

Opportunity for HGPCA Tasman cars at Silverstone Classic

Members will be aware that Tasman specification cars are not being accepted in the HGPCA race at this year's Silverstone Classic meeting. The Masters group are organising a grid for later Formula 1 cars and will have a separate class for early 3 litre non-wing treaded tyre cars. They have invited any Tasman specification HGPCA cars who are unable to compete with the Association to join them. Interested owners should contact Stella at the HGPCA office for an entry form. For details of the other cars in the race contact Christopher Tate by email christopher@grandprixmasters.org or call Rachel on 01908 587545.

Share in the spirit of over ninety years of classic motor racing: win tickets for the Silverstone Classic, 24 to 26 July 2009

We have three pairs of three-day weekend passes for the Silverstone Classic to give away. The race tickets include concerts from stars such as Carlos Santana on Saturday night (25 July) and entertainment throughout each day, grandstand viewing and parking.

Just send your name and address/phone number to HGPCA Head Office – 3.52 Canterbury Court, 1-3 Brixton Road, London SW9 6DE or email to: contact@hgpcanet. The first three, chosen at random on July 10th, 2009, will receive a pair of tickets.

Your Silverstone Classic race pass gives you full access to all three days' on-track action, with 20 races covering over 90 years of historic car racing, featuring the world's iconic racing cars and marques. Adrenaline-fuelled races from exquisite historic pre-war sports cars, Grand Prix race cars, pre-'63 GT/sports cars and super touring cars of the '90s come with as much built-in fun factor as fast and frantic racing from the Mims (both original and modified).

Jaguar is the featured marque this year. Its iconic XK120 won the inaugural Production Car Race at Silverstone in 1949 and thus celebrates sixty years since its original success at the circuit.

If you can walk away from the races, there is much to be seen off-track, with free live music entertainment throughout the day and into the evening: Harley-Davidson® stunt bikes and drag racing; more than 80 car clubs, 4,000 cars on display, automobilia sales and a classic car auction.

History and classic also feature in the aerobicic display, Victorian Fun Fair and retail village, making the Silverstone Classic both an extraordinary event for classic car and racing enthusiasts, and a unique outing for the family. more on: www.silverstoneclassic.com

Two Coopers for sale: Cooper T53 1961 with 2.7 Climax engine. Totally rebuilt at the start of 2008 & since won 6 HGPCA races! Cooper Monaco 1960 with 2.0 Climax engine, coil spring rear suspension & C5S gearbox. Professionally prepared & maintained & in very good condition. Please call 01480 861233 for full details.

Advertising cars for sale is free to HGPCA Members. send details to contact@hgpcanet

President: Richard Attwood
Vice President: Tony Merrick
Chairman: Roger Lucas
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Treasurer: Brian Horwood

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

NL4-June 2009

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Brands Hatch GP Circuit

The Association visit to Brands Hatch in 2008 was very nearly a 'wash-out'. Torrential rain flooded the track severely curtailing the planned programme. Despite this we decided to continue our support of the Masters event on the Grand Prix circuit in 2009 and were rewarded with an excellent warm weekend; good organisation and a friendly welcome.

The pre 1961 grid consisted of seventeen front-engine and seven up to 2 litre rear-engine cars, whilst the later grid consisted of 32 rear-engine cars, a number of whom were in both grids. Each grid had a twenty minute practice on Sunday and a twenty-five minute race on Bank holiday Monday.

First out in practice were the younger cars and John Harper in his Tasman specification Brabham quickly established fastest time. Mark

John Bussey's Cooper T43. www.racingpics.net

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ARBUTHNOT LATHAM
Historic Motorists

Spa Summer Classic – 3rd/5th July

The confirmed entry list for the Grand Prix car race and the Sports-car race are printed in this *newsletter*.

Our races are the principle races at this event and we will have the use of the Formula 1 pit garages at the circuit.

Untimed & qualifying practice for the Grand Prix cars is on Friday with a 30 minute race on Saturday and a second race on Sunday; Sports-cars practice on Saturday with two 30 minute races on Sunday.

Space is still available in both grids! If you would like to make a 'late-entry', contact Stella immediately.

The Association will be arranging hospitality at the circuit; further details will be in the final instructions to entrants.

Silverstone Classic – 24th/26th July

A list of the accepted entries and reserves in the HGPCA Grand Prix car grid is included in the *newsletter*; In addition to the reserves, there are another six entries waiting as 'reserve reserves'. Any member accepted for the race who knows they will not be able to compete is asked to inform Martin or Stella immediately to allow the next reserve into the race.

The test day on Thursday 23rd July is open to all accepted entries and reserves; a test day entry form and motor home booking form is enclosed for all entrants and, where appropriate, a multi-car preparers form. Please complete and return to Goose at the address on the form.

There is a note on the back of this newsletter regarding HGPCA Tasman cars detailing an opportunity for them to race their cars at the Classic.

You are reminded that prizes - a £10,000 winner plus five runners up @ £1000 - are being offered for the best displayed car showing its history provided



the car remains in place until Sunday evening. Full details can be obtained by visiting the web site – www.silverstoneclassic.com click on the small banner to the right of the headline – Drivers/Marshals/Clubs/Exhibitors and you will be able to download a pdf.

On Saturday 25 July legendary and multiple Grammy® Award-winning Carlos Santana will play his only UK concert this year, at the iconic Silverstone racetrack, entertaining spectators with his unique blend of 'old school' virtuosity and 'new school' cool style combining rock, jazz, blues, soul and various cultural genres. With a career spanning 40 years, Carlos Santana has sold 90 million albums worldwide and is considered by music aficionados as "one of rock's true virtuosos and guiding lights".

