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# HISTORIC GRAND PRIX CARS ASSOCIATION

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

NL4 Nov 2018

## Race Reports from Jarama and Portimao

If you haven't sent back your Annual Lunch booking, there's a copy on the back cover. Please return before 30th November

HGPCA END OF SEASON DOUBLE-HEADER

## 2018 Iberian Rhapsody

An Iberian double-header on Spain's wonderful old Jarama ondulada to the north of Madrid and southern Portugal's magnificent Autodromo Internacional do Algarve ended the Association's 2018 racing season with a flourish. Victories for Rod Jolley, Peter Horsman (two) and Miles Griffiths were hard fought in the best sporting traditions which hark back to the Pre-1966 era when members' Grand Prix cars were new.

Geographically separated by 500 miles, the circuits were built 41 years apart yet boast similarities with challenging twists, turns and elevation changes aplenty linking their start finish straights, in the Algarve attraction's case almost 1000 metres long. Designed by Dutchman John Hugenholtz – whose earlier Zandvoort and Suzuka masterpieces remain classics – Jarama was carved out of rough hinterland in 1967 and hosted nine Spanish F1 GPs between '68-'81, initially alternating with Barcelona's Montjuich Park. Winners of the big race spanned Graham Hill (en route to his second World Championship in the first edition) to Gilles Villeneuve.



*Peter Horsman's Lotus 18/21 leads the race start at the Espiritu del Jarama 2019 photo Daniel Gonzalez*

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Fantastic close racing throughout - Peter Horsman, Joaquín Folch and Rudi Friedrichs photo Daniel Gonzalez

The AIA, situated inland from the progressive town of Portimao – which has hosted F1 World Championship powerboat racing – and its neighbouring seaside resort of Praia da Rocha was finished in 2008. It has been a popular end-of-year playground with the historic fraternity, including the HGPCA, for most of this time. With early rocky finances apparently behind it and its own excellent hotel complex now operational, the well-equipped venue is now fulfilling its potential as one of Europe's finest circuit facilities, regularly hired by motor manufacturers such as Aston Martin for development and launches.



the popular collecting area photo Daniel Gonzalez

## Espiritu del Jarama - 13/14 Oct

A field of 21 eager competitors convened for the 2018 edition of promotor Jesus Pozo's two-day Espiritu del Jarama Festival de la Velocidad – a "fantastic event" in Rod Jolley's books – which draws thousands of spectators out of Madrid for a multi-discipline motorsport extravaganza embracing cars, motorcycles (a national passion) and personalities. Among the guests of honour was Jo Ramirez, the legendary Mexican race engineer and ultimately McLaren F1 team co-ordinator of the Senna/Prost era, who presented the prizes on the podiums throughout.

Peter Horsman completed the greatest number of laps in qualifying (14), but it took a final effort of 1m47.067s (80.59mph) in his ex-Tony Shelly 2.5-litre Lotus-Climax 18/21 to deny the on-form Joaquín Folch-Rusuñol. More familiar with the track, the Catalan veteran had been quickest in free practice – chased by Barry Cannell (ex-Vogele InterContinental Brabham BT11A).

Joaquín wound his ex-Graham Hill Lotus 16 '365' up superbly, laying down the gauntlet with 1:47.613 in six laps with the front-engined car fettered by Classic Team Lotus.

The opposition was well in the chase, Tom Dark (British Racing Partnership Cooper T51), Chris Drake (Gerard Racing Cooper-Ford t/c T71/73) and Cannell all embroiled in the 48s with barely seven tenths of a second between them. Rod Jolley was on their heels, enjoying the challenge increasingly in his ex-works Cooper T45/51. "At first it's a very daunting track, with difficult fast sweeping bends which are unsighted," said the celebrated 'tin-basher.' "Once you learn it, it becomes very exciting and rewarding, with every type of corner and undulation."

