

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

# CIRCUIT DIJON-PRENOIS®



James Hagan and Andrew Beaumont approaching turn 1. Photograph: Trevor Noble

## WE LIKE DIJON!

The HGPCA likes Dijon for several reasons including a fantastic circuit and the incredibly lovely town centre with its great restaurants. Patrick Peter and his Peter Auto organisation invited us to participate in the **Grand Prix de l'Age d'Or** again this year and we were keen to sign up – as were our members!

We had last been there during the Covid restrictions in 2021, although only five intrepid Brits had ventured across the Channel. Chris Wilson, undaunted by the complications of vaccination certificates and quarantine warnings stepped up to be Event Competition Secretary and was rewarded by cold, wet and thundery weather all weekend.

This year, on virtually the same dates, we were very fortunate. The weather was glorious throughout with a welcome breeze and our UK contingent had risen from less than a quarter of the grid to two thirds with 22 cars! The Red Truck was well placed above the assembly area and close to the tents housing our cars.

Pre-event, the clutch on Rod Jolley's motorhome failed in the paddock and had to be towed into position. Sadly, it was going to be a major job to fix involving hotel nights and flights to and from the UK leading to Rod's reluctant withdrawal from Zandvoort. But he wasn't going to let it spoil his weekend in France!

Sid Hoole- ever the rebel - decided to travel without a carnet. History doesn't relate how closely he followed Peter Horsman's directions... At the border crossing, he was told he didn't have the correct paperwork but joined the queue anyway and arrived in France without any stamps. We don't know how the return journey panned out but he and the car are now back at home although the repairs to his gearbox are going to take longer than he had hoped.



Hans Ciers (left) and Tony Lees (right) keeping cool in the Assembly Area. Photos: Veronica Strucelj



11TH - 13TH AUGUST

**The Organising Committee of the Oldtimer Grand Prix have issued an invitation to long-standing members who have raced at the event over the years to join them as VIP guests at this year's 50th Anniversary celebrations.**

**If you'd like to receive an invitation, please contact Stella in the first instance. There will be an opportunity to join a celebration circuit parade in your own classic car.**

Now's the time for those of you who have entered the Oldtimer to complete and return the AvD Official Entry Form. Click the link below to download the Form which should be completed and returned to either Stella or Lindsey together with the first page of your HTP by 20th July.

We have a terrific entry for both Front and Rear Engine grids. The current timetable has Qualifying at 16.55 on Friday; the Front Engine Race at 11.25 and the Rear Engine Race at 17.15 on Saturday with the Combined Race at 11.00 on Sunday.

DOWNLOAD THE  
[AvD OFFICIAL ENTRY FORM](#)

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



Paul Grant inspects the damage to his Cooper Bristol  
Photo: Trevor Noble

Free practice – whether paid for or not, is always a challenge – sadly Michel Kuiper blew his engine during the session and had to withdraw from the meeting. Paul Grant stopped out on track but IN Racing were able to repair his car courtesy of parts from Chris Phillips' Cooper Bristol after he had to withdraw due to serious back pain.

Dorset Racing were kept on their toes. Both of Tim Ross's cars had problems, with the T53 (second time out since Don Thallon had raced it with the Association) suffering a misfire and undergearing and Tom Waterfield's debut in the T43/51 was marred by water blowing out of the engine.

35 cars were expected to line up for qualifying but there had been no sign of Fritz Burkard and his 8C Monza which was a pity. The results show that, despite Justin Maers completing 15 laps, he had no recorded times. They were ALL deleted due to two offences of speeding in the pit lane and he was going to have to start Race 1 from the back of the grid.

Saturday's race was scheduled for 9.40 and pole man, Michael Gans, had to make haste from the Classic Endurance qualifying session that had only just finished. Michael held on to the lead except for a couple of the early laps when Rudi Friedrich's T53 took the position. After that, they stayed in formation to the chequered flag. A remarkable climb from the back of the grid to 12th in 4 laps and up to 3rd by lap 9, rewarded Justin Maers a worthy third step on the podium. Will Nuthall in Giorgio Marchi's Cooper T53 kept the leaders honest until its rear drive shaft broke just short of the pit entry. It would be repaired in time for Race 2.

