

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



A capacity grid at the Oulton Park Gold Cup



Historic Gold Cup winner Justin Maeers' Brabham

Photos: Eric Sawyer

CAPACITY GRID FOR THE OULTON PARK GOLD CUP

With the Hampsons auction cars on display on the grass behind the paddock and the sounds of big band jazz coming from the Chequers restaurant, the Historic Gold Cup Race Meeting commenced on Friday with a series of free practice sessions taking place enabling some of the entry to do a final shakedown test before qualifying took place on the Saturday. John Emery with his car repaired following Donington reported everything in running order.

A final entry of 32 cars assembled to take part in qualifying on the Saturday morning. One of the withdrawals being the Netuar whose engine blew a head gasket in earlier testing. The part was duly shipped from Germany only to become stranded in UK customs; not to be released until after the event. Sadly, the BRM P48 entered by Charles McCabe for Andy Willis to race was the other withdrawal that allowed all listed reserves to qualify and race.

Qualifying

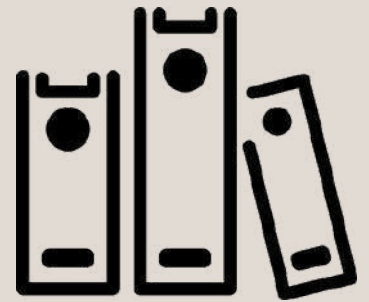
Richard Wilson had to withdraw when the water pump on his Cooper again failed after Sid Hoole had made a long round trip to his workshop to pick up the replacement. This is the second year the Cooper has refused to play at the Gold Cup - perhaps third time will be lucky?

It was the Coopers that set the early qualifying pace with Charlie Martin and Rudi Friedrichs establishing the early times before Sam Wilson - in Clinton McCarthy's Lotus with its 2.5 Litre engine fitted - establishing pole. Justin Maeers in his Brabham then headed towards the front of the grid.

Having been in the pits, Sam Wilson came out again to reassert himself at the head of the timing sheets, with Justin Maeers in the Brabham second by 2/100th of a second from Charlie Martin in Paul Waine's Cooper with Rudi Friedrichs 4th. Philipp Buhofers BRM was 5th with Andrea Stortoni in his Lotus 18 6th and John Spiers 7th in his Maserati 250F, heading the front engine runners. Nick Fennell in the Ron Harris Team F2 car was 13th in this Gold Cup car which finished 6th in 1964 driven by Mike Spence. 18th was Oliver Nuthall heading the Cooper Bristol class, the cars having entered qualifying in a line together. New member Syd Fraser in his Cooper T43 ex-Lance Reventlow car, was having his first race with the HGPCA and qualified in 30th with John Gillett in the sole pre-War car, his MG K3, completing the grid.



John Gillet in the sole pre-War entry with Tom Waterfield (right) and Philipp Buhofers BRM 261 (left)
Photo: Eric Sawyer



HGPCA Archivist

The Yearbook has become the official record of the activities of the Association, but this record is only of the recent years. There is a quantity of early entry lists and car details together with other paper ephemera held covering the early years, which should be formalised, but we need an archivist.

Anyone of our Members or one of their family able to compile the record on a computer could fulfil the role and the memories of some of the past competitors will fill in the gaps. We are all getting older and should ensure that most, if not all our history is available for the future.

We need a volunteer!

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

Race 1 - Saturday

From the rolling start, Sam Wilson took the lead from Justin Maeers, Charlie Martin, and Rudi Friedrichs. Tony Lees in his Cooper T53 came through to fifth having started from the fourth row. Philipp Buhofer was 6th and Tom Waterfield in 7th place having also gained two places on the opening lap. Then John Spiers Maserati 8th, Rod Jolley 9th and Andrea Stortoni 10th.

For the first five laps it looked like the opening race for the Historic Gold Cup would be an easy win for Sam Wilson who'd extended his lead to just over 10 seconds. On lap 6, as the cars rounded Lodge corner there was no sign of the Lotus.

Instead, it was Justin Maeers leading from Charlie Martin and Rudi Friedrichs. The crown wheel and pinion on the Lotus had failed. Sam - having lost out in the Formula Junior race earlier when his throttle stuck open - was having a Saturday to forget.

Down the order in the pack, John Spiers was having another impressive run in his Maserati 250F enjoying a super tussle with Rod Jolley in the Cooper T53. Guillermo Fierro in the second of the Maserati 250F was finding himself getting caught up in a dice that would become a four car train, headed by Eddie Williams in Charles Gillett's Cooper T43 with Nick Topliss in the Cooper T53 Lowline, and Graham Adelman in the second of the BRM 261s.