AvD Oldtimer Grand Prix 7th/9th August

Entry forms and regulations for this event are now available on the web by visiting www.ogpracing.de. Hard copies have now been posted to all members who indicated their wish to be invited to compete in the pre 1961, pre 1966 Grand Prix car grid and the Sports-car grid. Please note that the completed entry forms must be returned to the HGPCA and not to CHRSN. Closing date for entries is 1st July. If you would like to enter your car but have not received an entry form, contact Stella.

Oulton Park Gold Cup 30th/31st August

We have had an excellent response to our suggestion that the Association supports the Gold cup race meeting at Oulton Park. 30 members have returned completed entry forms however, we are allowed to start 32 cars on the International circuit – so there is still room for your entry at this exciting circuit but you need to get your entry in soon. Call Stella if you haven't already received one.

Timings are not yet confirmed but it is very probable that our qualifying practice will take place on Saturday with one race on Sunday and the second race on Bank Holiday Monday. The Red Truck will be on site and it is planned to hold a BBQ on one of the evenings.

Member Andrew Waring is co-ordinating entries for a go-kart endurance race on the 1000 metre Three Sisters Circuit at Wigan on Saturday 29th August. The event, in aid of the Pancreatic Cancer Research Fund, is

a three hour endurance race with teams of up to six drivers per kart. If you are supporting a competitor in the HGPCA race at Oulton Park and will be 'up-north' for the weekend but not involved in Saturday's official practice for our race, Andrew would like your support. Contact him by email sales@wareingbuildings.co.uk or telephone on 07799697205.

Algarve Historic Festival Portugal 16th/18th October

We can confirm that all members who have completed an entry form and returned it to Stella will be accepted for our races, either in Grand Prix cars or Sports-cars. It is confirmed that members with an entry accepted by the HGPCA will receive four free nights in one of the specified hotels (note – sports-car drivers get only one allocation even if there are two drivers and entrants in more than one race will also only receive one allocation)

Three hotels have been visited, the Meriden Penina, the Tivoli Marina and the Prestana D. Joao II. The Meriden is 5*, situated inland on a championship golf course and will incur a small supplement on the free nights. Of the other two, both are excellent, the Prestana having a better location being close to the beach.

There has been a change in the organisation taking hotel reservations for this event; Portugal de Luxe are no longer the appointed agents. A new agency in Portimar for all booking for hotels, rental cars and tours has been appointed. Reservations will be handled by Miss Floripes Cuco, either by phone +351 282 47004 (mobile +351 96 612 1435) or reserves@portimar.pt

If you are coming with us to Portugal this Autumn, it is recommended that you make your reservations now as accommodation in the best hotels is limited.

Events in the Southern Hemisphere in 2010

South Africa - Jan/Feb

The Association has been invited to participate in two or three race meetings in South Africa next January and February. If you did not receive a copy of the letter either at our Brands Hatch or Monza races or the subsequent email, contact Stella and she will send/email you one. At present our participation is not confirmed.

Perth - October

Thanks to all those members who expressed interest in this event to Brian Horwood. We hope to have more news in the next couple of weeks and will let you all know.

Tasman Revival November

The Historic Sports & Racing Car Association of New South Wales have announced the third Tasman Revival Meeting to take place on the Eastern Creek International Raceway, Sydney on the 26th/28th November 2010. The emphasis will be cars of the 1960s especially those with genuine Tasman history.

Email Paul Hamilton on paulhamilton@ozemail.com.au if you are interested and he will provide further details. There may be an opportunity following this event for shipment of cars to New Zealand to compete in a further historic race meeting in January 2011.



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Private Bankers

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Welcome Return to Monza Circuit

The Association has supported three race meetings at Monza in the past decade. In 1996 and 1997 they were organised by our good friend Patrizia Capuzzo and then, more recently in 2004, we supported the 54th Coppa Intereuropa organised by the circuit. Last year our member Jason Wright and his helpers resurrected the Coppa Intereuropa and kindly invited the Association to be part of the 2009 event.

As is normal these days, the Association had to pay the organisers for grid space at the meeting and the only way to cover this cost is to assemble a sufficient number of HGPCA entries in our race. A grid of front-engine, rear-engine, pre-war and post-war cars produced 41 entries, the oldest being Michael Gans' 1936 ERA and the youngest Philip Walker's 1964 Derrington Francis with its V8 1.5 litre ATS engine.

The event ran to our accustomed European programme – expensive 'free' practice on Friday morning with qualifying practice that afternoon and a race on Saturday with a second race on Sunday. The first draft of the programme scheduled our Sunday race at 09.00 in the morning and, with the organisers insisting that competing cars remain in the paddock until 17.00, a request for a change was made. The change was made – to the last race of the event – at 18.00! By mid Sunday afternoon it was clear that the programme was running nearly 40 minutes late and with the circuit curfew set for 7pm, our race was in jeopardy. Tim Cottam organised a careful line up of the cars in grid order in our paddock assembly area which ensured that there was a minimum of delay after the preceding race and, with the Clerk of the Course turning a blind eye to a slight curfew over-run, we were able to race for our planned ten laps.

With five non-starters and a number of entrants saving their euros, twenty-one cars

took part in free practice. Mark Piercy was immediately fastest, with Alan Baillie second and Enrico Spaggiari, driving Giorgio Marchi's Cooper T53 third. It was wonderful to see and hear Klaus Lehr's Maserati 4CLT running so well – there have been a number of attempts by members in the past to race these superb cars but the twin-stage supercharging complications have nearly always defeated them.