James Hagan stopped on the first lap with throttle cable issues resulting in a withdrawal from Sunday's race. Tom Waterfield was unable to start the race but Rod Jolley generously stood down to allow him to drive the T53 in Race 2. What an exciting weekend for this young man... second time racing overseas – last time in the T41 at Portimao last season - and his first race in the T53 (actually, the first time he'd ever sat in the car)?

Another glorious day welcomed us on Sunday – and a better start time of 12.35. Michael Gans had suffered an accident in the Formula Junior race the previous afternoon, resulting in a broken hand and several ribs and so was missing from our grid. (He is recovering well but is bound to miss several race weekends. Our best wishes to you, Michael, for a full and speedy recovery). Rudi Friedrichs withdrew the Cooper with a suspected water leak and another withdrawal due to a water pump seal failure was Clinton McCarthy's Lotus 18 which was a shame. He was posting good times and is credited with the fastest top speed in Race 1.

Will Nuthall started from the back and was up to 6th on the second lap and then led from lap 8 to the chequered flag. Tom Waterfield went well from the back until a slipping clutch caused him to stop a few laps from the end.

Mark Shaw's second outing in the Scarab was to be less successful than his debut at Donington. Tom Smith had to change the gearbox after the first race but the car suffered engine failure towards the end of Race 2 despite a good climb up the order from the back of the grid. Simon Hope didn't do as well as at Donington. Given a warning for exceeding track limits in Race 1, he later spun and over-revved the engine and had to withdraw from Race 2.

The other 250Fs fared better: Guillermo Fierro drove the wheels off his car to get - and stay - ahead of his red rivals, winning both Front Engine races and collecting the Front Engine Driver of the weekend award.

It was great to see the Piccolo 250F out with us again in Josef Rettenmaier's hands. His press-on drive was rewarded with a pair of podium finishes. John Spiers was second in both races after the stewards rescinded their decision to penalise him for a jumped start in Race 2 because he had given back the place almost immediately afterwards. Klaus Lehr's car did have problems – possibly the limited slip differential - and he retired from Race 1 and wasn't able to start on Sunday morning. The Cooper Bristol gang of four were running well with Ian Nuthall winning the class, and the last front engine car – Rebeca Rettenmaier in the 8C 3000 - produced a fine, steady performance and improves with each session as her confidence grows but, sadly retired with fuel issues.

Tony Lees gave a strong performance throughout the weekend resulting in a broad smile and Rear Engine Driver of the Day. In fact, there were lots of smiles – all weekend.

As was said at the beginning of this report "We like Dijon".



Left to Right - Barry Cannell, Tom De Gres and Eddy Perk. Behind - Clinton McCarthy and Tony Lees celebrate the end of Race 1 Photo: Trevor Noble



Eddy & Lesley Perk



John Spiers, Josef Rettenmaier & Barry Cannell



Mark Shaw, Clinton McCarthy, Tony Lees,  
Guillermo Fierro, Sid Hoole



Tony Ditheridge, Erik Staes, Rod Jolley, Klaus Bergs,  
Ian Nuthall & Alex Morton



Max Blees & Eddy Perk



Erik Staes & Guillermo Fierro



Max Blees, Rebeca Rettenmaier & Hans Ciers



Rebeca Rettenmaier, Josef Rettenmaier &  
Barry Cannell



Philipp Buhofer & Ian Nuthall



Max Blees, Philipp Buhofer, John Spiers  
& Alex Morton



Josef Rettenmaier, Barry Cannell, Tom De Gres,  
Mark Shaw & Nick Topliss



Tony Lees, Max Blees, Alex Morton, Will Nuthall,  
Guillermo Fierro & John Spiers



Guillermo Fierro, Sid Hoole & Max Blees



Tony Ditheridge, Klaus Lehr, Erik Staes, Paul Grant  
& Ian Nuthall



Andrew Beaumont, Stephen Banham, Hans Ciers &  
Tony Lees



Klaus Lehr, Erik Staes & Klaus Bergs



Paul Grant, Ian Nuthall, Rebeca Rettenmaier,  
Guy Plante & Klaus Bergs



Josef Rettenmaier, Barry Cannell, Tom De Gres,  
Nick Topliss, Klaus Bergs, Eddy Perk, Ian Nuthall,  
Erik Staes, Tony Ditheridge, Will Nuthall & Paul Grant



