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40th Anniversary
**HISTORIC
GRAND PRIX CARS
ASSOCIATION**

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

NL4 Oct 2019

Cars for Sale

We'd like to include a big section on cars for sale in the next newsletter which will be published after Estoril - mid October. Send details, photo and contact information before Monday 14th October to be included.

SILVERSTONE CLASSIC 26-28 JULY

The Youngsters Reign

Harking back to the era of Formula 1 World Champions Jack Brabham and Jim Clark, piloting factory Cooper and Team Lotus cars respectively, Will Nuthall and Sam Wilson shared top honours as the Gallet Trophy races – centrepieces of the Association's 40th anniversary season – brought a superlative field of Pre-1966 Grand Prix cars to the 30th Silverstone Classic on July 26-28.

Three weeks after Lewis Hamilton won his sixth British GP on the same 3.66-mile circuit – the Historic derivative, with eased approach to Club Corner, is no longer licensed by MSAUK – a bumper field of 46 competitors entertained our partners from Supagard and the largest live audience of the season.

Welcome HGPCA debutants at the BRDC's 'Home of British Motor Racing' included professional sports car racer Marino Franchitti in father-in-law Nick Mason's 1957-spec Maserati 250F '2532' and the unique Netuar-Peugeot of Arnout Kok, among several driv-



Nick Taylor in his Lotus 18 ahead of Marino Franchitti in Nick Mason's Maserati 250F photo Eric Sawyer

ers to have previously raced the Assegai-Alfa Romeo, another one-off South African confection, with us.

Widely hailed among the Goose Live Events-promoted meeting's best, our races were further spotlighted by the announcement that Italian-American Lawrence Auriana's glorious flat-12 engined Ferrari 1512 – second in the '65 Monaco GP with Lorenzo Bandini up, and raced competitively by the vastly-experienced Joe Colasacco here – was named Most Admired Car of the Event. Quite an accolade in stellar company. Congratulations to the team and thank you for bringing the priceless Maranello masterpiece.

Testing on a scorching hot Thursday, the hottest day on record in the UK, which some members subscribed to – as much for a heads-up on the tight left-right chicane at the end of Vale, which has replaced the long-used left-handed sweeper which was kinder to brakes and transmissions – sadly cost John Emery his race weekend. His Brabham BT4 was stationary at the side of the track when a Formula 3 car hit it, inflicting a good deal of damage, but did not stop! Although John was still fuming, the heatwave had subsided for Friday qualifying, which made the going more pleasant for drivers and machines, and the crews behind them.

QUALIFYING

Running out of the F1 Wing Paddock in the afternoons, with the Red Truck moored just outside the fenced enclosure providing sanctuary and – thanks to the omnipresent Beeveres – sustenance for drivers, team members and supporters had its advantages. Unlike those based in the old Heritage Pits (from which our season-opener ran with the VSCC in April) who were anointed with rain on both racedays, two of our three track sessions were thankfully dry.

Pole position for Jon Fairley (ex-works 2.7 Brabham-Climax BT11/19) put the smile back on his face, which helped erase the frustrations of Brands Hatch. Jon's 2m21.513s (93.12mph) marker on the fifth of seven laps managed by four competitors was 0.917s better than Nuthall (Cooper T53) on 2:22.430 and fellow class pacesetters Miles Griffiths – who cut a super-impressive 2:22.613 in Philip Walker's front-engined Lotus 16 to head the Pre-'61 contingent – and American Joe Colasacco in the shrill ex-Bandini/John Surtees Ferrari 1512 on 2:23.367.

Barry Cannell, king of Silverstone's National cir-



Jon Fairley's Brabham abead of Will Nutbal, Michael Gans and Rudi Friedrichs photo Eric Sawyer



A brace of Scarabs - Eddie abead of Julian, Split by Richard Wilson and Nick Taylor photo Eric Sawyer

cuit in April and a winner at Brands Hatch last time out, was well in the mix in his ex-Charles Vogele Brabham BT11A. Cannelloni's 2:23.566 was barely two seconds from Fairley's pole time and almost a second quicker than Sam Wilson posted in John Chisholm's ex-Innes Ireland/Jim Clark Lotus 18 '372' which he'd saddled to victory here in 2017.

Peter Horsman, twice previously a winner in his ex-Tony Shelly Reg Parnell Racing-built Lotus 18/21 P1, sat seventh in the pecking order with 2:25.042, settling the car in following its Brands issues. Nonetheless, the combo was fastest through timekeeper TSL's speed traps on the Wellington and Hangar Straights, pulling 140.6mph and 146.8mph respectively. American Michael Gans, enjoying a rare outing in his ex-Bruce McLaren Cooper-Climax T79 car, debuted at Spa last September, was 0.095s slower, pursued by teenaged Classic Formula Ford champion Benn Tilley in Paul Smeeth's ex-John Surtees

Team Lotus 18 373 and Germany's Rudi Friedrichs (ex-Jack Brabham Cooper T53), both inside 2m27s.

Separated by 0.014s, Cooper duo Tom Dark (BRP Yeoman Credit T51) and Chris Drake (T53, destined not to start due to a stripped CWP, which left him with "a box of neutrals") completed the top dozen. Andrew Beaumont (Classic Team Lotus-run 18 915), Tony Wood in the unique Tec-Mec Maserati, young American Tim de Silva in dad Harindra's Lotus-BRM 24 946 and Irishman Eddie McGuire, third of the front-engined set in his deep-throated Scarab-Offenhauser ranked next. Class 8 leader Eddie was the last to better 2m30s, some 2.5s and five places ahead of Julian Bronson's twin.

Behind McGuire, Mark Daniell headed Class 9 in 17th place with 2:30.599, but inevitably found his two-litre Cooper-Climax T45 a little breathless on the long straights. His closest rival was Steve Hart, back in Chris Wilson's Maserati-



Joe Colasacco in the magnificent Ferrari alongside Michael O'Brian in Tom de Gres' Brabham photo Eric Sawyer



Larry Kinch, Ian Nutball and Klaus Lebr photo Eric Sawyer



Tim de Silva/Scirocco, Peter Horsman/Lotus and Benn Tilley in Paul Smeeth's Lotus photo Eric Sawyer

engined T51 but going well to be only two seconds and five grid slots adrift after the preliminaries in which finding a clear lap was a universal challenge. Between Daniell and Hart sat the Climax FWMV V8-engined Coopers of Richard Wilson (Bruce McLaren's '62 Monaco GP-winning T60) and Sid Hoole (ex-Rob Walker Racing/Jo Bonnier T66), Brazilian Bernardo Hartogs (Lotus 18/21 916) and Bronson.

Hartogs did a particularly fine job working his way to the head of Class 10 - for 1500cc four-cylinder cars - shaking off Formula Palmer Audi and Historic FF1600 champion Richard Tarling in John

Carpenter's shark-nosed Assegai and Nick Taylor in Lotus 18 914, its Brands gearbox woes apparently licked.

Wide-eyed Marino Franchitti described his Maserati 250F baptism as "a visceral experience" but excelled in Pink Floyd drummer Nick Mason's long-cherished machine, clocking 2:32.867 for Class 6 pole. Tucked in behind the Italian-rooted Scot were Greg Thornton (LDS-Alfa Romeo 03), Harin de Silva – in one of the Scirocco-BRM V8s fielded unsuccessfully by Philippines-born American Tony Settember and Hugh Powell in '63 – and Rod Jolley enjoying another outing in Tim Ross' ex-Ray Thackwell two-litre Cooper T43/51.

Austrian Thomas Matzelberger (Cooper T45/51), Tony Ditheridge (T45) and Dr Klaus Lehr (Cameron Millar Maserati 250F) dipped under the 2m40s barrier, heading off Nick Topliss (Cooper T53) and Ian Nuthall, topping Class 5 in his faithful ex-Peter Whitehead Alta F2 with a 2:41.519 shot. Ian was separated from class rivals Paul Grant and Chris Phillips (Cooper-Bristol Mk2s) by Larry Kinch's svelte Lotus 32 Tasman contender.

Grant and Phillips were four seconds clear of a gaggle of rear-engined Coopers, namely Tania Pilkington's T43, Ingo Strolz's T51 and Elliott Hann's T41, then the Cooper-Bristol Mk1s of Barry and daughter-in-law Niamh Wood. Helmut Gassmann's Connaught, Jean-Georges van Praet (Cooper-Bristol) and Arnout Kok in the Netuar – struggling with a stubborn misfire – completed the 44 qualifiers. John Clark's Yeoman Credit Cooper T56 was trailed after two laps.

Poor Michael O'Brien, who had high hopes of

Tom de Gres' little Brabham BT14, had its Lotus twin-cam engine's throttle stick open on his out lap. He would be back!