Qualifying practice on Friday afternoon saw Mark some half second faster than Enrico, Alan Baillie again third fastest and a superb Tony Smith holding fourth place in his front-engine Ferrari. Fastest car in class 9 was Nick Eden in fifteenth place with Ian Nuthall leading class 5 in nineteenth place. John Bussey led class 7 just two-tenths of a second ahead of Rupert Wood in a similar Cooper T43. Unfortunately the third T43 of Martin Eyre burst its original gear-box reducing him to a spectator. Philip Walker had

asked Danny Wright to drive his Derrington Francis due to a damaged hand but Danny decided, after practice, that the brakes of the car were not up to the task and withdrew - a sad loss to the grid. Ten minutes after the end of the HGPCA practice, during the Formula 2 session, the heavens opened and the rain descended,



*Al fresco paddock - all wonderful whilst the sun shines...
www.racingpics.net*



Paul Smeeth, Allan Miles and Rod Jolley snaking around the circuit. www.racingpics.net



The HGPCA cars test out the bateful chicane at the end of the pit straight. www.racingpics.net



Sue Hoole is happy to swap her usual duties to look after Harry, Jack and Emily Piercy. photo Stella Jackson



Steve Russell is only allowed to enjoy his new Cooper Maserati for a short time at Monza. www.racingpics.net



Tony Smith hoping that no one can see he has all four wheels off the track! www.racingpics.net

not the usual Silverstone dampness but a tropical monsoon! The paddock tents that the organiser had arranged for the cars was certainly very useful although the rain fell so heavily around each individual tent that nothing underneath (or on the ground) could possibly remain dry!

Despite a gloomy weather forecast for Saturday (better for Sunday), the rain held off we raced on a dry track. Race one was at the sensible time of 12noon but, as the cars assembled, Rudolf Ernst's Lotus 18 was still being bolted together after a fuel leak and the Hann/Miles Maserati decided to burst an oil union; fortunately both made it to the grid on time. A delayed start caused the Lehr Maserati to boil at the back of the grid and the car was sidelined whilst John Clark's miss-fire immediately reappeared, David Pratley's Lola developed problems and Steve Russell, first time out in his fine Cooper Maserati, stopped after two laps.

The leaders quickly established themselves with Mark Piercy's 2.7 litre Cooper just ahead of Enrico's 2.5 litre car. A very good race for the first eight laps developed between these two drivers only for Enrico's exhaust to break on the penultimate lap dropping him back. Mid field other excellent races developed; Alan Baillie, Tony Smith and Pietro Silva, driving for the second time with the Association in his Cooper T51 (ex Max Blees) were racing close together as were Rod Jolley, Paul Smeeth and Sid Hoole.

Mark ran out the winner with Enrico second, Alan third, Tony fourth (first front-engine car), Pietro fifth with Paul sixth. Sid Hoole won class 11, Michael Gans won class 3 in an excellent thirteenth place with Ian Nuthall winning class 5 just ahead of Paul Grant. 35 cars took the grid – 30 cars finished the race.

The very late start on Sunday caused four of the HGPCA competitors to miss the second



Klaus Lehr masters the magnificent 4CLT ahead of Geoffrey O'Connell's Cooper Bristol and David Bennett's A6GCM. www.racingpics.net



Ian Nutball's Alta ahead of Paul Grant's Cooper Bristol, Brian Jolliffe's and Scotty Taylor's Cooper T45s. www.racingpics.net

race, one being the leading front-engine car, the Ferrari of Tony Smith. Advance planning and a sensible 'green-flag' lap by Mark resulted in an excellent race start with all 29 cars getting away without problems. However a large hole in the side of Steve Russell's Maserati engine on the first lap reduced the grid to 28 cars.

Mark Piercy led throughout the race with Enrico second and Alan Baillie third; Pietro was fourth for two laps before he stopped allowing Peter Studer to move up a place, which he held to the chequered flag. A close battle to lead class 5 developed between Ian Nuthall and Paul Grant as did, further back in the field, a close race between David Bennett and Geoffrey O'Connell. 28 cars were classified as finishers although three did not achieve half distance.

Despite the uncompromising chicane after the start line, Monza is a wonderful circuit with a fabulous history; there were many happy competitor faces at the end of the event. Jason Wright had organised an enjoyable race meeting for the benefit of HGPCA members – thank you.

Unusually for the Association, hospitality had been arranged for our members by the organisers in a large room above the pit garages; the food was satisfactory (not quite up to the standards provided by the Red Truck) but to have



Saturday's podium: Tony Smith (first front-engine car) Enrico Spaggiari (2nd), Mark Piercy (1st) and Alan Baillie (3rd) photo Stella Jackson

a room to sit, relax and enjoy the racing was a great benefit. Because this room was not easily accessible to the paddock, in conjunction with Flavien and Vanessa Marcais, the Association made use of a pit garage for cold drinks and