Eric Sawyer

Eddy Perk, Tony Ditheridge & Justin Maeers



Eric Sawyer

Josef Rettenmaier, Tom De Gres & Nick Topliss



Eric Sawyer

Tony Ditheridge, Erik Staes, Klaus Bergs, Rod Jolley & Ian Nuthall



Eric Sawyer

Nick Topliss, Klaus Bergs, Eddy Perk et al



Eric Sawyer

Josef Rettenmaier, Rod Jolley, Nick Topliss, Tom De Gres



Eric Sawyer

Tony Ditheridge, Ian Nuthall, Erik Staes, Paul Grant & Guy Plante



Eric Sawyer

Will Nuthall & Tom De Gres



Eric Sawyer

Tom De Gres, Stephen Banham & Ian Nuthall



Eric Sawyer

Max Blee, Clinton McCarthy & Justin Maeers



Eric Sawyer

Michael Gans, Rudi Friedrichs & Will Nuthall



Trevor Noble

Tom De Gres, Barry Cannell, Paul Grant, Ian Nuthall, Eddy Perk, Erik Staes, Tony Ditheridge, Guy Plante, Klaus Bergs & Klaus Lehr



Trevor Noble

Alex Morton, Mark Shaw, Max Blee, Clinton McCarthy & Tony Lees



Trevor Noble

Paul Grant, Guy Plante, Erik Staes, Ian Nuthall, Tony Ditheridge, Klaus Bergs



Trevor Noble

Ian Nuthall, Erik Staes, Paul Grant & Guy Plante



Trevor Noble

Rudi Friedrichs



Trevor Noble

Mark Shaw, Alex Morton, Tony Lees, Max Blee & Clinton McCarthy



Trevor Noble

Tony Ditheridge, Tony Lees, John Emery, Stephen Banham, Max Blee & Guy Plante



ABOVE - **Race 1 Rear Engine:** Rudi Friedrichs (2nd); Tim Cottam (collecting Michael Gans' Winners Trophy) and Justin Maeers (3rd). **Front Engine:** John Spiers (2nd); Guillermo Fierro (1st) and Josef Rettenmaier (3rd). BELOW - **Race 2 Rear Engine:** Justin Maeers (2nd); Will Nuthall (1st) and Andrew Beaumont (3rd). **Front Engine:** Representing John Spiers; Guillermo Fierro and Josef Rettenmaier



Dijon Class Awards: Class 1 - Rebeca Rettenmaier; Class 5 - Ian Nuthall; Class 6 & Front Engine Driver of the Day - Guillermo Fierro ; Class 8 - Mark Shaw; Class 7b - Will Nuthall; Class 7c - Stephen Banham; Class 9 - Barry Cannell; Class 10a - Eddy Perk; Class 11 - Sid Hoole; Class 12 - Justin Maeers; Rear Engine Driver of the Day - Tony Lees *Photographs: Veronica Strucelj*



