

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



Photo: Jim Houlgrave

Saturday's combined race start



Photo: Eric Sawyer

Mark Gillies in Dick Skipworth's ERA R3A

CELEBRATING 75 YEARS OF GRAND PRIX AT SILVERSTONE

It was celebration time at Silverstone over the August Bank Holiday weekend with cars from the HGPCA grids playing a key role in one of the many anniversaries being celebrated at the weekend. The Silverstone Festival – formerly known as the Silverstone Classic - is an event which mixes motoring with displays, trade stalls and the now famous evening concerts for the energetic to flex their limbs and dance the night away.

In the bumper entry of over 60 cars for the three HGPCA races taking place over the weekend was the Talbot Lago T26 of Luc Brandts which took part in the very first Silverstone Grand Prix in October 1948 driven by Philippe Étancelin. Luc was awarded the Stuart Graham 'Scarf and Goggles' Trophy – presented annually to what is judged to be the most admired racing car on track at the Festival.

This year's Festival is one of the rare occasions when three P261s have shared the grid. Graham Adelman's (261-5) and Phillip Buhofer's (261-2) cars were joined by Stephan Jöbstl's (261-7 - recently acquired from former HGPCA President, Richard Attwood) and driven by Hall & Hall's Andy Willis. This car was raced by Jackie Stewart, winning both the Italian Grand Prix in 1965 and the Monaco Grand Prix in 1966. Stewart also won the Daily Express International Trophy at Silverstone in 1965 with BRM P261-7, making it a really special anniversary car.

Other entries of interest included Mark Gillies in Dick Skipworth's ERA R3A, Julia Baldanza in her 1948 Alta Grand Prix, Katsu Kubota in the Innes Ireland Lotus 24 and Nick Fennell in the Lotus 25 of Jim Clark - another Daily Express International Trophy winning car. Richard Wilson was, at last, on track with the Cooper T60, rewarding all the work put in by the Hoole Racing team to persuade the car to go racing.



Pictured (l to r): Julian Messent, Luc Brandts, Stuart Graham and Jonathan Cresswell. Photo: Jim Houlgrave

Last call for South Africa 2024



In May, we sent out a letter and flyer about organising two consecutive race weekends in South Africa at Zwartkops (Johannesburg) 26, 27 & 28 January and Killarney (Cape Town) 1, 2 & 3 February. Since then, we've had 17 commitments and have decided to go ahead with putting the logistics in place.

The races will be hosted by South African organisers, one in Johannesburg and one in Cape Town. National A or International race licences are accepted. Internal road transport of all containers from Cape Town docks to Zwartkops (JHB) and then onto Killarney in Cape Town and returning to Cape Town docks is included in the overall costs. Shipping containers will be loaded on 22-23 November in Essex. Returning to Essex early/mid-March 2024.

If you'd like to go and have not yet told us - please get in touch NOW!

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PRESIDENT: CLIVE CHAPMAN CHAIRMAN: PETER HORSMAN TREASURER: ANDREW BEAUMONT
BOARD OF DIRECTORS: JULIAN BRONSON, ROD JOLLEY, EDDY PERK, STEPHAN RETTENMAIER, TED ROLLASON, MARK SHAW, RICHARD WILSON

All drivers and most of the cars would take part in the single qualifying session on Friday with the racing being divided between a combined race on the Saturday which - in order not to exceed the licensed maximum allowed number of cars on the grid - excluded the Pre '61 Rear Engine F2 class up to 1.5 litre (7c) whilst on Sunday, the grids would be split between Front and Rear engine with the 7c class taking part in both races.

QUALIFYING

The Giorgio Marchi-owned Cooper driven by Will Nuthall easily topped Friday's qualifying, heading a Cooper top three with Charlie Martin second in the car owned by Paul Waine and Rudi Friedrichs in third. Then Andrew Beaumont's Lotus 18 in fourth place halted the T53 rout, with Nick Fennell fifth in the Lotus 25 and Andy Willis in sixth in the BRM. The 2.5 Litre Pre '61 class really exploiting their extra power around Silverstone with five cars in the top ten. Tony Lees was seventh in his Cooper T53 and Clinton McCarthy's Lotus 18 in tenth. Tim Child in the Braham BT3/4 was eighth and ninth Richard Wilson in the Cooper T60.

John Spiers was fastest of the front engine cars, in his ex-Behra Maserati 250F - the combination of John and the 250F coming 14th of the 57 cars which took part in the qualifying session. Eddie McGuire's Scarab and Rod Jolley in his Lister Monza completing the top three of the front engine runners after Geraint Owen had to withdraw the Kurtis 500C when the starter ring gear broke. Mark Gillies in ERA R3A, Ian Nuthall in his Cooper Bristol, and Peter Greenfield in the Alfa Romeo Alfetta 158 completed the class leaders.

Rod Jolley was one of four drivers who were qualifying two cars in the one session; his second 'steed' being Tim Ross's Cooper T53. Mark Shaw had entered both his Scarab Offenhauser and Lotus 21; Graham Adelman, his Maserati 250F and BRM P261 and Guy Plante was in his Cooper Bristol and Cooper T51. All four opted to race their rear engine entries in the combined grid on Saturday.