Coppa Intereuropa, Monza - HGPCA Race Results

Arbuthnot Latham Race for Grand Prix Cars

Pos	No	Driver (Entrant)	car	cc	colour	year
Class 2 - Grand Prix cars 1935 - 1951						
24	3	Lehr, Klaus	Maserati 4CLT	1500s	Red	1949
Class 3 - Voiturette cars pre 1939 of 1.5 litres on 16" wheels						
10	1	Gans, Michael	ERA R1B	1500s	Black	1935
Class 5 - Formula 2 cars 1952/1953						
11	14	Nuthall, Ian	Alta F2	1980	Green	1952
12	19	Grant, Paul	Cooper Bristol Mk II	1971	Blue	1953
15	8	Horwood, Brian	Cooper Bristol Mk I	1971	Green	1952
17	4	Burrows, Graham	Cooper Bristol Mk II	1971	Green	1953
21	28	O'Connell, Geoffrey	Cooper Bristol Mk II	1991	White	1953
25	18	Grant-Jonkers, Mary	Cooper Bristol Mk II	1971	Blue/Red nose	1953
Class 6 - Formula 1 cars 1954 -1958 on 16" wheels						
22	27	Bennett, David	Maserati A6GCM	2500	Blue/Yellow	1953
Class 7 - Formula 1 cars pre 1961 on 15" wheels						
13	35	Wood, Rupert	Cooper T43	1460	Red	1957
14	A 45	Taylor, Scotty	Cooper T45	1500	Silver	1958
18	34	Bussey, John	Cooper T43	1460	Blue	1957
DNS	6	Eyre, Martin	Cooper T43	1460	Blue	1957
Class 8 - Tasman and Indianapolis cars pre 1961						
6	2	Jolley, Rod	Lister Jaguar Monzanapolis	3795	Aluminium	1958
8	22	Miles, Allan (Gerry Hann)	Maserati 250F CM7	2494	Red	1958
DNF	5	Smith, Tony	Ferrari Dino	2996	Red	1960
Class 9 - Rear-engine Formula 1/Formula 2 pre 1959 cars of not more than 2 ltrs						
26	7	Eden, Nick	Cooper T45	1963	BRG	1958
28	47	Jolliffe, Brian	Cooper T45	2000	BRG	1958
Class 10 - Formula 1 pre 1966 1.5 litre 4 cylinder rear-engine cars						
3	71	Baillie, Alan	Cooper T71/77	1498	BRG	1964
9	61	Staes, Erik	Lotus 18/21	1475	Green/Red	1961
19	77	Palmer, John (Dave Saunders)	Brabham BT16	1000	Green	1965
20	26	Pratley, David	Lola Mk 3	1475	Blue Light/Dark	1961
23	37	Perk, Eddy	Heron F1	1488	Red/Gold	1960
Class 11 - Formula 1 pre 1966 1.5 litre multi-cylinder rear engine cars						
5	66	Hoole, Sidney	Cooper T66	1495	Dark Blue	1963
DNF	12	Wanty, Michel	Lotus 24	1500	Green	1962
DNF	50	Walker, Philip	Derrington Francis ATS	1490	Red	1964
Class 12 - Formula 1, Tasman & Intercontinental pre 1966						
1	9	Piercy, Mark	Cooper T53	2700	BRG	1961
2	10	Spaggiari, Enrico (Giorgio Marchi)	Cooper T53	2495	Green/White	1960
4	32	Studer, Peter	Lotus 32	1498	White	1964
7	16	Smeeth, Paul	Lotus 18	2495	Green	1960
16	44	Parnell, Richard	Walker Special	2495	Blue/White	1960
27	15	Silva, Pietro	Cooper T51	2495	Green/Red	1959/60
DNF	20	Russell, Steve	Cooper Maserati	2500	Red	1959
DNF	25	Chisholm, John	Lotus 18	2495	Green	1960
DNF	51	Clark, John	Cooper T51	2498	BRG	1959
DNF	93	Ernst, Rudolf	Lotus 18	2500	Green	1959

Team Awards: 1st: Jolley/Miles/Palmer/Piercy. 2nd: Baillie/Lehr/Staes/Studer. 3rd: O'Connell/Silva/Smeeth/Wood
Driver of the Day: Front engine: Brian Horwood. Rear Engine: Paul Smeeth



Tim and Martin cleverly organised the HGPCA cars into grid order in the paddock to ensure a speedy turnaround before the last race of the meeting - and it worked! photo Stella Jackson



Pietro Silva and John Chisholm - one of them going in the wrong direction! www.racingpics.net

snacks which included a large wheel of fresh Parmesan – only in Italy... At the end of the meeting, HGPCA prize giving was held in the garage with Paul Denman of Arbuthnot Latham handing over the class trophies arranged by the circuit. We were delighted that Sara Wallman (wife of Peter) agreed to award the 'driver of the day' trophies to Brian Horwood for front-engine cars and Paul Smeeth for rear-engine cars. Finally, as our race at Monza had been run as team races (teams chosen by picking names out of the hat), the first three teams of four drivers received bottles of champagne.

*Don't forget, RM Auctions European catalogues are available to HGPCA members free of charge
 Contact Jessica at the London Office: jrussell@rmauctions.com or telephone her on +44(0)20 77851 7070*