SATURDAY RACE

The morning's rain had eased for the scheduled 1530 stampede, but (despite the official bulletin recording the conditions as "Sunny/Dry") it was wet underfoot with spray making conditions more hazardous as 43 drivers circulated behind a safety car for the second rolling start formation lap which counted as the race's first. Fairley, Griffiths – emboldened by a sensational Formula 2 win earlier in the day and finding plenty of traction with his Lotus 16's engine within its wheel-base – and Gans (from eighth to third!) got away best when the race went live and the jostling pack approached the quick right-hander at Abbey five vehicles wide.

Not one to hang around respecting reputations, Miles dived ahead of Fairley into Brooklands with Nuthall – having quickly regained four places he lost at the start – Colasacco and Friedrichs (from row five!)



Saturday podiums: Michael Gans, Will Nuthall & Sam Wilson. Front engine: Julian Bronson, Miles Griffiths & Tony Wood. photos Tony Wright

also in the thick of things. As the field scrabbled for position, stringing out around the long circuit with its 12 major turns, Griffiths made plain his intention to scarper, extending a lead of 1.4 seconds at the timing line on the exit of Club corner.



Stuart Gramham presents Lawrence Auriana with the Most Admired car of the event trophy in the International paddock at Silverstone

Silverstone Classic - HGPCA Race for Pre 66 Grand Prix Cars

Front Engine cars

No	Name	Surname	Entrant	cc	year	colour
Class 5 - 1952/53 2 litre Grand Prix cars						
24	21 Nuthall	Ian	Alfa F2	1980	1952	BRG
27	19 Grant	Paul	Cooper Bristol Mk 2 3/53	1971	1953	Blue
28	33 Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953	Green/Yellow
31	75 Wood (Eddie McGuire)	Niamh	Cooper Bristol Mk 1 8/52	1971	1952	BRG
32	23 Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952	Blue/Red
DNF	70 van Praet	Jean Georges	Cooper Bristol Mk 2 11/53	1971	1953	Blue/Red nose
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels						
17	25 Franchitti (Nick Mason)	Marino	Maserati 250F 2532	2493	1957	Red
23	248 Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
33	111 Gassmann	Helmut	Connaught B4	2470	1954	Dark Blue/White
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels						
5	1 Griffiths (Philip Walker)	Miles	Lotus 16 368	2495	1959	Green
11	27 Wood	Tony	Maserati Tec Mec	2493	1958	Red
Class 8 - Formula Libre, Indianapolis and Intercontinental cars						
DNF	28 McGuire	Eddie	Scarab Offenhauser	3000	1960	Blue/White
DNF	30 Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White

Rear Engine cars

No	Name	Surname	Entrant	cc	year	colour
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels						
1	18 Wilson (John Chisholm)	Sam	Lotus 18 372	2496	1960	Green
3	10 Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960	Green/White
8	69 Tilley (Paul Smeeth)	Benn	Lotus 18 373	2495	1960	BRG
9	101 Dark	Tom	Cooper T51	2500	1960	Green/Red
26	15 Matzelberger	Thomas	Cooper T45/51	2495	1960	Cream
30	24 Strolz	Ingo	Cooper T51	2500	1959	Green/White
DNF	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
DNF	91 Drake	Chris	Cooper T53	2495	1960	Green/White
Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres						
DNF	60 Hann	Elliott	Cooper T41	1460	1956	Blue
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres						
13	9 Daniell	Mark	Cooper T45	2000	1958	BRG
29	45 Pilkington (Tania Pilkington)	Richard	Cooper T43	1960	1957	Blue
35	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
DNF	51 Jolley (Tim Ross)	Rod	Cooper T43/51	1960	1957	BRG
DNF	127 Hart (Chris Wilson)	Steve	Cooper T51	2000	1959	Red
Class 10 - Pre 1966 1.5 litre 4 cyl Formula 1 cars and 1964/66 Formula 2 cars of not more than 1000cc						
14	4 Thornton	Greg	LDS 03	1487	1961	Red/Black stripe
15	32 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
16	80 Taylor	Nick	Lotus 18 914	1495	1961	White
20	35 Tarling (John Carpenter)	Richard	Assegai	1500	1962	Red
34	17 Kok (Rob Glenning)	Arnout	Netuar Peugeot	1500	1964	Red/Black stripe
DNF	56 Clark	John	Cooper T56	1475	1961	Blue/Orange
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars						
12	133 de Silva (Harin de Silva)	Timothy	Lotus 24 946	1500	1962	White
18	14 Wilson	Richard	Cooper T60	1500	1962	Dk Green/White stripe
19	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
21	96 de Silva	Harindra	Scirocco BRM	1498	1963	White/Blue/Red
DNF	13 Colasacco	Joseph	Ferrari 1512	1500	1965	Red
Class 12 - Pre 1966 Tasman & Intercontinental 4 cylinder cars of not more than 2.7 lts						
2	11 Fairley	Jon	Brabham BT11/19	2700	1964	Green
4	79 Gans	Michael	Cooper T79	2500	1964	Green
6	3 Cannell	Barry	Brabham BT11A	2700	1964	Red/White
7	22 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
10	49 Beaumont	Andrew	Lotus 18 915	2500	1961	UDT/Laystall Green
22	7 Topliss	Nick	Cooper T53 Lowline	2498	1961	Blue
25	132 Kinch	Larry	Lotus 32 Tasman	1498	1964	White
DNF	94 O'Brien (Tom de Gres)	Michael	Brabham BT14	1498	1965	White/Blue
DNS	6 Emery	John	Brabham BT4	2495	1962	Blue

Drivers of the Day: Front Engine: **Marino Franchitti**, Rear Engine: **Jon Fairley**

The recovering Nuthall and Fairley swapped second place twice between Copse and Becketts, but Gans dived past them both into Stowe. Friedrichs (in the ascendant), Wilson, Colasacco and Tony Wood moving up strongly, Cannell, the subdued Horsman and Tilley were next through. Making meteoric progress, meanwhile, was factory McLaren GT4 racer O'Brien from the back in the sleek white and blue Brabham. Forty-first became 19th within two laps, then 12th, from which he would progress to an outstanding ninth at the chequered flag, despite a niggling misfire. With third fastest lap, behind Wilson's ultimate best and Nuthall's, Michael was looking ahead, determined to upset the status quo on Sunday, his aim a podium finish at least.

Out front, Griffiths was 3.5s to the good after three laps, but the ever-improving track was beginning to work against him, advancing his pursuers in rear-engined cars with smaller frontal areas, more sophisticated suspension set-ups, more efficient brakes and in some cases a significantly greater Dunlop treaded footprint on the grippy track.

Once he had drifted past Gans on the Hangar Straight, Nuthall immediately reduced the deficit to Griffiths by two-thirds on lap four. Next time round he was homing in, preparing to pounce for the lead. Bold through the flat-out Maggotts curve, leading into the right-left-right Becketts complex which also rewards the brave, Wilson was by now third, four seconds behind Will, having passed Gans at Village, only to lose out again in a lunge through Maggotts. The duellists were by now comfortably clear of Fairley – floundering on "guessed wet settings that didn't work" – Friedrichs and Horsman, who had overpowered Colasacco's tiny Ferrari into Stowe.

Nuthall dived inside Griffiths at Stowe on lap six, but Miles didn't give up. Far from it, for he clung on grimly through Abbey and Farm, but overshot the tight right-hander at Village in his effort to regain the lead. As he gyrated, languidly, Wilson and Gans found the Lotus 16 backwards in the road and tore past on either side before Miles found a gap in which to resume safely. A class-winning fourth – by a country mile – was no substitute for even a potential against-the-odds victory. "Well, I had to try," he smiled later. Horsman usurped Fairley for fifth on the final lap, the pair having been caught in the closing stages by Cannell who took the chequer with them.

Half a second blanketed Friedrichs, O'Brien and Colasacco in eighth, ninth and 10th, Joe winning the 1500cc 'multi-cylinder'



Class 5: Chris Phillips (3rd), Ian Nuthall (1st), Supagard's David Paterson and Paul Grant (2nd) photos above, above right and below by Richard Washbrooke



Class 7b: Benn Tilley (3rd), Supagard's David Paterson, Sam Wilson (winner) & Will Nuthall (2nd)



Sunday podium: Sam Wilson (centre, winner), Jon Fairley (right, 2nd) and Will Nuthall (3rd) photo Supagard's Tony Wright



Class 6: Helmut Gassmann (3rd), Marino Franchitti (1st), Supagard's David Paterson and Steve Hart for Klaus Lebr (3rd)



Sunday front engine podium: Marino Franchitti (3rd), Miles Griffiths (winner), Tony Wood (2nd) photo Tony Wright

prize from de Silva Jr who guided the white Lotus-BRM back 13th, behind Tilley and Wood. Class victors Bronson and Daniell were next back, less than a second apart, pursued by Dark, Hart and Tarling who had outflanked Taylor for class 10 honours.

Twirling the Maserati's wheel like a veteran as he became more attuned to its dynamics, Franchitti finished 19th, winning his class by 45 seconds from Lehr. Beaumont, Richard Wilson, Taylor, McGuire, Thornton and Hartogs took the chequer between the 250Fs. Nuthall Sr triumphed again in the 1952-'53 two-litre GP car division, with Dithers, Topliss and Harin de Silva providing the buffer to class rivals Grant and Phillips, all of whom covered the full eight lap distance.

