



THE 500

June 2014



THE MAGAZINE OF THE 500 OWNERS ASSOCIATION

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Cover photo: Cadwell Park 7th June – George Shackleton acknowledges the crowd after his win.
(Photo: Robin Shackleton)

Editorial



With the season half way through, we are fast approaching our overseas race meeting at Zandvoort. The organizers are pulling out all of the stops to make sure we have a great race weekend and the parade into Zandvoort town is sure to be a highlight.

An update on the event schedule and further event details are covered in pages 16 - 17.

If you haven't entered yet, you only have a few days to get your entries in!

New for the magazine is a book review section where we have teamed up with Michael Ware to publish his independent reviews and these will feature in future editions of "The 500"

Competitors at last years race at Croix will have been impressed by the appearance of the FIAT Special, and we cover its restoration and specification on pages 29 - 31.

This year's circuit racing programme culminates at Castle Combe on October 5th and with an action packed days racing, and now with TV coverage, its bound to be a popular event with competitors and spectators.

Hillclimbers and Sprinters have been out having fun with the Loton and Shelsley weekends to look forward to as well as the Members Special non-Championship Hillclimb weekend at Manor Farm on the 27th & 28th September offering a weekend by the sea and two days hillclimbing for only £75.

I hope that you will get behind the British water speed record-breaking effort "Quicksilver" that is featured on pages 40 - 41.

Duncan covers the Martin in his excellent Histories & Mysteries feature and he then temps us with an interesting offer to compete at the Copenhagen Grand Prix, but you need to be quick!

Xavier

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Letters & Emails

John & Ann Turner

To: xavier@kingslands.com, Neil Hodges
Please print A Thank You

5 May 2014 10:48

[Hide Details](#)
[Inbox - Yahoo!](#)

I would like to thank all those 500 OA Members their wives and friends who after my accident at Silverstone three weeks ago helped Ann & Andrew.

All those people who phoned sent emails and get well cards.

I am happy to say that I have made an excellent recovery and that Andrew has worked tirelessly to repair the old Cooper and will be driving it at Wiscombe next week.

All that now remains is to convince the doctor that I am fit to race, so I can get my licence back and hope to see you all soon.

Thanks to all best wishes John.

richard@bishopmiller.co.uk

To: xavier@kingslands.com, Brian Jolliffe, Gilbert Lenoir, Håkan Sandberg, Mark Palmer, John Brough, Steve Jones, Dave Lecoq, [Hide Details](#)
Chris Heyer, Richard Utley, Roy Hunt, Tim Sage, Kerry Horan, Mark Riley, David Stevenson, Heather Frost, and 51 more... [Inbox - Yahoo!](#)
Reply-To: richard@bishopmiller.co.uk
Silverstone moment update

27 June 2014 09:50

Dear All,

I have been asked a couple of time recently for a quick update following on from my Silverstone adventure:

Well I am out of the back brace which really is a great relief to my ribs and is allowing a bit more mobility, but I am still not allowed to lift, twist, bend etc. to any great extent.

Currently I'm awaiting some MRI scans over the next few weeks to investigate the loss of feeling in my leg/ankle and have just started down the exciting road of a few hours in the dentists chair having the teeth that were cracked or shattered capped or rebuilt - which no doubt will be great fun!

However finally I am being allowed to return to work next week - though on very reduced hours which is very positive which has the added extra benefit of no more daytime telly - yippee!

thankyou for all you messages of support, phone calls etc. (Sally amazingly the balloon is still floating about the living room annoying the cats) and I'm sorry if I have failed to get back to you.

Hopefully we should be a Donnington as the MSA still have my licence, we'll just be there to get under your feet! (anyone got spare tickets?) We are planning to comedown and stop overnight in the van as a trail run as we are still planning to go to Zandvoort whether we can race or not.

cheers Richard

Chairman's Chat



2014 – Midway !

Thank God that events at Silverstone were no worse, and that by early June at Cadwell, both drivers involved had the energy and good grace to meet up, both walking – albeit in some clear and visible discomfort.

This was a one off accident, as they all are of course, and one which clearly showed the continued need for a good standard of safe, respectable, tidy and courteous driving amongst us all. I have thought recently that we are a bit too frisky sometimes, particularly at the start of the season, and the thought occurred to me on the day !

Gentlemen, please remind yourselves it is a hobby, most of us have mortgages and work on Monday morning.

My thanks go to all of you, for the support and humour you were able to provide to John and Richard whilst they were holed up in hospital or at home; they have both expressed to me their personal thanks to anyone who rang, texted or visited – both remarking upon the integrity and humility of the people in this Club.

We are particularly indebted to Nikki Jones and JB, who between them visited hospital nearly every day and kept up daily reports of progress – thank you.

Well, Wiscombe was another day of fun – grotty weather, wind, blustery rain, mud, slippery hill - Carol Foster and her team did a marvellous job in holding the spirit of the event together, and a marvellous day was had by all. The day was topped off with a super BBQ organised by Xavier, and Jiohn Forsyth and enjoyed by those that attended. The only issue being that the beer got colder in your hands, not warmer, due to the brisk wind.

The Lewis Evans Trophy at Brands Hatch was an excellent day, detracted only by a bit of admin glitch causing the date to be revised only a week beforehand.

This resulted in the invitation extended to the Lewis Evans family to be a diary disaster.

The race though was a fun affair, even though the race start procedure was a 750 Club botch up and heavy patchy rain.

The Crystal Palace Sprint on the other hand was a better day, weather-wise, and whilst the number of 500's joining in the fun was relatively low, it was a super day. George Shackleton enjoyed himself in the new family Dolphin.

Cadwell was a bit of a damp affair, well attended and a good race, marred only slightly by a minor off and collision.

There then followed a chase after George Shackleton who kept the lead in a fine manner.

We look forward to the remaining races and hill climbs which potentially look to some better weather too.

The Circuit racers are looking forwards particularly to Zandvoort, and the Hill Climbers to Shelsley.

Enjoy the rest of the Season.

Nigel Challis – 500 Owners Association Chairman



The Challis's getting close up & personal

Race Secretaries Report



Silverstone and Brands are done with neither being the usual 500 fare.

Silverstone was marred by a coming together which caused a red flag and quite a delay. We were all very worried about the outcome and the usual misinformation flying round didn't help. Fortunately both drivers were battered but unbowed. One had to feel for the VSCC as the day before they had a very serious incident which continued where they left off last season.

The serious point in all this is that, as it says on the ticket, 'motor racing is dangerous', and we are in old cars with few of the safety feature of modern racing cars. Having a great race with your mates is the greatest 'buzz' but just remember to always give some room so we can all get back safely and talk over how the race went.

Brands wasn't so good either with a mess up about whether it was on Saturday or Sunday but these things happen. We had profuse apologies from the 750 MC who offered free entries into the 750 Trophy race as recompense.

The entry level was poor whichever day it was on which was a pity as Brands, to me, is the natural home of 500cc car racing. After all very early meetings at Brands just had 500 cc cars on the programme. One interesting and unusual facet though was that all who started finished.

Looking to the future Xavier needs your entry form in for Zandvoort which is promising to be a great weekend with plenty of track time round a great circuit.

Throw in the parties and parade through town (in a 500?) and it looks like a weekends racing not to be missed – get the entry form in. I was looking at the proposed time table and there is 30 minutes scheduled for, 'Track exploration with road cars'. Time to rent a car for the day?

There have been some questions asked about the Circuit Championship.

The first concerns whether circuit championship points apply to a driver and a particular car or just to the driver in any car with a VIF. 1.6.1 in our regs plus several places in the MSA Yearbook 2014 indicate that only competitors earn points - in our case drivers.

This shows that a driver can earn points in any of the three classes we run and thus could appear as a point scorer in all three classes if he or she drives in all three classes.

The second question was on the subject of start points – i.e. when has a driver 'started'?

The view taken is that a start has been made if a driver comes under starter orders say at the show of the 1 minute board. Two confounding situations can apply. Firstly if we come under orders in the assembly area and then head out onto the circuit for a green flag lap but someone stops before tripping the timing gear at race start then they will not show up as a DNF. Secondly if a race is stopped before 2 laps have elapsed but some break down / cause the red flag they will not show up as DNF's in the re-run. (They would if more than 2 laps had been completed before the red flag)

So if either of these circumstances apply to you in the future and you are not down as a DNF (i.e. went over the start line but then failed to proceed at some stage) then let any of the committee or Neil Hodges know so your start point may be awarded.

Many apologies for not being out there in the Mackson but the old body let me down (mine not the cars!) and I have not been able to even start rebuilding the car yet.

Yes I have been bike racing but that was with the help of my son and my friends, who built the Manx back up for me, transported the bike to the circuits and basically sat me on the bike. (Might keep playing this one along for a bit longer) Hopefully I will be out there with you again soon.

Look after each other out there.

Gordon Russell May 2014

Race Secretaries Report

Provisional Championship point's table after three races

MSA 2014 Championship										
Car no.	Reg	Class	Driver	Entrant	Car	Year	Silverstone	B Hatch	Cadwell	Total
16	Y	Inv	Simon Brown	FW Harper	Cooper Mk4	1950	raced		raced	
93		Inv	Rudolph Ernst	Owner	Whitfill	1959				
51	Y	P1/2?	Alan Croft	Owner	JP Mk1	1950/1		12	15	27
89	Y	P1	Shirley Monro	Owner	Cooper Mk4	1950		15		15
3	Y	P1	John Potts	Owner	Cooper Mk 4	1950				
	Y	P1/2?	Mike Wood	Owner	Iota CBP	1950/2				
	Y	P1	Patrick Morin	Owner	Jean Bernardet	1950				
59	Y	P2	Xavier Kingsland	Owner	Staride Mk3	1953	1	15		16
25	Y	P2	Fred Walmsley	Owner	Cooper Mk7	1953	15			15
159	Y	P2	David Kingsland	Xavier Kingsland	Staride Mk3	1953			15	15
65	Y	P2	Richard De La Roche	Owner	Smith Buckler	1951	1	12	1	14
2	Y	P2	Richard Utley	Owner	JBS	1951	12			12
91		P2	Rodney Delves	Owner	Kieft F3 500	1952			12	12
36/3	Y	P2	Kerry Horan	Owner	Trenberth	1952	10			10
31	Y	P2	Mike Fowler	Owner	Cooper Mk5	1951			1	1
18	Y	P2	John Chisholm	Owner	Arnott F3	1952	1			1
6	Y	P2	Darrell Woods	Owner	Staride Mk3	1953				
36	Y	P2	Hakan Sandberg	Owner	JBS Mk2	1952				
67	Y	P2	Gordon Russell	Sally Russell	Mackson	1952				
11	Y	P2	Adrain Van der Kroft	Owner	Cooper Mk5	1951				
59	Y	P2	Xavier Kingsland	Owner	Cooper Mk5	1952				
159	Y	P2	David Kingsland	Xavier Kingsland	Cooper Mk5	1952				
6	Y	P3	Darrell Woods	Owner	Cooper Mk 12		10	15	12	37
90	Y	P3	Ian Phillips	Owner	Cooper Mk10	1956	15	10	10	35
7	Y	P3	Nigel Challis	Owner	Petty	1956	9	8		17
19	Y	P3	JB Jones	Owner	Cooper Mk9	1955	8	7		15
27		P3	George Shackleton	Owner	Cooper Mk9	1955			15	15
8	Y	P3	Roy Hunt	Owner	Martin	1954	12		1	13
69	Y	P3	Simon Frost	Owner	Martin	1955		12		12
92	Y	P3	Neil Hodges	Owner	Cooper Mk8	1954		9		9
15		P3	Mark Riley	Owner	Cooper Mk9	1955			9	9
15	Y	P3	Stuart Wright	Owner	Dastle Mk1	1955	7			7
86	Y	P3	John Turner	Owner	Cooper Mk9	1955	1			1
57	Y	P3	Richard Bishop Miller	Owner	Revis	1951	1			1
13	Y	P3	Charles McCabe	Owner	Cooper Mk13	1959	1			1
60	Y	P3	Paul Hewes	Owner	Cooper Mk8	1954				
36	Y	P3	Hakan Sandberg	Owner	RJ 500	1958				
74	Y	P3	Steve Jones	Owner	Cooper Mk10	1956				
4	Y	P3	Nick Powell	Owner	Cooper Mk8	1954				
21	Y	P3	Maurice van der Brempt	Owner	Fillingham	1957				
115	Y	P3	Patrick Riley	Owner	Smith Mk3	1954				

Hillclimb & Sprint Secretaries Report



The season of hillclimbs and sprints is now under way with two rounds of each completed, and we have 21 competitors registered for the Hillclimbs Championship and 13 for the Sprints Championship.

The club Wiscombe event was again very popular with 24 competitors, the same number as last year, but it was a real shame that the weather was a bit less than kind to us.

For the record below are the final results of the 10 May Wiscombe event where hillclimb championship contenders are prefixed CH, and sprint contenders are prefixed CS:

Pre 1954 cars:

Richard de la Roche		Cooper Mk 5	54.61
Xavier Kingsland	CH & CS	Staride	58.45
Finlay Mackintosh	CH	Cooper Mk 6	60.30
David Kingsland	CH & CS	Staride	61.25
Peter de la Roche	CH & CS	Cooper Mk 5	61.68
Alistair Dent	CH & CS	Cooper Mk 6	61.86
Mark Riley	CH	GSI Squanderbug	63.06
Mike Wood	CH & CS	IOTA-CBP	63.53
Darrell Woods		Staride	65.68
Dennis Williams	CH	Arnott	67.43
Doug Yates	CH	Waye	68.77
Colin Rogers		Emeryson	71.62
Tony Hodson		Cooper	73.60

1954 to 31 December 1960 cars:

Andrew Turner		Cooper Mk 9	55.68
Nick Reynolds	CH & CS	Cooper Mk 9	56.15
John Dent	CH	Cooper Mk 8	59.58
J B Jones	CH & CS	Cooper Triumph	60.23
Andrew Forsyth	CH	Alfa Dana	60.80
Ted Sharpe		Cooper Mk 9	61.72
Ian Phillips		Cooper Mk 10	62.52
Mark Palmer		Wishart	66.69

Hillclimb & Sprint Secretaries Report

The second hillclimb of the season at Prescott had a smaller entry of 500's than last year at ten cars, but for some reason the Cooper Mk 4 replica with 996 cc twin engine was mixing it with the 500's. Meanwhile Charles Reynolds in his twin 1100cc Cooper Mk 7 was all alone in the Twin Cylinder class. Alistair Dent had decided to swap the Cooper Mk 6, in which he is registered for the hillclimb championship, for his more usual Hornet, so championship points eluded him at Prescott. There was some close competition between Nick Reynolds in the Cooper Mk 9 and Steve Lawrence, but Nick was able to keep ahead of Steve by about a second in the end to take first place. It is going to be interesting watching these two battling it out during the rest of the season.

The final results of the 25 May Prescott hillclimb, where CH signifies being a hillclimb championship contender:

Pre 1954 cars:

Xavier Kingsland	CH	Staride	56.10
Jan Nycz	CH	Staride	56.86
Alistair Dent		Hornet	59.35
Mark Riley	CH	GSI Squanderbug	62.20
Ted Sharpe		Cooper Mk 4	65.84

1954 to 31 December 1960 cars:

Nick Reynolds	CH	Cooper Mk 9	53.29
Steve Lawrence	CH	Cooper Mk 8	54.28
John Dent	CH	Cooper Mk 8	55.94
John Forsyth	CH	Alfa-Dana	60.78
Tim Ross		Cooper Mk 9	67.51

The Blyton Park sprint organised by the Midland Automobile Club is on 15 June and the Gurston Down hillclimb the following weekend on 22 June, so hopefully we will see some better weather by then. Coming up in July we have the double event hillclimb weekend at Loton Park on the 12 and 13 July followed by the double event at Shelsley Walsh on 19 and 20 July. There is then a four week rest before the next 500 Championship hillclimb at Shelsley on the weekend of 16/17 August. This is also one of the British Hill Climb Championship events, so the meeting should be a really good event and is one not to be missed by our 500's or spectators alike.

On 26 July we have the sprint at Castle Combe, a new event in our calendar of sprints, organised by the Bristol Motor Club, followed on 3 August by the sprint at Hethel organised by the Borough 19 Motor Club.

Paul Harris, June 2014

Hillclimb & Sprint Secretaries Report

Registered Competitors for the 500 Owners 2014 Hillclimb Championship.