Post-qualifying, the grid positions altered as Rudi Friedrichs withdrew the Cooper after suffering problems with the engine. Simon Hope withdrew his Maserati from the combined race but would return for Sunday's Front Engine race.

Neither John Clark nor Luc Brandts recorded a qualifying time and both were allowed to start from the back of the grid for Saturday's race. John because he had qualified another car at the meeting, and Luc after being given his own qualifying laps during a break in the racing programme. Charlie Martin was expecting better form in the race after fixing an issue with his rear brakes that he'd had in qualifying.

Tim Child was also looking for a better result after misfiring issues had the team from Hawker Racing working overnight to change the ignition electrics on the Brabham.

All Photos: Eric Sawyer



Peter Greenfield, Barry Cannell, Russell McCarthy & Thomas Matzelberger



Nick Topliss, Tim Child & Michael Birch



James Hagan, Paul Griffin & John Spiers



Stephen Rettenmaier, Russell McCarthy & Klara Rettenmaier



John Emery, Chris Phillips & Clinton McCarthy



Graham Adelman, Jo Blakeney-Edwards & Michael Birch

SATURDAY RACE - COMBINED GRID

With a dry qualifying on Friday, the combined grid race, for the HGPCA Pre'66 Grand Prix Cars, started with rain falling. The bright sunshine of Thursday and Friday had cooled, with showers becoming predominant throughout the weekend, some heavier than others.

Andrew Beaumont was unable to start as a concussion precaution following an incident in the morning's Formula Junior race. James Hagan was another non-starter, after his 2.5 litre engine failed. The unit was replaced with the - equally eligible but in a different class - 1.5 litre engine for Sunday's race.

At the start, Will Nuthall in the Cooper led from Charlie Martin, who was able to keep up with the leader. The work on the brakes appeared to have improved his pace. Although, with slippery conditions, there were lots of changes to the order. With the entire second row gone, it was Andy Willis in the BRM who came through in third place from Tim Child, Nick Fennell and Richard Wilson – who, like Child, had made a good start. Tony Lees was eighth, Clinton McCarthy ninth and, completing the top 10, was John Spiers heading the front engine runners in his Maserati 250F.

Eddie McGuire in 14th place, was second of the front engines in his Scarab whilst Mark Gillies had powered through the grid from 29th to 17th in one lap in a car over a quarter of a century older. Nick Topliss had a narrow escape with a spin on the first lap from 20th to virtually last. Luc Brandts sadly retired the Talbot Lago to the pits on the same lap. Guy Plante was having a torrid time with his Cooper T45 dropping out of gear and he too retired following several hairy moments.

John Clark had started making his way through the field getting up to 35th on the first lap. Lap two saw the retirement of Clinton McCarthy.

Will Nuthall was establishing a lead over Charlie Martin with Tim Child in third place. Andy Willis having started strongly was gradually slipping down the order in the Stewart BRM to retire on lap four. Whilst further down the order, Rod Jolley in Tim Ross's Cooper T53 putting together a charge that would see him scything through into the top 10 by lap 5.

As the conditions improved, the fast-starting Maserati of John Spiers was coming under threat from a batch of nimbler, more modern, Coopers. By lap three, Nick Fennell had the Lotus 25 on song and was closing the gap to Tim Child. Charlie Martin on the next lap set the fastest lap of the race and was bearing down on the leader.

With so much going on, it was becoming difficult to know where to look as the cars grouped together in their individual battles. Nick Fennell passed Tim Child on lap six, whilst Richard Wilson was having to get his elbows out as a Cooper chain headed by Tony Lees, then Tom Waterfield, then Rod Jolley were closing on him.

On lap seven, Will Nuthall headed into the pits; his race run, handing the lead to Charlie Martin - a position he was not to lose - from Nick Fennell, with Tim Child taking the third step of the podium. Mark Shaw moved into fourth place after starting 11th. Rod Jolley finished fifth from 14th on the grid after overtaking the line of Coopers in front of him. After a great run through the field Mark Gillies sadly retired Dick Skipworth's ERA on lap nine where he'd climbed to 21st place.

Eddie McGuire, who started 16th, dropped to 20th overall but retained his class win and second position on the front engine podium. Other big advances were made by Russell McCarthy in Richard Parnell's Walker Special, moving to 14th from 24th; Nick Topliss recovered from his spin to finish one place behind in 15th place.

It was a spectacular opening race for the Grand Prix Celebration.



Photo: Eric Sawyer

Will Nuthall, Charlie Martin, Tim Child, Andy Willis & Tony Lees



Photo: Eric Sawyer

Nick Fennell, Richard Wilson & Tony Lees, Clinton McCarthy, John Spiers, Mark Shaw, Mark Daniell & Geoff Underwood



Saturday's Combined Race Podium

Pictured far left: Front Engine Winner John Spiers and 3rd placed Ian Nuthall. (Eddie McGuire 2nd missed the podium) Left: Rear Engine Winner Charlie Martin with Nick Fennell 2nd and Tim Child 3rd.