Tania Pilkington led the rest in, ahead of a ding-dong tussle between the Wood family's early model Cooper-Bristols. Barry led initially in the ex-Ecurie Ecosse chassis, but having run together racelong and traded places several times eventually had to cede to Niamh by half a second. Matzelberger pipped buddy Strolz in their Austrian scrap as Kinch, Kok and Gassmann completed the finishers. Hoole ("major handling issues"), Jolley and Hann fell by the wayside.

Delightfully, as David Patterson from Supagard made the presentations, Will Nuthall clutched infant daughter Emilia aloft on the podium, counterbalancing the large trophy. A decade after Enrico Spaggiari recorded his second of three victories here in Giorgio Marchi's Cooper, this was Will's third Saturday win in it at the Silverstone Classic – adding to those in 2016 and '18. Might he now land Sunday's gold for the first time?

SUNDAY RACE

With the grid reflecting Saturday's finishing order on a totally dry track spectators were treated to a full-blooded display of on-the-limit motoring, a proper

celebration of Grand Prix racing of the 1950s and '60s. To onlookers of a certain age it could have been 1960 – the final year of the 2½-litre Formula One – all over again as Nuthall led into Abbey and Wilson braved it out with Gans towards Farm, watched at close quarters by Griffiths. O'Brien was sixth through Aintree onto the Wellington Straight, ahead of Wood's Tec-Mec, before lack of power told. His team signalled him in when a terminal misfire set in after three laps.

Meanwhile, the top trio's speed through Maggotts curve was breathtaking to behold as Griffiths and Horsman, who had passed the 16 into Copse, fell into the clutches of 2017's Sunday winner Fairley, with Cannell in his mirrors. Jon was lapping close to leader Wilson's pace as he progressed to third over the first five laps. Using his younger Brabham's sharpened poise in a set-up which inspired full confidence, Fairley hounded down Nuthall and overtook him on lap seven on the Hangar Straight although Will was almost let back in when he went a little too deep entering the Vale chicane. Six seconds off the lead at that point he regained two over the remaining circuits but was 3.970s shy of Wilson at the chequer. "The dry settings worked," he said.

Sam's speed and consistency in the big-wheeled Lotus was awesome. Fastest lap of 2:20.194s (93.99mph) to break the tow to Nuthall second time round, backed-up by five '21s,' a '22' and two traffic-packed '24s,' are mightily impressive statistics. That the car (in which owner Chisholm triumphed in both races in 2010, and his young hotshoe preparer won 2017's opener) has been finely honed by Wilson and engineer father Rob is obvious. But with 13 Historic Formula Junior victories to his name at the Silverstone Classic alone (unbeaten in 11 starts from '13-'18) plus two HGPCA wins Sam is right there in the pantheon of its most successful alumni.

Behind Fairley, Nuthall claimed the third step of the podium, six seconds clear of Gans who, having repassed Griffiths on lap six, had to fight all the way to keep the tenacious midlander in his slipstream. Former HGPCA chairman Cannell rounded out the top sextet, like the four rivals directly ahead of him having trimmed his weekend's personal best times in usurping current incumbent Horsman. All lapped in the 2m21s, Fairley having pared four tenths from his Friday pole time.

Horsman, Tilley, Dark (a forceful run from 16th) and Beaumont were next under the flag, chased by Tony Wood, then Tim de Silva, Daniell and Thornton, victors in classes 11, 9 and 10 respectively. While Greg led his split throughout he had to work for the win. On his tail at the end of lap one, Taylor and Hartogs traded places several times before Bernard whittled out a two second advantage mid-race. It proved just sufficient. While Nick pulled the pale green car back in, Hartogs kept his nerve under constant pressure to finish 0.247s ahead.

Franchitti improved on his Q-time by more than a second to complete an accomplished class double. Richard Wilson, Hoole and misfire-hobbled Taring together, then de Silva Sr, Topliss and Lehr made it 23 competitors on the lead lap. Nuthall Sr maintained his class 5 superiority – a talking point this season – in the Alta over Cooper men Grant and Phillips. On this occasion Ian finished 18 seconds before the Belgian, with the happier Kinch and Matzelberger between the old rivals.

Pilkington, Strolz, Niamh and Barry Wood (15 seconds apart this time), Gassmann and Kok – who worked the Netuar down to a much more promising 2m48 on what essentially became a test session – completed eight laps and Dithers seven.

Colasacco did not complete a lap, to the dismay of Ferraristi in the audience, while Friedrichs, Jolley and O'Brien fell early. Eighth at the end of the opening lap, Michael, after a determined getaway, was plagued by a misfire which forced him to retire the little Brabham. Class 8 was left with no finishers when both Scarabs hit trouble. Eddie McGuire (Niamh Wood's father) had overhauled Julian Bronson's before the Bristolian pitted, his engine overheating. Fuel pump failure subsequently stopped McGuire. Also out was Hart who pulled off when a jammed throttle prompted him to dive on the ignition kill switch.

The podium was another family affair with Wilson clutching 15-month-old Oscar and Fairley his lad Joseph. A pleasant surprise for Sam was the presentation by event promoter Nick Wigley of a magnificent Gallet Racing Heritage chronograph on behalf of the trophy sponsor, pioneers in Swiss horlogerie since 1466. Incidentally, the watch was produced to mark the 100th Anniversary of a special edition engineered for the post-World War 1 reintroduction of the Indianapolis 500 race in 1919. (words Marcus Pye)

AvD OLDTIMER GRAND PRIX - NURBURGRING

Gans & Horsman complete 'Ring cycle

The AvD Oldtimer Grand Prix, principal focus of historic racing in continental Europe since 1973, has been a foundation stone of the Association's seasonal racing programme over its four decades. While the circuit has evolved to meet Formula 1's transitory needs over that period of time, the event's values have not. Judging by a record HGPCA entry for the 47th edition on August 9-11 the Nurburgring remains a must on our calendar.

A fortnight after the Silverstone Classic, 42 combatants representing nine nations, subscribed to the sixth event on the tour, of whom all but two played their part, some despite considerable tribulations. Apart from the history of the 'Ring itself, dating back to 1927 on the fearsome 14-mile course (the world famous Nordschleife) hewn into the densely forested Eifel mountains, the social aspect of the OGP draws enthusiasts back to the mid-summer staple, originated by Count Hubertus Graf Dönhoff who continues to curate his dream.

This year the Rettenmaier family – long-time supporters of the Association through the racing exploits of Josef and Stephan and their extraordinary collection of cars – hosted a wonderful pre-event soiree on Thursday night. Despite a deluge, "fantastic" food, a serious liqueur" and musical entertainment was enjoyed by all. Unfortunately, Jo suffered a heart attack on Friday, whereupon the might of the duty medics kicked in, proving the old adage that there is no better place to be taken ill than at a racetrack. Once stabilised, Jo was airlifted to Cologne Hospital where three stents reopened his coronary arteries, bringing immediate improvement to his condition. We wish him a speedy recovery and rapid return to competition.

On track, Michael Gans (Cooper T79) emerged as the ninth race winner of the season, the Luxembourg-domiciled ex-American beating Will Nuthall (Cooper T53) by half a second. After a fallow spell, Peter Horsman recaptured his Lotus 18/21's Pau-winning form to top Sunday's order. His margin of victory over Gans and top qualifier Barry Cannell (Brabham BT11A), separated by a couple of lengths, was almost 15 seconds. Front engine podiums entertained Rod Jolley (2nd) and Klaus Lehr (3rd) on both days but Saturday's winner was Julian Bronson and Sunday's Joaquin Folch. Congratulations to them and Drivers of the Day Tony Smith and Nick Taylor for heroic recovery drives in Sunday's race.

QUALIFYING

As ever, old cars have a propensity for recalcitrance. Free practice sadly curtailed Urs Muller's fun when his beautiful pale yellow and green Scuderia Ambrosiana Maserati 6CM '1558's engine lost oil pressure, forcing the Swiss to scratch before Friday's official timed session which decided the grid order. Another to hit trouble was Klaus Lehr whose Maserati 250F had an oil return line pop off, filling the left front brake drum which required a lengthy clean-up.

Joaquin Folch-Rusinol had a transmission component fail on his Lotus 16 365, but Classic Team Lotus' sole mechanic, Rob – the rest of the team being at Laguna Seca in California for the annual Monterey Historic bonanza – welded it up to keep the laid-back Spaniard in the hunt for the weekend. Another Lotus giving trouble was Nick Taylor's 1500cc 18 914 which wouldn't run cleanly. A fuel supply issue was suspect-



Birthday celebrations for Jakob Rettenmaier on his second race in the Bugatti with the HGPCA being approached by Guy Plante in his Cooper photo Eric Sawyer



Tom Dark's Cooper ahead of Stephan Rettenmaier's Maserati, Chris Drake, Max Blees, Peter Horsman, Nick Taylor and Brian Jolliffe photo Eric Sawyer

ed, thus super wrench Tom Denyer changed the Facet pump for a Holley, and the problem seemed to go away.