Spa winner Rudi Friedrichs (ex-Jack Brabham Cooper T53) and Richard Wilson (Rob Walker Racing Cooper T51) were next up, pursued by Madrileño Guillermo Fierro-Eleta, back where he first drove his magnificent Maserati 250F '2523,' on 1:52.232 which earned him the class lead.

With his engine's oil now contained, James Willis



John Gillett's MG K3 - definitely the oldest car on the circuit all weekend - at Jarama photo Daniel Gonzalez - red5alive@gmail.com



Event organiser, Jesus Pozo with Guillermo Fierro and his beautiful Maserati 250F photo Daniel Gonzalez



John Bussey drives the Cooper to the collecting area



Chris Drake and Tom Dark photo Daniel Gonzalez

offer of his spare gearbox when it was offered up. Klaus Lehr (Maserati 250F CM5) and Cooper T45 jockeys Brian Jolliffe and Tony Ditheridge – bleary-eyed after a wild goose chase to find his ultra-cheap hire car – also went round inside two minutes.

With his Cooper-Bristol Mk2's oil pressure restored by IN Racing since Spa, Paul Grant was in the saddle once again and – guess what? – back on the tail of Ian Nuthall (Alta F2), a scant 0.940s slower, in the Class 5 tussle. John Bussey (ex-Lance Reventlow Cooper T43) separated the dynamic duo from Channel Islander Guy Plante in his Cooper-Bristol.

Poor Julian Bronson was an early casualty though. He withdrew his Scarab when its surpris-

(ex-Denny Hulme Cooper T45) was a second back from the local man, but on class pole despite throttle cable issues which restricted his first experience of a slippery but "really exciting" circuit.

Willis's closest rival Steve Hart (back in Chris Wilson's Cooper-Maserati T51) was 2.6s adrift on the field's mid-point, but gearbox dramas – jumping out of second, a very busy cog on this layout – forced him to non-start, mounting stud pattern differences having thwarted Rod Jolley's kind

ingly recalcitrant Offenhauser engine's oil pressure took another dive after only two laps of the timed session. The cause remained a mystery and will only be identified and remedied by winter surgery.

Australian trekker John Gillett was back, via Switzerland and Barcelona with Helen and their motorhome, to drive the glorious Thai blue ex-Bira 1934 MG K3 – not only the sole pre-war car on our grid but also the oldest car at the event, meriting a prize from our host – on his first trip to Spain and Portugal. Although he had no direct rivals, Jarama was another tick on John's CV and he thoroughly enjoyed himself as his experience broadened.

Having acquired the Cooper T53, last raced by Tasmanian daredevil Scotty Taylor, HGPCA debutant Justin Maeers had "a baptism of fire," with a sticking throttle in testing, then fuel pump issues. Of course, the unparalleled depth of expertise in the paddock quickly came to his rescue with parts and advice, and new carb needle jets couriered by UPS to the Casino Hotel helped effect a fix. "A warmer welcome I have never received as a new member of a club, race series or association. Little did I know how I would be taking advantage of the very generous and knowledgeable HGPCA members," enthused Justin. He started race one from the back. "A great place for a beginner!"

## RACE 1 - Sunday morning

With the track now wet there was talk of 10 minutes' acclimatisation prior to Sunday morning's start, but it didn't happen. That left poleman Horsman in a quandary, wondering where he might find the best grip in his rear-engined Lotus. The answer sat alongside him for, with a similar Climax FPF nestled in the middle of his 16, balanced by transmission in its tail, Folch had no such worries. Indeed, Joaquin used his chassis' superior poise in this scenario to shoot ahead from the get go – signalled by Bertie Gilbert-Smith at the invitation of senior Spanish officials – with Peter initially content to shadow him and observe.

After the leaders had gone through there was drama at the first corner when a locked front wheel of Fierro's Maserati contacted a rear of Cannell's Brabham "square-on, a racing accident," said Barry who was cannoned into retirement, albeit with minimal damage as Lehr went wide in avoidance. Guillermo continued undamaged but was mortified – "it was just a little kiss," he said on bended knee to Cannelloni afterwards. Having shaken hands afterwards Barry regrouped and looked forward to a better run later in the day.