Rebeca Rettenmaier



Ian Nuthall



Guillermo Fierro



Mark Shaw



Will Nuthall



Steve Banham



Barry Cannell



Eddy Perk



Sid Hoole



Justin Maeers



Tony Lees with Lindsey



HGPCA Results

## Grand Prix de l'Age d'Or, Dijon 2-4 June 2023

FRONT ENGINE									
Results	Race No	Driver	Nationality	Owner	Car	Chassis No	cc	Year	Colour
<b>Class 1 - 1925 - 1934 Grand Prix Cars</b>									
DNS	28	Fritz Burkard	Swiss		Alfa Romeo 8C Monza	SF 28	2556	1933	Dark Red
DNF	38	Rebeca Rettenmaier	German		Maserati 8C 3000	3001	3000	1932	Maroon
<b>Class 5 - 1952/53 2 Litre Grand Prix Cars</b>									
4	21	Ian Nuthall	British		Cooper Bristol MkII		1971	1953	BRG
5	36	Erik Staes	Belgian		Cooper Bristol Mk II	CB-7-53	1971	1953	Blue Red nose
6	19	Paul Grant	British/Belgian		Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Red
7	32	Guy Plante	British		Cooper Bristol T23	CB2-9-53	1971	1953	Dk Blue
DNS	33	Chris Phillips	British		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>									
1	31	Guillermo Fierro Eleta	Spanish		Maserati 250F	2501/2523	2493	1954	Red
2	4	Josef Otto Rettenmaier	German		Maserati 250F Piccolo	2533	2493	1958	Red
3	34	John Spiers	British		Maserati 250F	2516	2494	1955	Red
DNF	123	Simon Hope	British		Maserati 250F	CM4	2500	1954/79	Red
DNF	248	Klaus Lehr	German		Maserati 250F	CM5	2500	1957	Red
DNS	27	Christian Dumolin	Belgian		Maserati 250F	2522	2495	1954	Red
<b>Class 8 - Formula Libre, Indianapolis &amp; Intercontinental Cars</b>									
DNF	30	Mark Shaw	Scottish		Scarab Offenhauser	3	2500	1960	Blue/White
<b>REAR ENGINE</b>									
Class	Race No	Driver	Nat	Owner	Car	Chassis No	cc	Year	Colour
<b>Class 7b - Pre 1961 Grand Prix Cars</b>									
1	10	Will Nuthall	British	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White
5	87	Tony Lees	British		Cooper T53	F1-53-60	2495	1960	Green/White
DNF	12	Rudi Friedrichs	German		Cooper T53	F2/8/60	2462	1960	Green
DNF	18	Clinton McCarthy	British		Lotus 18	372	2496	1960	Green
DNF	54	James Haqan	Irish		Lotus 18	903	2500	1961	Blue/White
<b>Class 7c - Pre 1961 Formula 2 Cars Under 1.5 litres</b>									
13	92	Stephen Banham	British		Cooper T45	F2-8-58	1475	1958	Silver
14	45	Hans Ciers	Belgian		Cooper T45	F2-28-58	1500	1958	Green
DNS	333	Andrea Guarino	Italian		Lotus 18	370	1500	1960	Green
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars Under 2 litres</b>									
7	3	Barry Cannell	British		Cooper T51	F2-28-59	1960	1959	Red
12	8	Tony Ditheridge	British		Cooper T45	F2-17-58	1960	1958	Green
DNF	51	Tom Waterfield	British	Tim Ross	Cooper T43/51	F2/18/57	1960	1957	BRG
<b>Class 10a - Pre 1964 1.5 litre 4-Cylinder Formula 1 Cars</b>									
9	37	Eddy Perk	Dutch		Heron F1		1488	1960	Red/Gold
10	44	Klaus Berqs	German		Lotus 18	908	1500	1961	White/Blue
DNF	75	Alex Morton	British		Lotus 21	939/952	1498	1961	Green/gold
<b>Class 10b - Pre 1966 Formula 1 Cars &amp; 1964-66b Formula 2 Cars Under 1 litre</b>									
8	72	Tom De Gres	Belgian		Brabham BT14	F Libre-8-65	1498	1965	White/Blue
<b>Class 11 - Pre 1966 1.5 litre Multi-Cylinder Formula 1 Cars</b>									
DNF	50	Philipp Buhofer	Swiss		BRM P261-2	261-2	1498	1964	Green
DNF	66	Sid Hoole	British		Cooper T66 F1	F1 2 63	1495	1963	Blue/White
<b>Class 12 - Pre 1966 Tasman and Intercontinental Cars Under 2.7 litres</b>									
2	65	Justin Maeers	English		Brabham BT11A	IC-1-64	2495	1964	Red/White
3	49	Andrew Beaumont	British		Lotus 18	915	2500	1961	UDT/Laystall Green
4	7	Max Blees	German		Brabham BT7A	IC/1/63	2700	1963	Burgundy
6	71	Nick Topliss	British		Cooper T53 Low Line	F1/07/61	2498	1961	Blue
11	6	John Emery	British		Brabham BT4	1C-3-62	2495	1962	Blue
DNF	2	Rod Jolley	British	Tim Ross	Cooper T53	F1.2.61	2700	1961	Green/red
DNF	17	Michael Gans	Luxembourg		Cooper T79	FL/1/64	2500	1964	White
DNS	63	Michel Kuiper	Dutch		Brabham BT4	F1-4-63	2700	1963	Red

# HISTORIC GRAND PRIX ZANDVOORT

Two weeks in historic racing can mean a lot more than the current F1 world where a car can be transformed and rebuilt in a matter of moments... Twelve – yes; that’s 12! – cars were withdrawn from the Zandvoort entry list, mostly due to varying Dijon woes.