A grand miscellany of magnificent machinery set out in earnest on Friday morning, 38 cars taking to the track. Early in the session Will Nuthall snagged the nose of his Cooper against the tail of Austrian Stephan Jöbstl's Maserati-engined T45 who braked earlier than anticipated for a corner. Abject apologies all round were accepted. Will lost time having the cosmetic damage checked, yet still posted second best time.

Cannell claimed pole position, his 1m57.407s (88.36mph) shot in the ex-Charles Vögele InterContinental Formula Brabham 1.084s better than class 7b leader Nuthall's best. Just 0.337s separated Will and Barry's class 12 rivals Michael Gans and Peter Horsman, bringing the prospect of close racing.

Folch was an outstanding fifth on 2:00.237s (86.29mph), best of the Pre-'61 front-engined brigade by three seconds, two clear of top German Max Blees in his Tasman Brabham BT7A, class 9 hare Chris Drake – reverting to his Lotus twin-cam engined Cooper T71/73 following his T53's transmission failure at Silverstone – and Sir John Chisholm in his Team Lotus 18 372, refettled since Sam Wilson's Classic victory in it. John, the Swiss Philipp Buhofer and James Willis all



Peter Horsman ahead of Paul Grant, John Chisholm and Chris Drake photo Kitty Chisholm



Martin Halusa's shapely 250F ahead of Chris Phillips and Erik Staes in their Cooper Bristols photo Erik Sawyer

had their best lap disallowed for crossing the pit exit line, incidentally.

In Chisholm's mirrors were Julian Bronson, ninth in the iridescent blue Scarab-Offy ahead of Tom Dark (Cooper T51), with Wulf Goetze (Cooper T53) and Buhofer, atop class 10 in his diminutive Lotus 44, completing the top twelve. Thomas Matzelberger (Cooper T45/51) was best of the Austrians, with Brazil's Bernardo Hartogs (Lotus 18/21) and Rod Jolley – third of the front-engined runners in his Brands Hatch-winning Ecurie Ecosse Monzanapolis Lister-Jaguar – close behind, pursued by Nick Taylor.

A trio of Coopers was next up, in the order of Brian Jolliffe (T45), Guy Plante (ex-Dickie Stoop T45) and Ingo Strolz (T51), with Martin Halusa in his ex-works/Jean Behra 1956 Maserati 250F '2521' – presented in its white Monte Carlo Auto Sport livery, as raced by Andre Testut in the principality in '59 – and Willis (Cooper T45) also in a strong midfield.

Class 5 poleman Ian Nuthall (Alta F2) and Paul Griffin (ex-Rob Walker Racing/Maurice Trintignant Cooper T51) were in there too, in the company of Paul Grant (ex-Rodney Nuckey Cooper-Bristol) and Martin Eyre, impressively only 1.3s shy of the Brussels garage aboard his 1½-seater T23/25 on 2:15.540.

Michael Baudoin (Cooper T45), the Cooper-Bristols



Barry Cannell and Will Nuthall leading the pack photo Eric Sawyer



Tony Smith in his magnificent Dino passes Uli Bäurle in his 6CM Maserati photo Kitty Chisbolm

but poleman Cannell's were only just beginning. His Climax engine was spluttering on three cylinders on the formation lap thus – having unsuccessfully attempted to clear its throat approaching the start lights – Barry pitted from 22nd place on the opening lap, only re-emerging after a stop to replace a spark plug, essentially to ascertain whether all would be well for Sunday morning's sequel.



Pre-War cars: Uli Bäurle in his 6CM Maserati ahead of John Gillett's MG K3, Josef Rettenmaier's Maserati 6C34 and nephew, Jakob, in Stephan's Tye 35 Bugatti. photo Eric Sawyer

of Eddie McGuire – a late substitution after his Scarab went lame at Silverstone – and Erik Staes were corralled in the 2:16s. Despite outbraking himself several times, having mistakenly used his regular Formula Junior markers, Tom de Gres (Brabham BT14 twin-cam) was next, a second up on Chris Phillips (Cooper-Bristol).

Helmut Gassmann (Connaught B4), Uli Bäurle (Maserati 6CM) and Stephan Jöbstl (Scuderia Centro-Sud Cooper-Maserati T45) completed the runners and riders who lapped within the 130% criteria. Skilful negotiation by CompSec Richard Parnell with the organisers enabled Stephan Rettenmaier (whose Maserati 6CM managed but two laps before its fuel system flooded), his son Jakob (Bugatti T35) and MG K3 stalwarts John Gillett from Australia (in his Siamese blue ex-Bira car) and Frenchman Philippe Douchet – last seen at Pau – to start Saturday's race.

As before the German organisers were very particular about etiquette off-track as well as on it. Competitors were warned that reversing into the pit garages was verboten, but Jolley and Douchet were both ticked off verbally (avoiding fines!) for forgetting after their session.

Tony Smith didn't get out to play in his Ferrari Dino because on preparing to start its V6 engine for the first time in the pits Ingegnere George Fowles discovered that its oil pressure – normal on final checks in the workshop – had disappeared. He traced the cause to a blocked pipe to the gauge and rectified it but Tony would have to start the opening race from the back of the grid. Jo Rettenmaier's Maserati didn't make qualifying either, its fuel tank having sprung a leak, then his medical problem occurred.

SATURDAY RACE

There were dramas even before the rolling start when Strolz's Cooper broke a drive flange and was parked,

Nürburgring: AvD Oldtimer Grand Prix - Race 6

Pos	No	Surname	Name	Car	cc	year	colour
Front Engine Cars							
Klasse 1 : Grand-Prix-Wagen 1925 - 1934 auf 18" -oder 19" -Radern							
31	35	Rettenmaier (Stephan)	Jakob Pattensen	Bugatti T35	2662s	1929	Pale Blue
32	14	Gillett	John AUS	MG K3	1086s	1934	Blue
33	11	Douchet	Philippe FRA	MG K3	1086s	1934	Blue
DNF	34	Rettenmaier	Josef Rosenberg	Maserati 6C34	3724s	1934	Red
Klasse 3: Frontgetriebene Voiturette-Wagen vor 1939 mit bis 1.500 ccm auf 16"-Radern							
30	12	Bäurle	Uli	Maserati 6CM	1493s	1936	Red
38	23	Rettenmaier	Stephan Pattensen	Maserati 6CM	1493s	1937	Red
DNS	16	Muller	Urs	Maserati 6CM	1500s	1938	Yellow/Green
Klasse 5 : Formel-2-Fahrzeuge 1952/52							
18	21	Nuthall	Ian	GB	Alta F2	1980 1952	BRG
19	19	Grant	Paul	B	Cooper Bristol Mk 2 3/53	1971 1953	Blue
20	28	McGuire	Eddie	IRL	Cooper Bristol Mk 1 8/52	1971 1952	BRG
24	6	Eyre	Martin	GB	Cooper Bristol F2/T23/25	1971 1953	Green/Yellow
26	36	Staes	Erik	B	Cooper Bristol Mk 7/53	1971 1953	Green/Red
27	33	Phillips	Chris	GN	Cooper Bristol Mk 2 6/53	1971 1953	Green/Yellow
Klasse 6 : Formel-1-Fahrzeuge 1954 – 1958 auf 16" – Radern							
15	248	Lehr	Klaus Weinheim	Maserati 250F CM5	2500	1957	Red
22	56	Halusa	Martin A	Maserati 250F 2521	2493	1956	White
34	60	Gassmann	Helmut Bovenden	Connaught B4	2470	1954	Blue
Klasse 7a : Formel-1-Fahrzeuge vor 1961 auf 15" - Radern							
7	20	Folch-Rusinol	Joaquin	ES	Lotus 16 365	2500 1959	Green
16	9	Smith	Tony	GB	Ferrari Dino	2500 1960	Red
Klasse 8 : Formula Libre- und Indianapolis- Fahrzeuge vor 1961							
12	2	Jolley	Rod	GB	Lister Jaguar	3781 1958	Silver
36	30	Bronson	Julian	GB	Scarab Offenhauser	2500 1960	Blue/White
Rear Engine Cars							
Klasse 7B: Grand-Prix Wagen vor 1961 mit Heckmotor auf 15"-Radern							
4	18	Chisholm	John	GB	Lotus 18 372	2496 1960	Green
13	15	Matzelberger	Thomas	A	Cooper T45/51	2495 1960	Cream
14	51	Dark	Tom	GB	Cooper T51	2500 1960	Green/Red
23	57	Griffin	Paul	GB	Cooper T51	2495 1958	Dark Blue
28	10	Nuthall (Giorgio Marchi)	William	GB	Cooper T53	2495 1960	Green/White
29	24	Strolz	Ingo	A	Cooper T51	2500 1959	Green/White
35	40	Joebstl	Stephan	A	Cooper Maserati T51	2484 1959	Red
Klasse 9: Grand-Prix und Formel-2-Wagen vor 1961 bis 2.000 ccm							
17	70	Plante	Guy	GB	Cooper T45	1998 1958	Black
21	5	Baudin	Michel	F	Cooper T45	1960 1958	Red
37	47	Jolliffe	Brian	GB	Cooper T45	1960 1958	BRG
39	42	Willis	James	GB	Cooper T45	1960 1958	Green
Klasse 10: Formel-1-Fahrzeuge vor 1966 (1.500 ccm und mit Vierzylinder-Motor) sowie Formel-2-Fahrzeuge 1964-66 bis 1.000ccm							
6	91	Drake	Chris	GB	Cooper T71/73	1498 1964	BRG
9	32	Hartogs	Bernardo	BRA/GB	Lotus 18/21 916	1475 1961	Pale Green
10	53	Buhofer	Philipp	CH	Lotus 44 F23	1000 1966	Green
11	88	Taylor	Nick	GB	Lotus 18 914	1495 1961	White
Klasse 12: Tasman & Intercontinental-Wagen vor 1966 (bis 2.700 ccm & mit Vierzylinder-Motor)							
1	22	Horsman	Peter	GB	Lotus 18/21	2500 1961	Dk Blue/Black
2	17	Gans	Michael	USA	Cooper T79	2500 1964	Green
3	3	Cannell	Barry	GB	Brabham BT11A	2700 1964	Red/White
5	7	Blees	Max	Aachen	Brabham BT7A	2700 1963	Burgundy
8	50	Goetze	Wulf	Koeln	Cooper T53	2700 1961	Green
25	72	de Gres	Tom	B	Brabham BT14	1498 1965	White/Blue