On lap 6, Justin Maeers in the Brabham BT11A held an advantage of just one second over second place Charlie Martin. On the following lap it was Rudi Friedrichs in the Cooper shadowing Justin with Charlie Martin dropping back into a distant third as he began to lose gears. Post-race this was found to be a grub screw that had worked loose in the selector which was easily repaired for race two.

Lap 7 saw Nick Topliss retire to the pits with what he thought was a puncture. Inspection showing that a rear damper had uncoupled - luckily without damage. Another car that would be repaired for race two.

The race concluded for what would be an easy, on paper, win for Justin Maeers in the Brabham. Cooper T53s filled the next three spots: with Rudi Friedrichs 2nd, Charlie Martin 3rd, and Tony Lees 4th. Phillipp Buhofer in the BRM P261-2 was 5th, with Graham Adelman in the sister car, BRM 261-5 12th. Taking the top step of the podium for Front Engines was John Spiers, then Guillermo Fierro and 3rd was Oliver Nuthall.

Nick Fennell in the smallest engine car of the race was a fine 9th behind the Maserati of John Spiers and the Lotus 18 of Andrea Stortoni. Oliver Nuthall came out on top in the Cooper Bristol class, just behind Geoff Underwood in the recently re-fettled Cooper T56/59.

Race 2 - Sunday

The second race of the HGPCA weekend would traditionally be for the main trophy. But at this meeting the Gold Cup would be decided on an aggregate result. Justin Maeers decided to make the arithmetic easy by winning both races but Charlie Martin in the repaired Cooper made it a much more difficult victory.

The grid was formed from the finishing order of race one, which placed the repaired Cooper Lowline of Nick Topliss at the back. It was Charlie Martin, from the second row who led at the end of lap 1, Rudi Friedrichs having ended his race with a spin at the Esses. Maeers was second with Tony Lees third, Tom Waterfield 4th and Rod Jolley up to 5th with Philipp Buhofer in 6th place.

Following, was the splendid sight of the two Maserati 250Fs with Guillermo Fierro following John Spiers and the little F2 Lotus of Nick Fennell next in line. Nick Topliss coming through in 20th place having passed 10 cars on the opening lap.

Charlie Martin and Justin Maeers were in a race of their own, swiftly opening the gap to 16 seconds from Tony Lees in 3rd place when Justin took the lead on lap 6. Despite Charlie's best efforts, Justin was not to be headed, winning by a margin of just under half a second. The top four positions remained static with Lees taking third step of the podium and then the two Tim Ross-owned cars - Tom Waterfield in fourth and Rod Jolley - who'd had a tougher time of it - securing fifth place.



Pictured Left: Chris Phillips, Guy Plante, Paul Grant & Oliver Nuthall Pictured Right: Nick Taylor, Barry Cannell & Geoff Underwood Photos: Eric Sawyer

On lap 7, Philipp Buhofer passed Rod, remaining in front for two laps before slipping back to seventh place on the closing laps behind the Maserati of John Spiers, who had managed to pull clear of the three-car dice between Nick Fennell, Guillermo Fierro, and Andrea Stortoni.

Nick Topliss, after his flying first lap, had to work harder to move through the remainder of the field completing the distance in 16th place, unable to catch up with Nick Taylor who was fractionally slower than him on lap times. Oliver Nuthall was the winner of the Cooper Bristol class. Erik Staes and Guy Plante having enjoyed a race long battle for third place in the class.

Aside from Rudi, there were two further retirements: Teifion Salisbury in his Lotus 18 and Tania Pilkington in her Cooper T43 both retiring on lap eight. Teifion along with Tony Ditheridge had found themselves just ahead of the Staes/Plante Cooper Bristol class fight whilst chasing down Paul Grant who was second in class.

Justin Maeers received the Historic Gold Cup - this year awarded for an aggregate result from both races - from 1970s F1 Grand Prix racer Howden Ganley. Joining him on the podium were Charlie Martin and Tony Lees. The Front Engine podium - First John Spiers, 2nd Guillermo Fierro and 3rd Oliver Nuthall.

Class winners were Tom Waterfield in fourth overall; John Spiers; Philipp Buhofer; Nick Fennell; and Andrea Stortoni - finishing in 6th, 7th, 8th and 10th respectively. Then Oliver Nuthall; Stephen Banham (who, until the closing laps when he got caught up with some faster cars, had been enjoying a dice with John Emery) and last but not least, John Gillett.

The drivers of the day were Front Engine - Erik Staes and Rear Engine - Syd Fraser. (Syd I am sure took particular interest in the BRMs, perhaps hoping to drive one someday. The Formula Junior Lotus 20/22 he races is in the BRM livery the car ran in for the film Grand Prix back in 1966.)

