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

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

**NL5 Nov 2019**

The HGPCA is the proud winner of the 2019 Historic Motoring Award for best race series. We are a team effort and so congratulations to all of you.

THE  
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SPA SIX HOURS 27-29 September

## Jolley's Silver Bullet on Target

Francorchamps, Belgium's extraordinary racing battleground, has challenged allcomers, rewarding only the boldest for towards a century. Remodelled in 1979 from the fearsome old 8.7-mile road circuit – which climbed, plunged to the town of Stavelot and then led competitors back on a scary flat-out journey in the thick of an Ardennais pine forest – the king of European circuits has been tweaked several times since, yet still packs an extraordinary punch into each 4.352-mile lap. Gradients, cambers, swoops and sweeps make it joy to drive - thus it has always inspired Association Members.

Roadbook's Spa Six Hours event has become a staple of our calendar. In our 40th Anniversary season, stop eight on the 'Magical History Tour' continued a run of sensational entries with strength in depth that has been the envy of other grid organisers. We were delighted to welcome Klara Rettenmaier to the HGPCA 'family,' driving the glorious blue and yellow ex-Bira Maserati A6 GCM – the 'interim' chassis long raced by mem-



*Rod Jolley (aka Colliath) defied the odds and beat Andy Middlehurst's 'David' photo Eric Sawyer*

ber David Bennett – six years after her Imola paddock photo shoot as a teenager aspiring to race.

A year after his monster Jaguar E-type shunt in the Six Hours we were also thrilled that Charles Gillett was back in the fold, looking well and enjoying the company of old friends and the Beevers' legendary Red Truck hospitality. Charles' recovery to date has been an extraordinary story of courage and medical brilliance, both in Belgium in the aftermath of his accident and at the hospitals which treated him. He continues to get stronger, is driving on the road and working towards being permitted to exercise his cars on track again. We all wish him well.

## QUALIFYING

Forty two competitors went out for Friday's qualifying session on what proved to be their only experience of a dry circuit all weekend. Peter Horsman was first into a gallop in his 2.5 Lotus 18/21, but Chris Drake (in his ex-Gerard Racing/John Taylor Cooper T71/73, powered by a 1500cc Ford/Lotus twin-cam engine) was bang on form and had pole for a while. Peter responded, laying down a 2m46.654s (94.01mph) best which withstood all that doughty rival Andy Middlehurst (1.5 Lotus 25 V8) could throw. His 2:47.726s claimed the other front row slot.

Drake, carrying impressive corner speeds, and slipstreaming assiduously, was but 0.113s slower on 2:47.839 - a P3 time which left the rest of Class 10 breathless. Remarkably, Chris' 216.9kph (134.77mph) through the uphill Kemmel Straight's speed trap would stand as the event's best, with Middlehurst, Horsman and Joaquin Folch on his heels. Barry Cannell, out to recapture his early season four-win mojo, joined Drake on row two with his Scuderia Filipinetti/Charles Vogeles 2.5 Brabham BT11A, two seconds adrift of Class 12 leader Horsman.

Justin Maeers was flying in his Cooper T53, his 2:49.105 just beyond reach of Catalan ace Joaquin Folch, the front-engined pacemaker, who posted a splendid 2:49.427 in his ex-Graham Hill/Innes Ireland 1959 2.5 Lotus 16 365. Andrew Beaumont (2.5 Lotus 18 915), unable to find a clear lap, Will Nuthall in Giorgio Marchi's Cooper T53 (before it was packed away with engine dramas), Switzerland's Philippe Buhofer – screaming along in his cigar tube slim 1000cc F2 Lotus 44 – and Spaniard Guillermo Fierro (Maserati 250F 2523) completed the top 10.

American Chris Locke was next, a few tenths



*Cannell's Brabham ahead of Maeers' Cooper and Folch's Lotus photo Eric Sawyer*

behind Fierro, driving the ex-Jim Clark '65 Tasman title-winning Lotus-Climax PPF Type 32B with gusto. Steve Hart whirled the Hann family's Cameron Millar Maserati 250F round a second shy of Fierro, whose original Modenese masterpiece he also prepares. German Wulf Goetze (Cooper T53), Mark Shaw (ex-Jim Clark '61-'62 Springbok series-winning Lotus 21 937, subsequently sold to South African Ernest Pieterse and last seen with Italian Federico Buratti) and Rod Jolley (ex-Jack Fairman Lister-Jaguar Monza) were all within seven tenths of Hart.

Shaw and his very capable preparer Tom Smith went through quite a palaver after the HGPCA's Zandvoort event, where the Climax PPF (still using an original cylinder block) Climax PPF expired. Subsequent examination revealed smashed cam buckets and a broken camshaft for starters, but the combined efforts of never-say-die Smith, veteran engine man David Whitehurst and Chris Gilbert got it out for Goodwood the following weekend. At Spa it ran well, enabling the Scot to explore the car's potential, "although I'm getting murdered on the straights."

Brazil's Bernardo Hartogs (Lotus 18/21), Nick Taylor's 1500cc 18 914 (fresh from a session on Neil Slark's rolling road, where its elusive misfire was finally eradicated), Greg Thornton's LDS-Alfa Romeo – before its engine blew, spelling curtains for the weekend – Frenchman Philippe Bonny (Brabham BT2) and Alex Morton – taking a break from Condor FJunior action and "having fun with the Lotus" (21 939/952) – were the last of 20 driv-



*Klara Rettenmaier (out with the HGPCA for the first time in the beautiful Maserati A6GCM), Andy Middlehurst in John Bowers' Lotus 25 and Rod Jolley's Lister photo Eric Sawyer*

ers to circulate inside three minutes in a super-competitive field.

Thomas Matzelberger (2.5 Cooper T45/51) had a harmless spin at La Source hairpin, which brought the session to a halt with less than two minutes to run. He qualified 21st, separated from his Austrian compatriot and classmate Ingo Strolz (2.5 T51) by welcome returnee Andrew Smith, guesting in Tim Ross' ex-Ray Thackwell Kiwi Equipe two-litre T45/51. Cumbrian dentist Smith's first run in the car was in official practice, thus 22nd on the grid was meritorious.