Spa Summer Classic-4/5 July HGPCA RACE ENTRIES

Arbuthnot Latham Race for Pre 61 GP Cars

No	Driver (Entrant)	car	cc	colour	year
Class 2 - Grand Prix cars 1935 - 1951 running on 18" or 19" wheels					
5	Pilkington, Richard	Talbot T25	4482	Blue	1950
42	Willis, James	Pierce MG	1446	Blue	1951
Class 3 - Voiturette cars pre 1939 of 1.5 litres on 16" wheels					
3	Schollwoeck, Stefan	Maserati 4CM	1498s	Red	1932
Class 5 - Formula 2 cars 1952/1953					
4	Burrows, Graham	Cooper Bristol Mk II	1971	Green	1953
8	Horwood, Brian	Cooper Bristol Mk I	1971	Green	1952
15	Wenman, David	Connaught A4	1960	Yellow	1952
19	Grant, Paul	Cooper Bristol Mk II	1971	Blue	1953
21	Nuthall, Ian	Alta	1980	BRG	1952
R 28	O'Connell, Geoffrey	Cooper Bristol Mk II	1991	White	1953
29	McGuire, Eddie	Cooper Bristol	1971	BRG	1952
30	Russell, Steve	Cooper Bristol Mk II	1971	BRG	1953
37	Clewley, David	Cooper Alta	1996	BRG	1953
R 46	Gilbert, Bob	Cooper Bristol Mk II	1971	Green/yellow	1953
R 145	Clearwater, Grant	Connaught A Type	1960	Green	1952
Class 6 - Formula 1 cars 1954 -1958 on 16" wheels					
26	Hinderer, Michael	Maserati 250F	2494	Red	1955
27	Bennett, David	Maserati A6GCM	2493	Blue/Yellow	1953
Class 7 - Formula 1 cars pre 1961 on 15" wheels					
3	Smith, Tony	Ferrari Dino	2500	Red	1960
R 34	Bussey, John	Cooper T43	1460	Blue	1957
R 36	Wood, Rupert	Cooper T43	1460	Red	1957
41	Maile, Brian	Cooper T41	1460	Green	1956
45	Taylor, Scotty	Cooper T45	1500	Silver	1958
RR 58	Steele, Michael	Connaught C Type	2496	BRG	1957
Class 8 - Tasman and Indianapolis cars pre 1961					
1	Smith, Tony	Ferrari Dino	2996	Red	1960
22	Miles, Allan (Gery Hamn)	Maserati 250F CM7	2494	Red	1958
31	Fabri, Hubert	Aston Martin DBR4	2992	Green	1959
248	Lehr, Klaus	Maserati 250F CM5	2500	Red	1957
Class 9 - Rear-engine Formula 1/Formula 2 pre 1959 cars of not more than 2 ltrs					
7	Eden, Nick	Cooper T45	1963	BRG	1958
15	Pilkington, Tania	Cooper T43	1960	Blue	1957
25	Longes, Richard	Cooper T43	1960	Blue	1957
47	Jolliffe, Brian	Cooper T45	2000	BRG	1958
Class 10 - Formula 1 pre 1966 1.5 litre 4 cylinder rear-engine cars					
9	Staes, Erik	Lotus 18/21	1475	Green/Red	1961
12	Wanty, Andre	Lotus 18/21	1500	Pale Green	1961
37	Perk, Eddy	Heron F1	1488	Red/Gold	1960
62	Ashley, Ian	LDS/Alfa Romeo	1470	Dark Blue	1961
71	Baillie, Alan	Cooper T71/77	1498	BRG	1964
Class 11 - Formula 1 pre 1966 1.5 litre multi-cylinder rear engine cars					
26	Wanty, Michel	Lotus 24	1500	Green	1962
66	Hoole, Sidney	Cooper T66	1495	Dk Blue	1963
Class 12 - Tasman & Intercontinental pre'66					
6	Jolley, Rod	Cooper T45/51	1495	BRG	1958
11	Harper, John	Brabham BT4	2700	Red	1963
14	Piercy, Mark	Cooper T53	2700	BRG	1961
16	Smeeth, Paul	Lotus 18	2495	Green	1960
23	Bailey, Marshall	JBW F1	2460	Green	1959
24	McCabe, Charles	Lotus 18	2500	White	1960
38	Chisholm, John	Lotus 18	2495	Green	1960
44	Parnell, Richard	Walker Special	2495	Blue/White	1960
45	Taylor, Scotty	Cooper T53	2725	Green	1960
64	Fairley, Jon	Brabham BT11	2500	Green	1965
Invitation Class					
34	van Gelder, Erwin	Cooper T59	1500	Blue	1962
100	Grant Peterkin, Michael	Brabham BT21	1600	Blue	1967

RM Auctions Race for HGPCA Sports Cars

No	Driver (Entrant)	car	cc	colour	year
Class A: Pre 56 Sports racing and competition GT cars not exceeding 2000cc					
10	Jolliffe, Brian/Jolley, Rod	Cooper T43 Bobtail	1460	Silver	1955
39	Taylor, Scotty	Cooper T39 Bobtail	1460	White	1955
45	Bailey, Tony	Oscas MT4 2AD	1490	Red	1953
52	Mann, Peter/Mann, Chris	Frazer Nash Le Mans Rep	1971	Red	1952
53	O'Connell, Geoffrey/Cottam, Ed	Cooper Bristol Mk 1 T20	1991	White	1952
Class B: Pre 56 Sports racing and competition GT cars in excess of 2000cc					
5	Smith, Tony	Maserati 300S	2991	Red	1955
41	Fabri, Hubert	Aston Martin DB3S	2922	Green	1955
Class C: Pre 58 Sports racing and competition GT cars not exceeding 2000cc					
7	Cannell, Barry	Willment	1960	Blue	1956
31	Bailey, Marshall	Cooper T39 Bobtail	1460	BRG	1956
35	McCabe, Charles	Cooper Bobtail T39	1460	Light Green	1956
Class D: Pre 58 Sports racing and competition GT cars in excess of 2000cc					
15	Lehr, Klaus	Mercedes 300 SLS Special	3000	Silver	1956
Class E: Pre 60 Sports racing and competition GT cars not exceeding 2000cc					
20	Russell, Steve	Elva Mk V	1220	Silver	1959
54	Horsman, Peter	Lotus 17 Prototype	1220	Green	1959
Class F: Pre 60 Sports racing and competition GT cars in excess of 2000cc					
A 4	Bianchi, Tony/Bianchi Pia	Farrellac-Allard Mk II	6400	Green	1959
Class G: Invitation					
2	Erich, Michael	Bizzarrini 5300GT	5360	Red	1965
25	Pilkington, Richard/Pilkington, Tania	Maserati 300S	2991	Red	1956
42	Willis, James	MG Midget Coupe	1293	Blue	1962
A 4	Bianchi, Tony/Bianchi Pia	MGB	1840	Red	1963

Entries for the HGPCA Pre 1966 Grand Prix Cars Race at the 2009 Silverstone Classic