Race Report: Alan Jones



Pictured Top Left: A delighted Justin Maeers with his trophies Top Right: 'Titch' Titchmarsh interviews Howden Ganley

Bottom Left: Race 2 Podium (L to R) Charlie Martin, Justin Maeers and Tony Lees

Bottom Right: Front Engine Race 2 podium (L to R) Guillermo Fierro, John Spiers and Oliver Nuthall

Photos: Sophie Davies





Tony Ditheridge, Erik Staes & Guy Plante



Nick Fennell with Andrea Stortoni behind



Rudi Friedrichs & Charlie Martin



Justin Maeers & Charlie Martin



Guillermo Fierro, Nick Fennell, Andrea Stortoni



Geoff Underwood, Oliver Nuthall, Tony Ditheridge, Teifion Salisbury, Paul Grant & Erik Staes



Tom Waterfield, John Spiers & Rod Jolley



John Emery, Barry Cannell & Charlie Martin



Teifion Salisbury, John Gillett & Paul Grant



Tania Pilkington, Erik Staes, Julian Ellison, Stephen Banham & Chris Phillips



Tom Waterfield, Rod Jolley, Eddie Williams, Nick Topliss & Nick Fennell



Rod Jolley, John Spiers & Stephen Banham



Above Left: John Gillett & Syd Fraser Above Top Right: Guy Plante, Paul Grant, Tania Pilkington, Julian Ellison, Erik Staes, Stephen Banham, Chris Phillips & John Emery Bottom Right: Sam Wilson, Chris Phillips, John Emery, Guy Plante, Julian Ellison & Paul Grant All Photos: Eric Sawyer

Results	Race No	Driver	Nationality	Owner	Car	Chassis No	cc	Year	Colour	
FRONT ENGINE										
Class 1 - 1925-1934 Grand Prix Cars										
	8	22	John Gillett	Australian		MG K3	K3030	1086s	1934	Blue
Class 5 - 1952/53 2 litre Grand Prix Cars										
	3	21	Oliver Nuthall	British	Ian Nuthall	Cooper Bristol Mk II		1971	1953	BRG
	4	19	Paul Grant	British/Belgian		Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Red
	5	36	Erik Staes	Belgian		Cooper Bristol Mk II	CB-7-53	1971	1953	Blue Red nose
	6	32	Guy Plante	British		Cooper Bristol T23	CB2-9-53	1971	1953	Dk Blue
	7	33	Chris Phillips	British		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow
Class 6 - 1954 - 1958 Grand Prix Cars										
	1	34	John Spiers	British		Maserati 250F	2516	2494	1955	Red
	2	31	Guillermo Fierro Eleta	Spanish		Maserati 250F	2501/2523	2493	1954	Red
REAR ENGINE										
Class 7b - Pre 1961 Grand Prix Cars										
	2	59	Charlie Martin	British	Paul Waine	Cooper T53	F2-16-60	2495	1960	Green
	3	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	Sam Wilson	British	Clinton McCarthy	Lotus 18	372	2496	1960	Green
Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres										
	18	92	Stephen Banham	British		Cooper T45	F2-8-58	1475	1958	Silver
	19	60	Syd Fraser	British		Cooper T43	F2-15-57	1457	1957	Blue
Class 9 - Pre 1961 Grand Prix Cars under 2 Litres										
	4	51	Tom Waterfield	British	Tim Ross	Cooper T43/51	F2/18/57	1960	1957	BRG
	11	43	Eddie Williams	British	Charles Gillett	Cooper T43	F2-3-57	1964	1957	BRG
	12	3	Barry Cannell	British		Cooper T51	F2-28-59	1960	1959	Red
	15	8	Tony Ditheridge	British		Cooper T45	F2-17-58	1960	1958	Green
	DNF	28	Tania Pilkington	British		Cooper T43	F2-24-57	1960	1957	Blue
Class 10a - Pre 1964 1.5 Litre Formula 1 Cars										
	8	23	Andrea Stortoni	Italian		Lotus 18	18-F1-917	1500	1961	Pale Green
	10	128	Geoff Underwood	British		Cooper-Alfa T56/59	CCC1D	1500	1962	Red/white stripe
	13	55	Nick Taylor	British		Lotus 18	914	1495	1961	White
	16	35	Julian Ellison	British		Assegai F1	1	1500	1961	Red
	DNF	20	Teifion Salisbury	British		Lotus 18	912	1500	1960	Dk Blue
Class 10b - Pre 1966 Formula 1 Cars & 1964/66 Formula 2 Cars under 2 Litres										
	7	29	Nick Fennell	British		Lotus 32	32-F2-4	997	1964	Green
	DNS	27	Arnout Kok	Dutch		Netuar	3	1500	1964	Red
Class 11 - Pre 1966 1.5 Litre Formula 1 Cars										
	6	50	Philipp Buhofer	Swiss		BRM P261-2	261/2	1498	1964	Green
	9	26	Graham Adelman	American		BRM P261-5	261/5	1480	1964	BRG
	DNS	14	Richard Wilson	British		Cooper T60	F1-17-61	1500	1962	Dk Green/White
Class 12 - Pre 1966 Tasman & Intercontinental Cars under 2.7 Litres										
	1	65	Justin Maeers	English		Brabham BT11A	IC-1-64	2495	1964	Red/White
	5	53	Rod Jolley	British	Tim Ross	Cooper T53	F1/2/61	2700	1961	Green/red
	14	7	Nick Topliss	British		Cooper T53 Low Line	F1/07/61	2498	1961	Blue
	17	6	John Emery	British		Brabham BT4	1C-3-62	2495	1962	Blue