Tom de Gres looked more confident on home soil in his 1500cc Brabham BT14 twin-cam and duly claimed the 'Roi des Belges' honour by qualifying ahead of Marc Valvekens (Aston Martin DBR4/4), Thierry de Latre du Bosqueau (2.5 Cooper T45), Garage Vanderveken's pro-



*Erik Staes, Martin Eyre and Niamb Wood in their Cooper Bristols sticking together midfield photo Eric Sawyer*



*Richard Pilkington's magnificent Talbot alongside Michel Baudoin's tiny Cooper photo Eric Sawyer*

prietor Paul Grant and bar owner Erik Staes (Cooper-Bristols) and Christian Dumolin (Maserati 250F 2522). Marc switched off when the orange oil pressure light glowed, then withdrew rather than risk greater damage.

Hawker Racing's Tony Ditheridge (2.0 T45) was in the midst of the local group, with ongoing gearbox issues, as was Chris Phillips, "shocked and surprised" to top Class 5 with a 3:07.453s shot in his Cooper-Bristol, despite a mysterious brake fade problem. Ian Nuthall (Alta F2) was closest to Chris, 0.749s slower, with Martin Eyre a feisty third in the fine C-B company of Grant, Niamb Wood (saddling father Eddie McGuire's car) and Staes. Frenchman Michel Beaudoin (2.0 T45) split Nuthall and Eyre. "I always have my silly face on at Spa, because I love the sound of a Bristol engine," said Martin. Barry Wood was left with work to do to catch the pack in his Ecurie Ecosse C-B.

A brace of contrasting Maserati 250Fs sat behind them, blanketed by 0.418s, Stefan Rettenmaier's blue Temple Buell 2534 – 1958 piccolo chassis, the last of the Gioacchino Colombo/Valerio Colotti-designed factory line originated in '54, as raced by Americans Masten Gregory, Harry Schell and Carroll Shelby – alongside Dumolin's ex-Roy Salvadori 2522, run by Simon Blake's Historic Automobiles crew. The plucky Fraulein Rettenmaier, meanwhile, was enjoying the A6 GCM on a magical track.

Julian Bronson's Scarab tried his patience again and was trailed after three laps with ongoing Offenhauser oil pressure maladies. The 'everblue' Richard Pilkington had no such worries and eked a good time from his Talbot Lago T26 SS, the oldest car on parade. Spa debutant John Emery put 10 laps on his pristine ex-Bib Stilwell Tasman Brabham-Climax BT4, while Austrian Stephan



10 laps on his pristine ex-Bib Stilwell Tasman Brabham-Climax BT4, while Austrian Stephan Jöbstl got to grips with his Rob Walker-liveried Cooper-Climax T45/51, acquired from the Sielecki stable to run while Hall & Hall repair his Scuderia Centro-Sud Maserati-powered T51, pranged at Goodwood.

## SATURDAY RACE

Thirty seven competitors took Saturday afternoon's start on a damp but drying track, to be joined later by Goetze whose engine refused to start. The Climax FPF burst into life once IN Racing's spannermen had changed its coil, but the rest had long departed. Horsman and Cannell powered ahead on the opening lap, pursued by Middlehurst and Folch, with Maeers, the scarlet Maseratis of Fierro and Hart, Jolley – up from 12th in Will Nuthall's absence – Beaumont, Buhofer, Locke and Taylor heading the chase. Bonny's little Brabham revolved at Bruxelles (aka Speakers' Corner) in the initial scramble, in which Drake's



A Lotus trio: Beaumont, Middlehurst and Locke, bounded by the front engine brigade: Fierro, Hart and Jolley photo Eric Sawyer

## HGPCA Race for Grand Prix Cars - Spa Six Hours

Pos	No	Name	Surname	Car	cc	year
<b>Front Engine cars</b>						
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>						
17	5	Pilkington (Tania Pilkington)	Richard	Talbot T 26 SS	4482	1937
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
11	21	Nuthall	Ian	Alta F2	1980	1952
13	36	Staes	Erik	Cooper Bristol Mk 7/53	1971	1953
14	33	Phillips	Chris	Cooper Bristol Mk 2 6/53	1971	1953
15	6	Eyre	Martin	Cooper Bristol F2/T23/25	1971	1953
19	19	Grant	Paul	Cooper Bristol Mk 2 3/53	1971	1953
21	23	Wood	Barry	Cooper Bristol Mk 1 6/52	1971	1952
22	75	Wood (Eddie McGuire)	Niamh	Cooper Bristol Mk 1 8/52	1971	1952
DNS	70	van Praet	Jean Georges	Cooper Bristol Mk 2 11/53	1971	1953
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
3	31	Fierro	Guillermo	Maserati 250F 2523	2493	1954
4	22	Hart (Gerry Hann)	Steve	Maserati 250F CM7	2494	1958
25	17	Rettenmaier	Stephan	Maserati 250F	2493	1954
26	27	Rettenmaier	Klara	Maserati A6GCM	2500	1953
DNF	20	Dumolin	Christian	Maserati 250F 2522	2495	1954
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
6	7	Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
1	2	Jolley	Rod	Lister Jaguar	3781	1958
DNF	16	Valvekens	Marc	Aston Martin DBR4/4	2992	1959
DNF	30	Bronson	Julian	Scarab Offenhauser	2500	1960
<b>Rear Engine cars</b>						
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
18	15	Matzelberger	Thomas	Cooper T45/51	2495	1960
28	24	Strozz	Ingo	Cooper T51	2500	1959
DNF	10	Nuthall (Giorgio Marchi)	William	Cooper T53	2495	1960
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
DNF	45	de Latre du Busqueau	Thierry	Cooper T45	1500	1958
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
7	51	Smith (Tim Ross)	Andrew	Cooper T43/51	1960	1957
23	35	Baudin	Michel	Cooper T45	1960	1958
30	40	Joebstl	Stephan	Cooper T45/51	1960	1958
DNF	8	Ditheridge	Tony	Cooper T45	1960	1958
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder F 1 cars &amp; 1964/66 F 2 cars of not more than 1000cc</b>						
8	99	Shaw	Mark	Lotus 21	1500	1961
9	120	Morton	Alex	Lotus 21 939/952	1498	1961
10	80	Taylor	Nick	Lotus 18 914	1495	1961
16	18	Bonny	Philippe	Brabham BT2	1500	1963
DNF	4	Thornton	Greg	LDS 03	1487	1961
DNF	9	Herreman	Arnold	LDS Alfa Romeo 06	1470	1961
DNF	32	Hartogs	Bernardo	Lotus 18/21 916	1475	1961
DNF	53	Buhofer	Philipp	Lotus 44 F23	1000	1966
DNF	91	Drake	Chris	Cooper T71/73	1498	1964
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
2	25	Middlehurst (John Bowers)	Andy	Lotus 25 R4	1498	1962
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
5	122	Horsman	Peter	Lotus 18/21	2500	1961
12	132	Locke	Chris	Lotus 32B F2 7	2488	1965
20	49	Beaumont	Andrew	Lotus 18 915	2500	1961
24	72	de Gres	Tom	Brabham BT14	1498	1965
27	3	Cannell	Barry	Brabham BT11A	2700	1964
29	153	Maeers	Justin	Cooper T53	2751	1960
DNF	12	Emery	John	Brabham BT4	2495	1962
DNF	50	Goetze	Wulf	Cooper T53	2700	1961