This meant that our reserve list was absorbed into confirmed entries which was good news. The weather again was blissful – warm and sunny with a nice breeze. We were back in our ‘old’ slot between the two paddocks which suits us well. Even better was that trailers, transporters and motorhomes were able to park in the same area.

The tents, unfortunately, were the same – with that raised flooring – but the organisers had made much more suitable ramps, and one for each run of tents. Paddock marshals had been requested (and given) to help get the cars from the tents to the assembly area through the crowds of spectators and supporters of the pre-War sports cars parked in between. Best of all was that the Red Truck was right in the middle with room to spread out and enjoyed by everyone whose car was nearby. We did get to see the Austrian contingent – Thomas Matzelberger and Ingo Strolz in their first outing of the season – and others who were racing in other grids. It was nice to catch up with James King who was racing his March 712 in Historic Formula 2 and John Chisholm who was in the F3-500 Owners race with his Arnott.

The Beevers brought daughter Sophie - and her husband Si - along on the pretext of the opportunity to enjoy a belated honeymoon but managed to get them hard at work preparing our delicious lunches in between the celebrations. Traditionally, they’ve found it tricky to provide comparable raw ingredients in Holland but had decided to ‘bend the rules’ a little this time (and to good effect!).

We were a rather different mix of competitors this year. Zandvoort staple, Rod Jolley, and his Lister Jaguar, was missing as was Sid Hoole but it was great that Klara and Stephan Rettenmaier were able to join us.

Klara’s Cooper Bristol failed in qualifying with water mixing with the fuel. Fortunately, the family had brought a ‘T’ car (and the writer learned that the terminology arose from the days when a ‘spare’ car was brought to a race meeting with the same number as the entered car with a ‘T’ attached and could be substituted if necessary – thanks Tim Cottam for the information!). At Zandvoort, the Rettenmaier ‘T’ car was a 1952 Maserati A6GCM which Klara managed extremely well - despite a spin in the second race and was, by the end, running almost as fast as her father.

No testing was available at this meeting, so we were straight into qualifying on Friday at 15.00hrs although there was a delay caused by a red flag in an earlier session. Paul Grant was caught up in the resulting mayhem but got back to his Cooper Bristol just in time to drive up to the assembly area. Three minutes before the end of time, Philippe Bonny’s Brabham was stranded on the circuit and the session was ended slightly early. Andrea Stortoni’s Lotus suffered a comprehensive failure on a fresh engine and, sadly, was a non-starter in both races.

On the first lap of Race 1 on Saturday, Andrew Beaumont overtook Mark Shaw on the approach to Tarzan and led the pair of them through T2 into Hubenholtz. This banked bowl of a corner has a variety of acknowledged racing lines. Beaumont took the most usual early turn-in wide exit and Shaw opted for the wider ‘round the outside’ approach, drawing level mid-corner seeking to overtake. As Beaumont opened the steering to complete the turn, the cars collided (wheels interlocking) with the rear of Beaumont’s car being launched and coming to rest across the middle of the track. It was successfully avoided by following cars and Beaumont restarted. Shaw, undamaged, continued immediately. Both drivers were called to the Clerk of the Course and Beaumont penalised for, in their eyes, avoidable contact.

Will Nuthall, fastest in qualifying in Giorgio Marchi’s T53, retired from the lead on lap 5 in Race 1 with broken front suspension and a seriously ‘wobbly wheel’. The resulting Safety Car was maybe out longer than strictly necessary and, just as it came into the pits, Brad Hoyt’s Alfa engine exploded and threw a rod out of the side covering the track in oil. Although he immediately pulled off the circuit, the damage was done resulting in the race being red-flagged. More than 75% of the race time had elapsed so Race Control made the decision not to re-start.