Pos	No	Driver (Entrant)	Car	cc	colour	year
Class 2 - Grand Prix cars 1935 - 1951 running on 18" or 19" wheels						
	5	Pilkington, Richard	Talbot T26	4482	Blue	1950
Class 5 - Formula 2 cars 1952/1953						
	4	Burrows, Graham	Cooper Bristol Mk II	1971	Green	1953
	8	Horwood, Brian	Cooper Bristol Mk I	1971	Green	1952
	15	Wenman, David	Connaught A4	1960	Yellow	1952
	19	Grant, Paul	Cooper Bristol Mk II	1971	Blue	1953
	21	Nuthall, Ian	Alta	1980	BRG	1952
R	28	O'Connell, Geoffrey	Cooper Bristol Mk II	1991	White	1953
	29	McGuire, Eddie	Cooper Bristol	1971	BRG	1952
	30	Russell, Steve	Cooper Bristol Mk II	1971	BRG	1953
	37	Clewley, David	Cooper Alta	1996	BRG	1953
R	46	Gilbert, Bob	Cooper Bristol Mk II	1971	Green/yellow	1953
R	145	Clearwater, Grant	Connaught A Type	1960	Green	1952
Class 6 - Formula 1 cars 1954 -1958 on 16" wheels						
	26	Hinderer, Michael	Maserati 250F	2494	Red	1955
	27	Bennett, David	Maserati A6GCM	2493	Blue/Yellow	1953
Class 7 - Formula 1 cars pre 1961 on 15" wheels						
	3	Smith, Tony	Ferrari Dino	2500	Red	1960
R	34	Bussey, John	Cooper T43	1460	Blue	1957
R	36	Wood, Rupert	Cooper T43	1460	Red	1957
	41	Maile, Brian	Cooper T41	1460	Green	1956
	45	Taylor, Scotty	Cooper T45	1500	Silver	1958
RR	58	Steele, Michael	Connaught C Type	2496	BRG	1957
Class 8 - Tasman and Indianapolis and special cars pre 1961						
	22	Miles, Allan (Gerry Hann)	Maserati 250F CM7	2494	Red	1958
	31	Fabri, Hubert	Aston Martin DBR4	2922	Green	1959
	39	Friedrichs, Wolfgang	Aston Martin DBR4	2493	Green	1959
Class 9 - Rear-engine Formula 1/Formula 2 pre 1959 cars of not more than 2 ltrs						
R	2	Smith, Andrew	Cooper T43	1960	Green	1957
	17	Eden, Nick	Cooper T45	1963	BRG	1958
	38	Ditheridge, Tony	Cooper T45	1960	Green	1958
	43	Pilkington, Tania	Cooper T43	1960	Blue	1957
	47	Jolliffe, Brian	Cooper T45	2000	BRG	1958
Class 10 - Formula 1 pre 1966 1.5 litre 4 cylinder rear-engine cars						
	9	Staes, Erik	Lotus 18/21	1475	Green/Red	1961
	12	Wanty, Andre	Lotus 18/21	1500	Pale Green	1961
	23	Collins, Dan	Lotus 21	1500	Green	1961
RR	33	Ricketts, Malcolm	Lotus 18	1498	Maroon	1960
RR	35	Mockett, Doug	Cooper T53	1475	White	1961
	40	Morton, Alex	Lotus 21	1475	Green/Gold	1961
	53	Fairley, Jon	Cooper T53	1496	Blue	1961
	62	Ashley, Ian	LDS Alfa Romeo	1500	Blue	1962
RR	71	Baillie, Alan	Cooper T71/73	1498	BRG/Silver	1964
	81	Elliott, John	Lotus 18	1495	White	1960
Class 11 - Formula 1 pre 1966 1.5 litre multi-cylinder rear engine cars						
RR	11	Walzer, Roy	Brabham BT11	1500	Green/Gold	1964
	25	TBA (John Bowers)	Lotus 25	1500	Green/Yellow	1962
	42	Coplowe, David	Lotus 24	1494	BRG	1962
	50	Piercy, Mark	Lola Mk 4	1500	Blue	1962
	66	Hoole, Sidney	Cooper T66	1495	Blue/White	1963
Class 12 - Pre '61 rear engine Grand Prix cars						
	1	Harper, John	Cooper T51	2498	Blue	1959
	6	Jolley, Rod	Cooper T45/51	2495	BRG	1958
	7	Wigley, Nick	Cooper T51	2500	Blue	1959
	10	Spaggiari, Enrico (Giorgio Marchi)	Cooper T53	2495	Green/White	1960
	14	Silva, Pietro	Coope T51	2495	Green/Red	1959/60
	17	Smeeth, Paul	Lotus 18	2495	BRG	1960
	18	Chisholm, John	Lotus 18	2496	Green	1960
	20	Bailey, Marshall	JBW F1	2460	Green	1959
	24	McCabe, Charles	Lotus 18	2500	White	1960
RR	44	Parnell, Richard	Walker Special	2495	Blue/White	1960
	48	Wills, Roger	Cooper T51	2500	Green	1959
	51	Clark, John	Cooper T51	2460	Green	1959
	93	Ernst, Rudolf	Lotus 18	2500	Green	1960

Brands Hatch-Masters Festival-Race Results

AL Race Results for Pre 61 GP Cars

Pos	No	Driver (Entrant)	car	cc	colour	year
Class 2 - Grand Prix cars 1935 - 1951 running on 18" or 19" wheels						
DNF	42	Willis, James	Pierce MG	1446	Blue	1951
Class 3 - Voiturette cars pre 1939 of 1.5 litres on 16" wheels						
6	6	Schollwoeck, Stefan	Maserati 4CM	1498s	Red	1932
Class 5 - Formula 2 cars 1952/1953						
8	21	Nuthall, Ian	Alta	1980	Green	1952
9	20	Russell, Steve	Cooper Bristol Mk II	1971	Green/Yellow	1953
10	4	Burrows, Graham	Cooper Bristol Mk II	1971	Green	1953
11	8	Horwood, Brian	Cooper Bristol Mk I	1971	Green	1952
16	28	O'Connell, Geoffrey	Cooper Bristol Mk II	1991	White	1953
DNF	7	Clewley, David	Cooper Alta	1996	Green	1953
DNS	25	Wenman, David	Connaught A4	1960	Yellow	1952
Class 6 - Formula 1 cars 1954 -1958 on 16" wheels						
13	27	Bennett, David	Maserati A6GCM	2500	Blue/Yellow	1953
DNS	17	Valvekens, Marc	Gordini T16	2500	Blue	1954
Class 7 - Formula 1 cars pre 1961 on 15" wheels						
3	1	Walker, Philip	Lotus 16	2495	Green	1959
5	71	Eden, Nick	Cooper T45	1963	BRG	1958
7	12	Pilkington, Richard (Tania Pilkington)	Cooper T45	1960	Blue	1957
12	45	Taylor, Scotty	Cooper T45	1500	Silver	1958
15	41	Maile, Brian	Cooper T41	1460	Green	1956
DNF	3	Smith, Andrew	Cooper T43	1960	BRG	1957
DNF	34	Bussey, John	Cooper T43	1460	Blue	1957
DNF	81	Ditheridge, Tony	Cooper T45	1960	Green	1958
Class 8 - Tasman and Indianapolis cars pre 1961						
1	9	Smith, Tony	Ferrari Dino	2996	Red	1960
2	2	Jolley, Rod	Lister Jaguar Monzanapolis	3795	Aluminium	1958
4	31	Fabri, Hubert	Aston Martin DBR4	2992	Green	1959
14	11	McCabe, Charles	Maserati 250F CM1	2500	Red	1955
DNS	22	Miles, Allan (Gery Hamn)	Maserati 250F CM7	2494	Red	1958