To the delight of partisan onlookers Folch defended P1 stoically for three laps, with Horsman, Dark, Friedrichs – quickest to master the conditions and flying from seventh on the grid – and Jolley enjoying a superb cut-and-thrust five-car battle. As they passed and re-passed on a track which evolved rapidly to become increasingly unpredictable, the post-left kink braking zone for the right-handed hairpin at Turn 2 (the biggest stop) was effectively dry, whereas some of the 'infield' hairpins were still treacherously slippery.

Having overtaken Peter into T2 on the previous lap (when Horsman also lost third to Jolley after slithering wide at T9), Rudi hit the front on lap 4. Rod also forged past Joaquin at T13, with Peter having a grandstand view. Horsman wasn't finished, indeed on lap 5 clawed his white nose-banded Lotus back to second by outbraking Joaquin and Rod on successive corners.

After further frenetic exchanges in his wake, Friedrichs spun at T3 on lap 11, enabling Horsman and Jolley to dive ahead. Peter's advantage was short-lived though, for he clipped the kerb at T10 and gyrated, letting the doubtless grinning Cooper pair back through. Horsman lost third to Folch with a second



James Willis, Guillermo Fierro, Richard Wilson and Justin Maeers photo Daniel Gonzales



Race 2 front engine podium: Guillermo Fierro (2nd), Joaquin Folch (1st), and Ian Nuthall (3rd) photo Daniel Gonzales

rotation at T12 on the penultimate lap, but recovered quickly, repassing Joaquin for third at T9 last time round to determine the podium.

Having already set fastest lap at 2:00.586s (71.39mph), but now with the pressure off, Rod kept his cool to charge home victorious, finishing 6.373s clear of class 7b rival Rudi. "For me it was a privilege and pleasure to race with friends who trust each other in probably the closest, most hard fought, racing I've ever experienced," he said.

Ten seconds adrift, class 12 standout Horsman crossed the line 0.389s ahead of Folch as the latter's car began to struggle. Dark was in the mix until he spun, but remained fifth until ousted by Drake last time round. Chris's race had been static in sixth until then. Willis and Fierro, class winners both, were within three seconds of Dark at the chequer in seventh and eighth. Wilson and Maeers – now with some speedier laps under his belt – also went the full distance, as did perennial duellists Grant and Nuthall, the Belgo-Scot's transponder triggering the timing 1.388s earlier, although Ian's best lap was quicker.

Dithers, Jolliffe and Bussey headed the rest, of whom Plante, Lehr – despite major engine problems which would keep him out of the following day's race – and Gillett were also classified as finishers.

## RACE 2 - Sunday afternoon

Sunday afternoon's race, thankfully on a dry track, proved relatively straightforward for Horsman, who overtook Folch at T12 on the opening lap then got his head down to set fastest lap of 1:47.053s (80.40mph) second time round. Five more laps in the 47s built a solid 10.608s buffer between them. Interestingly, Joaquin's 1959 Lotus 16 was quickest of all through the speed trap at 145.83mph [during qualifying] which spoke volumes for his final corner exit speed and Frank Costin's aerodynamics.

Jolley and Friedrichs were sidelined independently



Ellie Birchenbough (for Supagard) with John Gillett at prizegiving - front engine Driver of the Day

after three laps, both with transmission issues. Rod's was dramatic since a rear stub axle failure resulted in the outer half of its drive shaft and its broken end being deposited in the track. Fortuitously "nobody hit it and a very kind marshal returned it to me soon afterwards." Dark capitalised, coming through to third in the pale green and red BRP Cooper, 2.541s ahead of Cannell who had powered his red Brabham through from the back.