Drivers of the Day: Front engine: **Tony Smith** Rear Engine: **Nick Taylor**

With the quickest qualifier out of contention the way was clear for Gans and Nuthall to make the running. Once through the yellow no overtaking zone – obligatory at the OGP in recent years – and over the 'green' control line on the exit of the Yokohama chicane, Will was quicker into his stride. But Michael and his white Cooper clocked the race's fastest lap of 1:58.015 – half a second inside his Q-time – in seizing the lead second time round. Far from capitulating, Nuthall clawed his way back ahead for a couple of laps mid-race, but eventually could keep Gans behind no longer. To applause from petrolhead spectators they took the chequered flag a couple of cars' lengths apart.

Although the timing system mysteriously lost him initially, suggesting a transponder glitch, Horsman led the pursuit, but was 12 seconds adrift at the finish. Folch went with him initially but spun his front-engined Lotus out in his endeavours to match its younger stablemate on lap four. In his angst to get going again, Joaquin rejoined against the traffic flow and was subsequently summoned to the Clerk of the Course's office to explain himself.

Joaquin's demise promoted Chisholm to fourth which he kept, shadowed by Dark and Drake, the runaway class 9 victor. Tom's fifth place on the road became a disappointing 11th with the application of a 30-second imposition (in lieu of a drive-through penalty) for overtaking under yellow flags late in the race. In trouble with officialdom earlier were Willis and Staes who had five seconds added to their times.

James thus found himself shuffled back behind Jolley and Matzelberger to 14th while Erik remained 25th, further behind Phillips in class 5. Then reversed into his garage!

Back at the sharp end, Aachen-based Bles claimed German honours, placing sixth in his aubergine Brabham. Max was separated from compatriot Goetze by Bronson's rumbling Scarab, another class topper and first front-engined finisher.

Hartogs, for whom the proverbial penny appeared to have dropped with an impressive run at Silverstone in his BRP Lotus, enjoyed another super run. Bernardo finished a class-winning ninth, directly behind Goetze's more powerful 2.5-litre car, in the midst of a three-car train with class rival Buhofer's 1-litre Lotus in tow.

With his yellow-nosebanded Maserati running sweetly – and looking from a distance like that in which Juan Manuel Fangio won the '57 German GP, his 24th top flight win securing his fifth world championship – Lehr progressed swiftly from the back, advancing from 29th on the opening lap to a plucky 15th. Jerseyman Plante and class 5 supremo Ian Nuthall in the Alta were the last competitors to finish on the lead lap.

Winner Gans lapped Nuthall's buddy Grant on the final lap, the Belgo-Scot being best of the Cooper-Bristol runners, 12 seconds clear of McGuire in the division, with Eyre a fine third having distanced himself from the Phillips and Staes tussle. Amid them were the Coopers of Griffin and Baudoin and

Halusa's shapely Maserati 250E, of which Eyre had a particularly close view.

Down the order, Joebstl charged from the 33rd on the grid to 26th, improving his personal best lap time by more than five seconds which was meritorious. De Gres, Gassmann and Bäurle completed 11 laps, Cannell and Stephan Rettenmaier 10 apiece. The screaming supercharged MGs of Gillett and Douchet sandwiched Jakob Rettenmaier's Bugatti on nine.

Smith dutifully pitted his Ferrari after three laps, as instructed, to check that all was in order, then was signalled back out by Ing. Fowles. Inside a lap Tony was out though, the gear linkage having broken. Jolliffe's Cooper inexplicably stopped picking up its fuel mid-race and, having ground to a halt in a dangerous place, triggered a short safety car period. The T45 would also break early on Sunday. Talking of misfires, Taylor was in trouble again, thus threw in the towel after two laps. A rev limiter fault was quickly diagnosed and rectified.



Julian Bronson's Scarab and Wulf Goetze's Cooper
photo Kitty Chisholm



Max Bles in his Brabham battles with Joaquin Folch's Lotus and Chris Drake's Cooper into the corner photo Eric Sawyer



Sunday podium: Peter Horsman (centre, 1st), Michael Gans (left, 2nd) and Barry Cannell (3rd) photo Kitty Chisholm



Sunday front engine podium: Joaquin Folch (centre, 1st), Rod Jolley (right, 2nd) and Klaus Lebr (3rd) photo Kitty Chisholm



Podium celebrations on Sunday - a little confusing but much enjoyed by all photo Kitty Chisholm

NURBURGRING SUNDAY RACE 2

Sunday morning's race start meant rather too early a wake-up call for most, but 39 competitors formed up under starters' orders, the grid reflecting the previous day's finishing order, with the exception of Douchet's MG, Philippe happy to go from the back, so not as not to impede the displaced 'modern' cars as the slowest machine by some margin.

Gans, Nuthall and Horsman hurtled away towards the tight Yokohama S at the light signal, holding station as required, then raced down to the end of the valley where the right-handed hairpin starts the return leg with its curves, climbs and plunges. At the end of the lap the order behind them was Chisholm, Drake, Blees, Goetze, Dark, Bronson and Hartogs, with Buhofer and Jolley completing the top 12. Willis and Matzelberger led the rest, pursued by Lehr and Ian Nuthall, four places ahead of Grant.

Cannell was making sensational progress from 30th on the grid, picking cars off carefully in the pretty red and white Brabham. Nineteenth after a lap the combo was 14th in two, 12th in three and ninth a circuit later, homing in on Goetze. It didn't stop there either, for the Nottingham driver – who cut his racing teeth in a Vintage Alvis – had his sights on a top six result as a minimum. Goetze and Dark (driving Barry's old Cooper T51) offered no resistance, then he shot past Blees and Drake in one lap to lie fifth.

Folch was also ascending the lap charts with gusto in his faithful Lotus 16. Twenty-sixth on lap one became 19th, 16th, 13th and 12th on successive circuits, before Joaquin was faced with eroding the deficit to Buhofer and Hartogs in younger examples of Colin Chapman's craft.

With Bronson's Scarab out after three laps, overheating again, Folch was already the best-placed 'puller' but he wanted more from his well-balanced Climax FPF-powered steed. With Bernardo and Philipp outrun Joaquin was 10th by lap 10. He subsequently gained a position on each of the remaining laps – displacing Goetze, being gifted positions when Nuthall stopped from the lead (out of fuel) and Dark slowed to finish seventh in a tremendous drive.

The big change in the top three had come on lap 8 when Gans slipped to third, advantaging Nuthall and Horsman. Peter was in the right place when Will conked out and, now a distance ahead of Michael, under no pressure as he reeled off the final two laps in P1. His winning margin was 14.958s and, with a splendid fastest lap of 1:57.962 on his slate, the Chairman's work was done. Peter was mildly surprised when Cannell jump onto the final podium step having caught and passed Chisholm on the last lap.

Behind class 7b standout Chisholm, Blees and Drake (another double winner) earned their top six finishes, Chris less than five seconds ahead of Folch, with Goetze and the battling Hartogs and Buhofer next in. Having aced his Swiss rival by 0.335s for Class 10 gold on Saturday, the Brazilian worked tirelessly to eke out a cushion of 0.872s after another great fight to cement memories of a top weekend. Taylor, now with engine behaving itself, matched their lap pace as he swept through to 11th in his Team Colonia Lotus' original homeland, passing Matzelberger and Jolley on the last lap and staving them off to the line.