Photos: Veronica Strucelj

SUNDAY RACE - THE 75TH ANNIVERSARY TROPHY FOR HGPCA FRONT ENGINE GRAND PRIX CARS

By Sunday, the weather was becoming less predictable and added drama to the start of the second of the three weekend races. With the cars in the assembly area and the track drying from a previous shower, it began to rain. John Spiers was sitting on pole with the Maserati and alongside John was Eddie McGuire in the first of the Scarabs. The second row comprised Rod Jolley in the Lister Monza with Klaus Lehr alongside in the second of the 250Fs.

Tony Smith's Ferrari was next and, alongside him, Ian Nuthall in the Cooper Bristol. Graham Adelman in his 250F was on the next row followed by Michael Birch in the Maserati 4CM. Completing the top ten were Paul Grant and Chris Phillips in their Cooper Bristols.

As the cars set out onto the wet track they were finding the conditions quite slippery with Stephan Rettenmaier having a spin on the formation lap. Thankfully, the rain did stop before the start.

John Spiers was to lead the pack as far as Becketts where the wet caught him out, dropping him well down the order to 12th at the end of lap one. It was the Maestro - Rod Jolley - who mastered the conditions pulling out a huge lead over Klaus Lehr in second who appeared to revel in the slippery conditions with Eddie McGuire third and, understandably, more circumspect. Tony Smith was fourth; Graham Adelman fifth and Ian Nuthall sixth. Mark Shaw carved his way up to tenth place in the second Scarab having devoted the qualifying session to his Lotus and therefore starting from the back.

On the next lap, with restored confidence, John Spiers was very much back in the race, hunting down the front of the grid. Powering past Mark Shaw, he was up to fifth place on lap two with Mark now in seventh. Tony Smith had slipped past Eddie McGuire into third place and closing on the Maserati of Klaus Lehr as the track conditions improved.

On lap three, Rod Jolley slipped in a slow lap allowing the rest of the pack to catch up. Behind, there was now a five-car group, headed initially by Klaus Lehr, who found himself rapidly overhauled by Tony Smith.

There were battles all the way through the pack. Stephen Banham leading the 7c F2 class in his Cooper T45, from Jo Blakeney Edwards (in the third of Tim Ross's cars) and Syd Fraser. Jo and Syd having a good dice! On lap five of what would be a six lap race, John Spiers took the lead from Rod Jolley, but he now had Mark Shaw tucked in tight behind him. Whilst Syd Fraser passed Jo Blakeney-Edwards to move into second of the F2 cars.

As the late Peter Scott Russell, the former racer turned commentator, would say - we were headed for a 'Silverstone type finish'. John and Mark traded places in the still slippery conditions as they extended their lead on Rod Jolley. Mark gaining the advantage only to lose it again. On the last lap Mark, who had started from the back of the grid, took the lead in the closing stages to claim victory in the Scarab from John Spiers who recovered from his first lap drama to take second. The master that is Rod Jolley brought the Lister Monza home in third, with Tony Smith fourth in the Ferrari, Graham Adelman fifth in the Maserati and Eddie McGuire sixth in his Scarab. Ian Nuthall finished seventh, overtaking Klaus Lehr on the last lap. Ian taking the class win from Paul Grant and Chris Phillips. Stephen Banham maintained his class win, with Jo Blakeney Edwards finishing in front of Syd Fraser and Hans Ciers in the 7c battle.

It was fantastic to have Stephan Rettenmaier in his Maserati 8CM, Michael Birch in his Maserati 4CM, Julia de Baldanza in her Alta, Luc Brandts in his Talbot Lago and Peter Greenfield in his Alfetta on the front engine grid. Sadly, the Alfetta had issues and Peter Greenfield's mechanics advised that it was best to withdraw if he wanted the car to race at Goodwood. Our efforts to encourage owners of the front engine cars to join in by providing exclusive front engine grids is working... we aim to do more.



Clockwise from top left:

Klaus Lehr, John Spiers, Tony Smith, Mark Shaw
& Eddie McGuire
Michael Birch, Graham Adelman, Paul Grant &
Chris Phillips
Ian Nuthall Paul Grant & Klaus Lehr
Rod Jolley, Chris Phillips & Syd Fraser
Mark Shaw & John Spiers

SUNDAY RACE - HGPCA REAR ENGINE GRAND PRIX CARS

The last race of the weekend for the HGPCA and the track was dry with the rain finally having gone away. The front of the grid lined up as follows: Charlie Martin in Paul Waine's Cooper T53 with Nick Fennell's Lotus 25 alongside, then Andy Willis in the BRM sharing row two with Tim Child. (The Hawker Racing team having had no rest for a second night, changing the head gasket on the Brabham.

Richard Wilson in the Cooper T60 lined up alongside Clinton McCarthy in the Lotus 18. Katsu Kubota and Mark Shaw made row four an all-Lotus affair in 24 and 21 respectively.

Completing the top ten of this 35 car grid were Philipp Buhofer in the BRM and Rod Jolley in Tim Ross's Cooper T53.

