



HISTORIC GRAND PRIX CARS ASSOCIATION

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

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HGPCA MEMBERS FORUM

Friday 4th December at 7.30pm

in the comfort of your own home!

2020 will be remembered for many things but, sadly, one of them will NOT be the HGPCA Annual Lunch and Prizегiving at the Royal Automobile Club in London's Pall Mall. Many of us travel to London to enjoy the seasonal get together away from the track, catch up on news and listen to details of our upcoming race plans. Well, we are all learning what is possible to do in this strange world we find ourselves in and, although meeting up in person is not going to be possible, we thought it would be an idea to take the opportunity and gather via ZOOM instead and hold a Forum.

This will be an opportunity to raise topics and discuss matters with the current Board and fellow members. We hope that, by holding the Forum at 19.30hrs GMT, overseas Members will be able to join us as several did at the AGM in September. If you'd like to 'attend' please get in touch and confirm the email address you would like the online invitation sent to.

Because of the restrictions involved with online meetings, we will need to have a format for the evening. If you would like to propose a topic for discussion, please submit the details via email to stella@hgpcanet. An 'agenda' will be circulated by 1st December. We look forward to seeing you and your wife/partner then and, although unable to provide a menu, we may suggest some wines!

GOODWOOD SPEEDWEEK Members Star at E.Sussex new event

Run behind closed doors to give something back to loyal sponsors and 'live-streamed' to brand fans worldwide, having lost the Members' Meeting, Festival of Speed and Revival to the COVID-19 pandemic, the Goodwood Speedweek was an amalgam of all three. HGPCA members and their friends thus had somewhere familiar - yet strangely empty - to exercise their Grand Prix cars on October 16-18.

With our traditional Spa Six Hours rendezvous gone and travel logistics making our planned Spanish and Portuguese races untenable, a dry weekend closer to home for most was a bonus. Three GP car eras were under the spotlight, and well supported with grids averaging 20 plus, most of the competitors were UK-based.

Occasional racer David Morris (ERA R11B) pounced to win the Goodwood Trophy GP Cars and Voiturettes 1930-'51 race when Mark Gillies (driving Dick Skipworth's ERA R3A) slowed with an oiled-up spark plug. Will Nuthall (in Giorgio Marchi's Cooper T53) and Miles Griffiths (piloting Philip Walker's Lotus 16) claimed Richmond & Gordon Trophy Pre-'60 honours after a fine scrap. In the Glover Trophy 1961-'65 showcase, young Michael O'Brien emerged victorious in Alan Baillie's Brabham BT14, outrunning five-time winner Andy Middlehurst (in John Bowers' Lotus 25).

Congratulations to everybody for putting on a great show.

Goodwood Trophy

Former Team Lotus mechanic David Morris grabbed pole position in Official Practice - as qualifying was known in a more genteel period at the fabled West Sussex venue - with a last lap charge in the family's long-serving ex-Reggie Tongue ERA 'Humphrey.' David's 1m33.576s (91.56mph) best was almost 1.4s quicker than Nick Topliss (ex-Pat Fairfield ERA R4A). Tom Dark (Bugatti T73C) prevented an English Racing Automobiles front row monopoly, leaving Ben Fidler (ERA AJM1) and Ian Baxter (ex-Philip Jucker/George Abecassis Alta 61S) on the second rank of the 3-2-3 grid formation.

Unable to commute from the USA, Charles McCabe sportingly offered Gary Pearson - with 15



Cars on the grid for the Goodwood Trophy Race photo Marcus Pye



Stephan Jobst, Tony Smith and Andrea Stortoni photo Gary Hawkins



Alex Morton in his Lotus 21 photo Eddy Perk

golds on his Goodwood CV the most prolific race winner of the motor circuit's 'modern' events - ERA R5B 'Remus' for the event. Gary's marquee baptism came in the timed session and netted sixth place when the grid formed later on Friday, with James Baxter (Riley-ERA) and Julian Majzub to his left. Duncan Ricketts (Parnell Challenger) and Michael Birch (Maserati 4CM) completed the top 10, although Duncan withdrew at that point due to a loss of drive between the engine and gearbox.