"I set the best split times in all the three sectors, but not fastest lap," rued Barry, who lost that accolade to Peter by 0.159s having been "consistently inconsistent," as former champion racer, eponymous marque founder and F1 designer Adrian Reynard once memorably assessed his star driver in the junior leagues. Dark and Drake also improved to the 47s, with Folch fifth quickest, precisely a second from Cannell's ultimate effort.

Drake and Willis – who everybody was delighted to see reach the end of an event with a Class 9 two-litre double after a plethora of mechanical mayhem in recent years – finished fifth and sixth, the last unlapped runners. Fierro upheld local honour with seventh, underlining the Spanish dominance of the weekend's Pre-'61 front-engined contests. Nuthall was third [an excellent eighth overall] in the sub-set having wrung a best lap in the Alta only six tenths shy of Guillermo's Maserati mark.

Dithers split Nuthall from Grant, while Jolliffe and Bussey finished 3.2s apart in 11th and 12th. Plante and Gillett – heralded as Driver of the Event, alongside Willis from the Pre-'66 runners – for his plucky driving of the 84-year-old MG were also classified. Maeers climbed from 10th on the grid to fifth inside four laps before another fuel system glitch forced him to park the T53, joining Jolley and Friedrichs on the sidelines. Wilson didn't even take the start, coil failure on the formation lap having stranded his Cooper.



Jo Ramirez does the prizegiving for our races - this is Race 1's podium. photo Daniel Gonzalez



The spectacular circuit at Portimao - does it ever have people in the grandstands? photo Richard Hampson



Race 1: front engine podium: Guillermo Fierro (2nd), Joaquin Folch (1st) and Paul Grant (3rd) photo Daniel Gonzalez



Race 2 podium: Joaquin Folch (2nd), Peter Horsman (winner) and Tom Dark (3rd) photo Daniel Gonzalez

## Algarve Classic Festival - 19-21 Oct

The field had grown to an impressive 26 by the time the peripatetic HGPCA circus had trundled south to Portugal and set up again with more international flags flying over racer Diogo Ferrao's Algarve Classic Festival. Frenchman Philippe Bonny (Brabham BT2), Paul Griffin (ex-Stirling Moss Cooper T51), Miles Griffiths (in Philip Walker's Lotus 16 '368'), Austrian Martin Halusa (Maserati 250F '2521'), Brazilian Bernardo Hartogs (Lotus 18/21 '916'), Sid Hoole (Cooper T66 V8), American Adam Lindemann (Lotus 18 '912') and UK-based Dutchman Eddy Perk (Heron-Alfa Romeo) having joined the fray. Bronson was reduced to a spectating role and Bussey and Fierro were not entered.

There was plenty of work in the paddock to re-fettle the Jarama commuters. Ian Nuthall lent Rod a new stub axle, which he fitted with bearings and a wishbone from his spares stock. Having straightened the suspension mounting lugs, the T45/51 was ready for Friday's qualifying session. Steve Hart, meanwhile, had always planned to return home between events, thus returned with a new pinion bearing in a bid to effect a fix to his steed. Wear in the gear interlock mechanism meant that he still didn't have second, but he learned to jump it and was rewarded with two great results on his AIA debut.

Qualifying brought a slightly unconventional result with Griffiths and Folch topping the table in their front-engined Lotuses, Miles on 2m03.420s (84.33mph) after only three laps with Joaquin 1.414s shy on 2:04.834. Horsman was but a fraction slower on 2:04.952, followed by Drake and Cannell, closely-matched in the 'fives' despite saddling diverse machinery.

Despite a spectacular spin at Sagres corner (named for the local beer), Dark gridded sixth on 2:06.269, his time shadowed by Jolley and Maeers, but hundredths apart, although gearbox pinion failure rendered Justin a non-starter. Fortunately he had two other cars to race at the event. Rod had replaced the broken stub axle and the wishbone it savaged on the last lap at Jarama. Friedrichs, Hoole – in his long-serving ex-Rob Walker Racing/Jo Bonnier 1500cc V8 screamer, which in 1969 was re-configured with a V8 engine for the first year of F5000 in Europe – and its T51 stablemate with Richard Wilson up were also sub-2m10s.