Driver of the Day - Pre 61: Hubert Fabri; Pre 66: John Chisholm
Special mention for the oldest car of the meeting: Stefan Schollwoeck

RM Auctions Race Results for Pre 66 GP Cars

Pos	No	Driver (Entrant)	Car	cc	colour	year
Class 9 - Rear-engine Formula 1/Formula 2 pre 1959 cars of not more than 2 litres						
9	8	Ditheridge, Tony	Cooper T45	1960	Green	1958
11	47	Jolliffe, Brian	Cooper T45	2000	BRG	1958
16	7	Eden, Nick	Cooper T45	1963	BRG	1958
18	12	Pilkington, Richard (Tania Pilkington)	Cooper T45	1960	Blue	1957
19	34	Bussey, John	Cooper T43	1460	Blue	1957
DNF	3	Smith, Andrew	Cooper T43	1960	BRG	1957
Class 10 - Formula 1 pre 1966 1.5 litre 4 cylinder rear-engine cars						
2	16	Ashley, Ian	LDS/Alfa Romeo	1470	Dark Blue	1961
14	37	Perk, Eddy	Heron F1	1488	Red/Gold	1960
21	10	Elliott, John	Lotus 18	1475	White	1960
22	17	Palmer, John (Dave Saunders)	Brabham BT16	1000	Green	1965
DNF	71	Baillie, Alan	Cooper T71/77	1498	BRG	1964
DNS	61	Staas, Erik	Lotus 18/21	1475	Green/Red	1961
Class 11 - Formula 1 pre 1966 1.5 litre multi-cylinder rear engine cars						
6	66	Hoole, Sidney	Cooper T66	1495	Dk Blue	1964
10	26	Wareing, Andrew	BRM P261	1480	Green	1962
13	46	Coplowe, David	Lotus 24	1494	BRG	1962
Class 12 - Tasman & Intercontinental pre'66						
1	77	Schryver, Will (Michael Schryver)	Lotus 27	1500	Black	1963
3	48	Wills, Roger	Cooper T51	2500	Green/White	1959
4	51	Clark, John	Cooper T51	2498	BRG	1959
5	15	Silva, Pietro	Cooper T51	1495	Green/Red	1959/60
7	18	Chisholm, John	Lotus 18	2495	Green	1960
8	20	Bailey, Marshall	JBW F1	2460	Green	1961
12	24	McCabe, Charles	Lotus 18	2500	White	1960
15	44	Parnell, Richard	Walker Special	2495	Blue/White	1960
17	93	Ernst, Rudolf	Lotus 18	2500	Green	1959
20	45	Taylor, Scotty	Cooper T53	2725	Green	1960
DNF	1	Harper, John	Brabham BT4	2700	Red	1963
DNF	4	Piercy, Mark	Cooper T53	2700	BRG	1961
DNF	5	Locke, Chris	Lotus 32B	2488	Green/Yellow	1963
DNF	6	Smeeth, Paul	Lotus 18	2495	Green	1965
DNF	9	Bancroft, Nigel (Gregg Cawley)	Cooper T51	2500	Blue	1960
DNS	11	Fairley, Jon	Brabham BT11	2500	Green	1960

RM AUCTIONS MAKES HISTORY IN MARANELLO

RM Auctions, in association with Sotheby's, continued their record-breaking sales run in Maranello, Italy in May when a legendary **1957 Ferrari 250 TR**, chassis no. 0714TR, sold for €9,020,000 to set a new world record as the most expensive motor car ever to be sold at auction. The €9,020,000 sale price for 0714TR represents almost €2 million more than the previous auction world record which was set at the same sale in 2008, and cements RM's reputation as the world's premier auction house when it comes to investment-quality motor cars.

Following in the footsteps of previous events, the exclusive Ferrari auction was standing room only as discerning collectors and enthusiasts from around the world sought to acquire their very own piece of Ferrari history. In total, some 33 Ferraris – all cer-

tified by Ferrari Classiche – and three Maseratis, along with a significant range of Ferrari memorabilia, crossed the block during the single day event.

As the gavel fell for the final time of

the weekend, total sales surpassed €21 million in sales with a solid sell through of 75%. The international interest shown in the sale, coupled with the level of bidding achieved, demonstrates the collector car market is still extremely robust.