Class H1, John Parker Trophy for 500 cc cars up to 31 December 1953

Driver	Car	Date	VIF No.	Total Points @1 June
David Kingsland	Staride Mk 3	1953	059-A1	17.20
Jan Nycz	Staride Mk 3	1953	059-A1	19.24
Tony Claringbould	JP Mk 1	1950	051-A1	-
Xavier Kingsland	Staride Mk 3	1953	059-A1	40
Mike Wood	IOTA-CBP	1950	077-A1	14.92
Peter de la Roche	Cooper Mk 5	1951	045-B1	16.77
Mark Riley	GSI Squanderbug	1946	038 A	29.29
Dennis Williams	Arnott	1952	083-C1	11.02
Finlay Mackintosh	Cooper Mk 6	1952	004-B	18.15
Alistair Dent	Cooper Mk 6	1952	023-B1	16.59
Doug Yates	Waye	1953	Await number	9.68

Class H2, Girling Trophy for 500 cc cars from 1954 to 31 December 1960

Driver	Car	Date	VIF No.	Total Points @ 1 June
Nicholas Reynolds	Cooper Mk 9	1955	092-B1	40
Charles Reynolds	Cooper Mk 9	1955	092-B1	-
John Dent	Cooper Mk 8	1954	043-C1	33.92
Steve Lawrence	Cooper Mk 8	1954	086-C1	19.01
Stuart Wright	Dastle	1955	055-B1	-
John Turner	Cooper Mk 9	1955	009-A1	-
J B Jones	Cooper Mk 9	1955	072-B1	15.92
Nigel Challis	Cooper Mk 8	1954	025-A1	-
John Forsyth	Alfa-Dana	1957	Await number	14.11
Andrew Forsyth	Alfa-Dana	1957	Await number	15.35

Cooper Rack & Pinions

Charles Reynolds has discovered a source of new Cooper steering rack and pinions so Members may want to contact them to find out more..

"Kiley- Clinton Engineering in Birmingham have the drawing and programme for manufacture of one off or any quantities of 26 degree tooth 'Cooper' rack and pinions. Contact Roger Clinton.

Kiley Clinton, 52/53 Birchall St, Birmingham B12 0RP. 0121 772 8000 or kileyclinton@btconnect.com ”

500 Owners Association Members Offer A weekends Hillclimbing by the sea for £75

As discussed at the AGM last November your committee have subsequently agreed to offer **all members** the opportunity of a weekend's hillclimbing at a subsidised rate of only £75 (Normal rate £150) for two days of competition.

The non-Championship event will be staged over the weekend of 27th & 28th September at Manor Farm Charmouth, Dorset and is being organised by the Woolbridge Motor Club who are providing **20** spaces in their weekend event for 500 OA Members.

Date of the event 27th & 28th September 2014"

Weekend Format

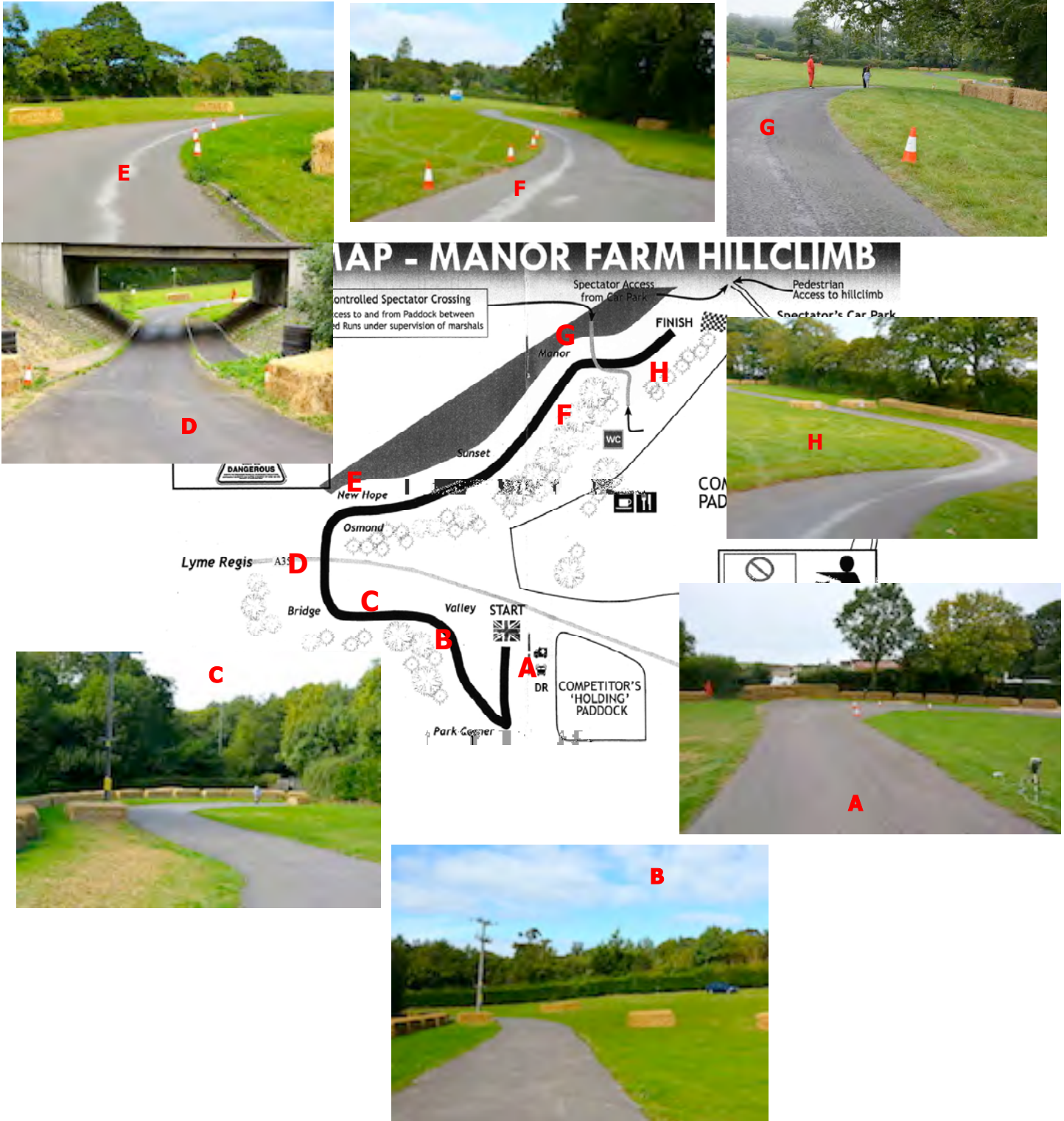
- Optional Members 3 course dinner with coffee and mints at the Holiday centre restaurant on the evening of Friday 26th - £20 per head BYO wine
- 2 Practice runs and 2 event runs on the 27th and again on the 28th - £75 for two days of competition
- Entry forms from the Woolbridge Motor Club website soon: www.woolbridge.co.uk



The "sea view" from the paddock

500 Owners Association Members Offer A weekends Hillclimbing by the sea for £75

- The course is 700 metres long with a unique tunnel section under the A35 road, with a technical set of adverse corners at the top end of the run
- 500's cover the course in about 30 seconds
- From the finish line cars run into the top of the paddock, so no holding after the run
- For the runs, 500's will have their own batch/s, minimising hold times and a petrol starter will be positioned in the holding paddock together with marshals that are prepared to push start if necessary



Wiscombe really is a beautiful setting, even when the rain is falling and the wind blowing, for these were the conditions with which we had to contend.

Not that it rained all day, just, it seemed, when all but the double drivers were about to take a run!

This was the first of our hill climb meetings this year and because it is the Club's own, it attracts many from the circuit fraternity as well as the hill stalwarts. It also brings out cars that have been dormant or unseen, and this year was no exception.

Oldest of the bunch was Squanderbug, probably the oldest 500 still around, Mark Riley's latest acquisition. This car had not really been active since in the hands of Murray Maclean. It is unusual in being powered by a Rudge engine but this did not seem to be a handicap.

Next up was an Emeryson in the hands of Colin Rogers, and finally the Australian built Waye piloted by new member Doug Yates.

Ted Sharpe was now driving a Norton powered Mk IX Cooper, as repairs were still being carried out on the RGR.

The meeting also brings together a good group of V-twins, which included Tom Willoughby in a fearsome supercharged Cooper, thus making three classes.

Practice

Reluctantly the organisers decided that there would only be a single practice run because of the conditions and weather forecast for later in the day.



My Waye's got a Cooper's nose.... How does it smell?

Whilst disappointing, it was the right decision and it was not long before the mud from the grassy paddock began to make the slope down to the start slippery, but everyone seemed to cope. Mechanically there were not too many issues and it was fingers crossed for the timed runs.

Timed run 1

The weather did not improve but double drivers Richard De La Roche, Xavier Kingsland and Richard Ashford struck lucky in getting their runs in before a shower re-wet the course.

Virtually everyone made it to the top but there was a much broader spread of times than usual.

A few cars had some fettling to do and then it was fingers crossed the rain would stay away for run 2.

Timed run 2

Again the weather gods smiled on the double drivers but then released another shower before the rest of us got a chance on a drying hill. Most of us made it to the top, but there were a few casualties.

This brought the competition element of the day to a close but because there was still time available, the organisers offered a fun run to anyone interested, an offer that was taken up by 11 of our number.

After hours

Back at the AGM there was good enthusiasm for a BBQ to keep the festivities going. This was duly organised by John Forsyth & Xavier and was well supported.

It was a shame about the weather getting colder so we were all wrapped up as well as possible. The food, however, was very good indeed but numbers soon thinned after eating.

The VSCC meeting on the following day was much better from a weather point of view so a reduced group of 8 cars had by far the better conditions and managed to post some more acceptable times, albeit slower than in past years.

Wiscombe Park 10th May 2014

Results Pre 54

Pos	Name	Car	Run 1	Run 2	Best
1	Richard De La Roche	Cooper Mk V-JAP	54.61	55.99	54.61
2	Xavier Kingsland	Staride	58.45	59.35	58.45
3	Finlay MacKintosh	Cooper VI-JAP	61.35	60.30	60.30
4	David Kingsland	Staride-Norton	64.66	61.25	61.25
5	Peter De La Roche	Cooper Mk V-JAP	63.98	61.68	61.68
6	Alistair Dent	Cooper-JAP	61.86	63.00	61.86
7	Mark Riley	GSI	66.38	63.06	63.06
8	Mike Wood	CBP-Iota-JAP	N/T	63.53	63.53
9	Darrell Woods	Staride-Norton	67.34	65.68	65.68
10	Dennis Williams	Arnott-JAP	69.34	67.43	67.43
11	Doug Yates	Waye-JAP	N/T	68.77	68.77
12	Colin Rogers	Emeryson	N/T	71.62	71.62
13	Shirley Monro	Cooper Mk IV	72.30	N/T	72.30
14	Tony Hodson	Cooper	73.60	N/T	73.60

Results Post 54

N/T Nigel Challis - Cooper Mk VIII-Norton

Pos	Name	Car	Run 1	Run 2	Best
1	Andrew Turner	Cooper Mk IX-JAP	55.68	57.89	55.68
2	Nick Reynolds	Cooper Mk IX-JAP	58.09	56.15	56.15
3	John Dent	Cooper Mk VIII-JAP	66.59	59.58	59.58
4	JB Jones	Cooper Mk IX-Triumph	63.04	60.23	60.23
5	Ted Sharpe	Cooper Mk IX	63.97	61.72	61.72
6	John Forsyth	Alfa-Dana-JAP	74.55	61.73	61.73
7	Ian Phillips	Cooper Mk X-Norton	68.73	62.52	62.52
8	Mark Palmer	Wishart-Norton	73.75	66.69	66.69



"At the 500 Club, we encourage partners to join in and actively participate....", Mrs C offers moral support

Crystal Palace Sprint 26th May

Following Round 1 at Wiscombe, the weather again dominated proceedings of Rounds 2 at the ever popular south London sprint course where Mike Wood and Charles Reynolds waved the 500 flag amongst a miscellany of 100 plus entries. And, as at Wiscombe, the concern for the organisers was not the track but the condition of the grass paddock, where west-country brown clay gave way to the slime of 'London blue'.

Sunday of the 2 day meeting had been sunny, however the efficient 7oaks & DMC organisation team heeded the weather forecast warnings for bank-holiday Monday and shrewdly decided on 2 actions: to shorten the course in order to make a temporary roadside paddock using the return road, and limit the normal 3 qualifying runs to 2.

When the rain arrived by 8 a.m., their actions were already well judged.

Such were the ever changing conditions that both 500 drivers managed a spin during the day fortunately avoiding barriers, bales and trees. At pack-up time, car age won the day with the Reynolds Cooper having a 2.8 sec advantage over Wood's Iota. Both cars had been the subject of much interest from the knowledgeable crowd many of whom remember attending meetings at the capital's home of motor racing.

And if proof of the conditions were needed, a Subaru claimed FTD!

Charles Reynolds



Mike Wood fettles the Iota - Photo Charles Reynolds



LOOK 'APPY!



Mud, Mud Glorious Mud.....

Zandvoort Race Weekend 29th to 31st August 2014

Information Update



The event is coming together and the organisers are working hard to give the 500's centre stage!!

The latest exciting news is that the 500's are to get the chance to take part in the parade into town on Saturday evening – How I hear you say, no self starters and no cooling!!

For our section of the parade, a select number of cars (Currently 6) will be given a clear run into town as the organisers are planning on clearing a path for us using the circuit safety car, Flashing lights and all! We will then run into town behind the safety car with a support truck following (We need a volunteer) carrying lifts and a petrol starter, just in case we get held up and need to shut down our engines or one of us stalls.

Parade cars line up on the circuit main straight at 19:00 hrs on Saturday night and the parade starts from 19:30. Cars return from 20:30 onwards

Some Practical Event Information

When can vehicles access the paddock?

Teams can arrive on the 28th of August from 09:00 – 22:00. Trucks over 3.30 m high can enter through Parking C, trucks and cars under 3.30m high can enter through the main entrance of the circuit.

How many tickets will we get?

4 Pit, 4 paddock & 1 parking

There will be a Mandatory driver briefing

Electrical hook up's are available but they must be requested (details with the final instructions)

When do we need to clear the paddock?

Paddock must be cleared by 12.00 noon on Monday 1st September

Where can trailers be parked?

Strict control of trailers: e50 deposit when car/trailer taken into paddock which is refunded if the trailer is parked in the trailer park within 2 hours of entering the paddock

Are there any restrictions on paddock access after the event?

Yes, trucks over 3.30m high can only leave the circuit over the main straight of the track, so they cannot leave until the event is over (approximately 17:30 on Sunday). For trucks under 3.30 m high it is possible to leave early, but we would appreciate it if teams won't leave until the event is finished. The paddocks are very important for the event and therefore it is not nice for spectators if teams are leaving when the event is not even over.

If members do not have a transponder, can they be hired at the circuit?

Yes, we have transponders available.

Zandvoort Race Weekend 29th to 31st August 2014

Provisional Timetable

Thursday 28 August 2014			
17.00 - 17.30	Track exploration with road cars	S1	30
17.40 - 18.10	Track exploration with road cars	S2	30
18.20 - 18.50	Track exploration with road cars	S3	30

Friday 29 August			
09.00 - 09.20	FIA Historic Formula One	FP	20
09.30 - 09.50	NKGTTC - YTCC	Q	20
10.00 - 10.20	NKHTGT	Q	20
10.30 - 10.55	FIA Lurani Trophy	Q	25
11.05 - 11.35	DRM Klassik Pokal	Q	30
11.45 - 12.10	Historic Formula 2	Q	25
12.10 - 13.10	Lunchbreak		
13.10 - 13.35	FIA Historic Formula One	Q	25
13.45 - 14.15	HGPCA Pre-61	Q	30
14.25 - 15.05	Gentlemen Drivers	Q	40
15.20 - 15.45	NKGTTC - YTCC	R1	25
16.00 - 16.30	HGPCA 61 - 65	Q	30
16.40 - 16.55	F3-500	Q	15
17.05 - 17.30	Pre '66 Touring Cars	Q	25
17.40 - 18.25	Group C	FP	45

Saturday 30 August 2014			
08.00 - 08.25	NKHTGT	R1	25
08.40 - 09.00	HGPCA Pre-61	R1	20
09.15 - 09.40	Historic Formula 2	R1	25
09.50 - 10.25	FIA Historic Sports Cars	Q	35
10.35 - 11.20	Group C	Q	45
11.35 - 12.35	Pre '66 Touring Cars	R1	60
12.35 - 13.35	Lunchbreak		
13.35 - 14.00	DRM Klassik Pokal	R1	25
14.15 - 14.40	FIA Historic Formula One	R1	25
14.55 - 15.15	HGPCA 61 - 65	R1	20
15.30 - 15.55	NKGTTC - YTCC	R2	25
16.10 - 17.40	Gentlemen Drivers	R1	90
17.55 - 18.10	F3-500	R1	15
18.25 - 18.50	FIA Lurani Trophy	R1	25

Sunday 31 August			
09.00 - 09.30	Group C	R1	30
09.45 - 10.00	F3-500	R2	15
10.15 - 11.15	FIA Historic Sports Cars	R1	60
11.30 - 11.55	FIA Lurani Trophy	R2	25
12.10 - 12.30	HGPCA Pre-61	R2	20
12.30 - 13.30	Lunchbreak		
13.30 - 13.55	Historic Formula 2	R2	25
14.10 - 14.40	Group C	R2	30
14.55 - 15.20	NKHTGT	R2	25
15.35 - 16.00	FIA Historic Formula One	R2	25
16.15 - 16.35	HGPCA 61 - 65	R2	20
16.50 - 17.15	DRM Klassik Pokal	R2	25

VSCC "Spring Start" Meeting, April 13th, 2013

Whilst only a single race this year, it is already clear that the VSCC's Spring Start meeting at Silverstone is an excellent event to kick off the 500 season – accessible to many, mixing with the 'right' crowd, and again blessed with at least acceptable weather.