Perk's was a remarkable story of endeavour, for his unique ex-Ernie Pieterse Heron's rear end was twisted by its hefty altercation with the barrier at Spa's notorious downhill Pouhon corner a month previously. Repairs required a complete strip and re-jig of the Les Redmond-designed Gemini derivative's frame but Eddy relishes a challenge, made the long trip south from Kent and shook the rebuilt car down in Thursday testing.

Come the official session all was well as 12th on the

## Espiritu del Jarama

No	Name	Surname	Car	cc	year	colour
<b>Front Engine cars</b>						
<b>Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels</b>						
14	11 Gillett	John	MG K3	1086	1934	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
8	21 Nuthall	Ian	Alfa F2	1980	1952	BRG
10	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
13	32 Plante	Guy	Cooper Bristol	1971	1953	Dk Blue
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
7	31 Fierro	Guillermo	Maserati 250F 2523	2493	1954	Red
DNF	248 Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
2	40 Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
<b>Class 8 - Formula Libre, Indianapolis and Intercontinental cars</b>						
DNF	30 Bronson	Julian	Scarab Offenhauser	2500	1960	Blue/White
<b>Rear Engine cars</b>						
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
3	73 Dark	Tom	Cooper T51	2500	1960	Green/Red
16	2 Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
17	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
DNF	14 Wilson	Richard	Cooper T51	2495	1959	Dark Blue
<b>Class 7c - Pre 1961 Formula 2 cars of not more than 1.5 litres</b>						
12	34 Bussey	John	Cooper T43	1460	1957	Blue
<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	Green
9	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
11	47 Jolliffe	Brian	Cooper T45	1960	1958	BRG
DNF	27 Hart (Chris Wilson)	Steve	Cooper T51	2000	1959	Red
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>						
5	91 Drake	Chris	Cooper T71/73	1498	1964	BRG
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
1	22 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
4	3 Cannell	Barry	Brabham BT11A	2700	1964	Red/White
15	53 Maeers	Justin	Cooper T53	2751	1960	Green/White

**Driver of the Day:** Front Engine: **John Gillett**, Rear Engine: **James Willis**



Barry Cannell, Tom Dark and Rod Jolley  
photo Richard Hampson

grid – second in Class 10 behind Drake's Lotus Ford twin-cam engine Cooper – attested. Griffin was a few tenths down in his Walker Cooper, clear of Hartogs, Willis and Hart in the Cooper-Maserati. Steve had fitted a new pinion bearing between events, only to discover that the gearshift interlock was badly worn, causing it to jump out of second. Bonny tucked his little Brabham onto the back of that group.

Ditheridge, front-engined class leaders Nuthall and Lehr – with a fresh motor transplanted into his Cameron Millar Maserati by the IN Racing crew – were blanketed by less than half a second, with Grant needing to find 1.2s to match his perennial adversary Ian. Jolliffe was just behind but had to replace a perished oil filter seal before racing.

Lindemann's Lotus, Halusa's ex-Jean Behra Maserati 250F - resplendent in the white and red Monte Carlo Auto Sport livery in which Andre Testut last raced it in the principality in '59 – Plante and Gillett rounded out the qualifiers, John working hard at the wheel of his supercharged MG, the earliest car on track by almost 20 years.

## RACE 1

Griffiths proved that his 1.5 second advantage over Folch and Horsman in qualifying was no false dawn by dominating Saturday's race. Beneath his pole time on lap 1, two more devastating laps by Miles left the opposition floundering. His best of 2:02.479 (84.97mph), on lap 3 presaged a consummate 20 second victory over Peter.

Horsman spent most of the opening lap looking for a way past Folch and darted ahead into Turn 12. By then Griffiths was away. It was quickly evident to Peter that Miles was uncatchable, thus he settled into second, improving on his Q-time, clear of Drake, Dark and Cannell.