Oulton Park Gold Cup Class Awards:

Class 1 - John Gillett; Class 5 - Oliver Nuthall; Class 6 - John Spiers; Class 7b - Charlie Martin; Class 7c - Stephen Banham; Class 9 - Tom Waterfield; Class 10a - Andrea Stortoni; Class 10b - Nick Fennell; Class 11 - Philipp Buhofer; Class 12 - Justin Maeers.

Rear Engine Driver of the Day - Syd Fraser **Front Engine Driver of the Day** - Erik Staes



Pictured from Top Right: John Gillett; Oliver Nuthall; Erik Staes Row 2: Stephen Banham; Tom Waterfield; Andrea Stortoni; Philipp Buhofner; Justin Maeers. Below: The weather was kind, staying dry until HGPCA races were over - then the heavens opened!
All Photos: Sophie Davies





Photo: Sportfoto Hogreve

The oldest historic race meeting reaches the grand old age of 50. Quite a landmark and not an easy one to achieve when the event was started by four individuals and their clubs (i.e. a committee), some of whom have remained dedicated to providing the best historic racing spectacle. It hasn't been easy in recent years with the changing ownership and management of the circuit but as always, we were glad to join Hubertus von Dönhoff with our Grand Prix cars and his '50s Sports and GT cars for the traditional weekend in the Eifel mountains.

Weather forecasts varied but we were in luck. All four of our track sessions were dry. Even better, the Rettenmaier family's get together on Thursday evening in the Old Paddock was positively warm. A very convivial evening of drinks and nibbles and a delicious and dangerously more-ish schnapps brought round by Jakob.... several times! Thank you. It's a great way to start the weekend.

Actually the Welcome Centre – probably the best arrival point in our season – was full of smiles and pink fizz which is very welcome indeed after a long drive.

Bertie Gilbert-Smith was on hand from early Thursday morning safety scrutineering the cars which we are always grateful for (the circuit scrutineering can be a scary alternative!).

Friday afternoon's qualifying session was missing Will Nuthall whose gearbox failed and the IN Racing boys had to replace it which wasn't going to be a five minute job. He was allowed to start the races from the back of the grid as he'd qualified in another race.

Four drivers - Albert Streminski, Ian Nuthall, Eddie McGuire and Rebeca Rettenmaier – didn't manage to set the required one lap time but all except Rebeca, whose problem turned out to be a terminal magneto failure, were out during the session and featured on the back of the grids. Rebeca was compensated in a rather lovely way though... Father, Josef, let her take the Piccolo out in the demonstration. Sam Jordan had a bit of work to do around the seat area to make it comfortable, but Rebeca's smile showed that had definitely turned disaster into enjoyment. Brad Baker, in his first race with the HGPCA in the (recently bought from Martin Halusa) ex-Jean Behra Maserati 250F, loaned his Maser to friend, Pedro Capelli, for the demo.

On Friday evening, Hubertus hosted a drinks and nibbles party in the marquee behind the garages housing his sports cars after their qualifying session which was thoroughly enjoyed by all those who attended.

An impressive field of 18 cars went out for the front engine race on Saturday and, although it's a very big track for the number of cars, there were some good dices along the way. The inevitable Cooper Bristol battle was fought between Ian Nuthall, Guy Plante and Paul Grant with Paul finishing ahead of Guy and Ian. Erik Staes had an unfortunate spin and collected Chris Phillips. Erik made it back to the pits but decided to retire his car and wait to race the Lotus 18/21 in the rear engine and combined races. IN Racing were able to repair Chris's car to run in the combined race on Sunday.

Sadly, Jakob Rettenmaier's Alta blew its engine with 9 minutes left in the session, but he safely got it off the track immediately (right at the fire marshal's post).