Despite four regulars electing to run with the Juniors (Mike Fowler, Martin Sheppard and Pat Barford, plus Neil Hodges debuting in John Chisholm's Gemini), eighteen 500s turned out, with three Invitational cars.

The most notable was the debut of VSCC regular Adrian van der Kroft, who has purchased the Alan Brown/Ecurie Richmond Cooper Mk V. The car was well-presented, but very reluctant to fire. Fortuitously, the one time it did so was at the start of the qualifying session, so Adrian got at least some miles under his belt, before scratching from the race. At least he had some other toys to play with over the weekend.

In a similar boat was Rudi Ernst with the Whitfill, which came down pit lane sounding all fire and brimstone, but expiring before it was out of earshot. Rudi apparently had five other cars at the meeting, so wasn't too bothered. Both cars just need a bit of perseverance, and hopefully we will see them at the other VSCC events this year. Also of note were our regular visitors from across different stretches of water – Charles McCabe with the final Cooper, and Maurice van der Brempt with the Fillingham.

Qualifying

By late morning temperatures were coming up nicely, and all but Sean Mooney's Vixen presented themselves for qualifying. The VSCC had allowed us some pit garage space, and instructed the cars to start from pit lane – a move appreciated at least by all the mechanics that didn't have to trudge way over to Assembly.

John Turner's time was cut short by a snapped tappet arm (easily repaired) leaving him down in sixth place, but several cars found more terminal problems. Nick Powell had the big end go, Maurice seized the engine in the Fillingham. With Adrian and Rudi already mentioned, that was four cars that would be packed away early. Charles McCabe drove well for seventh place, but would also have to scratch.

The remainder seemed to run with little mechanical trouble, and it was Darrell who came out fastest, half a second ahead of Roy Hunt. Ian Phillips was close behind in third, and would line up beside Simon Brown in the big old Twin. Richard Bishop-Miller (for once with no major repairs to follow) and John Turner trailed by a couple of seconds.

Several naughty boys were called to the headmaster's office for overtaking under yellows and accelerating before the green flag. Seriously, everyone needs to heed that lesson – not seeing the flags isn't an acceptable excuse even if it is an excuse. We would get a harsh lesson in why it is so important later.

Bonus points though go to JB, who failed Schoolboy 101 by admitting to a mistake before being accused:

CoC: "Do you know why I called you here?"

JB: "Is it because I passed someone under yellow flags?"

CoC: "No. Try again..."

Race:

From a clean rolling start, Darrell took the lead into Copse, from Roy, Ian, and Simon Brown in the Twin, the last two swapping before reaching Becketts. Out of the hairpin Darrell got a little loose, allowing Roy half a chance along the back straight. Darrell managed to hold him off, but in the process Ian's white Cooper and the twin were past, and Roy got his chance heading up to Maggots for the second time, only to lose the place again on the back straight, where the Twin was also able to open up and take the lead. As Simon opened a small gap as they started Lap 3, Ian held second, but was probably unaware that the other two were closing back onto his tail, although who was closest depended on which second you looked.

These four had opened a couple of seconds over a trio of Richard Bishop-Miller, Xavier, and John Turner. A larger gap led to another trio – Charles McCabe, Fred and JB (in the Cooper this time) – followed closely by Stuart Wright's Dastle in close company with the Arnott, the Petty, and Richard de la Roche. Some way further back Kerry was chasing Richard Utley's JBS.

VSCC "Spring Start" Meeting, April 13th, 2013

So three good battles were joined, but seconds later the red flag was out, after a major incident at the Becketts hairpin on Lap 3.

Exactly what happened is not totally clear, as two of the participants weren't able to give their versions of events, but it seemed to go down a bit like this. Although John Turner had passed him for sixth place, Xavier was driving superbly. In fact he had a great run through Copse and drew alongside the yellow Cooper. He actually baled out at the Maggots kink, but maybe John was committed to braking late, or maybe he was looking for the silver Staride in his mirrors, or maybe there was something wrong with the Revis in front.

Whatever, the end result was the Cooper ploughed into the back of the Revis at the entry to Becketts, and took off skywards. With its low tail the Revis offered little protection, and Richard got an almighty wallop in the back and head, presumably from the Cooper's wheel.

The suspicion was that he was concussed and the car motored straight on, right through the gravel trap before coming to a (relatively) gentle stop against the barriers some 30 yards past the track.

Meantime, things had gotten very serious for John.

Not just pitched upwards, the car was sent rolling. The roll hoop at least took the first landing, but John and his seat were flung out.

Eye witnesses (including Peter Wright) described it as a very violent accident. John eventually landed in the gravel trap on the outside of the corner, and was rather lucky that the car didn't land on him as well.

There was also concern for Xavier, whose car had also driven into the gravel close by.

In fact, he had seen the accident unfold immediately in front of him, and as John was thrown out he impressively quickly decided to stop. Quickly checking on John he was soon running (as much as it is possible to do so on deep gravel) back towards the Maggotts flag post to get a red flag.

As the surviving cars returned to pit lane, medic crews rushed to the scene. Astonishingly, given how bad it had looked, John was considered stable enough to move within just a couple of minutes, and was soon on his way to the Medical Centre

Richard, reporting some back pain, took some time to remove from the car.

Within twenty minutes both were talking to Ann & Andrew, and Karen respectively, and whilst kept in hospital overnight for observation, it seems both avoided serious injury. Which is pretty incredible.

After a long delay for extraction, and then getting everything back into position, the VSCC were good enough to allow a restart, despite the schedule having gone to pot. To everyone's surprise (given they thought he was in an ambulance), Xavier appeared remarkably nonchalantly, and ready to have another go. Finally he decided there was too much gravel collected in the crevices of the car and pulled out.

The marshals also pinged John's Arnott and Charles' Cooper for excessive oil puddles and refused them the restart.

Like last year, Stuart's exhaust was working loose from the head, but a liberal application of lockwire just about had it running.



Restart:

So, with good news coming from the medical centre to lift spirits, eleven cars would go for a second rolling start. Roy made the best of it to lead from Ian, but quickly Simon took the lead from Ian, with Roy and Darrell in tow.

Simon got the break he needed to exploit the extra power, and by lap 2 had a couple of seconds in hand. Ian found himself mugged by Roy and Darrell.

With the second group taken out by the accident, quite a gap was opening to fifth place, which was taken by Fred, with Richard de la Roche and John Jones in close proximity, and the scarlet pair Nigel and Stuart hanging onto their tails.

VSCC "Spring Start" Meeting, April 13th, 2013

Completing lap 2, Roy was into second and beginning to catch the Twin, whilst Ian and Darrell were still within a second and fighting hard themselves. Richard moved past Fred for fifth, the latter now battling with Nigel, who was past but not away from JB and the Dastle, although the last of these was already exhibiting the rough sound of a loosening exhaust.

Stuart would slow significantly when it worked itself completely free, but completed the race. John's Triumph began to sound off as the race headed into the fourth lap, but he was able to stay with Fred and Nigel as they battled on.

That fourth lap would prove decisive.

Exiting Luffield for the third time, the Twin was suddenly struggling. Roy went past accelerating away through Woodcote, and Ian was also alongside out of Copse, completing the move at Becketts. Darrell completed the switcharound, then went for the lead as they headed to Brooklands. Positions were changing by the metre through the final complex, but as they exited Luffield to head onto Lap 5, it was Ian who just

Which was most fortunate for Ian as they found the chequered flag being waved at Woodcote after just four laps – no-one having considered to check how many laps the restarted race would be!

At the final reckoning, the top three were covered by less than half a second, with Simon rolling in a couple of seconds behind them.

Fred would pinch fifth overall as Richard's Smith packed up at the start of the final lap, with Nigel not quite finding a way past. JB was barely a car length behind them, and Stuart took eighth, deaf in his right ear for the second year in a row. Some way further back Richard Utley and Kerry Horan brought their cars home in close order, completing the finishers. Soon after the cars rolled back into the Paddock, more good news came through as Karen, Ann and Andrew came back from the Medical Centre, confirming both drivers were talking sense (compared to normal) and basically sound. Star performance of the day has to be Xavier, both for his short stint on track and for his performance through the gravel – whilst not life-saving, it was impressively quick thinking.

P	Driver	Car	Time	Q	Time
1	Ian Phillips	Cooper Mk X	5' 30.07"	3	1' 19.540"
2	Roy Hunt	Martin	+ 0.18"	2	1' 19.300"
3	Darrell Woods	Cooper Mk XII	+ 0.44"	1	1' 18.880"
4	Simon Brown	Cooper Mk IV (Twin)	+ 1.97"	4	1' 19.630"
5	Fred Walmsley	Cooper Mk VII	+ 16.79"	13	1' 25.680"
6	Nigel Challis	Petty	+ 16.97"	12	1' 25.150"
7	JB Jones	Cooper Mk IX	+ 17.56"	11	1' 23.130"
8	Stuart Wright	Dastle	+ 25.79"	14	1' 25.990"
9	Richard Utley	JBS	+ 42.95"	18	1' 35.830"
10	Kerry Horan	Trenberth	+ 44.84"	17	1' 30.630"
R	Richard de la Roche	Smith Mk 2	3 laps	8	1' 22.210"
NR	Xavier Kingsland	Staride Mk 3		10	1' 23.070"
NR	Charles McCabe	Cooper Mk XIII		7	1' 22.170"
NR	John Chisholm	Arnott		15	1' 26.170"
R1	Richard Bishop-Miller	Revis		5	1' 21.790"
R1	John Turner	Cooper Mk IX		6	1' 21.890"
NS	Nicholas Powell	Cooper Mk VIII		9	1' 22.660"
NS	Adrian van der Kroft	Cooper Mk V		16	1' 28.880"
NS	Maurice van der Brempt	Fillingham		19	1' 47.240"
NS	Rudi Ernst	Whitfill (650cc)		NT	
NS	Sean Mooney	Vixen (F4)		NT	

The Lewis-Evans Trophy 750 Motor Club Meeting, April 26th, 2014

The circus moved on to Brands Hatch for Round 2, with the 750 Motor Club. For many, this was the 'store credit' for the rain-cancelled Cadwell Park race last October, and the early morning weather suggested it may come to a similar fate. But it would gradually improve through the day, in fact turning out rather nice.

The race, for the Lewis-Evans Trophy, was exclusively for 500s, rather than the long-awaited match-up against the 750 Trophy boys, and a relatively poor entry of eleven cars was reduced when Mike Fowler was unable to make a Saturday race.

Star of the ten, though was Alan Croft, finally debuting his ex-Ian Sutherland JP-Vincent. Not raced since 1951, it had spent some time as a road car, and has required almost complete reconstruction. In the end, much of this had to be done by Alan himself (with some help from neighbour Bill Tull), and they can be most proud of the results. Reliability was impressive, and with only a brief shakedown at Blyton under his belt, Alan would complete a full practice session and race without significant problem – some credit going to the Bob Culver-supplied, and often overlooked Vincent Grey Flash engine.

The other entry of note was Charles McCabe's Cooper Mk XIII, being driven by Simon Frost.

Qualifying:

A delay to the session was a mixed blessing. On the one hand it gave time for the rain to abate, but on the other it was caused by the marshals having to clear up a couple of huge oil slicks (which for once the 500s couldn't be blamed) that would make entry to Druids and Graham Hill bend something of a gamble.

On a still damp track there were several spins and trips towards the grass, but clearly the most committed was Richard de la Roche, who trumped three late-model Cooper Nortons to take a superb pole position. Simon would be beside him, with Darrell Woods and Ian Phillips making up the second row. Neil Hodges looked somewhat cautious (and was one of those to go around). Post-session Neil would find a mystery pool of oil in the belly of the car, but a strip down found no source, and he decided to go to the race as-is.

John Jones had failed to even get on track when the coil failed on his Cooper-Triumph. Post-session he and Simon drove off to the Aladdin's Cave that must be the Frost workshop, and duly returned with a suitable replacement, so all ten cars would present for the race.



Finally, spare a thought for Alan who, with just one competitive outing to his credit (at Curborough, in Shirley's Cooper some years back) had to come to terms with an unfamiliar car and an unknown course in very tricky conditions. And the first chance he got to learn the racing line from others came when pretty much all of them stormed pass in a battling group! Welcome to 500s, Alan

Race:

Come race time, the weather had improved dramatically – not only had the track dried and even some sun peeked through, but none of the expected follow-up showers had arrived either.

The race start would prove somewhat confusing. And unsure of what had happened everyone took the safe course of blaming any and everybody else...

Noting that we haven't actually raced with the 750MC for several years, best guess is that a final radio instruction from the CoC to the marshals – reported as "Get rid of them as quickly as possible" – was misinterpreted by the starter on the gantry. Rather than beginning the normal slow-speed formation lap, the first half-dozen cars left Assembly as normal, only to see a 5-second board held out and immediately followed by the start lights going out. This in turn confused the lead drivers – to quote Darrell "I thought, "Are we really doing this?"

The Lewis-Evans Trophy 750 Motor Club Meeting, April 26th, 2014

Apparently yes!"" – and in somewhat uncertain and unformed fashion off they shot.

Of course, not only were these half-dozen not in a vaguely organised grid arrangement, but the remaining four hadn't even got on track. Shirley's Cooper took a second push to fire, and Nigel and JB had waited briefly. Alan had got going as well and with a lengthy explanation of the start procedure still ringing in his ears had clipped on, expecting to catch up to the leaders. But unaware of what was happening ahead these four proceeded onto a formation lap, JB even waving cars past on this Lap 1! They were further confused when they returned to the grid only to find no-one waiting, or any instructions. It was only after a second formation lap (perhaps because of the change of conditions?) that this group twigged that it was indeed "on", and of course they were now the thick end of a lap behind.



Daryl has his head down, literally, followed by Richard, Simon and Ian. Green Flag or Lap1, all the same really....

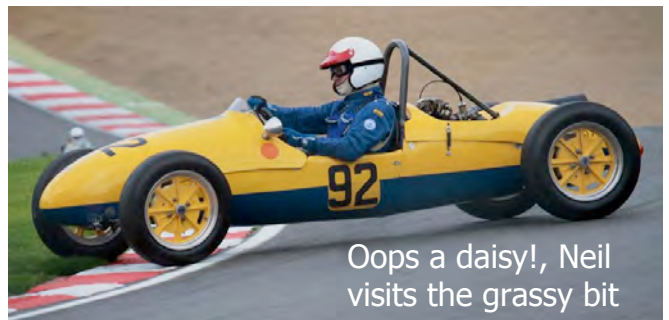
Now in truth this probably didn't have too much effect on the actual result, but of course the likes of Nigel and JB didn't even get a chance to tackle the Smith and Staride likely to be just ahead of them. A lesson has to be learned, if only someone can work out what that lesson is.

But back to the racing.

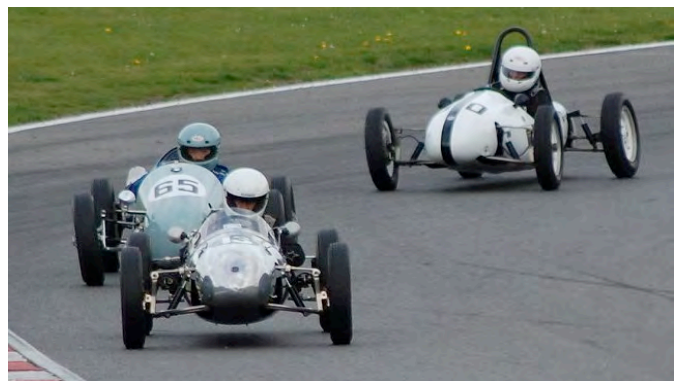
In the dry, the Smith-JAP was going to struggle against the much later Cooper-Nortons, and Darrell capitalised on the start to eke out a lead of a couple of seconds. Simon took a couple more laps to pass the Smith, with Ian getting past half a lap later as they started the fifth lap.

