960 Lotus Eighteen F1 - Fitted Alfa Romeo engine from new. Exported new to S.Africa for Syd Van de Vyver. Very successful in S.A. Championship - Winner 60/61. Fitted Colotti box. Engine only four races and used once only in 2018. Ready to go. FIA Papers need renewing. Maintained by Classic Team Lotus. Good provenance, good condition in S.A. Racing colours.
PRICE: £175,000. Please call or email for full discussion:
malcolm-ricketts@btinternet.com
Tel: +44(0)1727 821367 (W)
+44(0)1438 820373 (H)



1963 Ford Galaxie 500 Coupe - Current HTP papers. 427 engine. Many invites to Goodwood Revival, St Mary's race winner (holds lap record) plus podiums. Well sorted known car. Contact: Michael Steele +44(0)1676 521199 +44(0)7860 532262 (but very poor reception when at home) and mj.steele44@btinternet.com



1965 Lotus Cortina for sale. Fully restored by Gipimotor in Belgium and ready to race with the FIA HTP valid until 31/12/2025
Thomas Dourlet Tel.: +32 2 726 62 10
Mob.: +32 478 62 20 85
www.gipimotor.com



1956/7 Connaught C Type - Current HTP papers. 250 BHP motor. Many invites to Monaco (2002 race win) and Revival (podiums). Quick. - Silverstone National 1 min 4.95 sec. Huge spares package. Contact: Michael Steele +44(0)1676 521199 +44(0)7860 532262 (but very poor reception when at home) and mj.steele44@btinternet.com



1958 Cooper T45 1500cc Centro Sud - recently seen at Goodwood Members Meeting and HGPCA at Spa Six Hours. Completely restored some years ago by Gipimotor in Belgium and is ready to race with current FIA HTP to 31.12.2026 - also eligible for the Monaco Grand Prix Historique.
Thomas Dourlet Tel.: +32 2 726 62 10
Mob.: +32 478 62 20 85
www.gipimotor.com



1962 FIA TR4 - Race car from new. Freshly rebuilt, fully sorted, under homologated weight. All the right bits and more. Eligible for loads of stuff, but rebuilt by us specifically to do the Spa 6 Hours race. Great thing to go halves with a mate to do the 6 hour.
Geraint Owen +44(0)1981 570245
g.w.owen@bath.ac.uk



1959 Aston Martin DBR4 - This well documented Grand Prix car, built up from a myriad of original factory components, has competed at numerous events including HGPCA, the Goodwood Revival Meeting, Members Meeting & Silverstone Classic. Call James Mitchell on +44(0)7770 762751 or email james@pendine.com



1957 Allard Palm Beach Mk1 - Original matching numbers Works Car. Chassis No 2125169. Believed manufactured in 1955 when Mk1 production finished and retained by the factory as a Test/Demonstrator until 1957 when it was first registered and exported to South Africa. The Zephyr engine and gearbox are special units supplied by Ford to Sydney Allard probably for the 1955 Monte Carlo Rally. In addition there is a full width glass windscreen complete with wipers/washers, hood, sidescreens and navigation station with stopwatch/flexible light. There are two competition bucket seats, a Bluemel Brooklands steering wheel, an extra large long distance fuel tank and single fast racing filler. For track use the windscreen may be quickly replaced by the two aeroscreens provided.

The car has been completely stripped to bare metal and restored. The engine has an original period 3 SU inlet manifold and a full flow multi tubular exhaust system. The aluminium body has been resprayed in its original Carmine red. The cockpit seats, doors and boot have new carpets and upholstery. The wheels and tyres with new larger sizes more at home on modern motorways. The car featured in:- Thoroughbred and Classic Cars - April 1983; The Allard Gold Portfolio - Page 170; The AOC Magazine No4 2016 - Hero of the Portugal to U.K. run. £75995 jmdsuton@gmail.com