30 cars take the start of race one. Photo: Trevor Noble



The HGPCA paddock tents and Red Truck



Michel Kuiper- sporting a fresh 2.5 litre engine after his Dijon blow up - drove well all weekend. An engine overheating issue in qualifying disappeared, and he inherited (but nonetheless earned) a win in Race 1 and second step of the podium in Race 2.

There was some good close racing between Hall & Hall stable mates Andy Willis and Philipp Buhofer, along with Max Blees who finished fifth in both races. Tony Lees and Clinton McCarthy also enjoyed some close racing and the Cooper Bristol battle (behind Class winner, Ian Nuthall) was won by Guy Plante in Race 1 and Paul Grant in Race 2 with Erik Staes secure in the middle.

Sunday's race was expected to be seriously delayed due to a medical incident with a driver in the first race of the day but surprisingly, the time was caught up and we started ten minutes early! (The driver had pulled into the pits feeling unwell and subsequently collapsed with a heart attack. The medics were reported to be at his side and giving life-saving assistance within a few seconds of the call going out!)

Halfway through, Andy Willis pulled off with a gearbox issue having had a fabulous run until that point. First time out this year, Chris Locke ran well in the Classic Team Lotus 32B until the throttle cable broke early in Race 2. Will Nuthall's T53 was repaired courtesy of parts supplied by Thomas Matzelberger – many thanks. Starting from the back, he was up to 9th on the opening lap. By lap 4 he was third and passed Michel Kuiper on lap 9 to remain in the lead to the chequered flag. Family Nuthall enjoyed the seaside for the weekend in between the racing and a special award should have been given to Sophie for managing to keep Emelia, Maston and Will on form throughout. However, Driver of the Day Awards went to John Spiers (Front Engine) and Thomas Matzelberger (Rear Engine) for exemplary performances throughout the weekend.

Families intervened in more extreme terms when Mark Shaw decided it was imperative that he fly back to London to accompany his daughter to a Harry Styles concert, returning to Schiphol early the following morning. Not quite so extreme, Michel Kuiper drove his motorhome out each evening to join the family who were seriously holidaying nearby. Nonetheless, he was still able to finish on the podium both days.

Sunday entertainment at the Red Truck was provided by Luc Brandts and Julian Messent in their (sadly failed) attempts to give breath to the Talbot. They must have towed the car down the strip – blasting the horn all the way – at least five times before admitting defeat. Better luck at Silverstone, guys.

Member Jason Wright, ran his 1961 two Sharknose Ferrari 156s and a brace of Lotus cars on all three days as part of the Zandvoort 75th Anniversary parade.

There were several (deserved) penalties for overtaking before the control line after the safety car pulled in to the pits in Race 2 but, all in all, we enjoyed the event. The race meeting is well organised, the marshals were courteous and helpful, everyone has a smile on their face, the beach is 5 minutes away and so are the delightful restaurants. What's not to like? We'll be back.



Vero's now an accredited photographer



She gets prime position at the podium too!



Glorious line-up for the Zandvoort 75th Anniversary parade



The next generation of Nuthalls



Donna & Tim taking a break



Nick Topliss: a novel way to cool off!



Trevor Noble

HGPCA had a well-located busy paddock area



Trevor Noble

John Spiers, Chris Locke, Nick Topliss, Thomas Matzelberger, Tom De Gres, Philippe Bonny, Ingo Strolz, Tony Ditheridge



Trevor Noble

Philippe Bonny, Will Nuthall, Tom De Gres, Nick Topliss, Ingo Strolz & Tony Ditheridge



Veronica Strucelj

Ian Nuthall, Klaus Lehr & Erik Staes



Veronica Strucelj

Clinton McCarthy, John Spiers, Thomas Matzelberger, Chris Locke, Nick Topliss, Tom De Gres