There was additional interest at the rear of the field where the last-minute replacement drivers would start. Will Nuthall, was having a run out in Guy Plante's Cooper T45 which had given the driver so much trouble in Saturday's race and Sam Wilson took over from Tony Lees in the Cooper T53 after Tony woke on Sunday feeling under the weather.

From the start, Charlie Martin took the lead with Tim Child making a cracking start in pursuit. Nick Fennell was in third place with Andy Willis fourth. On lap three, the BRM was called into the pits to fix the roll hoop support which had not been locked into place. The BRM returned to the track in 16th place, Mark Shaw having been promoted into fourth.

James Hagan was having problems with the Lotus 18 – now running with the newly-installed 1.5 litre engine after the larger unit failed in qualifying. A great shame for the Mirage Engineering team after all their hard work. Hagan pitted on the formation lap, returning to the race to eventually pit and retire on lap four.

From the back, both Sam Wilson and Will Nuthall were making progress through the field. By lap three, Sam was up to fifth and Will in the Cooper, moving up to 17th.

Charlie Martin and Tim Child were by now easily leading from third-placed Nick Fennell, who had Mark Shaw for close company.

In the early laps Rod Jolley had the BRM of Philipp Buhofer snapping at his rear wheels which drew Rod onto the tail of Clinton McCarthy. As Sam Wilson closed on Mark Shaw on lap five, Rod Jolley slipped into sixth place. On the previous lap, Katsu Kubota like James Hagan came into the pits to retire. Philipp and Clinton would continue to battle as Rod drew away.

By lap six, Sam Wilson was now in third place having passed both Mark Shaw and Nick Fennell. With a gap too great to make further progress, that's where Sam would finish. Charlie Martin and Tim Child continued their battle at the front with Charlie eventually taking the victory from Tim.

Mark Shaw and Nick Fennell had their own dice, with Nick finishing fourth and Mark fifth. Arnout Kok and Chris Locke both retired to the pits on lap six. Barry Cannell was the last of the pit callers on lap eight with smoke emanating from the rear of the car, having had a good dice with Tom De Gres' Brabham BT14, Ingo Strolz's Cooper T51 and Erik Staes in his Lotus 18/21.

The race-long tussle between Tom Waterfield - in another of Tim Ross's cars – the Cooper T43 and Geoff Underwood Cooper T56/59, was resolved in Tom's favour on the final lap at Club. Andy Willis after his early stop, was the next car, finishing in 11th place.

At the end of the meeting Rod Jolley was awarded Driver of the Day for his performance in the Front Engine race. With Tom Waterfield claiming the honour for the Rear Engines.

Race Report: Alan Jones



Rod Jolley, Clinton McCarthy & Philipp Buhofer



Hans Ciers, Nick Fennell & Mark Shaw



Clinton McCarthy, Mark Shaw, Andy Willis, Rod Jolley, Richard Wilson, Geoff Underwood & Katsu Kubota