For the next four laps Ian would push very hard, right on the tail of the silver Cooper and looking for that small mistake from Simon that would give him the run on one of the straights, or the surprise attack at Druids or Clearways. It was a hard fight but the opportunity never came and as they came to lap JB and Nigel, it was Ian that lost out. Whilst it was just a couple of seconds lost, and no matter how hard he pushed, the gap refused to come down as Simon could just concentrate on his own drive. With Darrell always just out of reach, that was the podium positions settled to the end.

With the big three away, the next battle was as Richard tried to hang on to fourth. Hunting him down was Xavier, again driving very impressively. Neil was not in a position to challenge, as he had finally found the source of his oil leak when the brake pedal disappeared. This discovery was made upon reaching Druids on the opening/formation lap and he spun.



Recovering to at least check (and of course with no more cars behind him), what may have started as a plan to retire became a drive for points, particularly as he realised that most of the braking areas are uphill here.



The Lewis-Evans Trophy 750 Motor Club Meeting, April 26th, 2014

Xavier found a way past the Smith on Lap 6 and for most of the remainder of the race stayed in sight of Ian's Cooper, only in the last couple of laps did the gap drift from 3-4 seconds to 7. Richard tried hard, but drifted back by around half a second each time around, finishing fifth.

And what of the second race? Once they eventually realised they were racing, JB and Nigel pulled away from Shirley. Alan was running quite a bit slower than these three but still at a fair rate for an unassisted debut. Nigel had a few stabs at the position but JB began to put just enough light between them as the race headed to mid-distance. But as the leaders came through to lap them that changed, although coincidentally. JB led by a couple of seconds but completing lap 9 (as Ian completed the first batch of lapping) the clutch began to slip.

Nigel quickly closed the gap and went through at Paddock.

Like Neil, JB nursed the car through the remaining laps drifting back half a minute to almost get caught by Shirley at the flag. To complete the show, it was appropriate that Steve Lewis-Evans was waiting in the Paddock while the trophy was being awarded back up in pit lane, with Bev "soon-to-be-Mrs" Phillips deputising.

Looking on the bright side, no one failed to finish, and despite the problems it had been a decent race. We now have a lengthy break with two bank holidays to retire to the garage and prep the cars. Let's see a full turnout for Cadwell Park in June.

P	Driver	Car	Time	Q	Time
1	Darrell Woods	Cooper Mk XII	13 laps 14' 01.71"	3	1' 18.59"
2	Simon Frost	Cooper Mk XIII	+ 3.40"	2	1' 18.18"
3	Ian Phillips	Cooper Mk X	+ 5.47"	4	1' 20.01"
4	Xavier Kingsland	Staride Mk 3	+ 12.25"	6	1' 21.93"
5	Richard de la Roche	Smith Mk 2	+18.38"	1	1' 17.56"
6	Neil Hodges	Cooper Mk VIII	+ 1' 06.48"	5	1' 20.93"
7	Nigel Challis	Petty	12 laps	7	1' 24.56"
8	JB Jones	Cooper Mk IX	12 laps	NT	
9	Shirley Monro	Cooper Mk IV	12 laps	8	1' 29.21"
10	Alan Croft	JP Mk 1	10 laps	9	1' 30.24"
NA	Mike Fowler	Cooper Mk V			

Fastest Lap: Darrell Woods, 1' 03.49" (68.50mph, 109.60kph)

Race Distance: 13 minutes plus 1 lap



Xavier focussed on the Paddock apex,
JB focussed on Xavier.

Cadwell Park 7th June 2014

Despite enjoying a balmy summers evening long into the night, the bright dawn was but short lived. The weatherman said rain would come at 8:30, and he was down to the minute spot on – the heavens opened.

Luckily most of us had made it through scrutineering, which had gone smoothly for most, with the exception of a few slapped wrists for poor rain lights.

Turn out was slightly less than normal, although 12 cars made it out for practice.

Richard Ellingworth had problems with his Cooper - Triumph and decided to scratch. Present but not competing with the 500's were Simon Frost competing in an Austin Seven and chairman Challis who had lost a wheel, but gained a cylinder and Mrs Challis as a passenger in his newly acquired Morgan.

It was also great to see Richard Bishop Miller and John Turner.

Practice was wet.

A wet Cadwell is somewhat similar to driving on snow, don't use the brakes and make no sudden moves, both of which will result in disaster, not forgetting that it is a VSCC meeting and oil levels tend to be a little higher, however an incident free practice was to follow.

Darrell took full advantage of being the first onto the circuit and disappeared into the distance in a sea of spray.

The rest of the pack followed, working the cars hard but being mindful of the conditions.

Four laps in and Kerry unfortunately parked the Trenberth facing the wrong way in the middle of Mansfield, which sent arm waving Marshals out warning the cars descending from the Gooseneck of Kerry's unfortunate position.

Lap times were off the pace by a good 20 seconds, with almost all making their fastest on lap 4 as we all came to terms with the conditions. When playtime was up, Richard DLR had bagged top position by some two seconds, using the JAP powered Smith to its full advantage. With one and a half seconds separating the next four a competitive race beckoned.

Pre race fettling was kept to a minimum in the now persistently heavy rain and resulted in a replacement clutch for the Kieft of Rodney Delves and some fuel pump adjustments for Mike Fowler.

We all stared at the worsening conditions and then as if by a miracle, the sun came out,

the track became a haze of steam and all were happy again!



Trundling through the mildly moist Hall Bends; De La Roche, Hunt, Shackleton, Woods, Fowler etc.

The assembly area was still wet under foot as all grouped for the race, leaving some trepidation for how the track conditions would be.

The normal haphazard pantomime followed as all cars (less Kerry who had scratched) ventured out.

The flag dropped and Mike Fowler surged forward, with the whole pack headed into coppice two abreast, exiting Charlies it was Shackleton who had bagged the lead and began to break away.

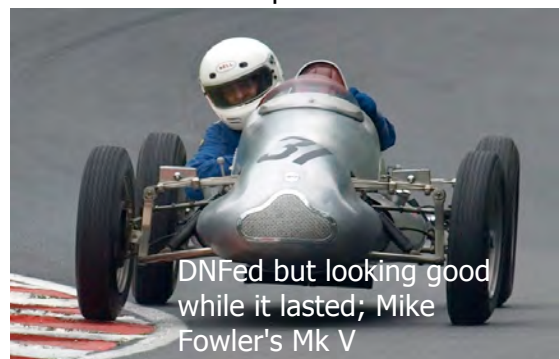
The track had dried out enough to be able to get heat into the tyres and the track nicknamed the Mini Nurburgring became a joy to drive.

Caution was still required at the hairpin (the main cause of some offs throughout the day) and Barn was still to be treated with respect.

On exciting Barn for the first time, Roy Hunt went wide, resulting in an altercation with the barrier and sending the pack into disarray.

Richard DLR was unfortunately collected in the skirmish and would have to scratch with a damaged exhaust, which was a great shame after such a promising start.

The battle for second and third was where the action was, a special mention must go to David Kingsland who after a very cautions practice was to improve his lap time by some 40 seconds and join in the battle for the podium.



DNF'd but looking good while it lasted; Mike Fowler's Mk V

Cadwell Park 7th June 2014

The invited V-twin of Simon Brown was to provide Darrell with a hard fought race, whilst the twin had the edge on the straights. The late Cooper had the advantage in the bends and would ultimately be victorious in this battle.

Unfortunately Mike Fowler had to park the Mk V Cooper after suffering from a slipping clutch despite making a great start.

Shackleton held a lead for the duration of the race despite the throttle jamming wide open after passing the Gooseneck, resulting in some grass tracking action at Mansfield.

Darrell Woods and David Kingsland completed the podium, with Ian Phillips in fourth so Darrell now lead Class 3 by a couple of points over Ian. Alan Croft made it two from two finishes in his JP and now leads the early car's class! With the sun still shining all headed back into the paddock for a few beers before heading home.



Fastest Lap

Class P1: Alan Croft - JP-Vincent

Class P2: David Kingsland - Staride-Norton

Class P3: George Shackleton - Cooper Mk XI-Norton

JAP: Richard Del La Roche - Smith-JAP

DNF: Mike Fowler - Cooper Mk V-Norton, Richard De La Roche - Smith-Buckler-JAP, Roy Hunt -

Pos	Name	Car	Class	Time	Laps	Best
1	George Shackleton	Cooper Mk XI-Norton	P3	12:10	6	1:59.49
2	Darrell Woods	Cooper MI XII-Norton	P3	12:23	6	1:59.68
3	David Kingsland	Staride-Norton	P2	12:24	6	1:59.90
4	Ian Phillips	Cooper Mk X-Norton	P3	12:52	6	2:05.50
5	Mark Riley	Cooper Mk IX-Norton	P3	12:52	6	2:05.63
6	Rodney Delves	Kieft-Norton	P2	13:29	6	2:12.28
7	Alan Croft	JP-Vincent	P1	14:00	5	2:28.35

Pics by RBM and Robin Shackleton, words from George



'e'll have a pair of earrings like that 'Amilton next....

Historic air-cooled racing cars in Australia and beyond

Pioneers of Air-Cooled Racing - Harry Hartz

Part 1 by Terry Wright

HARDLY had the results of the Venice Junior Vanderbilt race of 10 January 1914 been published, than it was announced that there would be a race over a two-mile, properly roped-off course. Ed Pendleton had a deal with Harry Calver, real estate speculator and developer of neighboring Calver City, to use a rectangle of his new roads on Saturday 21 March.

There was extensive publicity throughout the Los Angeles area. Top drivers Barney Oldfield, Teddy Tetslow, Earl Cooper and now Frank Verbeek were again going to be in charge.

The Venice format of heats for single and twin-cylinder cars, and a final for all final, was again adopted for a field of 35 cars. Things were getting bigger and the cars more serious. Already Pendleton was talking of the boys appearing later at the big track up in Tazema, Washington, and in San Francisco the following year.

The Los Angeles Times commented, 'Out of the ranks of these youthful drivers many a world's champion driver may come with his first victory gained on the Calver City course. It wasn't far wrong about one future champion. Winner of the Calver City 30-lap free-for-all was young Harry Hartz, who was to be placed in the top four at Indianapolis no less than five times during the nineteen-twenties, and win the American Automobile Association championship in 1926. In the thirties he had two wins and two sec-

ond places in the Indy 500 as a car owner. Hartz' win must have been a close thing, because, as Sid Holland crossed the line in second place, he overrode to avoid a photographer and collided with Hartz, and third place Al Van Franklin, before all three went into the crowd. Only the photographer was hurt, with a broken arm and internal injuries; the boys seem to have emerged unscathed. The following week it was announced that the Junior Racing Association of

This mid-engine car, at Tacoma in September 1914, shows how much design had developed in a few months. The outboard Indian engine was located to optimize weight distribution on anti-diveless track. Photo: Tacoma Library.

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LOOSE FILLINGS

America had been formed ... for the purpose of fostering juvenile racing and mechanical endeavor. All the young cyclist enthusiasts in Los Angeles had signed up, reported the Times.

Within a few days the it was announcing the Association's first race meeting at Ascot Park, a one mile horse track where California's prohibition of betting on horses from 1910 had made motor racing a more attractive proposition for its owners.

There were 53 entrants, all of whom had built their own cars. The age limit had been raised to not more than 18 years. Senior drivers would be parading in their race cars. There were to be one mile, five mile, 10 mile, 15 mile and 20 mile races.

Sid Holland was disqualified for being over age, but only after he had won the single-cylinder race. Al Van Franklin again featured in his Brownie, running second in his race while cheekily sporting a rubber cylinder. PC Carr ran away with the twin-cylinder, 15 mile race in a car that was described as ... 'chickly engine and small. Alex Pabst, a 15 year old Los Angeles schoolboy, won



Loose Fillings #47 AUTUMN/WINTER 2014

About three times a year, Garry Simkin and Terry Wright put out a newsletter called 'Loose Fillings', which chronicles the many adventures of historic air-cooled racing cars from the 1950s.

The current edition, number 47, revisits the pioneers of aircooled racing, tells the story of the remarkable speedway JAP engine and catches up on everything you need to know in the world of historic air-cooled racing cars from the '50s

Many 500 Owners Association members receive this excellent Australian publication and indeed, "The 500" has carried articles from it from time to time.

If you have been missing out on reading this online publication, you can download a copy from The Historic Sports and Racing Car Association web site, www.hsrca.org.au, where they are posted within a few days of publication.

Book Reviews

"The 500" had recently teamed up with Michael Ware to publish his independent transport related book reviews.

These reviews of recent motoring books, which have an historical bias, will come from well known publishing houses and from authors who are self publishing, including some unusual titles that you might otherwise have never seen.

It is getting harder and harder to get books on unusual or niche subjects printed by the established publishers, therefore more and more authors are turning to self publishing, where budgets for these books are often small with little money available for advertising, hence book reviews become very important.

"Manx Car races – The Golden Years 1904 – 1953"

by Neil Hanson.

95 pages. 103 black and white pictures. Price £16.

Publisher Lily Publications,

www.lilypublications.co.uk

Review by Michael E Ware

Many people only know of the motor sporting activities on the isle of Man because of the famous TT (Tourist Trophy) motorcycle races, but there was car racing on the Island before that. In 1904 trials took place there to choose a team of cars for the Gordon Bennett Cup. These trials were repeated in 1905, and the first Tourist Trophy race meeting for cars also took place later that year, and the two following years, and was revived in 1914, and again in 1922. Racing took place again in 1933 and continued until 1937. Post war there was racing from 1947 to 1953. In all seven different circuits were experimented with. The first TT's were over what is now basically the motorcycle TT course and after that took place on various "round the houses" circuits in Douglas. Illustrations of each course are included in the book. These different races were supported by finance from the Island's Government, but after the 1953 race the Government decided that they were not attracting enough visitors and withdrew their support. Since then there have been a number of motor sport events on the Island in the form of rallies, sprints and hill climbs.

The author Neil Hanson is a lifelong enthusiast for both two wheel and four wheel motor sport on the Island. He has been Clerk of the Course for the TT motorcycle races, as well as the Manx Grand Prix races and the Manx International car rally. He is a member of the Motor Sports Association's (MSA) Judicial Advisory Panel. This is a picture book, with an introductory chapter, and uses mainly photographs from the Keig Collection looked after by Linda and Robert Kelly.



Each of the 100 plus photographs has an explanatory caption. There are few pictures of the early years, the book comes into its own from 1933 onwards. The races changed over the years for different classes of single seaters and sports cars.

The photographs are a mixture of action pictures, pit scenes and cockpit portraits. All are well reproduced. Drivers include such well known names as B. Bira in his ERA, Freddie Dixon in a Riley, Cyril Paul in an ERA, Baron de Graffenried with his Maserati, Reg Parnell in his MG. Post war famous names include Bob Gerard, "Curley" Dryden in his 500 Cooper, Stirling Moss in his Cooper 500, Reg Parnell and Duncan Hamilton. There is a good picture of Jack Scott on one of a team of three HRG's, Eric Winterbottom in a 1100cc Emeryson, Derek Buckler with an 1172 Special of his own build, Mike Hawthorn driving a Mille Miglia replica Frazer Nash and Horace Gould in a Cooper MG. A wonderful mixture of cars and drivers.

This book is really only a taster for car racing on the Island. We are promised the definitive book which this author plans to publish next year.

Book Reviews

"Motorsport Explorer – Over 800 historic locations to discover and visit in the British Isles" by Julian Hunt.

Published by Haynes at £35. (www.haynes.co.uk)

448 pages. Many illustrations, mostly black and white.