Mark Gillies, in the Lincoln green ERA, was in unfamiliar territory - only 11th - having suffered carburettor icing during the session. The closely matched Julian Wilton (ERA R7A) and Andrew Hall (Frazer Nash Shelsley) were next up. Alex Simpson in the big red Alvis Goodwin Special and



Will Nuthall in Giorgio Marchi's Cooper T53 keeps Miles Griffiths in Philip Walker's Lotus 16 and Rudi Friedrichs in his Cooper T53 behind him to win the Richmond & Gordon Trophy Race photo Gary Hawkins



Chris Drake in the collecting area in his Cooper T71/72 photo Eddy Perk

Williams (Bugatti T35C), David Ayre's big blue Barnato Hassan Bentley and Tim Dutton's spectacularly-liveried Bugatti T51 - destined for a Bonneville Salt Flats speed record attempt - rounded-out the field.

RACE

As the Union Jack fell on a sunny and unseasonably warm autumnal afternoon Morris shot into the lead, but Ian Baxter was flying. He snatched the advantage out of Madgwick, only to spin the dark green Alta out of St Mary's and have to rejoin at the rear. Dark and Topliss continued to chase Morris, but Gillies had busted through to fourth within a lap, clearly armed to challenge for a sev-

enth race win at Goodwood.

Gillies hurtled boldly past Topliss on the inside of Fordwater on lap 3, then neatly usurped Dark on the 'Moss' kink before St Mary's next time round. Only Morris remained ahead now and, having hounded down his old rival, Gillies dived ahead into Madgwick on lap 7. By then the complexion of the chasing group had changed, the feisty James Baxter having imposed his dark blue ERA-Riley ahead of Dark, Topliss and Pearson.

Morris watched Gillies for a lap, then jostled back to up behind him. "I do so little racing that I didn't know how hard to push. It's easier to chase," David said later. Gillies' engine had started to fluff again and he backed off, enabling Morris to reassert himself on the penultimate lap. The gap was eight seconds at the chequer, Mark having nursed his steed home. "If I'd have gambled I possibly could stay ahead - or blown it up. The risk was too great," he said afterwards.

James Baxter was overjoyed with third in this company, having resisted Topliss' final push by a second. Dark finished fifth in the late 'Bug,' ahead of Pearson who brought 'Remus' home safely. "I'm a world away from mastering this car, but it was a pleasure and a responsibility all in one," said Gary, whose best lap was three seconds from Morris' quickest.

Ian Baxter recovered to seventh, lapping inside his practice best and displacing Majzub on the final lap. Birch was ninth, on the last lap, ahead of Hall and Lehr who blasted the big blue Talbot-Lago from 18th to 11th. Simpson and Sergison were next back, ahead of a spirited tussle which embroiled Gentry, Pittaway and Hardman.



Start of the Glover Trophy race at Goodwood Speedweek photo Gary Hawkins



Glover Trophy drivers: John Clark, Chris Helliwell, Sid Hoole, Will Nutball, Chris Drake, Andy Willis, Stepan Jobstl, Nick Fennell and Andrew Beaumont photo Eddy Perk



Jane McGill, Lesley Perk and Sue Hoole (scribe Marcus Pye in the background) photo Eddy Perk

GLOVER TROPHY

McLaren GT racer Michael O'Brien made his HGPCA debut at last year's Silverstone Classic driving a sister car but other than for a fitting had not sat in the Baillie equipe's ex-Rodney Bloor Sports Motors Manchester 1500cc Ford/Lotus twin-cam engined Brabham BT14 prior to Official Practice on Friday. Following installation laps behind a camera car O'Brien didn't take long to acclimatise, his best lap of 1:23.053 (103.16mph) beating Andy Middlehurst's in the shrill Coventry-Climax V8-engined Lotus 25 by 0.874s. Interestingly, the period lap record set in the 1965 Sunday Mirror race by Jim Clark (Lotus 25) and Jackie Stewart third time out in a BRM P261 was 1:20.4s. Bloor finished 12th in that event, but retired from a subsequent Formula Libre event that Whitsun.

"I was very surprised to qualify on pole," said 26-year-old O'Brien, whose only previous Goodwood race was the Chichester Cup Formula Junior event at the 2018 Revival. "With about 160bhp I thought we'd be doing well to split the two Lotus 25s (of Middlehurst and Nick Fennell), but the engine was freshly rebuilt and Alan and Bob Boughton had put a lot of effort into the chassis set-up. The engine's quite torquey and doesn't have the top end power of the V8s, but they weren't going away much on the straights."