The Rettenmaiers had a T-car but when we went to substitute it for the Alta, we were informed that DMSB have a new regulation which states that if a car is not on the declared start list prior to qualifying, it cannot be added at a later stage. This came as quite a shock! Note for future races in Germany – enter a T-car regardless so that it appears on the list!!

A last-minute entry - but fortunately one that HAD been registered - was Uli Bäurle in his Maserati 6CM, bought last year from Josef Rettenmaier. The fire extinguisher he'd ordered was delayed in customs but arrived in time for son, Simon, to fit late into the evening in time for qualifying.



Pictured Left: (L to R) Uli Bäurle, Klara Rettenmaier and Stephen Rettenmaier.

Right: Mark Shaw

Photos: Trevor Noble

Mark Shaw led from start to finish in the Scarab and was joined on the podium by John Spiers and 'poster boy' Josef Rettenmaier. Johannes Hubner, who did the prizegiving hadn't realised that the sole car featured on the poster for the Anniversary event was, in fact, the car that Josef was driving. If he had, I think we would have been at the presentation for a while longer... Even more surprising was that Josef was completely unaware that a 250F Piccolo would feature in all the publicity!

The rear engine race was declared 'wet' with an expected storm due to break a few minutes after the start. Fortunately, it didn't materialise. Almost immediately after the start, pole man Rudi Friedrichs pulled in to retire and then Albert Streminski pulled on to the grass just before turn one when exiting the pits.

Ten minutes into the race, second on the grid, Michel Kuiper's Brabham lost its brakes and he had a very hard bump over the sausage kerb causing a large section of bodywork to come adrift and land in the middle of the track. Quite a spectacle indeed for those of us watching at the chicane! A 'Full Course Yellow' was deployed around the entire circuit in preference to a safety car and Kuiper's bodywork was recovered on the next lap, saving valuable time - although the procedure was unfamiliar to our drivers.

The race was won by Mark Shaw in his Lotus 21, netting him double honours for the day; 2nd Will Nuthall in Giorgio Marchi's Cooper T53, after a steady climb through the field from the back and 3rd Philipp Buhofer BRM P261.

Saturday evening's party in the paddock was, by all accounts, as good as ever and the fireworks very impressive. In fact, the catering for competitors was 100% improved on 2022 but maybe not as great as it used to be with the Drivers Centre overlooking the track near the chicane.

Sunday's race was formed from the qualifying results, hence Rudi Friedrichs was back on pole, Michel Kuiper in 2nd place (having been re-scudineered by Bertie) with Mark Shaw and Philipp Buhofer next.

An impressive 30 cars took the rolling start which went well in dry conditions. Philipp Buhofer pulled into the pits and retired on the first lap. Olivier Huez and Rudi Friedrichs retired on lap 5; Tony Lees on lap 7 and Hans Ciers on lap 9. Otherwise, it was a clean and exciting race with multiple dices going on throughout the field. Although the commentating throughout was in German, it was clear that they enjoyed the racing and concentrated on several cars in turn. If you haven't watched the livestream, you can still access it here: [Saturday's Racing](#) and [Sunday's Racing](#)

The race was won by Will Nuthall with Mark Shaw Lotus 21 in 2nd place and 3rd, Michel Kuiper. The Front Engine podium places went to John Spiers 1st, Geraint Owen 2nd (and Driver of the Day) and Josef Rettenmaier in 3rd.

Geraint Owen was at the Oldtimer for the first time and commented "My result was more bad luck for others than pure skill on my part, but the old Kurtis liked pounding around. It was nice to get the DoD award. Thank you for that. Most kind." He had been disappointed by initial officialdom but, once the event got under way, "the paddock marshals and official were great".

There is general appreciation of the effort to provide a separate race for front engine only cars although two completely separate grids with their own qualifying and two races would be preferred. Nurburgring's format for the separate races to run before the combined race will have worked better than Silverstone's which was the other way around but, hopefully, we can be in a position to get more track time in the future and follow the Donington format. Please do lobby us to make it happen.