**Driver of the Day:** Front Engine: Rod Jolley Rear Engine: Andrew Smith



The Lotus 21's of Shaw and Morton reliving their cars' South African heritage, chasing for 8th place overall photo Eric Sawyer



Cooper Bristol trio: Martin Eyre, Erik Staes and Chris Phillips photo Eric Sawyer

Cooper was engulfed by the pack, then spun.

By lap two the top four had paired off, Folch setting the quickest Sector 1 of the track all in his well-balanced Lotus, and Middlehurst excelling in Sector 2 as the order shook itself out. Fierro's cracking start, which saw him gain four places initially, was squandered at La Source on lap two where the svelte Maser rotated. Facing the wrong way and without a self-starter, Guillermo was obliged to wait for a gap in the traffic to turn it round and bump-start the engine down the hill. He lost around 40 seconds, then launched a brilliant recovery drive.

Buhofer wriggled past Hart and Jolley to go sixth in the early skirmishes before their superior power told. Maeers was the first of the frontrunners to fall when a solid oil pipe on his new Climax engine cracked, prompting anguished phone calls to its supplier. Justin's retirement promoted Jolley to fifth place ahead of Hart. Out already was Beaumont who felt licks of flame at his neck and pulled his Lotus 18 off at Eau Rouge where the fire was extinguished.

Once its momentum had been established, Drake's Cooper climbed rapidly up the ranks, disposing of the battling Lotuses of Hartogs (18/21), Shaw and Morton – their sister 21s reliving South African tussles of yore with





Rod Jolley powered the Lister past Andy Middlehurst's Lotus to win Sunday's race and Driver of the Day with front engine runners up, Steve Hart in the Han family, Cameron Millar 250F and Guillermo in his Maserati 250F photo Eric Sawyer



Joaquin Folch's Lotus 16 ahead of Chris Drake's Cooper T71/73 photo Eric Sawyer



Nick Taylor's Lotus 18 ahead of Alex Morton's 21 photo Eric Sawyer



Chris Locke's Lotus 32, Driver of the Day - Andrew Smith in Tim Ross's Cooper T43/51 and John Emery's Brabham BT4 photo Eric Sawyer



Peter Horsman's Lotus 18/21 ahead of Barry Cannell's Brabham, Andy Middlehurst's Lotus and Joaquin Folch's Lotus photo Eric Sawyer

Pieterse and Neville Lederle up – and Taylor' square-cut 18. Chris clawed his way past Buhofer too, only for the pair to collide at the 'Bus Stop' chicane. Both were out on the spot.

As Horsman consolidated his lead with a string of fastest laps (before another shower anointed the track towards mid-distance), Middlehurst slithered past Cannell into second. Barry's retaliation was swift, but short-lived, for – with less torque to upset his car's balance on the slippery surface – Andy regained silver on lap seven. "I'd turned my brake balance too far to the rear and was locking up, so I had to be very careful though," he said. Peter was in a class of his own, however, and took the chequered flag 37.218s clear, with a definitive best lap of 2:52.810s (90.65mph) for good measure last time round.

Cannell dropped briefly to fourth behind the impressive Folch with a tank-slapper on the outside line approaching La Source which was treacherously slippery. "I had a couple of spins but only lost about 100 metres," grinned Barry, who quickly reasserted the sleek red Brabham, but was made to work very hard to keep the Pre-'61 front-engined victor in his mirrors to the flag. "It's difficult to stay with the rear-engined

cars; they brake so much later than we can," said Joaquin. "But I was always watching in my mirrors for Rod's shiny bodywork."

On an excellent day for Clive Chapman's Classic Team Lotus, Locke did a superb job to finish fifth in the 32B – completing a 2-4-5 with two class wins – having narrowly prevailed over Jolley's burly Lister and Hart in an entertaining struggle. Andrew Smith extracted the maximum from the Ross Cooper to cement a Class 9-winning eighth overall, ahead of Class 10 standouts Shaw and Morton.

Fierro recovered from his gyrations to salvage 11th and second in class to Hart, with Taylor, Hartogs and 'Dithers' also remaining on the lead lap. De Gres won the duel with de Latre du Bosqueau to finish as top Belgian, 15th overall, despite a spin at La Source. Next home was Grant who jostled up to Ian Nuthall and Phillips and beat the former's Alta to the finishing tape by 0.134s for Class 5 victory.

Strolz, whose sparring partner Matzelberger had retired when a drop gear bearing failed after six laps, finished 19th, ahead of the recovering Bonny, and the snarling Cooper-Bristols of La Source spinner Phillips, Eyre and Staes in close order. The 250Fs of Stephan

Rettenmaier and Dumolin sandwiched Niamh Wood's C-B at the close, with Pilkington and his equally remarkable Talbot a mere 10 seconds behind the Belgian, lapped only once by the quickest cars of subsequent generations.

Baudoin, Jöbstl, Emery and Klara Rettenmaier completed the finishers on nine laps apiece. Late starter Goetze managed eight in the time available, insufficient to be classified, although lap times similar to 10th placed Morton's were indicative of the combo's combative best.

## SUNDAY RACE

CTL's technicians repaired Beaumont's 18 overnight, but 'Dithers,' Emery, Goetze, Hartogs and de Latre du Bosqueau were non-starters for Sunday's sequel, more than one with an eye on the weather which was closing in on a dank afternoon. Buhofer and Drake's cars weren't fixable in situ following their contact, while Dumolin had a business commitment, nevertheless a respectable 30 formed a colourful and charismatic grid as the skies darkened forebodingly. Weather watching P2 starter Middlehurst was metaphorically rubbing his hands together with glee.