Thomas Matzelberger, Tom De Gres, Barry Cannell & Cameron Gillies



Charlie Martin, Tim Child, Nick Fennell, Mark Shaw & Andy Willis



Charlie Martin & Tim Child

All Photos: Eric Sawyer



Photo: Jim Houlgrave

75th Anniversary Front Engine Race Podium

Winner Mark Shaw with John Spiers 2nd and Rod Jolley 3rd



Rear Engine Race Podium

Winner Charlie Martin with Tim Child 2nd and Sam Wilson 3rd



Chris Wilson & Lindsey Warren



Paul Griffin



Guy Plante and Barry Cannell



John Spiers



Erik Staes, Eddie McGuire, Ian Nuthall & Tony Smith



Philipp Buhofer & Tony Lees



Nick Fennell & the HASU racing team



Katsu Kubota & Richard Wilson



Wesley Risdale & Richard Wilson

HGPCA Entry List Silverstone Festival 2023

SATURDAY: COMBINED RACE

RESULTS	Race No	Driver	Nationality	Owner	Car Make	Car Model	Chassis No	cc	Year	Colour	
Front Engine											
Class 1 - 1925-1934 Grand Prix Cars											
	9	38	Stephan Rettenmaier	German	Maserati	8CM	3020	2992	1934	Red	
Class 2 - 1935 - 1951 Grand Prix Cars											
DNF	26	Luc Brandts	Dutch		Talbot Lago	T26	110008	4482	1948	Blue	
DNF	41	Peter Greenfield	American		Alfa Romeo	Alfetta 158	158.119.3	1479	1950	Red	
Class 4 - 1930 - 1951 Grand Prix & Voiturette Cars over 1.5 litres											
DNF	11	Mark Gillies	British	Dick Skipworth	ERA	R3A	R3A	1998	1934	Green	
Class 5 - 1952/53 2 Litre Grand Prix Cars											
	3	21	Ian Nuthall	British	Cooper	Bristol MkII		1971	1953	BRG	
	4	19	Paul Grant	Belgian	Cooper	Bristol MkII	CB-3-53	1971	1953	Blue/Redlk	
	7	33	Chris Phillips	British	Cooper	Bristol MkII	CB-6-53	1971	1953	Green/Yellow	
	8	53	Klara Rettenmaier	German	Stephan Rettenmaier	Cooper	Bristol MkII	CB-4-53	1971	1953	Green - light
Class 6 - 1954 - 1958 Grand Prix Cars											
	1	34	John Spiers	British	Maserati	250F	2516	2494	1955	Red	
DNS	123	Simon Hope	British		Maserati	250F	CM4	2500	1954/79	Red	
	5	248	Klaus Lehr	German	Maserati	250F	CM5	2500	1957	Red	
Class 7a - Pre 1961 Front Engine Grand Prix Cars											
	6	5	Tony Smith	British	Ferrari	246 Dino	0004	2471	1960	Red	
Class 8 - Formula Libre, Indianapolis & Intercontinental Cars											
	2	28	Eddie McGuire	Irish	Scarab			2441	1960	Blue/White	
DNS	77	Geraint Owen	British		Kurtis	500C	376	4454	1954	Maroon	
Rear Engine											
Class 7b - Pre 1961 Grand Prix Cars											
	1	59	Charlie Martin	British	Paul Waine	Cooper	T53	F2-16-60	2495	1960	Green
	6	87	Tony Lees	British		Cooper	T53	F1-53-60	2495	1960	Green/White
	13	44	Russell McCarthy	British	Richard Parnell	Walker	Special	Tec Mec Tipo 10	2495	1960	Blue/white
	17	24	Ingo Strolz	Austrian		Cooper	T51		2495	1959	Green/White
	20	15	Thomas Matzelberger	Austrian		Cooper	T45/51	F2-26a-57	2495	1960	Cream
	21	71	Paul Griffin	English		Cooper	T51	F2-7A-57	2495	1958	Dark Blue
DNF	18	Clinton McCarthy	British		Lotus	18	372	2496	1960	Green	
DNS	10	Will Nuthall	British	Giorgio Marchi	Cooper	T53	F2/5/60	2495	1960	Green/White	
DNS	12	Rudi Friedrichs	German		Cooper	T53	F2/8/60	2462	1960	Green	
DNS	54	James Hagan	Irish		Lotus	18	903	2500	1961	Blue/White	
Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litres											
	18	3	Barry Cannell	British		Cooper	T51	F2-28-59	1960	1959	Red
DNF	32	Guy Plante	British		Cooper	T45	F2-11-58	1998	1958	Black	
	9	51	Tom Waterfield	British	Tim Ross	Cooper	T43/51	F2/18/57	1960	1957	BRG
Class 10a - Pre 1964 1.5 Litre 4-Cylinder Formula 1 Cars											
	4	99	Mark Shaw	Scottish		Lotus	21	937	1495	1961	Green/Yellow
	19	56	John Clark	British		Cooper	T56	YC/F1/61	1473	1961	Blue/Orange
	23	36	Erik Staes	Belgian		Lotus	18/21	P2	1475	1962	Blue/White
	24	35	Julian Ellison	British		Assegai	F1	1	1500	1961	Red
	27	20	Teifion Salisbury	British		Lotus	18	912	1500	1960	Dark Blue
Class 10b - Pre 1966 Formula 1 Cars											
	11	128	Geoff Underwood	British		Cooper-Alfa	T56/59	CCC1D	1500	1961	Red/White stripe
	16	72	Tom De Gres	Belgian		Brabham	BT14	F Libre-8-65	1498	1965	White/Blue
	26	27	Arnout Kok	Dutch		Netuar	Peugeot	3	1500	1964	Red
Class 11 - Pre 1966 1.5 Litre Formula 1 Cars											
	2	29	Nick Fennell	British		Lotus	25	R5	1498	1962	BRG
	7	9	Katsu Kubota	Japanese		Lotus	24	944	1500	1962	Green
	8	14	Richard Wilson	British		Cooper	T60	F1-17-61	1500	1962	Green/White
	10	50	Philipp Buhofer	Swiss		BRM	P261	261-2	1498	1964	Green
	12	8	Graham Adelman	American		BRM	P261-5	2615	1480	1964	BRG
DNF	1	Andy Willis	British	Stephan Jobstl	BRM	P261-7	2617	1498	1965	Green	
DNS	66	Sid Hoole	British		Cooper	T66 F1	F1 2 63	1495	1963	Blue/White	
Class 12 - Pre 1966 Tasman & Intercontinental Cars under 2.7 Litres											
	3	76	Tim Child	British		Brabham	BT3/4	F1-2-62	2497	1962	Red/Green
	5	2	Rod Jolley	British	Tim Ross	Cooper	T53	F1.2.61	2700	1961	Green/red
	14	7	Nick Topliss	British		Cooper	T53 Low line	F1/07/61	2498	1961	Blue
	22	132	Chris Locke	American		Lotus	32B	32-F2-7	2488	1965	Green/yellow
	25	6	John Emery	British		Brabham	BT4	1C-3-62	2495	1962	Blue
DNS	49	Andrew Beaumont	British		Lotus	18	915	2500	1961	UDT/Laystall Green	
Invitation Class											
	15	25	Cameron Gillies	American	Mark Gillies	Cooper	T53		2495	1960	Green/White