Pictured above: The combined grid on Sunday morning. Below Left: Front Engine race start Below Right: Rear Engine race start Photos: Trevor Noble





Photo: Eric Sawyer

Brad Baker, Eddie McGuire & Rod Jolley



Photo: Trevor Noble

Philipp Buhofer & Klara Rettenmaier



Photo: Eric Sawyer

Sunday's combined race start



Photo: Eric Sawyer

Rudi Friedrichs heads the field



Photo: Eric Sawyer

Mark Shaw & Josef Rettenmaier



Photo: Eric Sawyer

Eddie McGuire, Guy Plante & Chris Phillips



Photo: Eric Sawyer

Geraint Owen, Erik Staes, Josef Rettenmaier & Brad Baker



Photo: Eric Sawyer

A smoky Rod Jolley & Mark Daniells



Photo: Eric Sawyer

Erik Staes, Mark Daniells, Brad Baker, Josef Rettenmaier & Geraint Owen



Photo: Eric Sawyer

Mark Daniells, Eddie McGuire, Guy Plante & Ian Nuthall



Photo: Eric Sawyer

Guy Plante, Olivier Huez, Stephen Banham, Eddie McGuire & Ian Nuthall



Photo: Eric Sawyer

Mark Shaw leads the front engine field



Photo: Eric Sawyer

Sunday morning's combined race gets off to a great start



John Spiers and Josef Rettenmaier



John Gillett



Hans Ciers & Michel Kuiper



Rod Jolley & Geraint Owen



Klaus Bergs, Klaus Lehr & Rod Jolley



Chris Phillips & Philipp Buhofer



Mark Shaw leads the Rear Engine Field into Turn 1



Mark Daniells & support crew



Rudi Friedrichs



All photos: Veronica Strucelj

Michel Kuiper



Will Nuthall & Albert Streminski



Paul Grant



Photo: Klara Rettenmaier



Photo: Klara Rettenmaier

Above Left: Rebeca Rettenmaier about to take the Piccolo 250F out in the Oldtimer Grand Prix Legends demonstration. Above Right: Rebeca & Josef



Photo: Veronica Strucelj



Photo: Stella Jackson

Above Left **Front Engine Race Podium:** (L to R) - Hubertus von Dönhoff, John Spiers (2nd), Winner Mark Shaw with commentator Johannes Hubner & Josef Rettenmaier (3rd). Above Right **Rear Engine Race Winner** - Mark Shaw, 2nd Will Nuthall, 3rd Philipp Buhofer. Below **Combined Race Podium:** Left - **Front Engine** (L to R) Geraint Owen (2nd), John Spiers (1st) and Josef Rettenmaier (3rd) and Right - **Rear Engine** (L to R) Mark Shaw (2nd) Will Nuthall (1st) and Michel Kuiper (3rd)



Photo: Trevor Noble



Photo: Veronica Strucelj

Oldtimer Class Awards:

Class 1 - **John Gillett**; Class 3 - **Uli Bäurle**; Class 5 - **Ian Nuthall**; Class 6 - **John Spiers**;
 Photo: Veronica Strucelj Class 8 and Front Engine Driver of the Day - **Geraint Owen**; Class 7b - **Will Nuthall**;
 Photo: Veronica Strucelj Class 7c - **Stephen Banham**; Class 9 - **Mark Daniell**; Class 10a - **Mark Shaw**; Class 11 - **Sid Hoole**; Class 12 - **Michel Kuiper**



Photo: Trevor Noble



Photo: Veronica Strucelj

Above Left: Champagne-soaked Will Nuthall; Right: HGPCA at the podium; Right: Uli Bäurle with his awards; Below Left: Fireworks after Saturday's Paddock Party; Centre - Sid!