Veronica Strucelj

Max Blee, Tony Lees, Will Nuthall & Clinton McCarthy



Veronica Strucelj

Will Nuthall & Philipp Buhofer



Veronica Strucelj

Michel Kuiper



Veronica Strucelj

Klara Rettenmaier in the family's 'T' car



Veronica Strucelj

Klaus Lehr & Guy Plante



Veronica Strucelj

Andrew Beaumont & Paul Grant



Veronica Strucelj

Klara Rettenmaier in her Cooper Bristol



Veronica Strucelj

Luc Brandts & Stephan Rettenmaier



Veronica Strucelj

Ingo Strolz & Tony Lees



Veronica Strucelj

Klaus Lehr & Tony Ditheridge



Trevor Noble

Erik Staes, Paul Grant & Guy Plante



Trevor Noble

Andy Willis, Mark Shaw & Philipp Buhofer



Trevor Noble

Thomas Matzelberger, Tom De Gres, Ingo Strolz, Philippe Bonny, Tony Ditheridge & Ian Nuthall



Trevor Noble

Klaus Lehr, Ian Nuthall & Paul Grant



Trevor Noble

Mark Shaw



Trevor Noble

Andrew Beaumont & Philipp Buhofer



Trevor Noble

Michel Kuiper & Hans Ciers



Trevor Noble

Tony Ditheridge, Ian Nuthall, Paul Grant & Klaus Bergs



Trevor Noble

Mark Shaw & Clinton McCarthy



Trevor Noble

John Spiers



Trevor Noble

Will Nuthall



Trevor Noble



Trevor Noble

Ian Nuthall, Tony Ditheridge, Klaus Bergs, Klaus Lehr, Guy Plante, Erik Staes, Paul Grant & Andrew Beaumont



Trevor Noble

Chris Locke, Klara Rettenmaier, Thomas Matzelberger & Nick Topliss



Trevor Noble

Arnold Herreman, Klaus Lehr, Max Blee, Guy Plante, Brad Hoyt & Paul Grant



Trevor Noble

Nick Topliss, Andrew Beaumont, Tom De Gres & Ingo Strolz



Trevor Noble

Will Nuthall, Michel Kuiper & Mark Shaw



Podium presentations are held on the music stage! Above **Race 1 Podium:** Rear Engine (l to r) – Mark Shaw; Michel Kuiper and Andy Willis. Front Engine (l to r) Ian Nuthall; John Spiers and Klaus Lehr. Below **Race 2 Podium:** Rear Engine (l to r) – Michel Kuiper (2nd); Will Nuthall (1st) and Mark Shaw (3rd). Front Engine (l to r) – Ian Nuthall (2nd); John Spiers (1st) and Paul Grant (3rd)



Zandvoort Class Awards: Class 2 – Luc Brandts; Class 5 – Ian Nuthall; Class 6 and Front Engine Driver of the Day – John Spiers; Class 7b – Will Nuthall; Class 7c – Hans Ciers; Class 9 – Tony Ditheridge; Class 10a – Mark Shaw; Class 10b – Tom De Gres; Class 11 – Philipp Buhofer; Class 12 – Michel Kuiper; Rear Engine Driver of the Day – Thomas Matzelberger *Photographs: Veronica Strucelj*