ISBN 978 1 84425 6341

Review by Michael E Ware

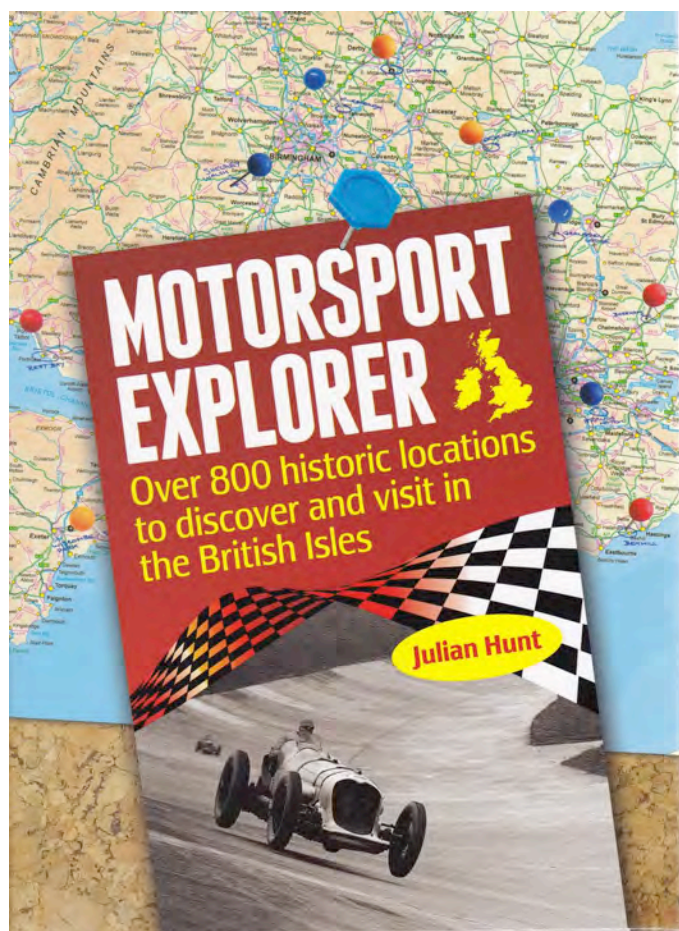
I first heard about this book some months before it's publication. At last, I thought, a book that will tell me the locations of those many trials hills I had read about in books by C.A.N. May and others.. On opening the book I found that it only covered speed event locations. I was not disappointed with the content however.

The author had scoured many magazines and books, and noted down every location from the earliest days where speed events were held. He then gives the location, dates between which it was in use, a précis of the events and the road layout. Some of the venues are of course still in use today.

The entries are laid out by county and, provided you have a basic knowledge of UK geography, are easy to find. although an index would have been helpful.

Years ago this reviewer earned his living photographing club motor sport so I tested the book with some of the places I used to visit, which are no longer used for speed events. I found them all, such as Little Rissington (sprint), Great Auclum (hill climb), Harleyford (hill climb), Brunton (hill climb), North Weald (sprint), Debden (race circuit), Stapleford (hill climb), Blandford Camp (hill climb and race circuit), Firle (hill climb), Bodiam (hill climb) and Valence School (hill climb).

Not every entry mentioned in the text has an accompanying photograph, but many do. and these have been carefully chosen. In the main the author has chosen some typical cars of the period and some very unusual ones.



For example Ramsgate speed trials features a Watlington Greenwood Special; Weston Super Mare Speed trials has Clive Lones in the Tiger Kitten; Merston Airfield sprint course has George Hartwell in the Monaco 500; from earlier years Sutton Bank features Eddie Hall in the Aston Martin "Bunny", and in 1923 W.W.Broom-Hall in a Silver Ghost on Laindon Two Church Hill.

Appendix 2 gives details of proposed speed event courses that never materialised, this makes fascinating reading and includes The Wash Speedway proposed in 1929 and backed by some well known people.

I enjoyed this book very much and will certainly be diving into it on a regular basis.. Had it had not been so bulky I would recommend keeping it in the glove compartment.

FIAT Special

Everything began with the following assessment. " it was impossible to run the car in her current state"



The prop shaft was bent the rear axle was not correctly fixed with the nose of the differential moving up and down while accelerating or breaking. The gear shift arrangement was causing sporadic changes, the engine was tired there was no floor, just an unsafe transverse bar to put your heels on, no firewall, no roll-bar, no windshield and the fuel tank was a can!

The position of the steering wheel was at an impossible angle and it looks as though the car have probably rolled several times.

So it was decided with my brother-in-law (who helped me all throughout the project) that it was going to be a full restoration.

We spent over 1700 hours undertaking the work and after completion, the first season we came back home with a race car that had broken down nearly every time she completed. At the other end though, just before selling the car to Hubert, the current owner (7 years later) she completed five continuous laps of the Nordschleife, which is 110 km's, an amazing achievement.

The major improvement to get the excellent reliability was the installation of a four in one spaghetti exhaust system and double inlet manifold with two Solex carburetors.

The fight against overheating was a nightmare until we added an electrical water pump, a bigger radiator and some 16 openings in the Bonnet.

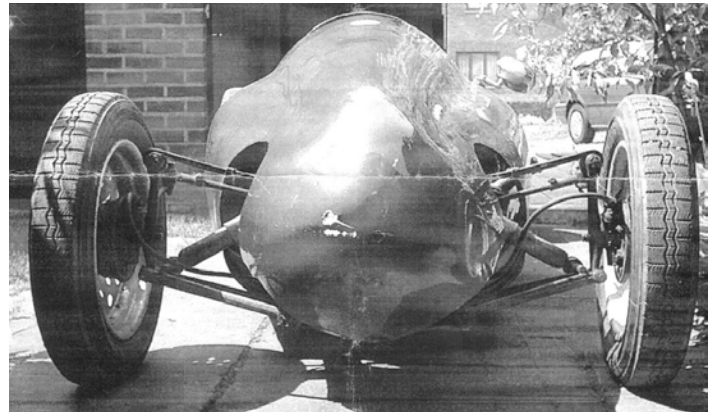
To return to the restoration we first started by stripping car which gave us the opportunity of dispensing with some of the unnecessary heavy steel fittings, stripping the red painted body down to the undercoat, which in itself took more than 100 hours.

An enormous amount of time was spent on the body, especially with the ventilation openings and the Perspex windscreen which is made up of numerous pieces fitted into a handmade frame, not to mention the details work of making and installing the seat and the other numerous small bits and pieces that went to finish the car.

When we came to repaint the car in Belgium national team yellow we did this during the winter in my non-heated garage. To overcome the temperature problems, I adopted a rather unusual approach by closing up all the openings in the body with paper and then placing two 1 KW electric heaters inside the body area so the body itself heated up prior to painting rather than trying to bring my whole unheated garage up to temperature.

After the Restoration, I ran the car for over six years with the engine being almost 100% trouble-free with only the ancillary items giving me problem.

The coil collapsed once the condenser twice and



the sparking plugs had to be changed only once after having been cleaned up from time to time. The valve springs look fragile and indeed three of them broke over time, and the clutch mechanism had also to be changed, but just once.

In the car's first race the clutch detached itself from the crankshaft, my fault and quickly solved, it never happened again. Many overheating problems occurred with all of them being solved eventually, but the most severe necessitated the cylinder head being resurfaced which forced me to use two washes under the sparking plugs otherwise the electrodes would have hit the pistons.

FIAT Special

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The bottom end of the engine operates without any problems, but special care must be taken as the ground clearance with your augmented sump is minimal. I once hit the bottom rail of a sliding door at the historic paddock at Nurburgring. The result was that the engine and gearbox were knocked out of position and the mountings damaged and the back axle bent.

As the engine is watercooled it's vital to switch on the electrical water pump and fan while leaving the paddock and the radiator, which is from a triumph GT 6 seems to work very well.

Like most historic racing cars, the Fiat needs regular checking of all of the fixings, with the steering arms on top of the swivel axles particularly prone to working loose.

Oil pressure never goes under 1 KG even when the engine is up to temperature or idling. RPM is limited to 4000 due to only two bearings in the crankshaft and as a precaution, I try to keep to around 3,600 revs.

Bodywork

The body of the car is made with several pieces of metal (steel) which are welded together.

Some added panels are in aluminum; next to the wheels, the front ones are screwed to the main body the rear ones are riveted. Their use is only cosmetic, but the access to the suspensions are of course a lot more difficult. A fifth aluminum screwed panel is the floor (this one is relatively easy to dismantle) and the sixth at the rear end bottom is riveted. All the rivets are standard, even if they appear "old fashion", all the heads hole have been fulfilled before painting.

Mechanical description.

The lightened wheels are all Topolino .

The front suspension is Topolino except the upper transverse spring blades which are upside down repositioned. The main one is also shortened, I don't exactly remember how much but the intention was to give some positive camber to the wheels.

The steering arms are slightly transformed to match with the wheelbase, which is +/- 28 cms longer than the 200 Cms of the original Topolino. The steering arms are now bent by 6° less than the normal ones.



FIAT Special

This transformation is made to cope with the "drawing of Jeantaud".

The 2 shock absorbers are from the rear suspension of an E type.

The steering rack is Topolino but is repositioned via welded steel pieces on the master front coupling of the Fiat chassis.

The number of the 1938 chassis is embossed in this main couple

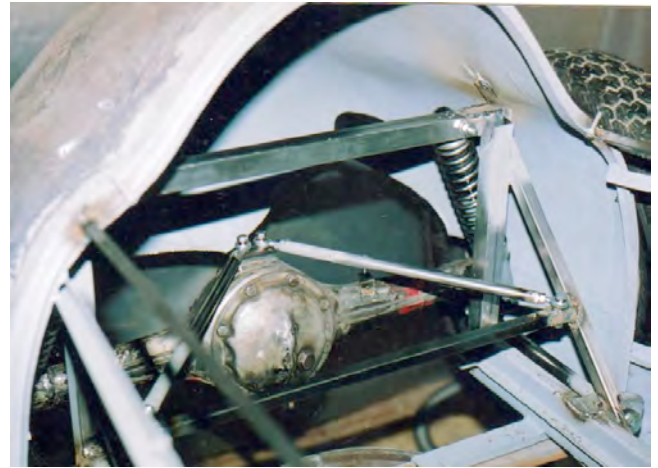
This standard Fiat chassis is used from the front until it reaches the fire wall situated behind the driver. In the engine bay and to the end of the car it is not Fiat.

The engine is OHV and the gearbox is the standard one (4 speed + reverse, only 3 and 4 are synchro).

The arrangement of the rear suspension is quite different from the Topolino original one, but the banjo axle and the differential are genuine.

This rear axle is maintained with 4 trailing arms, the 2 lower ones are classic longitudinal from chassis to axle, the 2 upper ones are V positioned from chassis and joining up at the top of the differential casing. This addition gives much better location, avoiding the unwanted lateral movements of the axle.

The suspension is from combined coil springs and shock absorbers. The flange of the diff is facing backward because the banjo axle has been turned 180° to the back (in an horizontal plane not just keeping the wheels on the ground and rotating the diff in a vertical plane making so the drain plug positioned at the top and giving you 4 reverse speed car!).



The drivetrain uses a shortened propshaft, passing under the diff casing and entering a wide vertical steel plate screwed into the diff head located by 2 small arms.

The steel plate contains 2 toothed pinions the upper one is replacing the normal diff flange, the lower one is firmly associated with the end of the propshaft, between both pinions there is a chain.

The correct tensioning of the chain is insured by re-positioning the lower pinion using an offset adjuster in the plate.

Both pinions can be changed giving different final drive ratios.

The cooling of the car is efficient, but only because a Triumph GT 6 radiator has been installed, together with an electrical water pump inserted in the system.

Pierre Denamur



Castle Combe 5th October 2014



EIN-SW
Engineering Innovation Network South West

This is the first time that we have raced at castle Combe for almost 60 years and to mark our return, we will be competing for The Bristol Aeroplane Company Motor Sports Club Challenge Trophy, which has been allocated to the race courtesy of the BACMSC successor club, the Bristol Pegasus Motor Club. This historic trophy was first won by Bob Gerard in 1945.

The F3 (500) race is supported by Engineering Innovation Network South West---EIN – SW for short, which is a major project being led by Wiltshire College aiming to assist engineering companies throughout the South West by providing business support.

EIN – SW are talking about bringing 300 guests to the meeting, and for many this could well be the first time at a race meeting of any kind.

They showcase SME engineering companies and like the PR benefits that demonstrate how modern engineering is able to assist the booming classic car and racing business, so this puts a great responsibility on 500 OA members' shoulders to put on a great show for them.

Castle Combe Racing Club have made a tremendous effort in putting together a full days racing and other attractions (See the next page for full details) and they are expecting a very large crowd and now, with TV coverage (Motors TV to be broadcast on Saturday 1st November) its your chance to take a starring role on the day by entering this great event. (Entry form can be downloaded from our club website www.500race.org)

Castle Combe historian, Pete Stowe is putting together a comprehensive article for our race and is keen to hear from Members that are entering the event with details of their cars and their history with Castle Combe. Pete has the entry lists for all of the 500s period races, so he can easily cross-reference your car to its original drivers/owners.

Please Email Pete Stowe the Castle Combe Historian with your car details pete.stowe@lineone.net



April 1952, heat 2 gets underway. Front row (l to r) - Bueb (Cooper), Ebdon (Iota), Westcott (Kieft), Shillito (Mackson).
(©Castle Combe Circuit)

Castle Combe 5th October 2014

The Castle Combe Autumn Classic to be held on October 5th is shaping up to be one of the premier historic meetings of 2014 and we The 500 Owners Association are centre stage!!

If eight exciting classic car races are not enough, there will be even more to see at the meeting including demonstration laps from some important historic race cars, plus special displays and parades.

'Classic Racers' Demonstrations

A highlight of the afternoon will be demonstration laps by a select group of historic racing cars including a selection from Nick Mason's fabulous collection, Julian Bronson's 1960 Grand Prix Scarab and, it is hoped, the surviving Bristol 450 Le Mans car from the 1950s.

Classic Displays

The Classic Village by Westway corner will host a number of special displays:

Headlining will be the Bristol Owners Club celebrating their 50th anniversary with a large gathering of the Filton built classics, and also marking the 60th anniversary of Bristol's 1954 Le Mans 1-2-3 class victory with their aerodynamic sports-racers. Castle Combe in August '54 was the team cars' first public appearance in the UK following their success in France.

The Bristol Motor Club – the club which created Castle Combe circuit back in 1950 – will be returning once more with their 'Essence of Dyrham' display of 50s and 60s cars, typical of those which used to compete at the local Dyrham Park hillclimbs of the 1960s.



Alongside will be further displays from the featured race clubs – Jaguar, Austin Healey, Aston Martin, and the VSCC.

Club Avenue

More historic and classic cars will be found in Club Avenue – between the Paddock and Quarry corner – where an exclusive group of clubs will display a diverse selection of pre-1970 vehicles. These will include the Historic Lotus Register, in their 40th anniversary year, showcasing a number of Lotus milestones:

1954 was the introduction of their first aerodynamic-bodied sports cars from the drawing board of Frank Costin, and also the beginning of a long and very successful relationship with Coventry Climax, with the famous "Feather Weight" race engines' Lotus debut at Castle Combe that August.

Step back two more decades to 1934, when British sports cars filled 15 of the first 18 places at Le Mans, led by the Riley team in 2nd and 3rd positions. Marking this achievement, and also their own 60th anniversary, the Riley Register will present a large selection of the pre-war cars from



October 1952, Bob Gerard (Cooper) about to pass Webb's stricken Kieft (©Castle Combe Circuit)

Carburetors, Floats Fuelling & Eligibility – Nigel Challis Explains

A few new Members have asked me over the past couple of months a number of questions about carburetors, floats, fuelling and eligibility etc. I have had this article on carburetors below, which I put together some years ago as an exercise for myself to 'learn' the subject as best I could. It may contain errors of fact, and if so I would be delighted to be put right.

Past issues of the '500 Magazine deal very well with fuelling, floats etc. (Charlie Smith/Roy Hunt).

The issue I was grappling with at the time was 'which Amal was manufactured when', and therefore what is eligible and more importantly I suppose, 'what is not'. There is also some brief info on Dell'orto at the end.

Our Eligibility and Originality Standards state;

1.9 Fuel System: Alternative carburetors from the same or earlier period may be used but only if the alternatives are of the same number and general type as those originally fitted.

Maximum carburettor choke diameter shall be: single carburettor - 35mm, twin carburettor - 30mm. Fuel injection: may be used on an individual car that used it in the period and only the original system may be used.

The size of carburetors has over recent times become an issue of 'how big can you go', whereas it seems to me that in the Classic 500cc bike racing world, this has now become an unworthwhile affair and most people seem to be returning back to 'in period' sizes.

It is interesting to note that factory carburettor sizes for the Norton 30M engine were;

'46 - '51 Gardengate (L/stroke) Amal RN 1"3/16 (30mm) '52 Featherbed (L/stroke) Amal T10GP1 1"7/32 (31mm) 53 - '56 Featherbed (S/stroke) Amal T5GP1 1"9/32 (33mm) '56 - '60 Featherbed (S/stroke) Amal T5GP1 1"5/16 ie 10/32 to make the comparison easy (34mm) 61 - '63 Featherbed (S/Stroke) Amal T5GP2 1"3/8 ie 12/32 to make the comparison easy (35mm)

The TT carburettor was available pre war, as was the Type 27. Dell'orto SS carburetors are also seen occasionally. these have the tendency to have very poor progression and therefore OK for full bore racing but not ideal for getting there!