Jon Milicevic sat third in Baillie's LDS-Climax 7, one of South African constructor/driver Doug Serurier's creations. The Anglo-Croatian's 1:24.337 was a whisker quicker than fellow Historic Formula Junior star Sam Wilson in his Dave Charlton Ecurie Tomahawk Lotus 20/22 - in its 1500cc twin-cam SA F1 specification as opposed to previous 1100cc guise - and 2016 winner Nick Fennell (Lotus-Climax 25 V8). Nick's car had been reconfigured per the Monaco GP, without yellow Team Lotus stripe and with a streamliner windscreen, but he said he couldn't feel any difference. Wilson parked out on the circuit with coil failure after four laps, thus was confident there was more to come.

Scot Mark Shaw had tested his Tom 'Norfolk' Smith-fettled ex-Jim Clark Lotus 21 with its new Colotti gearbox at the track, so with a top-end mis-fire blunting his challenge was content to qualify sixth, just ahead of Chris Drake (Cooper-Ford twin-cam T71/73) and Richard Wilson in the works Cooper-Climax T60 V8 in which New Zealander Bruce McLaren won the 1962 Monaco GP. Hall and Hall's Andy Willis (in Stephan Jobstl's Lotus-Climax 24) and Andrew Beaumont's sister car, in UDT Laystall colours, completed the top 10, despite a hairy spin approaching Woodcote.

Sid Hoole was 11th, having broken a drop gear in his ex-Rob Walker Racing/Jo Bonnier Cooper-Climax T66 V8), but repaired it for Saturday's race. Another Cooper sat alongside, the little 1000cc BMC twin-cam engined F2 T75 in the hands of Chris Helliwell who did well to break 1m30s. UK-based Brazilian Bernardo Hartogs (Lotus 18/21), Alex Morton (ex-Neville Ledlerle Lotus 21) and misfire-debilitated Stuart Roach (in Tom de Gres' Brabham-t/c BT14) were next.

The pack was completed by Greg Thornton's still recalcitrant LDS-Alfa Romeo, Dan Collins on a very rare appearance in his ex-Innes Ireland '61 US GP-winning Lotus-Climax 21), John Clark's ex-John Surtees Cooper-Cooper-Climax T56, Andrew Wareing's glorious BRM P261 (which three-time F1 World Champion Jackie Stewart would demo during the event) and Malcolm Cook's 1000cc F2 Brabham-Ford SCA BT10.

RACE

Saturday's GP car race for the 1500cc brigade was eagerly anticipated. Milicevic's LDS hooked up best initially, but O'Brien and Middlehurst screamed past the aubergine machine to make the early pace. Michael, looking relaxed, calmly extended his lead by half a second a lap as Andy fended off the determined Sam Wilson who had annexed third on lap 2.

O'Brien kept his foot in, cutting a fine 1:22.536 (103.80mph) best - an Historic era lap record - on lap 5, by which time Mid-



Start of the Richmond & Gordon Trophy race at Goodwood Speedweek photo Gary Hawkins



First lap of the Glover Trophy, Madgwick photo Gary Hawkins

lehurst's engine was emitting grey smoke and the Lancastrian had realised that he wasn't going to add to his win tally. Wilson, liberally coated in oil, couldn't find a way past though, thus settled for third, clear of Fennell who displaced Milicevic just before half-distance. Shaw passed Milicevic briefly, but Jon retaliated to finish fifth, 0.3s to the good. Drake was best of the rest in seventh.

In the early laps Wilson, Hoole, Willis and Beaumont circulated in a glorious crescendo of V8 music, from which Wilson and Beaumont emerged on top, eighth and ninth, having gone the full distance. "I overtook Richard [on the penultimate lap], but he sailed back past me in a straight line when my engine wouldn't pull more than 8000rpm."

Hoole retired, pulling off after the pits, but Morton moved up to pass Willis for 10th. Helliwell just staved off Thornton, with Hartogs, the mis-firing Roach, Cook in his mirrors, and Collins completing the finishers. Poor 'Clarky' took a wheel off his Cooper avoiding the spinning Roach. Wareing failed to complete a lap.

Richmond & Gordon Trophies

The transition between front and rear-engined Grand Prix cars of the later '50s into 1960, the final year of the 2 1/2-litre Formula 1, was beautifully illustrated again by the Richmond & Gordon Trophies race. Of particular interest, as ever in the Historic arena, was how competitive a well-driven old school car can be. Miles Griffiths took up the challenge and was closest to Will Nuthall in Sunday's Official Practice too. Nuthall set down the marker with a 1:22.310s (104.09mph) charge, but Griffiths also beat 'the ton', setting a 1:24.349s (101.57mph) shot in just five laps, before pitting to report that his clutch was not working. Fortunately it was an easy fix for the Hi-Tech boys, a cracked hydraulic fitting the cause.