Below Right: John Spiers' silverware



Photo: Will Nuthall



Photo: Veronica Strucelj



Photo: Veronica Strucelj



Photo: Veronica Strucelj



**HISTORIC
GRAND PRIX CARS
ASSOCIATION**
50 Oldtimer Grand Prix Entry List
11 - 13 August 2023

FRONT ENGINE Race 7									
Results	Race No	Driver	Nationality	Entrant	Car	Chassis No	cc	Year	Colour
Class 1 - 1925-1934 Grand Prix Cars									
15	22	John Gillett	Australian		MG K3	K3030	1086s	1934	Blue
DNS	38	Rebeca Rettenmaier	German	Josef Rettenmaier	Maserati 8C 3000	3001	3000	1932	Maroon
Class 3 - Pre 1939 1.5 litre Voiturette Cars									
12	37	Uli Baurle	German		Maserati 6CM	1537	1493	1936	Red
13	6	Stephan Rettenmaier	German		Maserati 6CM	1552	1493	1937	Red
Class 5 - 1952/53 2 litre Grand Prix Cars									
9	19	Paul Grant	British/Belgian		Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Redlk
10	32	Guy Plante	British		Cooper Bristol T23	CB2-9-53	1971	1953	Dk Blue
11	21	Ian Nuthall	British		Cooper Bristol MkII		1971	1953	BRG
DNF	11	Jakob Rettenmaier	German	Stephan Rettenmaier	Alta F2	F2/5	1980	1952	BRG
DNF	33	Chris Phillips	British		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow
DNF	36	Erik Staes	Belgian		Cooper Bristol Mk II	CB-7-53	1971	1953	Blue Red nose
Class 6 - 1954 - 1958 Grand Prix Cars									
2	34	John Spiers	British		Maserati 250F 2516	2516	2494	1955	Red
3	4	Josef Rettenmaier	German		Maserati 250F 2533 Piccolo	2533	2493	1958	Red
5	56	Brad Baker	Canadian		Maserati 250F 2521	2521	2493	1956	White
6	248	Klaus Lehr	German		Maserati 250F CM5	CM5	2500	1957	Red
14	27	Klara Rettenmaier	German	Stephan Rettenmaier	Maserati A6GCM	2504	2500	1953	Blue/Yellow
Class 8 - Formula Libre, Indianapolis and Intercontinental Cars									
1	30	Mark Shaw	Scottish		Scarab Offenhauser	3	2500	1960	Blue/White
4	2	Rod Jolley	British		Lister Jaguar Monza GP	BHL 109	3781	1958	Silver
7	28	Eddie McGuire	Irish		Scarab		2441	1960	Blue/White
8	77	Geraint Owen	British		Kurtis 500C	376	4454	1954	Maroon
REAR ENGINE Race 8									
Results	Race No	Driver	Nationality	Entrant	Car	Chassis No	cc	Year	Colour
Class 7b - Pre 1961 Grand Prix Cars									
2	10	Will Nuthall	British	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White
4	87	Tony Lees	British		Cooper T53	F1-53-60	2495	1960	Green/White
14	91	Olivier Huez	French		Cooper T51	F2-21-59	2085	1959	Green/White
DNF	12	Rudi Friedrichs	German		Cooper T53	F2/8/60	2462	1960	Green
Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres									
12	92	Stephen Banham	British		Cooper T45	F2-8-58	1475	1958	Silver
13	45	Hans Ciers	Belgian		Cooper T45	F2-28-58	1500	1958	Green
DNF	13	Albert Streminski	German		Emeryson F1	P	1475	1960	Green
Class 9 - Pre 1961 Grand Prix Cars under 2 Litres									
8	9	Mark Daniell	British		Cooper T45	F2-21-58	2000	1958	BRG
Class 10a - Pre 1964 1.5 Litre Formula 1 Cars									
1	99	Mark Shaw	Scottish		Lotus 21 937	937	1495	1961	Green/Yellow
6	75	Alex Morton	British		Lotus 21 939/952	939/952	1498	1961	Green/gold
9	136	Erik Staes	Belgian		Lotus 18/21 P2	P2	1475	1962	Blue/White
11	44	Klaus Bergs	German		Lotus 18 908	908	1500	1961	White/Blue
Class 11 - Pre 1966 1.5 Litre Formula 1 Cars									
3	50	Philipp Buhofer	Swiss		BRM P261-2	261-2	1498	1964	Green
7	66	Sid Hoole	British		Cooper T66 F1	F1 2 63	1495	1963	Blue/White
10	14	Richard Wilson	British		Cooper T60	F1-17-61	1500	1962	Dark Green/White
Class 12 - Pre 1966 Tasman & Intercontinental Cars under 2.7 Litres									
5	7	Max Blees	German		Brabham BT7A	IC/1/63	2700	1963	Burgundy
DNF	63	Michel Kuiper	Dutch		Brabham BT4	F1-4-63	2700	1963	Red