There seems to me to be little point in trying to re-invent the wheel, and to try and use a larger carburettor, given the extent of development reached in period. Whilst some tuners did go as far as an 1"1/2 GP (38mm), this required significant engine modifications to crank, rod, piston, cams and cam wheels to gain the ability to run to 8000rpm so that the potential benefit could be attained. This would be a breach of our Eligibility Standards of course. The potential gain is a few hundred more revolutions down the straight and the risk of damaging a standard engine; whilst also dealing with quite a few other issues, such as the danger of fuel starvation and jetting experimentation.

Quote from Ken Mackintosh

The 1961-63 Manx 500s used a 1-3/8"GP2 Amal. The earlier 500 short-strokes started with only 1-9/32" GP and got bigger with new models. Some tuners fitted 1-1/2"GP carburetors but unless you do all the modifications to let the engine run to 8000 RPM the gain is small. If you run the standard weight piston past 7200 RPM it will crack soon after.

It is also interesting to note that use of a T5 GP on a long stroke requires modification of the carburettor mounting studs to push them out from 2" to 2"1/2 centres and building out the flange area, thus destroying the FIA/VIF 'standard' status of the long- stroke engine.

Our cars are fast enough, and my conclusion is to leave as 'standard in period' for what it's worth. It also seems to me that our Eligibility Standards are perfectly valid and that we should continue to work within them.

Carburetors, Floats Fuelling & Eligibility – Nigel Challis Explains

Amal History and Current Background

Introduction

The company and trademark "AMAL" was formed from the 'amal'gamation of at least three other organisations, notably Brown & Barlow, Binks and Amac.

Amal Ltd was known as such from 1931.

In the 1960's, AMAL became part of the IMI group of industries before being sold in 1993 to Grosvenor Works Ltd in North London: a family run business specialising in supplying components to various fuel systems companies. Grosvenor then began revitalising the AMAL product range by commencing a programme of re-introducing some of the more popular ranges of obsolete product.

In 2003 the business was sold yet again, this time to the current manufacturers, Burlen Fuel Systems Ltd. BFS, who also produce both SU, Solex and Zenith products, have over recent years gained a high reputation for continuing to produce carburettors and spares keeping a vast range of British classic vehicles alive.

Burlen Fuel Systems have continued to invest in AMAL product by further increasing the range of popular obsolete carburettors back into production.

The 'AMAL' and 'AMAC' trademarks have been in constant use since their initial conception and now cover a range of products covering carburettors (principally, but not exclusively, for motorcycle engines), controls (brake and clutch levers, cables, etc.), fuel lift pumps, gas jets and burner devices as well as gas safety valves.

AMAL component and assembly part numbering sequence usually enables the end product type and design age to be determined, i.e. the earliest of the carburettor type discussed below is the 4, 5 & 6 series; these are generally assembled from piece parts that have the same initial number (for example 4/035 where 4 denotes the carburettor for which the part was initially designed / used and the 035 designates the part itself.)

In principle, this numbering system has been used for all AMAL product and piece parts over the years.

Models

Standard Amal Carburettors

Firstly, I am going to spell carburettor thus, throughout !

The earliest 'standard' Amal range of carburettors consisted of the Type 4,5,6 and 29 models. These were manufactured from 1929 to 1933.

In 1933, the material used for the mixing chamber bodies on these models was changed from brass to an alloy die casting, and the Type numbers were prefixed by a 7 and thus changed to 74,75,76 and illogically 89 !



Type 76

During 1939, the mixing chamber was then modified, to improve durability in dusty environments for the War, by only allowing filtered air only through the carburettor, and the four holes visible externally around the base of the chamber were removed. The bodies Types were then prefixed again by a 2 and known as Types 274,275,276 and 289.

All bodies could be flange or spigot mounted.

The float chambers for all early carburettors (including these types) were separate assemblies from the carburettors and were generally attached to the carburettors by connections made under the main jet.

Carburetors, Floats Fuelling & Eligibility – Nigel Challis Explains

Depending upon the physical size and arrangement, these separate float chambers were designated types 1, 2, 3 & 4 in the main carburettor specification numbering and were assembled from components generally in the 64/ component part number sequence.

The 276 can be opened up for methanol blend fuels, but not straight methanol because the passages cannot be made big enough.



Type 27

The Type 27 was a purposeful racing carburettor, made for speedway and alcohol use from the very start and was designed as an 'on/off' carburettor. The bore was un-obstructed by any needle and is thus a very simple carburettor, producing excellent top end performance.

The body came from the racing and record setting Brooklands period and was quite fool proof and very durable. The model set the foundations for all subsequent designs in essence and gave Amal an excellent reputation in the wider racing world.

Bore sizes were 1"1/16 – 1"1/8 (27-29mm) and these were generally opened up by 1/16" to 29 and 31mm. Beyond this opening up, the bore reached the limit of the casting and breakage around the body occurred making them scrap ! Autocycle Engineering now fit Amal Concentric needles to these, which make them more progressive, but these being later parts, make them illegible for 500 racing.

The Type 28 was also made with a bore of 1"5/16 (33mm) and 1"1/2 (38mm) but no evidence of using these on a 500 has ever been brought to light.

The Type 29 was also manufactured for engines above 500cc.



This high performance carburettor was developed during the 1940s from the earlier pre-war type 27. It was initially known as the Type 36, three sizes 25,15 and 10.

25TT bore size ranged from 13/16 – 7/8 (20.6-22.2mm), 15TT from 7/8-1" (22.2-25.4mm) and 10TT 1"1/16 – 1"3/16 (27-30.2mm)

The mixing chamber body is either of the spigot or flange type mounting. The flange type has two options of a long or short delivery choke.

The throttle slide, with its centrally mounted needle and jet arrangement, was later repeated on the later designs of concentric smoothbore carburettors.

The enrichment air slide is mounted separately to the throttle slide bore and provides a simple enrichment for cold starting. The unit can be used in conjunction with either a separately mounted float chamber or with a rigid float chamber of either top or bottom feed.

The flange type carburettor has a recently been re-introduced by Burlen Fuel Systems Ltd (via Autocycle Engineering ?) in both the short and long delivery choke.

Development is currently under way to produce a replacement rigid float chamber utilising components from the 276 series. Remote mounting float bowl applications can be satisfied using the 510 ("Matchbox") float chamber.

GP Carburettors (GP1 and GP2 - GP1 1951 onwards, GP2 1961 onwards)

Carburetors, Floats Fuelling & Eligibility – Nigel Challis Explains

The GP1 can be identified from the GP2 by the position of the pilot needle, this being behind the body nearer to the flange. The later, and out of period GP2 model, has this needle under the body, just above the jet block.

The GP2, being out of period, is therefore not eligible in any form of 500 racing.



Amal GP2



Amal GP1

The GP1 carburettor was originally designed in the very early 1950s; was used in the 1951 season and was denoted as a Type 316, in models 15GP 7/8-1"1/16 (22.2-27mm), 10GP 1"1/16- 1"7/32 (27-31mm), and 5GP 1"7/32- 1"3/8 (31-35mm). Fitment of the 5GP to a long-stroke head requires modification of the head and thus is not permitted. Ditto the much later 3GP.

The GP design was the last in a series, designed specifically for racing engines, that started with the type 27 in the 1930s; was then developed into the TT type with an enrichment (or emulsion) air slide located outside of the throttle slide bore; and then through to the RN (remote needle) type, where the throttle needle itself was located outside of the throttle bore.

This feature of remote needle was then carried through to the GP design.

After the GP design was reintroduced into production by the AMAL Carburettor Company, it was a further development of the range, which became known as the GP2 type in about 1961, where the pilot needle circuit air supply was arranged to come from filtered air.

The GP2 range was also denoted as Type 316, and produced in 15GP, 10GP, 5GP and 3GP with sizes for the 15,10 and 5 as the GP1, the 3GP being of body size 1"3/8 – 1"1/2 (35-38mm).

Interestingly Amal made a huge 2"1/2 GP for Vanwall!

These are not permitted for 500 racing !

Current spares and carburettor production is based on the later 3GP model, where to complicate matters, the pilot needle jet follows the earlier GP1 position.

The majority of the carburettors produced were of the flange fixing type, although spigot mounted and remote mounted float chambers were all utilised, and currently both the remote mounted ("matchbox") type 510, and the more traditional and widely recognised round Type 504 remote float chamber are in production in the UK.



Monobloc – Type 363,374,375 and 376

This range (generally known as the "Monobloc" type), was produced from late 1954 in a range of sizes matching those of the AMAL "Standard" range in body types designated 363, 374, 375, 376 and 389.

Carburetors, Floats Fuelling & Eligibility – Nigel Challis Explains

This carburettor type replaced the first "Standard" series with the design intention of lowering production cost / complexity and reducing the major fault of the "Standard" series which was fuel surge due to the remote location of the float chamber.

The Monobloc (one piece, hence the name) design incorporates the float chamber into the carburettor body casting, although it is still located to one side of the main fuel metering circuitry.

The bore sizes currently manufactured are 1"5/16, 1" and 1"1/16 diameter for the 376 body type and 1"1/8, 1"5/32 and 1"3/16 for the 389 type. The range originally supplied included a 389 in 1"5/32, and the 375 in 2"1/32, 2"3/32, 2"5/32, 1"3/16 and 7/8".

They give poor results for 500's generally and are not used because they are not good at dealing with vibration.



Amal Mk 1 Concentric

These were developed with the float bowl arranged centrally around (concentric with, hence the name) the main jet in order to remove the sensitivity to fuel surge inherent in all the earlier designs. They were introduced into production in 1967 in two body sizes (600 series and 900 series) covering bore sizes from 22 mm through to 32 mm. They are therefore not eligible in 500 racing. The design catered for both left hand and right hand positioning of adjuster screws, but only flange fixing to the engine.

They still utilised the cold starting mechanisms of the "Standard" and "Monobloc" ranges, i.e. enrichment by float bowl flooding (tickler) as well as enrichment by restriction of intake air (air valve within the throttle slide bore).

With its compact design, the "Concentric" design was the simplest manufacturing arrangement of the AMAL range and all the earlier "Standard" and "Monobloc" specifications were replaced by "Concentric" applications, although the timing of the introduction of the product range was such that only two or three years after its introduction the bulk of UK motorcycling manufacturing had disappeared.

It therefore did not have the very large volume demands of the carburettor types it replaced. The more common sizes were the 600 in 22mm, 24mm, 26mm and 27mm, and the 900 in 28mm, 30mm and 32mm.



Amal Mk 1.5 Concentric

Mark 1 1/2 Concentric Series Carburettor Types - were virtually identical to the Mark 1 series, except in that the tickler and air slide cold start enrichments were replaced by a cold start system having its own fuel and air supplies, separate from those of the main carburettor.

Body and bore sizes are as for the Mark 1 range.

The main market for the product range was on Spanish motorcycles, although a few were used on very late model Triumph engines.

Carburetors, Floats Fuelling & Eligibility – Nigel Challis Explains

Introduced into production in 1974 and designed to replace the Mark 1½ range, these carburettor types are constructed of aluminium, rather than zinc alloy, die castings.



Amal Mk 2 Concentric

They incorporate the design features of the Mark 1½ regarding cold starting circuitry, but otherwise have circuitry that is similar to earlier products.

The range is manufactured in three body sizes (2000, 2600 & 2900) and within these body types, bore sizes from 22 mm to 40 mm. Within the 2000 type body types, there is a "smoothbore" (i.e. similar arrangement to the 276, 376 and GP) arrangement with a "jet block" allowing a smooth airflow through the carburettor.

Dell'Orto

Aermacchi fitted Dell'Orto carbs to competition machines from 1958 with the 175cc having a type UBF and the the 250 an SS1 of 30mm. The 250's and 350's then kept using SS1's till production stopped with sizes up to and beyond 40mm! All from Mick Walker, 'Aermacchi Harley-Davidson Motorcycles'.

These have the tendency to have very poor progression and therefore OK for full bore racing but not ideal for getting there !

So it seems that the SS1 is a period carburettor on this evidence



Awards Malfunction – Roy Hunt Offers a Solution!

Some of you who received awards for your sterling efforts in our competitions may have noticed the top part of the plaque sliding off the base.

Doug Martin, who produces these items, is aware of this and will restick any requiring such treatment free of charge.

He can be contacted at: douglas_martin@btconnect.com.

But perhaps do as I did, a little Araldite works wonders"

For the Record! - Quicksilver project Driver/Team Leader Nigel Macknight



The target is clear.

Henry Segrave, Malcolm Campbell, Hans Stuck, John Cobb. Great names in motor-racing history – and each one had a passion for speed records, as if lap records weren't enough. For these men, success on the racetrack led to speed-record campaigns on land ... then speed-record campaigns on water.

If I've snared your attention by dropping-in those famous names,

I'll tell you why I'm here.

Just like you I'm a motor-racing fan, and I competed myself, for seven years. Lap records evaded me, but I was bitten by the speed-record bug.

My goal is to win the World Water Speed Record back for Britain.

Despite holding this hallowed international prize on numerous occasions – often for extended periods – during the 1920s, '30s, '40s, '50s and '60s, Britain has been in the water-speed wilderness for over four decades now.

It would generate huge national excitement and prestige if the record could be brought back here. Our boat is called Quicksilver and it is the product of a long and tortuous process of research and development, with bouts of heartbreak thrown in.

But ours is a cause well worth the price.

The record stands at 317.60 mph (511.11 kph). Australia's Ken Warby set this speed in October 1978.

A record that's stood for 35 years needs a challenge.

And we are the challengers!

Motive power comes from a 10,000-horsepower Rolls-Royce turbofan engine that previously powered a Buccaneer bomber aircraft. The engine has undergone some mild modification in our hands to suit the unique environment we are going to place it in. It weighs about a tonne, so one of the things we've done is remove items of ancillary equipment we don't need, in order to save weight.

Meanwhile the hull of the craft is taking form slowly but surely, and viewing it from some angles you could almost feel optimistic that the end of the lengthy gestation period is in sight.



For the Record! - Quicksilver project Driver/Team Leader Nigel Macknight

Alas, there is much still to do – but we have come too far to stop now, so the work goes on.

A medley of materials makes up the boat's construction. There's a high-tensile steel spaceframe at its core, an array of aluminium sub-structures bolted to it to form the upper hull, and a combination of marine timber, Kevlar, structural foam and carbonfibre elsewhere. While one material and manufacturing technique suits one region of the boat, a different one suits another. It's design-for-purpose from end to end. Weighing 3.5 tonnes and measuring nearly twelve metres in length, Quicksilver is the largest and heaviest boat ever to contest the World Water Speed Record. And also the most powerful, by far.

A variety of skills are being deployed. Aerodynamics, hydrodynamics, propulsion, structural engineering and systems development are all key disciplines. Intent on reversing the slump in our water-speed fortunes, dozens of British companies have rallied behind our quest by manufacturing or donating components.

Thank goodness for our loyal supporters, too, who have stuck with us through thick and thin. The Quicksilver project is one which deserves to succeed. Can we scoop the record? Well, we can certainly build a boat that will give us a fair crack at it. The quality is there, in the design and in the build. No-one can say we aren't trying very hard.

Would you like to help the Quicksilver project? You could do so by contributing your skills or joining our supporters' club.



Contact me at nigel@quicksilver-wsr.com

BUY THE BOOK – BACK THE BOAT!



Nigel Macknight is a successful author and his latest book was written to raise funds for the water-speed quest.

It's called *Inspirations* and it isn't available in the shops, only by direct mail-order. Drawn from Nigel's career working as a writer in the aerospace, sport and show-business fields, the subjects of the twelve chapters range from Mike Hailwood to Buzz Aldrin, via Tommy Cooper, the Red Arrows and the Space Shuttle!

Why not help the Quicksilver project by buying a copy for yourself, or as a gift for a friend or family member? Cost is £11 inclusive of postage, and Nigel will sign each copy ordered.

Send cheque made payable to QWSR Ltd. at The Old Post House, Newark Hill, Foston, Grantham, Lincolnshire, NG32 2LF.

Membership & Committee Matters

Family Membership

We have had a number of Members ask if there is the possibility of a Family Membership and we have discussed this in committee and propose the following arrangement.

A Family Membership will now be available.

This will give one parent the right to compete at any event. It will also give the right for immediate family of - any child up to age 30 to compete as well, and also wife/husband/partner/civil partner too.

No girlfriends, boyfriends, buddies, aunts, uncles, cousins, fathers, mothers will be permitted to enjoy this benefit.

The cost of this will be £40 per annum and will include one copy only of 'The 500' as currently.

Please mention that you would like to take this up in any communication with Mike Fowler when you are renewing your membership.

At this year's AGM in November, membership fees and the introduction of the Family Membership category will be on the agenda and members are to be encouraged to debate these items before reaching agreement on them.

Committee Vacancies 2015

As discussed at last years AGM and confirmed in the minutes published in the March 2014 edition of "The 500" magazine, the Treasurer and Hill climb/Sprint secretary had stated that they wished to retire from office, and in addition, Roy Hunt our long servicing Secretary has now indicated that he too wishes to retire from holding office at the November 2014 AGM.