What ensued was an extraordinary spectacle... a veritable 'race of two worlds' on a damp track which, cars into contention with their 'new-fangled' successors. At the end of the opening lap - during which





Coopers: Matzelberger, Drake, Strolz and de Latre photo Eric Sawyer



Stephan Rettenmaier and Christian Dumolin in their 250F Maseratis photo Eric Sawyer



Tina, Philip Walker, Miles and Jayne Griffiths celebrate winning the Spa Six Hours race on Saturday evening photo Eddy Perk



Andrew, Ingo, Lesley, Thomas, Jane, Jaqui, Stepban and Peter encouraging the rebuild on the Austrian's Cooper photo Eddy Perk

Phillips spun at the notoriously slippery cambered Bruxelles corner, approached blind - Middlehurst led from Folch, Horsman, Jolley, Hart, Smith in the little Cooper, a cautious Cannell, Fierro (already up three places), Taylor and Shaw, with Nuthall and Grant battling anew. Maeers, from the pits, was already 15th, but his race was run after four laps with a broken exhaust.

Jolley, always in his element when grip is scarce, was on the move. Second by lap four, Rod immediately began to devour Middlehurst's four second advantage. He halved the deficit next time round, and again on lap six, by which time the big Lister-Jag was looming large in the Lotus' mirrors. Unbelievably, Jolley growled ahead at the bus stop chicane, only for Middlehurst to find greater traction and scream back ahead on acceleration past the F1 pits in which the HGPCA was based – and in full view of the gallery perched atop the building.

Andy used all his guile to stay in front until lap eight when captain Rod and his alloy-bodied 'powerboat' appeared through the gloom alone and headed onto their final lap. The green and yellow Lotus did appear, at reduced pace with a broken gear linkage, but kept going in fourth, which was far from ideal. Andy's vast experience enabled him to nurse it home second, clear of Fierro who had climbed from 11th to sixth by lap two, then enjoyed a wonderful dice with Hart to the chequer.

But what of chairman Horsman? His race was very dramatic, characterised by a hairy high-speed rotation through Eau Rouge on lap four, while running fourth, in the wake of Jolley and Folch. "More by luck than judgement I ended up on the outside, pointing in the



Peter Horsman watches over Sonja and Michael Strobhammer working on Thomas Matzelberger's Cooper photo Eddy Perk

right direction," he grimaced. Peter recovered his composure and continued to finish fifth – more than half a minute behind Rod who was lapping up the conditions. "I don't worry about the wet. The more sideways the better," he smiled before leaping onto the podium a hugely popular victor.

Joaquin slipped back to sixth, a couple of seconds ahead of fellow class winner Smith who put in another superlative drive in the two-litre Cooper. "I wish I'd softened the back off," rued Andrew, sensing that he could have finished higher with a tad more traction. Cannell never looked comfortable and fell by the wayside with a gearbox glitch.

The twin Lotuses of Shaw and Morton were

embroiled in a humdinger of a scrap for eighth overall and 1500cc four-cylinder honours. Former F3000 racer Mark prevailed by 0.272s, although Alex – who did tow past his Scottish rival on several occasions, indeed led onto the final lap – set the better lap. Classmate Nick Taylor in the white ex-Wolfgang von Trips (among many others) Scuderia Colonia 18 finished more than half a minute behind in 10th.

Sad to have lost perennial duellist Grant, who pitted with low oil pressure, Nuthall Sr took Class 5 and an outstanding 11th overall. Ian stayed ahead of Locke and finished more than a minute ahead of Cooper-Bristol men Staes – crowned King of Belgium for the day – Phillips and Eyre who were separated by seven seconds at the flag. Bonny, Pilkington (an extraordinary performance) and Matzelberger all went the full distance too.

Barry Wood overturned Saturday's 3.4 second defeat to beat daughter-in-law Niamh by 10 seconds in their C-Bs. Baudoin, de Gres and the Rettenmaiers' Maseratis also completed eight laps, Papa heading Tochter home by a minute. Strolz and Jöbstl joined Maeers and Cannell in retirement.

Jolley, Fierro and Folch stood proudly on the podium, with yellow and red Spanish flags flanking the Union Jack for the jubilant front-engined champions. Bob Dance – Jim Clark's chief mechanic in his Team Lotus Type 25 days and a Belgian GP spectator in the mid-'50s while on army leave – was invited to receive Middlehurst's Pre-'66 trophy and was joined by runners-up Horsman and Smith. (words Marcus Pye)



## ESTORIL CLASSICS - PORTUGAL

## First-timer Fairley potent in Portugal



Double race winner, Jon Fairley, approaches fellow Brabham owner, John Emery at Estoril

The Autodromo do Estoril, built privately in 1972 and home to the Portugal Formula 1 World Championship round from 1984-'96, is a convivial venue for racers and their loyal followers. Situated 15 miles west of Lisbon, near Cascais – “The Charm of the Atlantic Coast” as the national tourist board sells the town – the venue benefits from the sparkling fishing port’s renowned seafood restaurants and bars, relaxing places to enjoy all year round. Roger and Sarah Lucas flew down to join in the Association’s end-of-term treat. While the 2.79-mile circuit, with its long start straight and twiddly infield section, is ‘of an age’ – resembling a giant kart track but agreeably far removed from a modern Tilke-drom – its layout generated some of the most memorable F1 races in history. Perhaps the most celebrated was the first of future three-time champion Ayrton Senna’s 41 Grand Prix victories, driving Team Lotus’ turbocharged Renault V6-engined Type 97T through a monsoon in 1985. The Brazilian, whose mother tongue was therefore Portuguese, enjoyed a massive following locally and remains a folk hero 25 years after his death.

Out for the first time since the Silverstone Classic, circuit debutant Jon Fairley (ex-works 2.7-litre Brabham BT11) overcame top qualifier Andrew Beaumont (2.5 Lotus 18 915) to win both of our races at the enthusiastically-promoted Estoril Classic event, rapidly gaining stature as an enjoyable feature on the international calendar. Cooper men Justin Maeers (2.5 T53) and Sid Hoole (1.5 T66 V8) netted a third apiece.

Saturday evening, the HGPCA Team led a dozen-strong deputation to the Gala Dinner at the Casino in Estoril. A very glittery affair, it featured an oversize grand piano at which a Charles Aznavour/Elton John ‘sing-a-like’ entertained. He accompanied 20 plus minutes of splendid race footage from black and white to Senna and Alain Prost. The stark primary colours of the 1950s and ‘60s – ‘our era’ – stood out. Some sought sanctuary elsewhere before the ‘Saturday Night Fever’ cabaret started - its decibel reading reportedly exceeding that of our racing cars!