Double Race Winner Charlie Martin in Paul Waine's Cooper T53
Photo: Veronica Strucelj

HGPCA Entry List Silverstone Festival 2023

SUNDAY: Front Engine & Class 7c '75TH ANNIVERSARY TROPHY' Race											
RESULTS	Race No	Driver	Nationality	Owner	Car Make	Car Model	Chassis No	cc	Year	Colour	
Class 1 - 1925-1934 Grand Prix Cars											
17	38	Stephan Rettenmaier	German		Maserati	8CM	3020	2992	1934	Red	
Class 2 - 1935 - 1951 Grand Prix Cars											
18	16	Julia De Baldanza	Italian		Alfa	Grand Prix		1490	1948	Red	
DNS	41	Peter Greenfield	American		Alfa Romeo	Alfetta 158	158.119.3	1479	1950	Red	
DNS	26	Luc Brandts	Dutch		Talbot Lago	T26	110008	4482	1948	Blue	
Class 3 - Pre 1939 1.5 litre Voiturette Cars											
DNF	4	Michael Birch	British		Maserati	4CM		1527	1496	1935	Red
Class 4 - 1930 - 1951 Grand Prix & Voiturette Cars over 1.5 litres											
DNS	11	Mark Gillies	British	Dick Skipworth	ERA	R3A	R3A	1998	1934	Green	
Class 5 - 1952/53 2 Litre Grand Prix Cars											
7	21	Ian Nuthall	British		Cooper	Bristol MkII		1971	1953	BRG	
9	19	Paul Grant	Belgian		Cooper	Bristol MkII	CB-3-53	1971	1953	Blue/Redlk	
10	33	Chris Phillips	British		Cooper	Bristol MkII	CB-6-53	1971	1953	Green/Yellow	
11	32	Guy Plante	British		Cooper	Bristol T23	CB2-9-53	1971	1953	Dk Blue	
16	53	Klara Rettenmaier	German	Stephan Rettenmaier	Cooper	Bristol MkII	CB-4-53	1971	1953	Green - light	
Class 6 - 1954 - 1958 Grand Prix Cars											
2	34	John Spiers	British		Maserati	250F	2516	2494	1955	Red	
5	8	Graham Adelman	American		Maserati	250F	2522/23/26	2498	1956	Red	
8	248	Klaus Lehr	German		Maserati	250F	CM5	2500	1957	Red	
DNF	123	Simon Hope	British		Maserati	250F	CM4	2500	1954/79	Red	
Class 7a - Pre 1961 Front Engine Grand Prix Cars											
4	5	Tony Smith	British		Ferrari	246 Dino	0004	2471	1960	Red	
Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres											
12	92	Stephen Banham	British		Cooper	T45	F2-8-58	1475	1958	Silver	
13	141	Jo Blakeney-Edwards	British	Tim Ross	Cooper	T41	F2-4-56	1460	1956	Green	
14	60	Syd Fraser	British		Cooper	T43	F2-15-57	1457	1957	Blue	
15	45	Hans Ciers	Belgian		Cooper	T45	F2-28-58	1500	1958	Green	
Class 8 - Formula Libre, Indianapolis & Intercontinental Cars											
1	99	Mark Shaw	Scottish		Scarab	Offenhauser	3	2500	1960	Blue/White	
3	2	Rod Jolley	British		Lister	Jaquar Monza GP	BHL 109	3781	1958	Silver	
6	28	Eddie McGuire	Irish		Scarab			2441	1960	Blue/White	
DNS	77	Geraint Owen	British		Kurtis	500C	376	4454	1954	Maroon	
SUNDAY: Rear Engine Race											
Class 7b - Pre 1961 Grand Prix Cars											
1	59	Charlie Martin	British	Paul Waive	Cooper	T53	F2-16-60	2495	1960	Green	
3	87	Sam Wilson	British	Tony Lees	Cooper	T53	F1-53-60	2495	1960	Green/White	
7	18	Clinton McCarthy	British		Lotus	18	372	2496	1960	Green	
16	44	Russell McCarthy	British	Richard Parnell	Walker	Special	Tec Mec Tipo 10	2495	1960	Blue/white	
17	24	Ingo Strolz	Austrian		Cooper	T51		2495	1959	Green/White	
18	15	Thomas Matzelberger	Austrian		Cooper	T45/51	F2-26a-57	2495	1960	Cream	
22	71	Paul Griffin	English		Cooper	T51	F2-7A-57	2495	1958	Dark Blue	
DNS	12	Rudi Friedrichs	German		Cooper	T53	F2/8/60	2462	1960	Green	
Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres											
26	92	Stephen Banham	British		Cooper	T45	F2-8-58	1475	1958	Silver	
27	60	Syd Fraser	British		Cooper	T43	F2-15-57	1457	1957	Blue	
28	141	Jo Blakeney-Edwards	British	Tim Ross	Cooper	T41	F2-4-56	1460	1956	Green	
29	45	Hans Ciers	Belgian		Cooper	T45	F2-28-58	1500	1958	Green	
Class 9 - Pre 1961 Grand Prix/Formula 2 Cars under 2 litres											
9	51	Tom Waterfield	British	Tim Ross	Cooper	T43/51	F2/18/57	1960	1957	BRG	
13	32	Will Nuthall	British	Guy Plante	Cooper	T45	F2-11-58	1998	1958	Black	
21	88	Tania Pilkington	British		Cooper	T43	F2-24-57	1960	1957	Blue	
DNF	3	Barry Cannell	British		Cooper	T51	F2-28-59	1960	1959	Red	
Class 10a - Pre 1964 1.5 Litre 4-Cylinder Formula 1 Cars											
5	99	Mark Shaw	Scottish		Lotus	21	937	1495	1961	Green/Yellow	
19	36	Erik Staes	Belgian		Lotus	18/21	P2	1475	1962	Blue/White	
23	35	Julian Ellison	British		Assegai	F1	1	1500	1961	Red	
24	20	Teifion Salisbury	British		Lotus	18	912	1500	1960	Dark Blue	
DNF	54	James Hagan	Irish		Lotus	18	903	1500	1961	Blue/White	
DNS	56	John Clark	British		Cooper	T56	YC/F1/61	1473	1961	Blue/Orange	
Class 10b - Pre 1966 Formula 1 Cars											
10	128	Geoff Underwood	British		Cooper-Alfa	T56/59	CCC1D	1500	1961	Red/White stripe	
20	72	Tom De Gres	Belgian		Brabham	BT14	F Libre-8-65	1498	1965	White/Blue	
DNF	27	Arnout Kok	Dutch		Netuar	Peugeot	3	1500	1964	Red	
Class 11 - Pre 1966 1.5 Litre Formula 1 Cars											
4	29	Nick Fennell	British		Lotus	25	R5	1498	1962	BRG	
8	50	Philipp Buhofer	Swiss		BRM	P261	261-2	1498	1964	Green	
11	1	Andy Willis	British	Stephan Jobstl	BRM	P261-7	2617	1498	1965	Green	
12	8	Graham Adelman	American		BRM	P261-5	2615	1480	1964	BRG	
15	14	Richard Wilson	British		Cooper	T60	F1-17-61	1500	1962	Green/White	
DNF	9	Katsu Kubota	Japanese		Lotus	24	944	1500	1962	Green	
DNS	66	Sid Hoole	British		Cooper	T66 F1	F1 2 63	1495	1963	Blue/White	
Class 12 - Pre 1966 Tasman & Intercontinental Cars under 2.7 Litres											
2	76	Tim Child	British		Brabham	BT3/4	F1-2-62	2497	1962	Red/Green	
6	2	Rod Jolley	British	Tim Ross	Cooper	T53	F1-2-61	2700	1961	Green/red	
14	7	Nick Topliss	British		Cooper	T53 Low line	F1/07/61	2498	1961	Blue	
25	6	John Emery	British		Brabham	BT4	1C-3-62	2495	1962	Blue	
DNF	132	Chris Locke	American		Lotus	32B	32-F2-7	2488	1965	Green/yellow	
DNS	49	Andrew Beaumont	British		Lotus	18	915	2500	1961	UDT/Laystall Green	
Invitation Class											
30	25	Cameron Gillies	American	Mark Gillies	Cooper	T53		2495	1960	Green/White	