Jolley came round sixth, ahead of Hoole, Friedrichs, Wilson and Perk. But what of Folch? What had started so promisingly was derailed by a loose carburettor which caused a misfire. Joaquin limped through 13th, then pitted his Lotus 16 after another slow lap. Mechanics dived into the engine bay, fiddled with the big Webers and sent him on his way again, three laps down.

From ninth on the grid Friedrichs swiftly picked off faster-starting row-mate Hoole and Jolley before overpowering Drake and jostling past laid-back Cannell to go fourth. Rudi then set about chasing down Dark, relieving him of third with four laps spare. Drake was on Tom's heels at the chequered flag, a long way clear of Cannell, Wilson (enjoying a good run) and Hoole, the trio blanketed by a couple of seconds.

Griffin and Perk completed the top 10, with Hart the last unapped runner. Eddy having enjoyed a battle with Willis, Hart and Wilson in which "the [more powerful] Coopers were quicker on the straights but the Heron excelled in the twists and turns." Willis' rapid ascent from P15 on the grid saw him climb to 10th



The spectacular sweep around the tower - it can only be Portimao photo Richard Hampson



Brian Jolliffe, Ian Nutball and Klaus Lebr  
photo Richard Hampson

before "a lack of gear selection obliged me to exit stage right just after Turn 5" on lap 10.

Hartogs and Lehr headed the rest, with Bonny 14th having got the better of Lindemann. After making up a bunch of places in productive opening laps, Jolliffe pipped Nuthall and Grant, whose Class 5 dispute was resolved by eight tenths. Halusa and Plante also covered 12 laps. Gillett's MG did nine tours to its supercharged soundtrack but the combo found the ultra-long straight and climbs a struggle.

Jolley's race ended prematurely when he felt a serious vibration from the rear of his Cooper in the final corner. "It was obviously a crown wheel and pinion failure, so I pulled into the pits immediately, which I am sure saved the gearbox from total destruction," said the voice of experience. With rain forecast for Sunday, Rod set to work installing his spare 'box and had the car running by mid-afternoon. Dithers was the other retiree, having lost second gear.

## RACE 2

The pattern of Sunday's race looked set to follow that of the first when polesitter Griffiths galloped ahead at the lights, pursued by Horsman, Friedrichs, Drake, Dark and Wilson. Poor Folch was out within a lap with throttle linkage issues and threw in the towel there and then. Little did he know that the other Lotus 16 would be out within five circuits, propshaft failure ending Miles' aspirations of a Portuguese double.

Following a cautious getaway Cannell quickly regained a couple of lost places, but all eyes were on Jolley who from P24 on the grid managed to wriggle his way out of "a high speed traffic jam" to reach 19th by the end of the opening lap. Rod was 12th next time round and improved to ninth, despite his replacement 'box jumping out of third ("I was having to hold it in gear"). Eventually, exiting T1, he went from second to third to find it wasn't there. Nor was fourth,



Perennial rivals in Class 5 - Paul Grant and Ian Nutball  
photo Richard Hampson



Peter Horsman and Rudi Friedrichs battle for the lead  
photo Richard Hampson

thus ended an Iberian trip of two distinct halves on a frustrating low.

Friedrichs and Dark had ganged-up on Horsman in the meantime. Rudi took advantage of Peter being delayed during lappery at T11 to growl past on lap 4, but retaliation came swiftly, the Lotus re-passing the Cooper at T5 next time round. Their tussle was over the lead on Miles' demise, Horsman overtaking the erstwhile pacemaker as he pulled off at T10.

Thereafter Peter was able to escape to victory as Rudi and Tom became embroiled in a scrap for second. When this got a little too fraught there was contact and Friedrichs retired soon afterwards, his gearbox broken. With Cannell (damaged tailpipe following a spin) and Dithers (without second gear) both early fallers it was left to Drake to chase Dark, now second.