Organisation was efficient, the timetable running punctually throughout, while team members and guests enjoyed excellent cuisine in the pit-top VIP hospitality suite. Thanks to promoter Diogo Ferrao, Micaela and the Race Ready/Estoril team for putting



Nick Topliss and Tony Ditheridge in their Coopers



Jon Fairley's Brabham ahead of Chris Locke's Lotus



Fantastic duel throughout both races between Sid Hoole and Justin Maeers' Coopers



Pole man, Andrew Beaumont, lost out in the races to Jon Fairley's Brabham, here ahead of Michel Baudoin's Cooper



Stephan Joebstl in his newly acquired Cooper T45/51



Max Smith Hilliard in his Lotus 16 and Eddy Perk in his Heron

on an excellent event in the October sunshine.

## QUALIFYING

Following a fraught weekend at Spa it was Andrew Beaumont's turn to be Classic Team Lotus' star charge. Driving his pale green ex-UDT/Laystall Lotus like the wind, the Surrey homebuilder topped Saturday morning's qualifying session with a 1m55.170s (81.21mph) opening gambit. It proved 0.788s beyond reach of Jon Fairley in his beautiful Brabham BT11, raced in 1965 by star triumvirate Jack Brabham, Denny Hulme and Dan Gurney. Having sent his steed down with Tim Cottam, Jon flew in to Lisbon on Friday, therefore his only sighting of the track was on foot, with Eddy Perk and a band of rambblers, that evening.

Row two was an all-Lotus affair. Despite concerns over his gearbox's longevity, Mark Shaw did extreme-



ly well to record a 1:57.413 to grid third, best of Class 10's 1500cc four-cylinder F1 division in his ex-Trevor Taylor/Jim Clark Lotus 21 937, fettled by the unflappable Tom Smith near Snetterton. Another Clark southern-hemisphere title-winning car, the 2.5 Type 32B-F2-7 of CTL's Chris Locke sat alongside on 1:58.332, ahead of Cooper trio Justin Maeers (T53), Sid Hoole (ex-Jo Bonnier T66 V8) and Richard Wilson (T51), corralled in the 59s.

Having sorted oil pump problems which occurred in testing over several hours of fettling with the valued expertise of Howard Nelson from IN Racing – and Debs Maeers on pedals – Justin's car was quickest through the main straight's speed trap at almost 145mph during qualifying, an accolade unmatched all weekend.

Eighth was the quickest Pre-'61 front-engined competitor, Julian Bronson, having recorded a 2:01.197 (77.10mph average) in his growling Scarab-Offenhauser despite fuel pressure problems and a dramatic spin. Bernardo Hartogs (1.5 Lotus 18/21 916) and Class 9 leader James Willis (2.0 Cooper T45) occupied the row between Bronson and the second 'puller,' Max Smith-Hilliard's 2.5 Lotus 16 363.

Eddy Perk's Heron, re-'Alfad' since its Zandvoort blow-up, Nick Topliss (2.5 Cooper T53), and its two-litre stablemates of Spa hero Rod Jolley in Tim Ross's Kiwi Equipe T45/51 – which had also been conducted heroically in Belgium, by Andrew Smith – and Tony Ditheridge (T45) were closely-matched in the 2.03 bracket, more than two seconds up on the best of the rest.

Philippe Bonny's Brabham BT2 straddled the gap between the quartet and Class 5's 1952-'53 warriors Ian Nuthall (ex-Peter Whitehead Alta F2) on 2:08.829 and Paul Grant (ex-Rodney Nuckey Cooper-Bristol Mk2 3/53), just 0.802s adrift. Frenchman Michel Baudoin (2.0 Cooper T45), John Emery (2.5 Brabham BT4) learning another circuit and Austrian haulage king Stephan Jöbstl (2.0 Cooper T45/51) completed the mainstream field, although a jammed brake caliper stranded the car at the final corner, bringing out red flags for its recovery. Despite it being late in the session, the organisers restarted it, and gave us the full 25 minutes' allocation!

Perennial showstoppers, the Rettenmaier family had expanded to three competitors – a most impressive one eighth of the entry. Stephan arrived with the Temple Buell Maserati 250F 'piccolo' 2534 from Germany, together with daughter Klara and the A6 GCM she debuted at Spa, and son Jakob in the mighty maroon 4.5-litre V12-engined OSCA Tipo G – built by the indefatigable Maserati brothers long after they had been obliged to sell the family jewels to the Orsi dynasty of industrialists – which Franco Rol debuted

inauspiciously in the 1951 Italian GP.

Out of luck, alas, was Rudi Friedrichs whose ex-Jack Brabham 2.5 Cooper T53 was stopped by a broken driveshaft in Friday testing. With no spare available after a paddock trawl – and local sages unable to find an early Land Rover to cannibalise for the requisite part – he was sadly rendered a spectator.

## SATURDAY RACE

Fairley and Maeers made excellent getaways. "I got Andrew off the line but he pushed me all the way," said Jon. As they paired off, chasers Justin and Sid Hoole did likewise, ahead the peloton in which Nuthall and Grant were already wheel-to-wheel. Fairley's younger and torquier car had the legs on Beaumont's, evidenced by a best lap of 1:54.135s (81.95mph), a second inside Andrew's pole time, on the final tour, but Andrew's was better geared and quicker in the middle sector which left their order in doubt until the chequer. Shaw's Lotus was out inside a lap when its 'used up' ZF gearbox cried "enough". A Colotti 'box, which the chassis was fitted with in South Africa after Ernie Pieterse acquired it from Colin Chapman's team after the '62 Springbok Series, is on Mark's Christmas list.

Maeers and Hoole in the sole V8 enjoyed what Justin

described as "a great tussle" for third in which he claimed the last podium place in the closing stages. They ran increasingly far ahead of class winners Hartogs and Willis, the latter having bested Jolley. Eighth-placed Topliss was the last combatant on the lead (13th) lap when the chequered flag was flown. While his best lap, at the end, was but 1.3s adrift of Class 10 victor Hartogs, Perk finished ninth in the Heron – another Pieterse car – a long way clear of top Frenchman Bonny's Brabham.

It was no surprise to regulars that the British Racing Green Alta and red lipsticked dark blue Cooper-Bristol were 'attached' by invisible bungee cords in the fight for Class 5. Again Nuthall crossed the line first, by 1.411s – an almost luxuriant cushion by previous standards – but more significantly as the first front-engined car home. Baudoin and Emery were the other 12-lappers, finishing ahead of Jöbstl and Rettenmaier Sr's 250F.