Quickest initially, German Rudi Friedrichs joined them on the front row with a stout 1:24.744 in his ex-works/Jack Brabham Cooper-Climax T53. Although there were 1.3s between them at this stage the contrasting Lotus-Climax 18s of John Chisholm (ex-Jim Clark/Innes Ireland) and Andrew Beaumont (ex-UDT/Laystall Cliff Allison/Henry Taylor/Lucien Bianchi/Dan Gurney chassis 915) occupied row two. Andy Willis in Charles McCabe's fabulous ex-Jo Bonnier '59 Dutch Grand Prix-winning BRM P25, Richard Wilson (Ferrari 246 Dino replica) and Nick Topliss (ex-Rob Walker/Stirling Moss Cooper-Climax T53) shared row three.

The versatile Eddie Williams in Charles Gillett's Cooper T43)



Marshall Bailey in his Lotus 16, Stepan Jobstl in his Cooper and Tony Smith in his Ferrari Dino photo Gary Hawkins



Beaumont leads a trio of Lotus 18s ahead of a brace of Coopers photo Gary Hawkins

and Nick Adams reunited with Stuart Rolt's Ferguson-Climax P99 were next up, ahead of the Coopers of Tom Dark (T53), Mark Daniell (ex-Alec Mildren T45) and Marshall Bailey in his Lotus 16. Hot on their heels the next quarter were blanketed by 0.6s, Tony Smith (Ferrari 246 Dino rep, tended by George



Richard Wilson in his Ferrari Dino, Simon Diffey in Niall Dyer's 250F photo Gary Hawkins

Fowles), Jarrah Venables in circuit neighbour 'Spice' Milligan's B-type Connaught, and the Cooper T51s of Paul Griffin and Malcolm Cook looked set for an exciting race.

Tim Bailey in the unique ex-Brian Naylor JBW-Maserati, Simon Diffey (Cameron Millar Maserati 250F), Austrian Stephan Jobstl's Scuderia Centro-Sud Cooper-Maserati T51, Cliff Gray - second time out in the Cooper-Climax T43 acquired from Robi Bernberg - and Andrea Stortoni (Lotus-Climax 18) were at the back. The urbane Italian completed but four laps before gearbox problems intervened, but spannerman Davide Riparbelli sorted them for Sunday's race.

RACE

Nuthall and Griffiths scarpers as the flag dropped, leading Friedrichs in the stampede to Madgwick - where Williams went autocrossing when it became busy - and out onto the sweeping back part of the super-fast 2.38-mile airfield circuit. Miles did well to keep Will on his toes over the opening laps, reclaiming fastest lap with a 1:22.693 (103.61mph) to Griffiths' stonking 1:23.179), but the lowline Cooper gradually stretched away from the front-engined Lotus. Both protagonists set lap records.

Chisholm and Beaumont were enjoying a great duel for fourth in their square-cut Lotus 18s, ahead of Willis and Adams in the second and third 'pullers'. Dark, Daniell, Topliss and Williams chased them, but Venables was making rapid progress. Getting used to the Connaught, Jarrah caught Wilson's Ferrari then engaged the howling V6-engined car in battle.

Up front Nuthall's job looked done, but when Topliss crashed heavily on the exit of St Mary's, leaving his T53's right rear corner in the middle of the track, the safety car was deployed. The field circulated under full course caution for five laps - during which Adams' Ferguson stopped with "no-wheel-drive" and TSL's timing clock ticked to nothing - but an extra 90 seconds was granted, leaving a two-lap sprint to the chequer.

Griffiths saw this as another opportunity to rewrite history, but Nuthall crossed the line first, 0.488s ahead. Friedrichs was nine seconds adrift in third, after a lonely run. Beaumont caught Chisholm napping at the green flag, zapping ahead into Madgwick to claim fourth. Dark and Griffiths' closest rival Willis completed the top six, with Daniell, Williams, Venables and Wilson (after a spin) in tow.

(words Marcus Pye)

Don Orosco 1944-2020

Don Orosco, who died earlier this year, was a Californian property developer and historic racer with a passion for American racing cars of the 1950s. Best known for his love of Scarabs (which he raced with the HGPCA) - the Chevrolet-engined race cars built by Tom Barnes and Dick Troutman for Lance Reventlow. Don's obsession with the marque began when he was 18, when he watched the 1962 documentary *The Sound of Speed*, directed by Bruce Kessler.