50 Oldtimer Grand Prix Entry List
11 - 13 August 2023

COMBINED Race 7/8									
Results	Race No	Driver	Nationality	Entrant	Car	Chassis No	cc	Year	Colour
FRONT ENGINE									
Class 1 - 1925-1934 Grand Prix Cars									
15	22	John Gillett	Australian		MG K3	K3030	1086s	1934	Blue
DNS	38	Rebeca Rettenmaier	German	Josef Rettenmaier	Maserati 8C 3000	3001	3000	1932	Maroon
Class 3 - Pre 1939 1.5 litre Voiturette Cars									
12	37	Uli Baurle	German		Maserati 6CM	1537	1493	1936	Red
14	6	Stephan Rettenmaier	German		Maserati 6CM	1552	1493	1937	Red
Class 5 - 1952/53 2 litre Grand Prix Cars									
7	21	Ian Nuthall	British		Cooper Bristol MkII		1971	1953	BRG
8	19	Paul Grant	British/Belgian		Cooper Bristol Mk 2	CB-3-53	1971	1953	Blue/Redlk
10	32	Guy Plante	British		Cooper Bristol T23	CB2-9-53	1971	1953	Dk Blue
11	33	Chris Phillips	British		Cooper Bristol Mk II	CB-6-53	1971	1953	Green/Yellow
DNS	11	Jakob Rettenmaier	German	Stephan Rettenmaier	Alta F2	F2/5	1980	1952	BRG
DNS	36	Erik Staes	Belgian		Cooper Bristol Mk II	CB-7-53	1971	1953	Blue Red nose
Class 6 - 1954 - 1958 Grand Prix Cars									
1	34	John Spiers	British		Maserati 250F 2516	2516	2494	1955	Red
3	4	Josef Rettenmaier	German		Maserati 250F 2533 Piccolo	2533	2493	1958	Red
5	56	Brad Baker	Canadian		Maserati 250F 2521	2521	2493	1956	White
9	248	Klaus Lehr	German		Maserati 250F CM5	CM5	2500	1957	Red
13	27	Klara Rettenmaier	German	Stephan Rettenmaier	Maserati A6GCM	2504	2500	1953	Blue/Yellow
Class 8 - Formula Libre, Indianapolis and Intercontinental Cars									
2	77	Geraint Owen	British		Kurtis 500C	376	4454	1954	Maroon
4	28	Eddie McGuire	Irish		Scarab		2441	1960	Blue/White
6	2	Rod Jolley	British		Lister Jaguar Monza GP	BHL 109	3781	1958	Silver
DNS	30	Mark Shaw	Scottish		Scarab Offenhauser	3	2500	1960	Blue/White
REAR ENGINE									
Results									
Race 7/8									
Class 7b - Pre 1961 Grand Prix Cars									
1	10	Will Nuthall	British	Giorgio Marchi	Cooper T53	F2/5/60	2495	1960	Green/White
DNF	12	Rudi Friedrichs	German		Cooper T53	F2/8/60	2462	1960	Green
DNF	87	Tony Lees	British		Cooper T53	F1-53-60	2495	1960	Green/White
DNF	91	Olivier Huez	French		Cooper T51	F2-21-59	2085	1959	Green/White
Class 7c - Pre 1961 Formula 2 Cars under 1.5 Litres									
10	92	Stephen Banham	British		Cooper T45	F2-8-58	1475	1958	Silver
11	45	Hans Ciers	Belgian		Cooper T45	F2-28-58	1500	1958	Green
DNS	13	Albert Streminski	German		Emeryson F1	P	1475	1960	Green
Class 9 - Pre 1961 Grand Prix Cars under 2 Litres									
6	9	Mark Daniell	British		Cooper T45	F2-21-58	2000	1958	BRG
Class 10a - Pre 1964 1.5 Litre Formula 1 Cars									
2	99	Mark Shaw	Scottish		Lotus 21 937	937	1495	1961	Green/Yellow
5	75	Alex Morton	British		Lotus 21 939/952	939/952	1498	1961	Green/gold
8	136	Erik Staes	Belgian		Lotus 18/21 P2	P2	1475	1962	Blue/White
9	44	Klaus Bergs	German		Lotus 18 908	908	1500	1961	White/Blue
Class 11 - Pre 1966 1.5 Litre Formula 1 Cars									
7	66	Sid Hoole	British		Cooper T66 F1	F1 2 63	1495	1963	Blue/White
DNF	50	Philipp Buhofer	Swiss		BRM P261-2	261-2	1498	1964	Green
DNS	14	Richard Wilson	British		Cooper T60	F1-17-61	1500	1962	Dark Green/White
Class 12 - Pre 1966 Tasman & Intercontinental Cars under 2.7 Litres									
3	63	Michel Kuiper	Dutch		Brabham BT4	F1-4-63	2700	1963	Red
4	7	Max Blees	German		Brabham BT7A	IC/1/63	2700	1963	Burgundy



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

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

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



Cooper T51 F2-7a-57

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



Cooper Monaco T49 CM/4/59

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



Connaught ALSR/II

DVLA Registration VPF 272. Unique surviving Connaught ALSR. Driven in period by Stirling Moss, Archie Scott Brown, Les Leston and Tony Brooks. Goodwood Nine Hours in 1955 with Scott Brown and Leston. Regular competitor at Monaco Historic Grand Prix. Goodwood Madgwick Trophy & Freddie March Trophy. Regularly raced with Motor Racing Legends, F1scar, Griffiths Haig etc. Current HTP papers and UK road registration. FIVA registration and participation at vernasca Silver Flag and Leggenda di Bassano. Freddie March Trophy at this year's Goodwood Revival.

Contact: paul@thegriffingroup.co.uk

2023 CALENDAR

7/8 APRIL, 2023 - DONINGTON MASTERS HISTORIC

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

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

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

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

25-27 AUGUST, 2023 - SILVERSTONE FESTIVAL, UK

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

21/22 OCTOBER, 2023 - JEREZ, SPAIN

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



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