Smith-Hilliard's pulled his Lotus up, stuck in third gear, but covered sufficient distance to be classified 17th, ahead of the Rettenmaier siblings, who memo-



Klara Rettenmaier moves the beautiful A6GCM aside to allow Smith Hilliard, Topliss and Perk to pass



Julian Bronson's Scarab and Philippe Bonny's tiny Brabham



James Willis and Rod Jolley in their Coopers



Class 10: winner Bernardo Hartogs and Eddy Perk, 2nd photo Supagard's Laura



Rear Engine Driver of the Day, Sid Hoole, with Supagard's Tony Wright photo Laura



Stephan Rettenmaier with daughter, Klara, and son, Jakob enjoyed the end of season event at Estoril photo Supagard's Laura

rably crossed the line together, Jakob's big OSCA 0.840s ahead of Klara's pale blue and yellow Maserati. A priceless photo opportunity no doubt seized and treasured by an on-the-ball snapper...

Bronson quit after nine laps when, having come to terms with gear selection problems his Offy's fuel pump drive sheared. 'Dithers' and Locke both stopped with engine failures and Wilson (misfire) also joined Shaw in retirement.

## RACE 2 - Sunday

Nineteen survivors lined up for Sunday's race, for which the forecast rain thankfully held off until the evening. Saturday's retirees – bar Bronson whose crew refuelled the Scarab overnight – were joined on the sidelines by Stephan Rettenmaier.

Viewed from afar, the race appeared to be a virtual action replay of the previous day's, but the reality was different. "I managed to break away, but made the mistake of relaxing when I couldn't see anybody in my mirrors," explained Jon. "When I suddenly spotted the green Lotus coming back at me I had a full opposite-lock moment, then recovered my composure." He and Andrew finished 1.549s apart, the latter having posted fastest lap, a 1:54.595 personal best.

Almost 57 seconds later Hoole – a couple of seconds closer than Maeers had been to the frontrunners the previous day – finished third in the ex-Rob Walker Racing/Jo Bonnier Cooper, pursued by a deliciously shrill V8 wail. Alas a broken gear selector sidelined Maeers from their repeat duel on the penultimate lap.

Bronson hustled through the field to fourth and front-engined gold, chased in by Hartogs, Willis and Jolley. Smith-Hilliard also enjoyed a proper run from 17th to eighth, with Topliss and Perk on his tail as they finished. Like James, Eddy had found brake judder a trifle off-putting. A lap down, Nuthall again edged out Grant, this time by 0.580s, to end what even by their own standards was an extraordinarily close rivalry this season.

Emery lapped an encouraging four seconds quicker than before in landing 12th, now ahead of Baudoin. Bonny and the Rettenmaier siblings completed the finishers, Jakob beating Klara by six seconds with father Stephan cheering them on. Jöbstl opted for an early bath. Having outraked himself and slid off-piste while battling with team mate Baudoin he decided he'd found his limits for the weekend.

(words Marcus Pye)

## HGPCA Race for Historic GP Cars - Estoril Classics

No	Name	Surname	Entrant	cc	year
<b>Front Engine cars</b>					
<b>Class 2 - 1935-1951 Grand Prix cars on 18" or 19" wheels</b>					
17	2	Rettenmaier	Jakob	Osca G4500	4472 1950
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>					
11	21	Nuthall	Ian	Alta F2	1980 1952
12	19	Grant	Paul	Cooper Bristol Mk 2 3/53	1971 1953
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>					
18	5	Rettenmaier	Klara	Maserati A6GCM	2500 1953
20	25	Rettenmaier	Stephan	Maserati 250F Piccolo 2534	2493 1957
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>					
8	16	Smith Hilliard	Max	Lotus 16 363	2200 1958
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>					
4	30	Bronson	Julian	Scarab Offenhauser	2500 1960
<b>Rear Engine cars</b>					
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>					
23	14	Wilson	Richard	Cooper T51	2495 1959
DNS	12	Friedrichs	Rudi	Cooper T53	2462 1960
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>					
6	42	Willis	James	Cooper T45	1960 1958
7	51	Jolley (Tim Ross)	Rod	Cooper T43/51	1960 1957
14	35	Baudin	Michel	Cooper T45	1960 1958
19	40	Joebstl	Stephan	Cooper T45/51	1960 1958
21	8	Ditheridge	Tony	Cooper T45	1960 1958
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>					
5	32	Hartogs	Bernardo	Lotus 18/21 916	1475 1961
10	37	Perk	Eddy	Heron F1	1488 1960
16	18	Bonny	Philippe	Brabham BT2	1500 1963
24	99	Shaw	Mark	Lotus 21	1500 1961
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>					
3	66	Hoole	Sid	Cooper T66 F1	1495 1963
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cyl cars - not more than 2.7 lts</b>					
1	11	Fairley	Jon	Brabham BT11	2700 1965
2	49	Beaumont	Andrew	Lotus 18 915	2500 1961
9	7	Topliss	Nick	Cooper T53 Lowline	2498 1961
13	6	Emery	John	Brabham BT4	2495 1962
15	53	Maeers	Justin	Cooper T53	2751 1960
22	132	Locke	Chris	Lotus 32B F2 7	2488 1965

**Driver of the Day:** Front Engine: **Julian Bronson**, Rear Engine: **Sid Hoole**

## Congratulations to us all HGPCA wins award



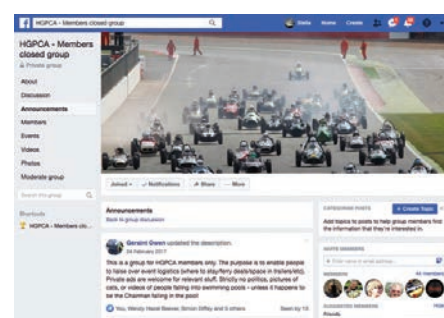
We thought you would like to know that the Historic Grand Prix Cars Association was awarded 2019 Best Race Series of the Year at the Historic Motoring Awards ceremony which were held on 17th October 2019 at the stunning Rosewood Hotel in London.

Now in its ninth year, The Historic Motoring Awards are considered the most prestigious in the industry, recognising the elite in the international classic automotive world and the distinguished gala night celebrated a broad selection of categories, selected by the experts at Octane magazine and an international panel of judges.