Chris, who had been outgunned by Tom in the opening skirmishes, during which Sid screamed through too, eventually finished less than three seconds shy of the Darkmobile, and more than half a minute ahead of Hoole. The top four were all class winners and Drake deservedly won the Pre-'66 Driver of the Day.

Perk had an interesting race from 10th, climbing initially to eighth then losing out in the torque stakes to Cannell and Wilson. Attrition advantaged Eddy for after Chris's car succumbed to a "suspected drop gear failure" he had a lonely run to fifth on the scenic circuit. Barry retired after four laps with a fractured



Bernardo Hartogs ahead of Steve Hart and James Willis photo Richard Hampson



Supagard's David Paterson with Klaus Lehr - Driver of the Day in a front engine car photo Richard Hampson

"Half way through what turned out to be the last lap I found myself closing on Steve again. By T12 I was right behind him. He defended well through T13 and 14, showing how wide a Cooper can be, but T15 has plenty of width and I managed to get around the outside and beat him to the line by three tenths. To start with I felt sorry for him, but the feeling soon passed!"

Lindemann was a solitary 10th ahead of the Jolliffe/Lehr duel, the last competitors to complete the full 12 laps. Klaus earned the Pre-'61 Driver of the Day award. Bonny finished 13th, clear of Grant and Nuthall, Paul triumphing by 1.155s having been beaten by 0.782s the previous day! Halusa was half a minute in arrears, a similar margin ahead of Plante. Gillett soldiered home 18th, his MG K3 in fine fettle and ready for a winter's comfortable hibernation in the Brooklands Museum. *(words Marcus Pye)*



Class 12: Barry Cannell (2nd), Supagard's David Paterson and winner, Peter Horsman photo Richard Hampson



Class 10: David Paterson with Eddy Perk (2nd), Chris Drake (1st and rear engine Driver of the Day) and Bernardo Hartogs (3rd) photo Richard Hampson



Class 5: Winner Paul Grant with Ian Nuthall (2nd-right) and Guy Plante (3rd-left) and David Paterson photo Richard Hampson

exhaust pipe clattering on a driveshaft and making a racket.

Griffin's race was all positive, the sometime Ferrari pilot moving up strongly from 14th on the opening lap to an excellent sixth, with Hartogs – who he passed for the second time in the company of Steve Hart a couple of laps from home – and the determined Willis (both of whom posted quicker laps than Paul) plus Hart, still persevering without second gear, in tow.

Willis' progress from near the back following his gear selection problems in the opener was meteoric and perhaps the race's most exciting drive. Having failed to convince the Comp Sec to add him to the 'Cars Coming Through' list James was eager to make a point. "By T9 on lap 2 I'd made my way onto Steve's [Hart's] tail, but something slippery at T11 caused me to spin gracefully onto the infield, facing 90 degrees to the track.

"This is where I discovered the fundamental design flaw in the HANS device. I couldn't turn my head far enough left to look at the oncoming traffic to see if it was safe to rejoin. I just had to wait until all the cars had passed before I could move. At the back again I had an entertaining time making progress through the field, albeit the recipient of much of Brian J's engine oil, which made vision and safe overtaking challenging.