We are therefore seeking nominations for the three committee positions as follows; -

- Secretary
 - Main duties include the following:
 - Attending all committee meetings
 - Arranging the venue
 - Being a cheque signatory
 - Agenda and minute keeping
 - Maintaining the general rules of the 500 owners Association
 - Holding one of the two Director nominations
 - Ensuring that the club operates within the law, e.g. the Companies Act
 - Being available to answer members questions

Membership & Committee Matters

Committee Vacancies 2015

- Treasurer
 - Main duties include the following:
 - Keeping account of the club finances
 - Being a cheque signatory
 - Providing reports to the committee at each committee meeting (three per year and the AGM)
 - Maintain the club bank account
 - Being responsible for receipt of payments to and from the club
 - Raising cheques
 - Liaising with the accountant in the preparation of the clubs annual accounts
 - Lodging the annual accounts to comply with regulations
 - Presenting the annual accounts at the AGM and making them available for publication in "the 500" magazine and "Yearbook"
 - Being available to answer members questions

- Hill climb & Sprint secretary
 - Main duties include the following:
 - Arranging all club Hillclimb and sprint events by obtaining invitations from the relevant clubs and motor sport venues in order to deliver a full season of motor sport for club members
 - Seeking new events both in the UK and abroad for members attendance
 - Producing the annual club championship regulations and liaising with the MSA to ensure that they are accepted, so ensuring that the club championship can operate
 - Establishing a Championship points scoring system
 - Updating the club championship points position after each event and publishing them on a regular basis
 - Producing reports on Hillclimb and sprinting activities for each edition of "the 500" magazine and "Yearbook"
 - Being available to answer members questions

Each committee position should take the holder between 2 to 4 hours per week.

Would any member interested in being considered for any of the three vacancies make their application to the Chairman, Nigel Challis, ideally, at least 7 days before the AGM on November 22nd 2014, although applications on the day will also be considered.

At the AGM, each applicant will be expected to present their credentials and a vote of Members present at the AGM will determine the successful applicants, based on the most votes cast for each applicant for each of the vacancies.

Only 2014 paid up members are eligible to vote and each member can only vote once for each vacant position.

REPLICA ENGINES

It's now about fifteen years since the current Eligibility and Originality Standards were introduced and with only minor amendments, these have served us well.

Acceptable engines were those that had been factory produced and used prior to 1960, and period modifications were acceptable on the basis that these may be mixed and matched much in the way this was done by tuners at the time. No one found a significant advantage then, so it seemed unlikely they would now, and our original JAPs and Nortons would not be blown away. This has proved to be the case.

Replicas were a different cup of tea and it had already been demonstrated that modern techniques inside a superficially identical Norton crank crankcase could produce very significantly more power. Therefore the specification of Replicas was very tightly controlled and in their critical aspects defined identically to that of the original factory engines that were used in the period.

Three specific manufacturer replica engines were identified and their technical specification written into the Standards.

These were:

- 1.0 Summerfield "Standard Specification" Manx Norton of 86 and 86mm bore and stroke -the standard spec short stroke engine. (Note: The Summerfield "Higher Performance" 86 and 92 mm bore alternative cam engines are not permitted).
- 2.0 C & R Engines Ltd Manx Norton of 79.6 x100mm bore and stroke.
- 3.0 Molnar "Standard Specification" Manx Norton of 86mm x 86mm bore and stroke.

Appendix A of our Standards spells out the detail of each of these engines.

It is important to realise that these replica engines were considered to be entities, retaining their exact specification throughout their life and not subject to period modification.

All of this was done to control the situation, allowing those with replicas to participate while preserving the competitiveness of our original equipment.

Time has shown these were prudent decisions, and it is worth noting that in the 2013 season races were won by replica long stroke Nortons, original short and long stroke Nortons and Speedway JAP's.

Members should be aware that only these three specific Replica engines are acceptable. There may be other replicas available but as things stand, by definition, these do not comply with the Standards.

Anyone considering purchasing or using such other equipment should take note of the above, and be careful to avoid what could be an expensive disappointment later.

The Committee April 2014

Membership & Committee Matters

I must report following a couple of recent meetings, Cadwell in particular, that the interest amongst Scrutineers with rain lights seems to be the topic for discussion currently.

There seems to be a dim view (I couldn't resist it !) being taken of the bicycle style LED style of light that we have used in the past – and preference for the round 12v LED FIA approved variety, such as this example.



The screenshot shows the Merlin Motorsport website. The header includes the Merlin Motorsport logo, navigation links (Home, About Merlin, Shipping, Track-side Shop, Technical Help, Special Deals, Great Gifts, Find us, How to Shop, Contact), and a search bar. The main content area features a product page for a 'High Visibility Rain Light FIA/MSA Approved' priced at £19.95. The product is described as having 50 red LEDs within a 52mm diameter case, approved by the MSA and FIA. The MSA Homologation number is MSA/RWL/20/03. The page also includes an 'Add to Cart' button and a link to 'Email us a question about this product?'.

These are obtainable at most race parts outlets and in fact run on a 9v battery.

A couple of people have been asked to make sure that the positioning of the lights is in accordance with the Blue book. See this link – its on page 164

Red Warning Light

5.1. A rearward facing red warning light of a minimum of 21 watts, with surface area minimum 20cm², maximum 40cm², or of 21 watts with a surface area minimum of 50cm² and with lens and reflector to EU Standards, must be located within 10cm of the centre line of the vehicle and be clearly visible from the rear. Vehicles fitted with full width bodywork may alternatively use two lights equally located about the vehicle centre line. An alternative light unit of equal or enhanced constant luminosity or LED lights that are either homologated by the FIA or comply with relevant EU Regulations may be used.

5.2. The warning light must be switched on when visibility conditions are reduced, or as detailed within championship and/or event regulations, or when so instructed by the Clerk of the Course.

Sorry to be the bearer of more admin – but rather this than have a problem at scrutineering.

Nigel Challis

Martin is a rare bird.....

After Ray Martin sold the Kieft CK51 project to Cyril Kieft, he went on to develop the design into his own Martin 500 cars, but as they were, perhaps, a little "under the counter" they never seem to have been advertised as new, never had chassis numbers, and no one seems ever to have attempted to put together any history. In addition there were cars that he built that appeared under other names e.g. Hill

So this article is a "Stage 1" to try to identify the different cars that appeared each year, and if possible to link up the ownership history, and to end with a list of those Martin cars that survive today.

Hopefully this will lead to a gradual elimination of some of the separate entities, as we track back into the past 50 years.

Race debut came at Castle Combe at Easter 1953 and, as "Autosport" declared "...The new Martin Specials in the hands of ex-Arnott drivers Brown and (Dennis) Taylor gave promise of offering a serious challenge to the marques Cooper and Kieft", but like Arengo 5 years before at the same circuit, the performance was a shade of "flattery to deceive" as the 1st in heat and Final for Taylor and 2nd in heat for John Brown were never to be repeated so convincingly

M1.

Taylor's debut at Castle Combe on Easter Saturday was followed by a strong performance in the "Senior" race at Brands Hatch on the Monday, being described as a "menace" to Don Parker's Kieft for the first 16 of the 25 laps, before spinning off. He then had a long scrap with Harold Daniels (Emeryson) in the "Easter Open", although Daniels eventually emerged victorious. During the rest of the year there was a 1st a 2nd and a couple of 3rds at Brands Hatch, and a trip to Orleans, with a 3rd place in the Final, and Amiens, where he crashed, in June.

M2.

John Brown's 1953 season followed much the same circuit as Taylor, but with a few more "podiums" including a 2nd and a 3rd in the "Elizabethan Trophy" – the year of the Coronation - races at Crystal Palace in July

M2A.

John Brown does not appear in 1954, but returns again in 1955 with a 1st at Brands Hatch, a 2nd at Crystal Palace and two thirds, also Brands Hatch. In 1956, he is only at Brands Hatch in March and July, in a car that Ray Martin drove himself at the Brighton Speed Trials in 1956 and Norman Veronique at Brands Hatch, May 57.

Fast forward a year, and John Brown appears again at Brands Hatch and Roskildering in August 1958 [According to Mike Trackman, John Brown drove David Watson's car most of the time that David owned it]

M3 [500 OA Reg #118]

The 3rd Martin to make its 1953 debut was the car sold new to Norman Berrow-Johnson, and shared with brother Bryan, and this eventually appeared at Brands Hatch at the end of May.

A V Cowley co-drove and managed a 3rd in heat, but 3 weeks later Bryan himself won convincingly in the heat and Final of the "Junior" race at the same Circuit, and there were more places at Davidstow and Crystal Palace, as well, before the season end.

In 1954 there was a win at Goodwood, but in 1955 only 3 appearances, all at Brands Hatch. Tony Skelton [who later had Connaught B3] raced it in 1957 and '58, starting with two wins at the 250MRC Snetterton meeting and picking up a 1st and two 2nds at Brands Hatch.

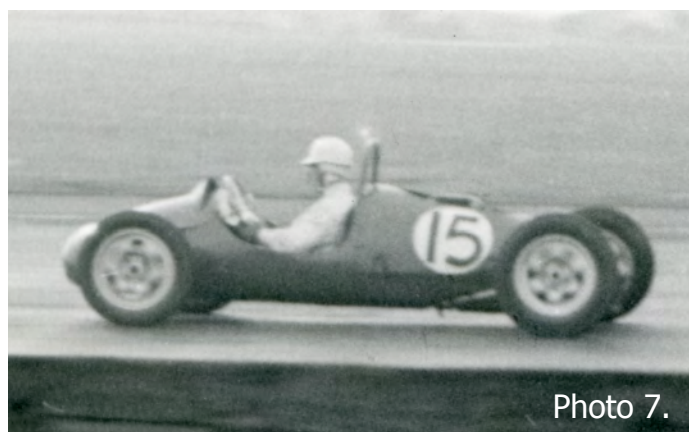


Photo 7.

Martin is a rare bird.....

Bryan/ Norman Berrow-Johnson then bought it back from an unnamed Civil airman from Essex and Bryan used it himself again in early 1961, retaining it till 1985 when Roger Hurst bought the car and sold it on to Rodney Cummings, who in turn passed it on to his son Colin.

In the meantime, however, the Berrow-Johnsons had sold the two Manx Norton engines to John Surtees,,(possibly after he advertised the car with two engines in "Autosport" in April 1961) and during the late 50s had been fitted with a very agricultural looking rear suspension , by one of the grass-track riders of the period.

Charlie Smith bought it in its rather sorry state from Colin on 21st September 2002, and sold it on 31st October 2003 to Mark Woodhouse, the intention being to fit a new C and R engine.

In the event, Reg Hargrave rebuilt the car for Mark with a Summerfield short stroke engine, and Mark competed at Goodwood and one or two other races , before selling to Richard Ellingworth, who rarely made the finish in it .

Richard returned it to Reg, in p/ex for the Parker Kieft..Alex Brown bought it from Reg in 2010, but now fitted with a different, non 500 OA compliant ,Summerfield engine, and uses it in Scotland. There used to be a 2 volume history of the car with it, but sadly this disappeared around the time that Reg rebuilt it, but the car now looks somewhat different from the original – perhaps Rodney Cummings kept copies of some of this history for his own records; it is to be hoped so.

M4 HILL Special

The first appearance of this Hill [built by Martin } actually predated the Berrow-Johnson car, with R Owen at the '53 Easter Brands meeting" in his fast Hill Special " [" Autosport"].

An indifferent season did however end with a 1st, two 2nds and a 3rd at the October Brands meeting. F.j. " Jim" Mays appeared the following year at the Gosport Speed Trials in April.

It then alternated between Greene and Mays throughout 1954 and '55, Mays picking up a 4th at the '54 Commander Yorke Trophy meeting at Silverstone[and as we see from the picture, Mays was also at the '55 race , tended by Ray Martin, and there shown as a Martin-Norton !!.at the end of '55 it appears as the GM and GM/Hill.

From '56 through to '60, it was in the hands of Powell, as the Hill again.

M4 [500 OA Reg # 038 R/R 072]

Jim May(e)s, then George Powell of Park Royal Engineering , Park Royal Road, NW10: he converted the car to it's later period body style and renamed it S.P.E-Norton and competed at Brighton in 1963. . to Mr Morrison of Cairnwell Garage , Aberdeen then Ian Campbell of Banchory, Kincardineshire.

From there in 1973 to Michael Cowie of Milngarvie Dunbartonshire, who competed at Barbon in 1975.



Photo 3.

Martin is a rare bird.....

By 1978 it was owned by Peter Wigglesworth , competed at Gurston Down and Barbon , and then May 1980 to Ian Frost. Recently passed to son, Simon Frost and rebodied as a Martin Original SPE body retained for future rebuild as SPE-Norton. Car has most unusual oleomatic suspension.



Photo 4.

M5.

Frank Hobart-Smith. This was a large Mk 1 Martin , although maybe it was just that Frank looked like a large driver !Debut was at Brands Hatch , and the only success in its first year was a 3rd at NSCC Silverstone in August.

Frank raced this through to the end of 1956, but from the photograph at Crystal Palace in July 1955, where it finished 6th, the car was by then in " Mk 2 " form – and Frank looked somewhat slimmer?? !!

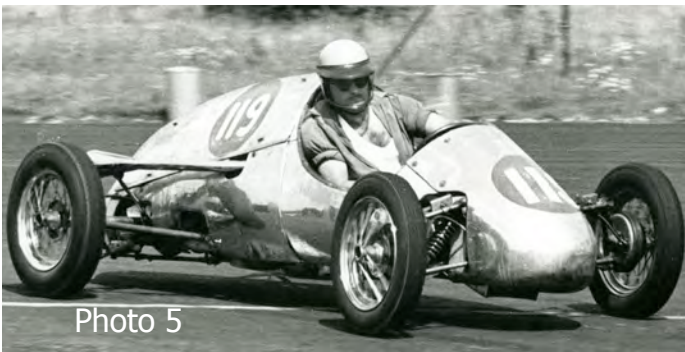


Photo 5

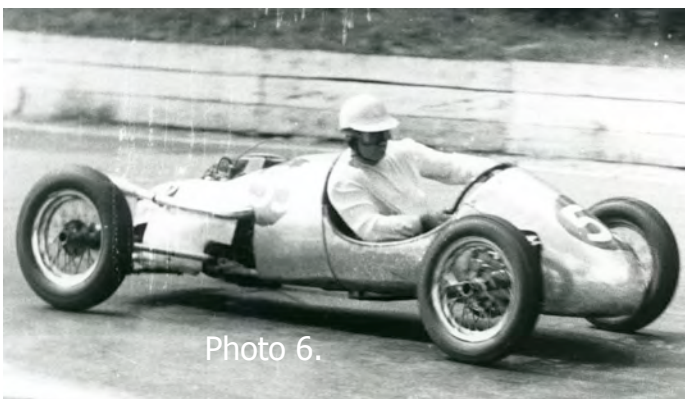


Photo 6.

M6 HEADLAND – MARTIN.

Clearly fast, Charles Headland made his debut at Brands Hatch in June 1953, but there were a lot of crashes.



Photo 1.

First places in heats at July 53 Crystal Palace and the opening Oulton Park, were both followed by crashes in the Finals, and a serious crash at the Daily Express Silverstone meeting in May 55 kept him out of the car for the following week, where Johnny Higham drove it to 2nd place.



Photo 2.

Headland missed Brands Hatch in July 1954, and Lowe makes a solitary appearance, so probably the Headland car

Martin is a rare bird.....



M7

Andre Loens gave the Martin a winning debut at the Coupe du Salon at Montlhery in September 1954, and followed this with an 8th at Agen. . The next month and he was over at Brands Hatch with three top 6 places but a blank score sheet at Snetterton the next week. A Martin survives in Belgium/ France.

M8

Norman Veronique appeared first at Boxing Day Brands Hatch '54 in what may have been the Hill , but he was certainly in his own car – though its antecedents not known – in 1955

M9.

Sanderson appeared at Goodwood in March 1955 and at Silverstone and Brands Hatch later in the year. Is this the Hillcar in the JAP race at Brands Hatch in September?

M10.

1957, and we have a car entered for Raby at Brands in June, Bob Jennings at the Cdr Yorke Trophy, and then David Watson twice entered at Mallory Park.

Watson continues in 1959, with a 6th at Goodwood, and then Mike Trackman acquires it with a debut at Silverstone for the 1959 Commander Yorke Trophy.

He keeps it racing through to 1962, securing a 1st at the 50 mile race at Silverstone in August 1960, and a 3rd at Cadwell Park in June.