It is fantastic that such a small group of owners and drivers has been recognised for its contribution for the second time. Peter Horsman and Eddy Perk represented the Association and were presented with the award by Octane's James Elliott (see photo above).

The HGPCA is a group run BY the members and FOR the members - so the accolade is for you to enjoy as much as the Board of Directors. It is because YOU own and race these wonderful cars that we are able to put together the grids and attend race meetings in the UK and across Europe - you should feel rightly proud of your Association.

Runners up included: HRDC-Allstars, VSCC-Formula Vintage, CSCC-Future Classics and HSCC-Thundersports.



## HGPCA Facebook Group

The HGPCA has a closed group on Facebook which can be accessed by those with a Facebook account. Being a closed group means that anyone can see it exists, but its content can only be seen by members of the group.

The idea is for it to be a place where people can liaise over event logistics (who is staying where on route to X, anyone got space in a trailer to Y, etc) and also share post event photos etc.

To join, either search for HGPCA or go to: [www.facebook.com/groups/152266125288216](https://www.facebook.com/groups/152266125288216) and request to join



## CARS FOR SALE



## PASSION FOR SPEED South Africa 2020 update

Now that the HGPCA 2019 Season races have been concluded, preparation is well on its way in preparation for the forthcoming 'double-header' in South Africa at the end of January/beginning February in Johannesburg and Cape Town.

We are pleased to report that we have a grid of 18 HGPCA cars participating. Carnets are being processed and loading schedules at the end of November are being finalised for the four specially fitted out containers. Local interest is running high and we hope to be able to welcome a few period drivers and/or their families to share the exciting experience of seeing these cars racing at Zwartkops and Killarney.

19th Passion for Speed: Zwartkops - 31st January & 1st February and Killarney - 6-8th February, 2020.



**02 CORVETTE** Full HTPs. Fresh Tim Adams Big Block. 500 hp. Lots of spares. Your cheapest entry into the TT at Goodwood Revival. £100,000 ono. Contact: Julian Bronson: julian@rileyracer.co.uk Phone: +44 (0) 7860525458



**1958 JAGUAR XK150 SE** Good, tidy and original car. Running out of room in my garage! £95,000. Contact: Julian Bronson: julian@rileyracer.co.uk Phone: +44 (0) 7860525458



**Maserati 250F Recreation** 1957 works type version made by Steve Hart Racing with engine and transaxle supplied by owner. FIA papers issued. Email: steve@stevohartracing.com Phone: +44(0)1366 500620



**1926 Bugatti Type 35 To 35B** - ex - Sir Malcolm Campbell, Bernard Kain Publicly offered for sale for the first time since it was restored by Geoffrey St. John in 1964, having changed hands once in the last 54 years. Famously campaigned by Bernard Kain. 4-time winner of the Itala Trophy, multiple winner of the Boulogne Trophy, 2-time winner of the Williams Trophy and the Seaman Trophy. Cherished in its current ownership for the last 18 years, subject of a complete and sympathetic rebuild by Ivan Dutton Ltd. in 2001 and further engine rebuild just last year. For more information please contact cars@williamianson.com +44 (0)1285 831 488.



**1973 Maserati Bora 4700** Highly original matching number example finished in 'Blue Ischia' with 'Senape' leather interior, retaining the original upholstery and radio. First registered in France on 14th November 1973, only 4 French owners and 67,000 kilometres from new. One of just 497 examples produced. Well-maintained, ready to be driven anywhere and offered with a Maserati certificate of authenticity. Contact: Flavien & Vanessa Marçais, Automobiles Historiques, Mobile: + 44 (0) 787 9634432 E-mail : cars@automobileshistoriques.com



**1960 BRM P48 Formula 1** - ex-Works, Dan Gurney Debuted at the British Grand Prix with Dan Gurney. Driven by Dan Gurney at the British, Portuguese and United States Grand Prix, before taking what was the only international race victory for a P48 in his last race for BRM, at Ballarat, Australia. In its current ownership since the early 1970's, accompanied by its original bodywork, beautifully restored by Hall & Hall and raced to fifth place at the 2018 Goodwood Revival, setting the third fastest lap. For more information please contact +44 (0)1285 831 488 cars@williamianson.com



**1954 Frazer Nash Sebring** - Chassis Number 421/200/201 First of three beautiful and distinctive alloy-bodied two-litre Bristol-engined road-racers built by AFN Limited. Based on fine-handling Frazer Nash Le Mans Replica MkII chassis. Featured contemporarily in The Motor and The Autocar. Race debuted by future Formula 1 World Championship Grand Prix winner Tony Brooks in 1954 British GP supporting event at Silverstone. Period International race and rally history: RAC Tourist Trophy, Dundrod (Brooks/Peter Wilson); Liège-Rome-Liège (Henry O'Hara Moore). Eligible for premium historic events worldwide and in the same family ownership since 1972. Contact: Flavien & Vanessa Marçais, Automobiles Historiques, Mobile: + 44 (0) 787 9634432 E-mail : cars@automobileshistoriques.com





**1958 Cooper-Climax T45 Mk III** Chassis F2/28/58 was raced by Italian Privateer Menato Boffa Entered for the 1961 Vienna, Syracuse, Naples & Modena Grand Prix. Complete frame up restoration documented by Belgian équipe mecauto. Race ready & accompanied with valid HTP.

Contact: Robert Fellowes, T: +44 (0) 20 7078 0835  
M: +44 (0) 7855 415 124  
robert@henderson-fellowes.com



**1963 Brabham BT4** – ex Charles Vögele, Swiss Champion

One of just four Brabham BT4s made, and the only example to remain in Europe from new. A regular winner and 1963 Swiss Rennwagen Champion in the hands of Charles Vögele. A multiple winner in historic racing in the past two ownerships, and currently 0 hours thanks to engine rebuild by Ray Buckley and Colotti gearbox rebuild by PDS. Accompanied by Allen Brown dossier, new 2019 FIA HTPs and spares.

For more information please contact +44 (0)1285 831 488 cars@williamianson.com.



**1957-Type MASERATI 300S** Completed in 2000 alongside Modenese originals by British marque specialists Church Green Engineering, engine guru Cyril Embrey and Steve Hart Racing, this stunning toolroom copy of the model, evolved from the iconic 250F Grand Prix car line, has an HTP valid to 31/12/2025.

Sensational 300S dynamics, stunning looks and purebred Italian stallion cachet at a more accessible price, this little-used masterpiece is eligible for RAC Woodcote Trophy, Stirling Moss Trophy, GTSCC & VSCC 50s' sports-car races.