SILVERSTONE FESTIVAL CLASS AWARDS:

Class 1 - Stephan Rettenmaier; Class 2 - Julia De Baldanza; Class 5 - Ian Nuthall; Class 6 - John Spiers;
Class 7a - Tony Smith; Class 8 - Mark Shaw; Class 7b - Charlie Martin; Class 7c - Stephen Banham;
Class 9 - Tom Waterfield; Class 10a - Mark Shaw; Class 10b - Geoff Underwood;
Class 11 - Nick Fennell; Class 12 - Tim Child

Rear Engine Driver of the Day - Tom Waterfield

Front Engine Driver of the Day - Rod Jolley



Pictured receiving their awards from Chairman's wife Jaqui Watling. From Top Right: Stephan Rettenmaier, Julia De Baldanza, Ian Nuthall
Row 2: John Spiers with Stella; Mark Shaw; Charlie Martin
Row 3: Stephen Banham, Tom Waterfield, Nick Fennell
Row 4: Tim Child and Drivers of the Day Rod Jolley & Tom Waterfield.

All Photos: Veronica Strucej



Richard Wilson



Geoff Underwood



Graham Adelman



Paul Griffin & Julian Ellison



John Emery & Mark Shaw



Mark Gillies & Barry Cannell



Tom Waterfield & Tony Lees



John Spiers & Philipp Buhofer



Tony Smith



Julian Ellison



Stephan Rettenmaier



Ingo Strolz & Nick Topliss



Klara Rettenmaier & Tim Child



Russell McCarthy & Cameron Gillies



Tim Child & Andy Willis



Mark Shaw & John Spiers



Klaus Lehr & Tony Smith



Paul Grant



Will Nuthall

CROSTHWAITE & GARDINER CLIMAX FPF CYLINDER HEADS

Crosthwaite and Gardiner recently invited the HGPCA to inspect their remanufactured Climax FPF cylinder heads and to compare them with an original Mk2 1500cc head available from 1961.