Dark, Lehr, Smith, Plante (having found a couple of seconds over his Saturday best) and Ian Nuthall headed the 12-lappers, with Grant finishing 5.9 seconds behind the Alta but well clear of McGuire. Baudoin, Haluse, Griffin (recovering well from a spin), Eyre, de Gres and Staes filed home next. Nuthall Jr was classified 28th on distance covered, ahead of Strolz, Bäurle, Jakob Rettenmaier and the MG 'twins' Gillett and Douchet.

(words Marcus Pye)

ZANDVOORT HISTORIC GRAND PRIX 6-8 SEPTEMBER

Middlehurst unbeatable at Zandvoort

Zandvoort, scene of World Championship Dutch Grands Prix from 1952-'85 – and fuelled by local hero Jos Verstappen's rapid rise to Formula 1 stardom gearing-up for the race's much-trumpeted return to the global stage in May 2020 – has been a popular venue for the Association since the seaside circuit promoted its first Historic GP in 2012. This year marked the HGPCA's sixth visit in eight years, drawing a sensational 37-car entry for the Supagard-supported Pre-'66 double-header, which embraced competitors from eight nations.

Congratulations to Andy Middlehurst who, inspired by his idol Jim Clark's 1962 and '63 Dutch GP victories in Lotus 25 R4, won both races in John Bowers' Classic Team Lotus-run car. That our sixth Pre-'66 race winner of the season beat Will Nuthall in a sister Cooper-Climax T53 to Jack Brabham's 1960 winner only added to the occasion.

Sunday's feature race was stopped early to allow marshals and medics to treat stalwart Brian Jolliffe who suffered a very heavy crash in his long-serving Cooper T45 at the turn onto the pit straight. Remarkably, the stout tubular chassis protected Brian who sustained four broken ribs. After spending the night in Amsterdam hospital he and 'minder' Peter Jackson were driven home to Southampton by Richard Parnell the following day.

Members with Pre-'61 cars also jumped at the opportunity to contest the special 1952 Dutch GP Revival races supported by van der Lof Racing to

mark the centenary of the birth of Dries van der Lof and Jan Flinterman who proudly represented the Netherlands in their country's inaugural top level race.

Dries' son Alexander van der Lof and grand-daughter Shirley both competed, driving Ferrari 340 and HWM-Alta respectively. The latter, the car which Dries raced here 67 years ago, joined the family stable a week before the event. Ian Nuthall won both races in the Alta F2, under pressure from Paul Grant (Cooper-Bristol) and Shirley van der Lof respectively.

PRE-'66 QUALIFYING

Will Nuthall, winner of our second race here in 2012 driving Giorgio Marchi's 2.5-litre Cooper-Climax T53, launched his concerted effort to snare pole position from the start of Friday morning's Q-session in the same car. He was denied, however, by 2016 and '17 victor Andy Middlehurst, whose 1m54.131s (84.41mph) best on lap 5 in John Bowers' diminutive ex-Jim Clark Lotus 25 put the 1500cc Climax V8-engined car on top of the table.

Nuthall responded, the Class 7b leader posting a 1:54.983 on his penultimate lap, despite his front brakes pulling alarmingly to one side which the IN Racing crew set about investigating. Thrice a podium visitor his season in UDT/Laystall Lotus 18 915, Andrew Beaumont certainly looked increasingly confident on his first visit with the 2.5-litre chassis, raced by Cliff Allison and Dan Gurney (among others) in period, having previously run his 1500cc Lotus 24 V8. Fastest of all through the start straight speed trap at 141.73mph, Andrew's 1:55.410s – put the combo third, meritoriously atop super-combative Class 12.



Mark Shaw debuts his Lotus 21 with the Association photo Eric Sawyer



Sid Hoole's Cooper T66 ahead of Tom Dark's T51 photo Eric Sawyer



Eddie McGuire, first time out in Zandvoort, wins front engine honours on Saturday photo Eric Sawyer

Fresh from his Nurburgring victory, which added to his Pau double laurels, Peter Horsman was disappointed with fourth in his ex-Tony Shelly Lotus 18/21 but could only blame himself. "I carried too much speed over the brow out the back [the daunting, dipping, Scheivlak corner] and ended up in the gravel," he rued. "I got out, but some grit jammed the throttle and I switched the engine off immediately. Fortunately it is OK." Peter's 1:55.960 in five laps suggested more to come.

The last man inside two minutes was Barry Cannell, a quadruple winner this term in his ex-Charles Voegle Brabham BT11A but still looking for his first gold outside England in the Inter-Continental chassis. "I was locking wheels under braking all over the place, and thought it was me. When I mentioned it to my guys they'd omitted to tell me that they had fitted more aggressive brake pads, which weren't bedded!" Barry's 1:56.962 put him fifth, running with the hounds but with work to do.

Tom Dark, who acquired his British Racing Prospects Cooper T51 – driven by Miles Griffiths to three second place finishes here in 2013 and '14 – from Cannell, ranked sixth, albeit some way adrift on 2:02.962. With the Bugatti T73 to run in the early car race, he and smiling spannerman Jack Williamson had a busy weekend ahead of them.

With no time to look inside the gearbox of his Cooper T53 to rectify its Silverstone Classic problems, Chris Drake wheeled out his 1500cc Lotus twin-cam engined T71/73, the ex-Gerard Racing/John Taylor chassis, once again. "I needed to make friends with it before Goodwood," he said having posted a stout 2:03.185 to head Class 10.

Sid Hoole in his faithful ex-RRC Walker Racing Cooper-Climax T66 V8 – raced in 1963-'4 by



John Romano's Brabham BT11 ahead of Tony Ditheridge's Cooper T45 and Tom de Gres' Brabham BT114 all photos by Eric Sawyer



The Leaders of the Pack: Will Nuthall in Giorgio Marchi's T53, Andy Middlehurst in John Bowers Lotus 25, Andrew Beaumont in his 18 and Barry Cannell in his Brabham

Zandvoort Historic Grand Prix HGPCA Races for Pre 1966 Historic GP Cars

Pos	No	Name	Car	cc
Front Engine cars				
Pre-War Grand Prix and Voiturette cars				
29	1	Gillett John	MG K3	1086 1934
30	26	Brandts Luc	Talbot Lago	4482 1948
Class 5 - 1952/53 2 litre Grand Prix cars				
21	21	Nuthall Ian	Alta F2	1980 1952
22	36	Staes Erik	Cooper Bristol Mk2 7/53	1971 1953
24	19	Grant Paul	Cooper Bristol Mk 2 3/53	1971 1953
25	32	Plante Guy	Cooper Bristol 9/53	1971 1953
Class 6 - 1954 -1958 Grand Prix cars on 16" wheels				
9	22	Hart (Hann Family) Steve	Maserati 250F CM7	2494 1958
18	248	Lehr Klaus	Maserati 250F CM5	2500 1957
31	17	Valvekens Marc	Gordini 16	2479 1956
34	20	Dumolin Christian	Maserati 250F 2522	2495 1954
Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels				
13	5	Bailey Marshall	Lotus 16 364	2500 1959
DNF	7	McCabe Charles	BRM 25-8	2500 1958
Class 8 - Formula Libre, Indianapolis and Intercontinental cars				
10	2	Jolley Rod	Lister Jaguar	3781 1958
12	28	McGuire Eddie	Scarab Offenhauser	3000 1960
Rear Engine cars				
Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels				
2	10	Nuthall (Giorgio Marchi) William	Cooper T53	2495 1960
14	15	Matzelberger Thomas	Cooper T45/51	2495 1960
23	24	Strolz Ingo	Cooper T51	2500 1959
32	73	Dark Tom	Cooper T51	2500 1960
Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres				
8	42	Willis James	Cooper T45	1960 1958
17	8	Ditheridge Tony	Cooper T45	1960 1958
26	47	Jolliffe Brian	Cooper T45	1960 1958
Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars				
6	91	Drake Chris	Cooper T71/73	1498 1964
11	80	Taylor Nick	Lotus 18 914	1495 1961
15	37	Perk Eddy	Heron F1	1488 1960
27	9	Herreman Arnold	LDS Alfa Romeo 06	1470 1961
DNF	99	Shaw Mark	Lotus 21	1500 1961
DNS	4	Thornton Greg	LDS 03	1487 1961
Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars				
1	25	Middlehurst (John Bowers) Andy	Lotus 25 R4	1498 1962
7	66	Hoole Sid	Cooper T66 F1	1495 1963
16	11	Romano John	Brabham BT11	1500 1964
Class 12 - Pre 1966 Tasman & Intercontinental 4cyl cars not more than 2.7lts				
3	70	Beaumont Andrew	Lotus 18 915	2500 1961
4	3	Cannell Barry	Brabham BT11A	2700 1964
5	122	Horsman Peter	Lotus 18/21	2500 1961
19	72	de Gres Tom	Brabham BT14	1498 1965
20	232	Kinch Larry	Lotus 32 Tasman	1498 1964
28	6	Emery John	Brabham BT4	2495 1962
33	132	Locke Chris	Lotus 32B F2 7	2488 1965
35	79	Gans Michael	Cooper T79	2500 1964

Drivers of the Day: Front Engine: **Erik Staes** Rear Engine: **James Willis**

Sweden's Jo Bonnier, who had won BRM's first GP here in '59 – separated Drake from divisional rivals Mark Shaw and Nick Taylor in their Lotuses. First time out in his ex-Trevor Taylor/Jim Clark multiple '61-'2 Springbok Series race-winning 21 937, sometime F3000 racer Shaw lapped just 0.140s adrift of Drake despite clutch slip caused by an oil leak onto the plates. Perennial hard-tryer Taylor's earlier Scuderia Colonia/Wolfgang von Trips/Michael May Lotus 18 914 was losing water.