Contact: Flavien & Vanessa Marçais, Automobiles Historiques, Mobile: + 44 (0) 787 9634432  
E-mail : cars@automobileshistoriques.com



**1956 Cooper T41**, Chassis No F2-4-56

Well known car, ex Jack Brabham, Roy Salvadori.

Campaigned for 11 seasons in HGPCA races by the late Brian Maile, with many class wins to its credit.

Reliable, well sorted car, eligible for both Pre '61 & Pre '66 HGPCA grids, as well as VSCC and HSCC races.

Please contact Rod Jolley, on behalf of Margaret Maile : rodjolley@hotmail.co.uk Tel: +44 7799112990.



**1962 Lola MK4 Formula 1** - ex-John Surtees

The first ever Formula 1 car built by Lola. Raced by Surtees in early '62 at the Brussels GP, Lombank Trophy and the Lavant Cup at Goodwood. Part of the Donington Collection from mid 1960s until the 2000s. A multiple winner in the hands of Mark Piercy, a regular of the Goodwood Revival and a veteran of the Monaco Historic Grand Prix.

For more information please contact +44 (0)1285 831 488 cars@williamianson.com.



**Ferrari 156** - Project to complete

Built around the original 120 degree engine with 4 valves per cylinder and 6 speed transaxle from drawings supplied by Ferrari. Property of the late Jim Allington (the master of cut away drawings)

Contact: steve@stevharttracing.com

Phone: +44(0)1366 500620



**1956 Cooper T43** , Ex Lance Reventlow, multiple class winner with HGPCA and eligible Monaco, Goodwood etc. Many spares including additional block, head etc, front and rear body and complete with race spares and equipment. Prepared for 2020 season. £115k Ongoing race support if required.

Call John Bussey for more info 07775 526420  
john.bussey@aldercarrhouse.co.uk



**1957 Cooper T43 Grand Prix Car** This is the car Jack Brabham raced in the 1957 Gold Cup (which he won) and is recorded as F2/27/57. Sold to Martin Stretton in December 1988 for USD 130,000 and shipped to the UK. Mike Hayward and Mark Clubb raced the car for several years with the HGPCA until it was sold to Harvey Sykes and then Clive Wilson before the current owner, Robi Bernberg, bought it in 2017. FIA Historic Technical Passport valid to 2025. £124,995. For comprehensive history and information on recent work plus a negotiable spares package. Contact: Robi Bernberg, robi8@icloud.com W:01923 651444, M:07970 911 444



**1931 Bugatti 51** - Chassis number: 51128

Excellent period racing history at the most significant Grand Prix with victories at Geneva and Rheims in 1931. Maurice Trintignant's first racing car, driven to GP des Frontières (Chimay) victories in 1938 and '39. Owned and cherished by the Le Mans 24 Hours and double Monaco GP winner from 1938-1974. Powered by a 2.3-litre twin overhead cam straight-eight engine, Ettore Bugatti's fast and robust T51 was the epitome of 1930s' artisan engineering. An heroic French blue Grand Prix car of impeccable provenance. Part of a very significant French collection. Offered in fine condition with spares.

Contact: Flavien & Vanessa Marçais, Automobiles Historiques, Mobile: + 44 (0) 787 9634432

E-mail : cars@automobileshistoriques.com





photo John Anderson

## 40th Anniversary - history tales Mario Andretti, Monaco and a Maserati 6CM

Back in 1979, we did a race at the Monaco GP organised by Christies. It was on the morning of the GP, and I was driving a Maserati 6CM that I had just finished restoring for Hubertus Donhoff. We had formed up on the grid some 20 minutes before the start and we were all out of the cars.

A chap asked me if a friend could sit in my car for a photograph and I turned to see Mario Andretti was already in it. He was very complimentary about the car, and so I suggested he should drive mine and I his Lotus. That evening he said he should have accepted my offer as he knew I had finished but his Lotus had failed!

This Summer, Yvonne and I were on a smallish boat sailing up the coast of Croatia and the last stop was at Opatiga which is near to where Mario was born in early 1940. We had a car arranged to take us to the hill top town of Montovun, his birthplace, an hour

away. No cars are allowed into the town and by jove it is steep. However we found the old family house, and a room in the only hotel, devoted to him with pictures and the family history.

There had been a race outside of Opatiga just after the end of the war, and only 8 Maseratis started. Mario had heard stories of this and he said he always wanted to sit in a Maserati which finally happened at the Monaco race.

I was able to e-mail him, and he was so pleased to hear that we had made the effort to go to Montovun.

I then got in touch with the girl on our boat to say that I had been in contact with Mario, and she replied to say that as a result of our visit, they were taking the next group of passengers on an excursion trip to the town.

It was a great way to finish our wonderful and interesting journey along the coast and revived pleasant memories from the past. *Tony Merrick*

## TECHNICAL UPDATES 3/19

In last year's NL2/2018 we mentioned that there had been reports of **car tampering**. This year, further reports of the same have been mentioned.

At Brands, it was reported that on two cars, carburettors slow running screws were fully screwed in. At other events, tie wraps, holding a disconnected rear anti roll bar, were cut and shock absorbers "re-adjusted". Therefore you are reminded to please check the obvious before taking to the track.

FIA approved **rain lights** are being fitted to more of our cars. However, some still require attention and we appeal to those not having the best light to comply. The Association has a discount arrangement with Cartek. Contact them on 02380 457747

Discrepancies in **tyre circumferences** have been reported by a couple of drivers. This has led to unexplained car behaviour. We recommend that you check that your left and right hand side tyres on the front and rear axles match respectively.

The majority of cars racing with the HGPCA have conforming **roll over bars** or as the FIA call it: Roll Over Protection Structure i.e. ROPS. It has been noticed that some are not quite high enough and, therefore, do not comply with the 50 mm that the ROPS height has to be above the top of the helmet.

If your car rear brace is held in place with spherical joints we recommend you change those for a FIA approved "Removable Connections". The ROPS tube has to be of 35 mm diameter and a minimum wall thickness of 2 mm. For specific details see Appendix K in the FIA International Sporting Code.

**Remember:** A new year approaches so please ensure that fire extinguishers and seat belts are in date as well as your fire protection clothing and helmet.

*Friday 6th December 2019 - Royal Automobile Club, Pall Mall*

## HGPCA Annual Lunch and Prizегiving

*Booking forms will be available early November*