In 1982, Orosco acquired chassis 001 from the Reventlow family. He commissioned Troutman to restore the car and campaigned it all over the world. He followed this with a pair of Grand Prix cars as well as the team's original Fiat-Bartoletti transporter.

Orosco was a perfectionist who threw limitless time and money at his projects. This was evident in his love of hot-rods, of which he built an impressive collection, including the So-Cal 1934 Ford coupe lakester. He loved to work on the cars, having restored his first Model A Ford when he was 14. He would have parts made when necessary, taking pains to track down rare parts for copying. In the early 1990s, he had a tip-off that the 1929 Ford 'Dick Flint' Roadster might be for sale, a car which achieved 143mph in 1950 and, when featured on the cover of *Hot Rod Magazine* in 1952, helped sell 500,000 copies of that issue. After spending two years persuading the vendor to sell, Orosco embarked on a restoration so painstaking that he said it would have been cheaper to have built it from scratch. It won first prize at Pebble Beach.

Orosco was a popular and social figure in California, and an approachable enthusiast in the pits of race circuits around the world. He was generous with his time and knowledge, often mentoring the younger. For 29 years he lived with multiple myeloma, a rare bone-marrow cancer, the longest living survivor of the disease. He tried new medicines in the hope that his experiences might help others. He is survived by his wife Kelley and sons Patrick, Chris and Brian.

(Original written by Matthew Bell for VSCC Bulletin)

News of two projects being undertaken by Hall&Hall to build continuation single seater Grand Prix Cars

BRM V16

Three examples of the famous BRM V16 Grand Prix car of the early 1950s will be built to celebrate the marque's 70th anniversary of its Formula 1 debut.

The bold plan to build continuation examples of the 600bhp F1 car is the result of a partnership between restoration specialists Hall and Hall and members of the Owen family.

John Owen, now 81 and the son of period BRM principal Sir Alfred Owen, will have the first car while the other two will be sold and, under FIA rules for continuation cars, could be raced.

Britain's original Formula 1 team, British Racing Motors (BRM), is celebrating its 70th anniversary with the construction of the three examples of the Type 15 Mk1 BRM V16, considered to be among the best sounding racing cars in the



sport's history.

Hall and Hall will use the complete collection of original documents, letters, cuttings and up to 20,000 original drawings that remain under BRM ownership.

Founder Rick Hall was part of the original BRM Formula 1 team in the early 1970s, and with his son, Rob, has since been providing parts and technical support for the remaining BRMs still in private hands.

Vanwall

Vanwall Group, the successor to the legendary British Vanwall motor racing team of the 1950s, has announced the renaissance of the historic name with plans to build six new continuation cars to celebrate Vanwall's six Formula One wins in 1958. Vanwall had already become the first British-built car to win the British Grand Prix with a British driver, with Sir Stirling Moss and Tony Brooks sharing the honours in 1957. The six victories in 1958 gave Vanwall its eternal position as the first winner of the Formula One World Constructors Trophy, and to this day, Vanwall remains the first of only two Formula One teams ever to have recorded a maximum points score in a championship season. The 19th October 1958 was the day Vanwall clinched the memorable championship win in Morocco.

Five of the continuation cars will be offered for private sale, with the sixth car forming the core of a Vanwall Historic Racing Team. Each vehicle will be painstakingly built over thousands of hours by historic racing and vehicle restoration experts, Hall and Hall in Lincolnshire, England. The faithful continuation cars will feature the powerful 270bhp 2,489cc Vanwall engine, all meticulously engineered using original drawings and blueprints from the 1950s.

In its day, Vanwall was a byword in the paddock for innovative engineering, with the Colin Chapman-designed chassis complementing the aerodynamics by Frank Costin.



They pioneered the use of disc brakes rather than drum brakes in Formula One giving a small competitive advantage over the Ferraris.

Announcing the continuation cars, Managing Director of Vanwall 1958 Ltd, Iain Sanderson, said; "The Vanwall name is too important to consign to history. Its story is untold to many, but it is a great British tale of innovation and achievement and shows what happens when the right team come together and push themselves fearlessly to reach a clearly defined goal. We think the time is right to celebrate this great British story of success. Faithfully recreating the iconic 1958 championship winning car with six 100% accurate and authentic continuation cars is a fitting tribute to their historic success. The DNA that made those cars so successful also serves as an inspiring foundation for the future of the Vanwall marque, which I look forward to sharing."