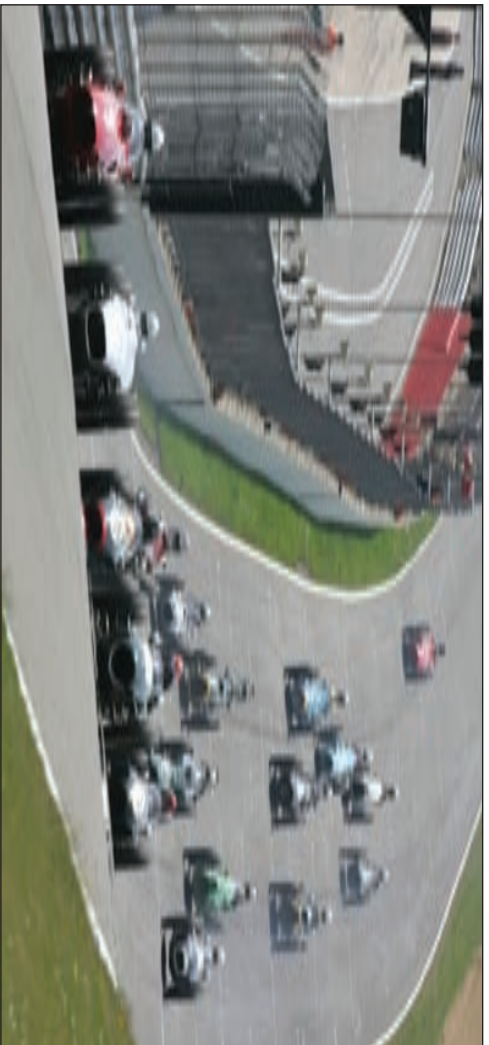
Ernst's Lotus 18 ahead of Bussey's T43 and Parnell's Walker Special. www.racingpics.net

Piercy was second in his Type 53 Cooper with Will Schryver, driving the Lotus 27 excellently, posting third fastest time. Ian Ashley, after his non-start at Silverstone with transmission problems, led class 10 and, in fourth place, was Roger Willis two tenths of a second behind. Sid Hooke led class 11 with Tony Ditheridge fastest car in class 9. It was very nice to see David Coplewe competing for the first time in his V8 engine Lotus 24.

John Palmer in the very unusual Brabham and Andrew Smith both had problems and failed to complete a practice lap but were added to the back of the grid.

Only twenty-one cars took part in practice for the pre 1961 race. Tony Ditheridge was initially fastest with Nick Eden second and Tony Smith, driving the 3 litre Ferrari with verve, third. Lap two and Phillip Walker had the Lotus 16 on pole only for Tony to better him by two tenths of a second a couple of laps later. Rod Jolley placed the Lister Monzanapolis third on the grid with Tony Ditheridge fourth and Nick Eden fifth. Stefan Schollwoeck had the Maserati 4CM flying around the track to post sixth fastest, ahead of many younger and more powerful cars. Ian Nuttall led the class five cars in ninth place.

It was spitting with rain just as the cars for the pre 1966 race were called to the assembly area but the



Tony Smith's Dino made a good start in the Pre '61 race. www.racingpics.net



Andrew Waring's BRM ahead of Brian Jolliffe's speedily repaired Cooper. www.racingpics.net

sun prevailed and we had a dry race. The starter on Jon Farley's Brabham had failed and sadly no amount of pushing in the assembly area would make the wretched car start – one less in the race.

At the end of the first lap Mark Piercy led Will Schryver, with John Harper in third place and Roger Willis fourth. Ian Ashley led Alan Baillie followed by John Clark and Nigel Bancroft. John Harper closed the gap to the leaders and, when at half distance, Mark Piercy retired. John led. His lead was short lived as, on the following lap, transmission failure sidelined him. Roger Willis was driving superbly in second place but, on the last lap made a mistake, and dropped back to third. This left



Battle of the Titans - Harper's Brabham BT4 and Schryver's Lotus 27. www.racingpics.net



Pietro Silva one of a number of Brands Hatch first-timers. www.racingpics.net

a delighted Ian Ashley to claim a well deserved second in the race. Further down the field Pietro Silva, in his first race with the Association, was having an excellent battle with Sid Hooke's Cooper.

The pre 1966 race had been held

under overcast skies but by the time the pre 1961 grid assembled for their race, the sun shone brightly. Tony Smith made a good start to lead the field around Druids corner with Phillip Walker's Lotus second and Rod Jolley third in the Monza Lister. Phillip had his feet all crossed up going into bottom bend – in fact got his foot caught in the pedals and decided the only way to slow down was to spin which put him to the back of the field. As excellent drive through the field saw him post fastest lap in the race but he was not able to catch the two in front, partly due to having only fifth gear for the



Stefan Schollwoeck's 4CM is challenged by Nick Eden's Cooper T45. www.racingpics.net



Scolly Taylor's T53 alongside Sid Hooke's T66. www.racingpics.net

last five laps. An excellent race was developing mid-field between the front-engine Alta driven by Ian Nuttall and the two rear-engined Coopers of Richard Pilkington and John Bussey. Another excellent mid-field performance was the Cooper Alta driven by David Clewley; his best lap was only two tenths of a second slower than class leader Ian Nuttall. Sadly a small electrical problem stopped him on the tenth lap.

All competitors in the HGPCA races agreed that the Grand Prix circuit at Brands Hatch is a drivers' circuit – fast sweeping corners, no chicanes and plenty of elevation changes – there is a wish to return again next year!

Off the circuit the Association hospitality in the Red Truck was as excellent as ever. A fine lunch was available on Sunday and Monday and, on Sunday night, a wonderful 'Hog Roast' was served courtesy of Dick and Ollie Crosthwaite of Crosthwaite & Gardiner. Our grateful thanks to father and son for their generous hospitality.

A successful prize-giving rounded off the weekend with John Chisholm winning the driver of the day in the pre 1966 grid for his fine effort on the Lotus 18. The pre 1961 winner was a close call between Hubert Fabri, driving his Aston Martin DBR4 and Stefan Schollwoeck in the little Maserati; in the end they both got a prize!