First of the front-engined runners was jovial Irishman Eddie McGuire, 11th overall on his first visit to Zandvoort in his Scarab-Offenhauser on 2:04.466. The sleek Californian-built monster nudged 131mph through the long start straight's speed trap before Tarzan corner. Eddie was almost 1.5s clear of Rod Jolley who gridded the Brands Hatch-winning Ecurie Ecosse 'Monzanapolis' Lister-Jaguar 15th. Between them sat American Chris Locke (back in ex-Jim Clark Team Lotus 32B Tasman car), his compatriot Michael Gans (ex-Bruce McLaren Cooper T79) and James Willis in the ex-Denny Hulme Cooper T45 who led 1500cc Class 9 on 2:05.485, its torquey SU-carburetted engine pulling strongly.

Luxembourg-domiciled Gans, winner of the opening Nurburgring race at the recent AvD Oldtimer GP, experienced trouble from the outset. "What with a lot of understeer in the corners and the back end sliding around on oil from the crankshaft seal it wasn't a pleasant ride," said Michael, who did his three laps to qualify then left Dan Setford and his talented crew to seek a solution while he enjoyed his 1972 Lola T290 sports racer in the FIA Sportscar group.

Another welcome Transatlantic returnee, John Romano qualified his Brabham BT11 16th, a fraction ahead of Austrian Thomas Matzelberger (ex-Roy Salvadori 2.5 Cooper T45/51) and the class-leading front-engined machines of 2015 Pre-'61 victor Marshall Bailey and Steve Hart on 2:07.125 and 2:07.262 respectively. Now resettled in Scotland, Bailey reported his ex-Graham Hill/Pete Lovely Lotus 16 364 to have been "transformed" by Classic Team Lotus. "It's going better than ever," enthused 2015's Sunday race winner, "but the driver is rusty..." Hart was thoroughly enjoying the family Hann's Cameron Millar Maserati 250F meanwhile.

'Roi des Belges' was Tom de Gres in his immaculate Brabham BT14 FL-8-65, raced for Robert Ashcroft Racing by Derek (Chevron) Bennett and George Pitt, who contested Goodwood's last National F1 race. Tom cut a 2:07.480, heading-off regular Class 5 protagonists Ian Nuthall (ex-Peter Whitehead Alta) on 2:07.722 and Brussels-based Paul Grant (ex-Rodney Nuckey Cooper-Bristol Mk2 3/53), 1.236s slower but also running his 1970 De Tomaso-Cosworth 505 in the FIA F1 plateau.



Great to have Marc Valvekens behind the wheel of his Gordini racing again photo Eric Sawyer

Tony Ditheridge (2-litre Cooper T45) and Klaus Lehr (Maserati 250F CM5/6) were under 2m10s, the latter 4.6s swifter than Belgian lawyer Marc Valvekens piloting his gorgeous Gordini T16 of the type raced by Jean Behra and Robert Manzon. Hotelier Ingo Strolz (ex-works/Jack Brabham Cooper T45) – who, with teammate Matzelberger has rapidly made friends in the paddocks, dispensing fabled Kimbo espresso from their superb peripatetic coffee machine – and previous Zandvoort 500cc F3 watch winner Brian Jolliffe (2-litre Cooper T45) both lapped the 15s.

Next up was American Charles McCabe in his magnificent Hall & Hall-prepared BRM P25-8, Bonner's '59 Dutch GP winner 60 years on, with Belgian Erik Staes (ex-Alan Brown Cooper-Bristol Mk2 7/53) on its heels. Newcomer Arnold Herreman in the LDS-Alfa Romeo previously raced with us by Spaniard Jordi Puig and Guy Plante (ex-Tom Cole/Len Lukey Cooper-Bristol Mk2 2/53) were close on times, Guy's despite a fluffly misfire.

Out over 2m20, uncharacteristically, was UK-domiciled Dutchman Eddy Perk – invariably a Class 10 contender – who, having built a fresh Alfa Romeo engine after his Silverstone blow-up, parked his ex-Ernest Pieterse Heron early when an oil cooler union came adrift. No lasting damage was done and it was soon fixed.

Larry Kinch in his colourful ex-Leo 'Pete' Geoghegan twin-cam motivated Lotus 32 Tasman, Christian Dumolin (ex-Salvadori Maserati 250F 2522, run by Simon Blake's Historic Automobiles equippe), local man Luc Brandts (ex-Philippe Etancelin Talbot-Lago T26C) were next up. Driving his ex-Bira supercharged MG K3, the only pre-war car in the field, Australian John Gillett completed the qualifiers. The Siamese prince won Zandvoort's first non-championship GP in 1948, incidentally, aboard a Maserati 4CL.

Out of luck again was John Emery, whose ex-Bib Stilwell Tasman Brabham BT4 IC-3-62 failed to complete a lap when the king lead to the distributor detached, robbing its Climax FPF engine of spark, but John was given dispensation to start Saturday's race from the back.

SATURDAY RACE

Saturday morning dawned overcast with a brisk cross-wind coming in from the sea to the left of the main straight. From long experience Middlehurst knew his chances of victory almost certainly depended on a great start, immediately finding his little Climax V8 engine's sweet spot and establishing a rhythm while rivals with torquier four-cylinder power units brought their Dunlop tyres up to temperature before leaning on them.

A peach of a getaway enabled Andy to reach the 180 degree Tarzan corner first, with the baying pack in pursuit. Out in the dunes Perk was making up places from

his poor grid position when the Heron got away from him at the cambered Scheivlak. As it revolved, light tyre contact with McCabe's BRM launched the latter but they both continued. Eddy pitted for a quick check-over but gained places thereafter.

At the end of lap one Middlehurst led Nuthall, Beaumont, Cannell, Dark, Drake, Shaw, McGuire's belated Scarab, a cautious Horsman, Hoole, Locke and Taylor, pursued by Willis, Jolley and Hart. Drake's Cooper rotated at the Hans Ernst chicane on lap two, during which Nuthall hit the front. Horsman had a big drama at Scheivlak on lap five when his throttle jammed again. The white-nosebanded Lotus careened into the gravel, and then freed under a safety car.

Gans retired at the end of the lap, his Cooper's engine smoking ominously again. Shaw was also out, his Lotus needing more work after a promising debut. The Scot trailed it and, with preparer Tom Smith, concentrated on the following day's second FIA Lurani Trophy FJ race, which he won brilliantly!

When the circuit went green after a two-lap hiatus Middlehurst glued himself to Nuthall's tail and cunningly engineered a decisive pass on the final lap, Andy landing his third Zandvoort victory by 0.817s. Behind runner-up Will, Cannell shot past Beaumont to annex third which he kept to the chequer, with the pale green Lotus in his Brabham's slipstream.

Behind the top three, all class winners, Cooper trio Dark, Hoole and Drake – charging anew after his spin and rewarded with class 10 honours – finished a few seconds ahead of front-engined standout McGuire and Locke, growing in confidence. Class 9 winner Willis, after his best run in a long time, Taylor and Jolley completed the top 12. Hart just held off Bailey while Ditheridge, 14th, had his mirrors full of Matzelberger's larger-engined Cooper with Romano's V8 Brabham screaming along in its wake.

The customary Class 5 duel between Ian Nuthall and Grant raged behind Lehr. Ian and Paul traversed the cambered Tarzan and Hugenholtsbocht abreast, then exchanged places several times before the moustachioed Alta driver prevailed once more. Kinch and Perk weren't far adrift, while de Gres enjoyed his best outing to date in his beautiful white and blue Brabham. Staes, third in class, Herreman and Valvekens arrived home together with Dumolin, Plante and Brandts – hustling the big Lago Talbot T26C along with gusto – also on the lead lap. Strolz, Emery and McCabe completed 10 circuits, Jolliffe and Gillett nine to complete the impressive roster of 34 finishers.

SUNDAY RACE

The second race had an afternoon slot which enabled some competitors to enjoy nearby Amsterdam on Saturday with the luxury of a lie-in, unlike at the Nurburgring last month. Thirty four came under

starter's orders, McCabe (nursing sore ribs) joining Shaw, Gans, Dumolin (with a business commitment) and Locke (saving the 32B for Spa) on the sidelines.