## Portimao: Algarve Classic Festival

No	Name	Surname	Entrant	cc	year	colour
<b>Front Engine Cars</b>						
<b>Class 1 - 1925 - 1934 Grand Prix cars running on 18" or 19" wheels</b>						
18	11 Gillett	John	MG K3	1086	1934	Blue
<b>Class 5 - 1952/53 2 litre Grand Prix cars</b>						
14	19 Grant	Paul	Cooper Bristol Mk 2 3/52	1971	1953	Blue
15	21 Nuthall	Ian	Alta F2	1980	1952	BRG
17	32 Plante	Guy	Cooper Bristol	1971	1953	Dk Blue
<b>Class 6 - 1954 -1958 Grand Prix cars on 16" wheels</b>						
12	248 Lehr	Klaus	Maserati 250F CM5	2500	1957	Red
16	25 Halusa	Martin	Maserati 250F 2521	2493	1956	White
<b>Class 7a - Pre 1961 front engine Grand Prix cars on 15" wheels</b>						
22	1 Griffiths (Philip Walker)	Miles	Lotus 16 368	2495	1959	Green
25	40 Folch-Rusinol	Joaquin	Lotus 16 365	2500	1959	Green
<b>Rear Engine Cars</b>						
<b>Class 7b - Pre 1961 rear engine Grand Prix cars on 15" wheels</b>						
2	73 Dark	Tom	Cooper T51	2500	1960	Green/Red
6	7 Griffin	Paul	Cooper T51	2495	1958	Dark Blue
19	14 Wilson	Richard	Cooper T51	2495	1959	Dark Blue
20	12 Friedrichs	Rudi	Cooper T53	2462	1960	Green
21	2 Jolley	Rod	Cooper T45/51	2495	1958	BRG/White
<b>Class 9 - Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres</b>						
8	42 Willis	James	Cooper T45	1960	1958	Green
9	27 Hart (Chris Wilson)	Steve	Cooper T51	2000	1959	Red
11	47 Jolliffe	Brian	Cooper T45	1960	1958	BRG
24	8 Ditheridge	Tony	Cooper T45	1960	1958	Green
<b>Class 10 - Pre 1966 1.5 litre 4 cylinder Formula 1 cars</b>						
3	91 Drake	Chris	Cooper T71/73	1498	1964	BRG/White
5	37 Perk	Eddy	Heron F1	1488	1960	Red/Gold
7	32 Hartogs	Bernardo	Lotus 18/21 916	1475	1961	Pale Green
10	20 Lindemann	Adam	Lotus 18 912	1500	1960	Dk Blue
13	18 Bonny	Philippe	Brabham BT2	1500	1963	Blue
<b>Class 11 - Pre 1966 1.5 litre multi-cylinder Formula 1 cars</b>						
4	66 Hoole	Sid	Cooper T66 F1	1495	1963	Blue/White
<b>Class 12 - Pre 1966 Tasman &amp; Intercontinental 4 cylinder cars of not more than 2.7 lts</b>						
1	22 Horsman	Peter	Lotus 18/21	2500	1961	Dk Blue/Black
23	3 Cannell	Barry	Brabham BT11A	2700	1964	Red/White
DNF	53 Maers	Justin	Cooper T53	2751	1960	Green/White

**Driver of the Day:** Front Engine: **Klaus Lehr**, Rear Engine: **Chris Drake**



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

## Annual Lunch & Prizegiving

Friday 7th December, 2018  
Royal Automobile Club, 89 Pall Mall, London, SW1Y 5HS

Drinks Reception and Pay Bar in the Committee Room from 12 noon  
Lunch in the Mountbatten Room at 1pm  
Followed by announcements regarding the 2018 Season and Prizegiving  
Dress Code: Jacket and tie for men

Cost: £110 per person  
Please use the reservation form below - complete and return as soon as possible  
(by Friday 30th November latest)

### Application for tickets for the HGPCA Annual Lunch & Prizegiving 2018

Name ..... Tel: .....

I wish to book ..... \* places for the lunch at the Royal Automobile Club on Friday 7th December

Guest names: .....

\*Please note I require ..... vegetarian meal(s)

Please try and put me on a table with: .....

I enclose a cheque payable to HGPCA Ltd or

Please charge my VISA/MASTERCARD/DEBIT CARD no: .....

Exp Date: ...../..... Start Date: ...../..... Sec Code: .....

Please return to HGPCA, PE.B21.2, Parkhall Business Centre, 40 Martell Rd, LONDON, SE21 8EN by Friday 30th November.  
Alternatively, send an email to: [stella@hgpcanet](mailto:stella@hgpcanet) with details of your reservation or fax to +44(0)20 8677 2239

**If you don't get an acknowledgement - please call +44(0)7831 810059**