The Eligibility Committee appointed two members, Brian Horwood and Eddy Perk, to attend and they spent a morning inspecting them to form a view on their compliance with Appendix K. They prepared a report which the Eligibility Committee endorsed to the Board, which confirmed that in their opinion the remanufactured heads did comply with Appendix K. They were also content with the remanufactured 2 and 2.5 litre heads. That report was unanimously accepted by the Board. Our thanks go to Ollie Crosthwaite for his kind offer.

White Spots

At the Driver Briefing at Silverstone, we felt it appropriate to include a reminder to all drivers of the significance of the small white roundel that we ask new members; new drivers and those racing a new car for the first time, to display. The white spot is in no way a reflection or comment on the driver - or the car - it is simply an indication to the drivers who are regular racers with the HGPCA that there is an unfamiliar car, or driver, or car and driver combination on the grid.

The 'white spot' identification is part of the initiative that our Driving Standards Observers included to help the races run as smoothly as they can. As you can see from Jim Houlgrave's photograph, (top right) the 'spot' is a clear visual reminder.



All smiles in the Silverstone assembly area. Clockwise from top left: Rod Jolley, Thomas Matzelberger, Stephen Banham & Russell McCarthy
Photos: Veronica Strucelj





Cooper T51 F2-7a-57

Rob Walker Team Car 1958-1960 built by Alf Francis and driven by Stirling Moss and Maurice Trintignant in some 15 Grand Prix. Winner of Goodwood's Formula One Glover Trophy in 1959. Winner at Monaco Historic and Goodwood Revival. Participant in recent events with Moss, Brabham, Brundle etc. Regularly raced with HGPCA and current HTP papers. "One of the most handsome F1 Coopers ever assembled" - Doug Nye. Richmond and Gordon Trophy at this year's Goodwood Revival.



Cooper Monaco T49 CM/4/59

DVLA Registration 101UYR. Bought from the Coopers by Jack Brabham and run for him by John Coombs. Campaigned extensively by Brabham 1959-60, also by Roy Salvadori. Goodwood Tourist Trophy 1959 with Brabham and Bruce McLaren. Bahamas, Havana, Karlskoga, Roskilde Ring, United States in period. Continuous provenance with leading figures and run by Hoole Racing for decades. Regular competitor at Goodwood during the years of the Revival and Members' Meeting. Raced regularly and recently Hoole-built Coventry Climax 2-litre FPF. Current HTP papers and road registration.



Connaught ALSR/II

DVLA Registration VPF 272. Unique surviving Connaught ALSR. Driven in period by Stirling Moss, Archie Scott Brown, Les Leston and Tony Brooks. Goodwood Nine Hours in 1955 with Scott Brown and Leston. Regular competitor at Monaco Historic Grand Prix. Goodwood Madgwick Trophy & Freddie March Trophy. Regularly raced with Motor Racing Legends, Fiscar, Griffiths Haig etc. Current HTP papers and UK road registration. FIVA registration and participation at vernasca Silver Flag and Leggenda di Bassano. Freddie March Trophy at this year's Goodwood Revival.

Contact: paul@thegriffingroup.co.uk



1967 Cooper T86 - Maserati (F1-2-67)

This ex-Jochen Rindt car was the second iteration of Cooper's partnership with Maserati following the 'return to power' in 1966. The much lighter and narrower T86 was introduced mid-season for Rindt and it immediately proved to be quicker than the preceding T81 chassis. The Cooper is powered by a 3-litre V12, 36 valve engine, the last development of an engine that was originally designed for the 250F1. Best result of 4th at Monza in 1967, having also raced at Silverstone, Nurburgring and Watkins Glen. Following its works career the car passed to Colin Crabbe's Antique Automobiles, driven by Vic Elford, it was in this guise that the car became the last Cooper to race in a world championship grand prix, at Monaco in 1969. Eligible for the Masters series and a potential entrant for the Monaco Historique. The car is located in Japan. Great condition following major restoration in Europe in early 2000s, used sparingly since on demonstrations and test days, previously held a HTP.

Please contact Chris Helliwell on c.a.c.helliwell@gmail.com
or (+44)7717 350921 for further information.

2023 CALENDAR

7/8 APRIL, 2023 - DONINGTON MASTERS HISTORIC

2-4 JUNE, 2023 - GRAND PRIX DE L'AGE D'OR, DIJON, FRANCE

16-18 JUNE, 2023 - ZANDVOORT HISTORIC GRAND PRIX, HOLLAND

28-30 JULY, 2023 - OULTON PARK GOLD CUP, UK

11-13 AUGUST, 2023 - 50TH OLDTIMER GRAND PRIX, GERMANY

25-27 AUGUST, 2023 - SILVERSTONE FESTIVAL, UK

28-30 SEPTEMBER, 2023 - SPA SIX HOURS, SPA-FRANCORCHAMPS, BELGIUM

21/22 OCTOBER, 2023 - JEREZ, SPAIN

27-29 OCTOBER, 2023 - ALGARVE CLASSIC FESTIVAL, PORTIMAO, PORTUGAL



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