Middlehurst, head down, extended an advantage of almost a second over Nuthall Jr on the opening lap, such was his determination to win "the watch race" for the first time. While super-consistent Andy lowered Will's fastest lap, working his way back into the 1m54s bracket. While this was beyond reach, Will never gave up with the exclusive Chopard Zandvoort HGP chronograph prize his target too.

As it happened, both were to be deflated for Jolliffe's accident brought out a safety car, then red flags once everything was under control. Brian had been off-piste on the exit of Tarzan at the start of the lap, as he was being lapped, but caught the tailslide and returned to the track seemingly OK. When he arrived at the fast right-handed curve onto the long straight however, his Cooper speared into the barrier under power. Its front left wheel was torn off by the initial impact and, while Brian was trapped in the lozenge chassis he remained conscious and lucid. Rescuers placed their truck between the incident scene and oncoming cars and were quickly at his side.

Numbed by the apparent magnitude of their friend's situation, sombre competitors didn't have the appetite for a restart once the track was cleared. With one eye on the race timetable, the decision was made to declare the result at six laps.

Cannell and Beaumont squabbled over third place, Andrew regaining it in the final reckoning. From the back of the grid, Horsman had advanced to 16th on the first lap and continued his climb through the field. Fifth by lap four, he pulled off a stunning pass on Cannell at Tarzan on lap seven, barrelling down the outside on the approach, then – in a remarkable switcheroo which appeared to defy the laws of physics – changing his line and cut back to shoot past on the exit. Peter's skill and bravado counted for nothing beyond fifth on count-back.

Drake secured his Class 10 double in sixth, chased by Hoole. Divisional winners Willis, Hart – first of the pullers in the scarlet Maserati – and Jolley were next in at the back end of the top 10. Taylor, McGuire, Bailey, Matzelberger and vliegende Hollander Perk all had strong runs, clear of the diverse cars of Romano and Ditheridge, with Lehr 18th and occupied by the increasing threat from de Gres.

Passed by Kinch on the final lap, Ian Nuthall had a different Cooper-Bristol behind him this time for with Grant's slowed by a flooding Solex carburettor his co-equipier Staes was runner-up. The Brussels bar owner kept Strolz behind him while Grant and Plante, hobbled by another misfire, were the last to cover the full distance.

Jolliffe was classified 26th, ahead of Herreman and Gillett. Brands retired his pale blue Lago-Talbot, joining Valvekens and Dark as fallers.

With final results declared but too late for a podium presentation it was decided to distribute class prizes where possible and the remainder (plus 1/2/3 awards for both days) will be given out at Spa or posted to competitors not expected in Belgium or Portugal.

(words Marcus Pye)

Message from Brian Jolliffe

Brian is recovering well at home and asked us to extend his very grateful thanks to everyone who has called and sent messages to him.

He would especially like to thank Richard Parnell for his kind attention in every detail: for being there in the Medical Centre at the track, at the hospital, for driving himself and Peter Jackson back to the UK on the ferry and delivering them home. He would also like to thank Stuart Roach for bringing the car and rig back safely.

August 17, 1952, was a red-letter day for the Netherlands and Zandvoort, as the Dutch Grand Prix marked their World Championship debuts. Factory Ferraris dominated the penultimate round of eight, as they did throughout the European season, the torquey and powerful Aurelio Lampredi-designed four-cylinder 500 models the class of the newly-introduced two-litre [Formula 2] field by some margin.

Alberto Ascari, Giuseppe Farina and Luigi Villorosi claimed a resounding clean sweep of the podium places in Enzo Ferrari's eponymous cars that day. Each completed 90 laps of the John Hugenholtz-designed 2.605-mile switch-back circuit, cut into the dunes beside the North Sea. Behind the scarlet machines, British rising star Mike Hawthorn finished fourth, two laps down, in a Cooper-Bristol T20, having qualified third. Six years later the ill-fated 'Farnham Flyer' would win the world drivers' title for Ferrari, driving 2.5-litre V6-engined Dinos.

Dutchmen Andre 'Dries' van der Lof (just turned 33 years old and a renowned MG racer) and WW2 Spitfire pilot Johannes 'Jan' Flinterman (still 32) qualified KNAF-supported HWM-Alta and Maserati A6GCM 14th and 15th of 18 entrants. Stirling Moss propped up the field, saddling the boxy G-type ERA. The local heroes both hit trouble in the race, however. Flinterman retired his car early, with differential failure, but was put into Brazilian Chico Landi's and brought it home ninth and last. Van der Lof was not classified due to a persistent misfire. Moss' Bristol engine wilted, forcing abandonment, incidentally.

With racing in their genes, the van der Lof family put its might behind the '52 Dutch GP Revival, opening a double-header to front-engined GP cars of the Pre-'61 era which Association members were pleased to support. Fittingly, the two-litre machines of staunch allies Paul Grant (Cooper-Bristol Mk2, in which British privateer Rodney Nuckey finished 11th in the '53 German GP, his sole World Championship start) and Ian Nuthall (in the Alta which Peter

Whitehead retired from the '52 French GP) headed the practice times. Belgo-Scot Grant was overjoyed to have pipped his friend and rival to pole for the first time this year, his 2m08.412s (75.03mph) best 0.152s quicker than Nuthall's.

In the duo's wake, Tom Dark (Bugatti T73) and Eddie McGuire (Cooper-Bristol Mk1) were even closer, with Erik Staes (Cooper-Bristol Mk2) on their heels in fifth. Shirley van der Lof in the HWM she raced once in Adrian van der Kroft's ownership, newly acquired from Richard Lake, and father Alex in the 4.5-litre Ferrari 348 gridded sixth and seventh on 2:12.093 and 2:14.948.

Guy Plante (Cooper-Bristol Mk2) and Marc Valvekens (Gordini) were in the 16s, ahead of Martin Eyre (Cooper-Bristol Mk2 1½-seater) who sportingly showed Julia de Baldanza (Maserati A6GCM) the lines in the opening half of the session.

The sight of the session was the 4.5-litre Talbot-Lago T26Cs of Germany's Klaus Lehr (ex-Gianfranco Comotti) and Dutchman Luc Brandts (ex-Philippe Etancelin) thundering past the pits abreast – both wearing number 26 to confuse spectators, although timekeepers' transponders separated them. Lehr edged Brandts by 0.115s in the final reckoning.

James Willis (Pierce-MG) and Julia Baldanza completed the field. Alas, Ton Blankvoort's Maserati 4CLT – raced by Fangio in the 1950 Dutch GP here – and Nick Upton's AC Monoposto, programmed for Crispin Harris, were non-arrivals.

SATURDAY RACE

After a second formation lap Dark blasted the lofty Bugatti from P3 round the outside of Grant and Nuthall to lead into Tarzan, but was adjudged to have left too early. Tom was meted out a five second penalty, as was Plante for his eagerness. With Grant taking the initiative McGuire hooked on to Nuthall, with Staes and the van der Lofs, Shirley and Alexander, in the chase at the end of lap one.

Grant and Nuthall enjoyed a furious duel, swapping order continuously as they fought for victory, both lapping inside the pole time. Ian eventually took gold as Paul survived a grassy excursion through the Gerlachbocht on the final lap, although he was less than half a second adrift at the chequer after an energetic recovery. The next four remained as they were initially, Eddie delighted to land a podium place.

Eyre moved through well from 10th to seventh, ahead of Valvekens (who started the pale blue Gordini from the pit lane), Wilton and Dark. Plante, Talbot-Lago pair Brandts and Lehr made it home too, clear of Frost and Baldanza. Willis non-started.

SUNDAY RACE

Sundays' damp sequel had a bit more depth to it, for after Grant, McGuire and Nuthall led away van der Lof Sr growled his Ferrari into third at Tarzan. Not wishing to get bottled-up, Ian snatched second back at the Hugenholtzbocht, then slipstreamed Paul past the pits and rounded him to lead at Tarzan.

Van der Lof, McGuire, Staes, Dark, Shirley vdL and Plante were in pursuit of the pacemakers, but the Bugatti and HWM were the cars on the move. Dark ousted Alex vdL from third on lap three, then gyrated at the Gerlachbocht, whereupon Shirley powered through and hounded down the leaders.

A heady three-way tussle ensued on a slippery track and when Grant understeered off through the kitty litter at the Hans Ernst chicane, Shirley mounted her challenge for the lead. Ian's experience in the Alta was more than a match on this occasion, however. With spectators roaring the local woman on, he made no mistake and took the chequer 0.398s to the good.

Grant was a few second adrift, clear of Dark, McGuire and Staes who picked off vdLof Sr one by one. He finished seventh, clear of Brandts who had overpowered Eyre, busy repelling Plante. Lehr and Willis also went the distance. Frost, Valvekens and Baldanza also finished, but Wilton pitted after a lap.