Luc Brandts



Steve Hart collects John Spiers' Award



Will Nuthall



Hans Ciers



Tony Ditheridge



Mark Shaw



Tom De Gres



Michel Kuiper with Stella



Results

Zandvoort Historic Grand Prix

16-18 June 2023

Results	Race No	Driver	Nat	Owner	Car	Chassis No	cc	Year	Colour
<b>FRONT ENGINE</b>									
<b>Class 1 - 1925 - 1934 Grand Prix Cars</b>									
N/S	28	Fritz Burkard	Swiss		Alfa Romeo 8C Monza	SF 28	2556	1933	Dark Red
<b>Class 2 - 1935 - 1951 Grand Prix Cars</b>									
DNF	26	Luc Brandts	Netherlands		Talbot Lago T26	110008	4482	1948	Blue
<b>Class 5 - 1952/53 2 Litre Grand Prix Cars</b>									
2	21	Ian Nuthall	British		Cooper Bristol MkII		1971	1953	BRG
3	19	Paul Grant	British/Belgian		Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Red
4	36	Erik Staes	Belgian		Cooper Bristol Mk II	CB-7-53	1971	1953	Blue/Red nose
5	32	Guy Plante	British		Cooper Bristol T23	CB2-9-53	1971	1953	Dk Blue
7	6	Stephan Rettenmaier	German		Osca F2	2001	1997	1952	Red
<b>Class 6 - 1954 - 1958 Grand Prix Cars</b>									
1	34	John Spiers	British		Maserati 250F 2516	2516	2494	1955	Red
6	248	Klaus Lehr	German		Maserati 250F CM5	CM5	2500	1957	Red
8	3	Klara Rettenmaier	German	Stephan Rettenmaier	Maserati A6GCM	2504	2500	1953	Blue
<b>REAR ENGINE</b>									
<b>Class 7b - Pre 1961 Grand Prix Cars</b>									
1	10	Will Nuthall	British	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White
4	18	Clinton McCarthy	British		Lotus 18 372	372	2496	1960	Green
8	87	Tony Lees	British		Cooper T53	F1-53-60	2495	1960	Green/White
9	15	Thomas Matzelberger	Austrian		Cooper T45/51		2495	1960	Cream
17	24	Ingo Strolz	Austrian		Cooper T51		2495	1959	Green/White
<b>Class 7c - Pre 1961 Formula 2 Cars Under 1.5 litres</b>									
18	45	Hans Ciers	Belgian		Cooper T45	F2-28-58	1500	1958	Green
19	92	Stephen Banham	British		Cooper T45	F2-8-58	1475	1958	Silver
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 Cars Under 2 litres</b>									
15	8	Tony Ditheridge	British		Cooper T45	F2-17-58	1960	1958	Green
<b>Class 10a - Pre 1964 1.5 litre 4-Cylinder Formula 1 Cars</b>									
3	99	Mark Shaw	Scottish		Lotus 21 937	937	1495	1961	Green/Yellow
12	80	Philippe Bonny	French		Brabham BT2	62-5	1450	1963	Blue
13	44	Klaus Bergs	German		Lotus 18 908	908	1500	1961	White/Blue
14	9	Arnold Herreman	Belgian		LDS F1	6	1470	1961	Dark Blue
DNF	23	Andrea Stortoni	Italian		Lotus 18 917	18-F1-917	1500	1961	Pale Green
DNF	181	Brad Hoyt	American		Lotus 18	375	1489	1960	Maroon
<b>Class 10b - Pre 1966 Formula 1 Cars &amp; 1964-66 Formula 2 Cars Under 1 litre</b>									
11	72	Tom De Gres	Belgian		Brabham BT14	F Libre-8-65	1498	1965	White/Blue
<b>Class 11 - Pre 1966 1.5 litre Multi-Cylinder Formula 1 Cars</b>									
7	50	Philipp Buhofer	CH		BRM P261-2	261-2	1498	1964	Green
16	2	Andy Willis	British	Stephan Jobstl	Lotus 24	947	1494	1962	BRG
<b>Class 12 - Pre 1966 Tasman and Intercontinental Cars Under 2.7 litres</b>									
2	63	Michel Kuiper	Dutch		Brabham BT4	F1-4-63	2700	1963	Red
5	7	Max Blees	German		Brabham BT7A	IC/1/63	2700	1963	Burgundy
6	49	Andrew Beaumont	British		Lotus 18 915	915	2500	1961	UDT/Laystall Green
10	71	Nick Topliss	British		Cooper T53 Low Line	F1/07/61	2498	1961	Blue
20	132	Chris Locke	American		Lotus 32B	32 F2 7	2488	1965	Green/yellow



## Turner F2

1953 Formula 2 car designed and built for then director of Turner Sports cars, John Webb. All aluminium Lea-Francis Turner engine. Regularly used by John himself and - with more success - Jack Fairman. Offered from long term family ownership since late 1950s. Largely unused since the early '60s, before a complete restoration by Rod Jolley around 1990. Recommissioned in 2017 with IN Racing including gaining HTP Papers and removable safety equipment. Successfully completing races at VSCC Silverstone and the Goodwood Members Meeting in 2018. One of a kind two-owner car with complete history and documents, including original receipt and letter for exemption of purchase tax!

**Potentially eligible for events including Monaco Historique and HGPCA races.**

**Contact Will Nuthall: Email - [will@inracing.co.uk](mailto:will@inracing.co.uk) Telephone: 01159 780663**

## 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, NURBURGRING, 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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Scan the QR code and follow the instructions on your device to add to your home screen.