M4/M10 [500 OA Reg # 019]

Said by David Watson to be `his car' and later to Mike Trackman. David gave Rob Harper a " letter of authenticity. Rob Harper had a complete dossier on the car, but this did not pass to Peter Wright " From 1969 to 1973 owned by Stuart Hayman, competed at Prescott, Gurston Down, Wiscombe Park, and Great Auclum and entered as a Kieft and later as a Kieft/ Martin special.

Fitted with a Norton `twin'. Passed to Roger Mills of Sandy Beds, then John Turner [used at Prescott in 76[2x]] and Rob Harper, who rebuilt it with Ron Warr, and rebodied it with a non standard tail.

It was raced at Oulton Park in June 1982.

Peter Wright drove it at Shelsley Walsh the same month and owned it, unused from Mid '83 through 84 when it passed to Charlie Smith who believed it then to be " ex Charles Headland " The idea was for Charlie's brother David to have a go , but he could not fit in it. . Charlie then offered it to Reg Hargrave and they jointly rebuilt it over the Winter, fitting a brand new chassis with modified front suspension mounting points. Reg used it for a couple of seasons till November 1988. Charlie then lent it to Richard Utley to drive and after that Charlie rebuilt it, as original as could be but retaining the new chassis with mods.

Charlie drove the car for a while and then sold it to Roy Hunt who has raced it regularly since 1990 [Roy gives the history as Ray Martin-> FJ Mays-> David Watson ->Mike Trackman ->Reg [?] James – NOT Roy James, the great train robber!! ->R Mills – [Director of Ogle] -> John Turner -> etc n.b . This does not include Stuart Hayman]

M4/M10- / 500 OA # 019.

Charlie retained the original chassis. it was last in the hands of the late Reg Hargrave and after his death, his family

M11.

A strange interlude – in Denmark, we have Billie Andersen racing at Roskildering in September [8th and 29th] and again in October- one 7th is his best.

Martin is a rare bird.....

M12.

G Pearce is entered at Brands Hatch and Mallory Park in early 1960 but does not appear

M13.

A new year and Livingstone races in 1958, his best being a 7th at Crystal Palace in May.

M14[500 OA # 045]

In 1972 owned by Hugh O'Neill who climbed at Prescott in 1972 and 73. Then to Stephen Hart and Mike Packer of Bradford – on-Avon.

Packer drove at Gurston in 73 and Penrice and Pontypool in 74, while Hart drove at Gurston in 73 and 74. VSCC member John Densham acquired the car, and is believed to have had to cut the chassis in two to fit into his car when he collected it!

However it must have gone back together as he raced it at Mallory Park in May 1976 and again at Oulton Park in June 1982.

At Mallory Park he also ran in the Libre race, winning the 500 Class and going round on a lap of honour with Nigel Mansell, the overall race winner !!!

M15. [500 OA # 086]

Owned by a haulage contractor from Coventry who immigrated to Canada, and bought in 1965 by Harry Whitehouse of Dudley. Unused and sold in 1981 to John Tibbenham who raced it as a "Kieft" 1984-87. Sold in 1999 to John Emanuel who identified it as a Martin and sold it to Reg Hargrave.

Reg sold it to his friend Peter Woods, but eventually acquired it back. The rebuild was incomplete when Reg died. Later sold to Bruce Spollon. Charlie believes that this may be the last Martin built as it has larger front brakes than any other Martin.

Photo Credits

- 1.M6 Charles Headland {Headland-Martin) 7 6 54 Cadwell Park.. FIRST {DCPR Collection]
- 2 M6 Charles Headland 14 8 54 Silverstone 2ND[DCPR Collection]
- 3 M4 Ian Frost SPE-Norton [Photo ;Ian Frost]
- 4 M4 R Owen HILL SPECIAL April 1953 Castle Combe [Ferret photographs]
- 5 M5 Frank Hobart-Smith [Ferret] #119
- 6 M5 Frank Hobart- Smith [Ferret] #55 Crystal Palace #55
- 7 M3 Tony Skelton Snetterton [DCPR Collection]
- 8 M6 Charles Headland Headland-Martin MMEC Silverstone 27 6 53 Photo Guy Griffiths DCPR Collection

M16.[500 OA Reg # 257]

Charlie Smith found this car in Scotland, apparently owned since the 1960s by Jim Cook(e) of Upper Largo , and fitted with a s/cd 650cc Triumph engine and a Norton gearbox, and had Cooper sports car wheels.

He had never used it. It could be the car owned by B C Green and used between 1964 and 1965 at Firle, Valence and Brighton with a 650cc s/c engine.

Reg Hargrave rebuilt it and used it between 1990-91 fitted with a Triumph 500. It blew up at Oulton Park. Reg sold it as was to Harold Sutcliffe, and he to Barry John Dunkley, of Grenoside Sheffield. He also asserts that "THIS" car was originally owned by David Watson!

M17 [500 OA Reg #]

In the USA – similar to Ian Frost's car

M18.

There was a Martin 500 in Kenya racing at Nkuru Park in the early 60s – lost

M19.

P Cautley raced a Maryin from March 1962 at Debden to September 1963 at Brighton

M20

VARIOUS misc references; Tony Barchou raced at Debden and Trio Brands Hatch in 1962. S Turner appeared with a Rudge engine at Snetterton in April 1963. C Ing appeared at Firle in 1964. J Eaves was at Firle and Schelsley in 1965. E Davis was at Prescott in 1972. Mr Runciman was at Barbon in 1975

I do hope some of these names ring a bell and we can find some more authoritative history links

DCPR

The Half-Tooth sprocket – J B Jones Explains All!

I have previously heard of a half-tooth sprocket but had always presumed that it was mythical - a bit like sending the apprentice down to the stores for a long weight, or a tin of striped paint.

However, they actually exist and, indeed, as you'll see from the attached clipping from the 'Autosport' magazine of 21st August 1959, Don Parker was prepared to sell you one.

What Don was selling was a 43-toothed clutch sprocket, the normal Norton sprocket having 42 teeth.

It is this one tooth difference on the clutch sprocket that equates to half a tooth on the engine sprocket.

In a Norton clutch, it is very easy to change the clutch sprocket. Indeed, no more difficult than changing a clutch plate.

As such, this would have been an easy task to do in the paddock after practice and before the race to fine-tune the gearing.

Significantly, on a Triumph clutch/gearbox, changing the clutch sprocket is a whole different ball-game which first requires the removal of the clutch shock absorber, then, as the clutch sprocket is removed, the twenty loose roller bearings will fall on the floor/into the under-tray.

On a Norton clutch these roller bearings are retained in a cage, and therefore tend to stay in place better.

The chances of getting the Triumph clutch sprocket back on with all the rollers in place in the paddock is next to zero.

So we shouldn't be surprised that no-one was selling a half-tooth sprocket for Triumphs!

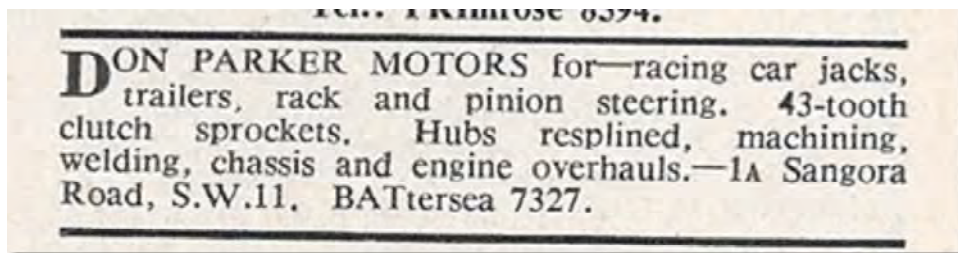
In Triumph's defence, their clutch has one major advantage over the Norton clutch, and that is that you can rest your foot on the clutch pedal without the clutch slipping.

Believe me, this used to be extremely useful in the tight confines of the Cousy cockpit!

The Cousy now sports a Norton clutch, and not only can I not rest my foot on the clutch pedal any more, but also I can't even allow my foot to cast a shadow there, otherwise clutch slip is inevitable!!

That pained expression on my face as I return to the paddock will, more often than not, be due to cramp in my left calf muscle.

J B Jones



Copenhagen Grand Prix Offer

Don't miss this last chance for a free trip to Copenhagen; and give your wife and children a surprise! The race is for early FJs and 500/F3s – there are already 500 /F3 entries from Denmark and Sweden. Duncan and Mair will be there.

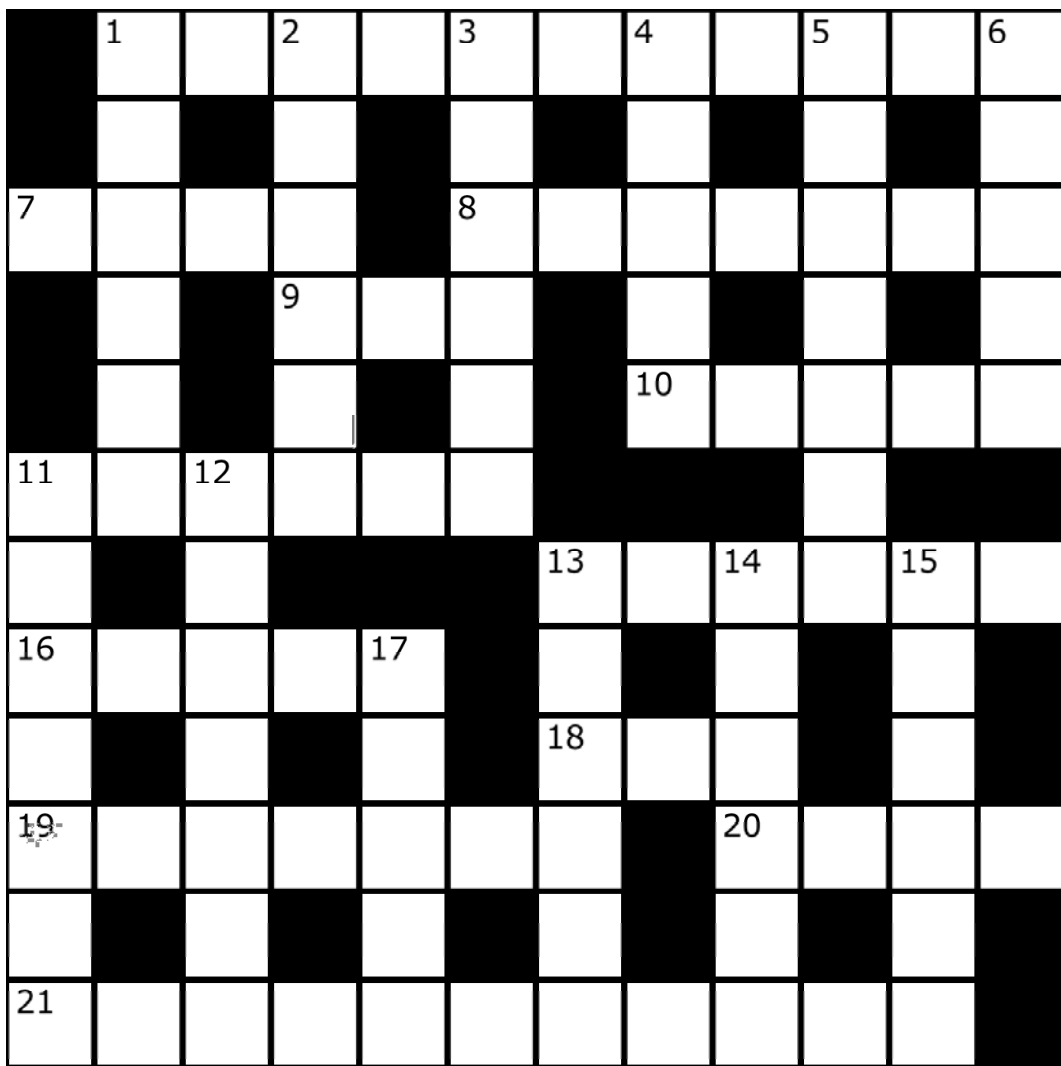
Entry for British drivers is a nominal admin charge only, and transport across from Harwich to Esberg [and back!!] is free for the cars: you just have to pay for passengers, cabins and food. This will be the last chance to use this ferry as Stena are closing the route from September.

The Circuit has been much improved since last year, there is a splendid party at the Bellahoj Hotel on Saturday night, and camping facilities and all modern wash and toilet facilities are available at the track. Practice and two races for everybody – you can even drive your 500 into the Centre of Copenhagen and meet the Mayor on Friday!!!

For all details see www.formulajunior.com

DCPR

Crossword – By Telemachus



Clues to the June 2014 Crossword

Across		Down			
1	The PBI of WW1	11	1	Such a one is a rarity	6
7	Not twice	4	2	American cat	6
8	Room for stowing goods in a ship	8	3	Highly valued fish	6
9	Chimney (Scottish)	3	4	A break in the desert	5
10	Tiny slits or grooves in the tread of a tyre	5	5	Reach towards	5 & 2
11	Power unit much desired by some drivers	6	6	Post war German driver who had one real	5
13	Cowes? No, cows	6	11	Very fine hairdressing implement	7
16	Ought they to know their place?	5	12	A mirror does	7
18	They have control of motor sport in	3	13	James Grey may find this a pleasing sight	6
19	Surgeons do it	7	14	A means of making the cup that cheers	3 & 3
20	Excellent at the end of the day	4	15	Hurry up!	6
21	It should allow you to see well enough	6 & 5	17	I suppose you could call 500's this	5

For Sale & Wanted

For Sale - Cooper Mk VIII

Cooper Mk VIII-JAP Well known car offered for sale in race ready condition. Needham JAP engine with only one race since rebuild, previous Turner Trophy winner. Very original with history. Revival regular. 500 OA VIF and old style FIA papers Some spares included (wishbones, quick-lift etc) and extensive additional spares and equipment (engines, magnetos, gearbox and smaller stuff) by separate negotiation, expect to pay a bit over £30k depending on additional requirements. email: paradigm.brewery@gmail.com for specifications.

For Sale – DJINN

Bashford and Olav Poppe creators of Land Rover. It has a 1150cc JAP twin engine, supercharged by a Shorrock unit to give about 120 bhp.. The gearbox is a Burman unit. For more details contact Dennis Williams on 07860364216 or email vintageden@aol.com



For Sale - PowerStart Roller Starter

Just over 2 years old and had a new Varley Red Top 30 battery fitted in August 2013. Has only seen use at race meetings since new and has been well looked after. Comes complete with both remote control and foot pedal switches. Details can be found at www.shackletonracing.co.uk Price £575. I can arrange delivery by courier (at cost), possible collection/delivery at a race meeting or local to the Worcestershire area. Contact: Stuart Wright E-mail: stuart.wright@motovario.co.uk Tel: 01299 254803 (day) or 01299 851644 (evening).

For Sale – Wasp 500

Wasp IV in yellow and black. A wonderful pedigree as used by Jack Moor from 1949 through to 1956. This car is written about being a successful winner, commonly written about in all magazines in the 1950s. Fitted anti-roll bar. Goodwood First Revival meeting. Click here for Wasp's page. FIA papers. Best offers on £25K Telephone 01947 895 217, fax 01947b 895 761, email app.2@hotmail.co.uk



For Sale & Wanted

For Sale - Willment 500

Willment 500, front engined, four cylinder, water-cooled, enclosed sportscar bodywork, Unique one-off engine (Bugatti inspired) & gearbox, Casting patterns still held by C&G, Borrani Wire Wheels. Offers on £35K, Please contact Philippe Giron 01590 626339/07501 486357 or philippe@nfob.co.uk

For Sale - Cooper Mk XI

Eligible for Hill Climbing and Circuit Racing. FIA historic passport. 500 OA VIF. JAP engine maintained by Gerry Goodwin. Dellorto carb, AMC gearbox, new Eurocarb brakes. Raced at most of the British circuits including Goodwood Revival and on the continent. Winner of the 2012 Bernie Garwood Trophy for the best car maintained by its owner and outstanding performance on Charade circuit. The car is ready to race. The owner Patrick Morin lives in France and can be contacted on 0033 (0)498 110390 or email: panic@orange.fr However, the car is currently stored in the south of England, contact Darrell Woods on 07802 448117 or evenings 01491 680002 or emathewoods.home@btinternet.com to view.



For Sale - Silverfågeln

"Silverfågeln" a Swedish F3 500 with documented history is up for sale. A fully rebuilt JAP 5 bolt engine with a "Carlsson Special ignition" (it's a contact breaker system powered by a small 12 V battery built by "Carlsson", a Swedish engineer). Chassis is restored and suspension is from a Fiat Topolino and in good condition. The car at the moment have, no HTP, but with the documentation, period pictures and raced in period in Sweden and internationally, this should probably not be a problem. I've driven the car only once in a hill-climb in Sweden but had mechanical problems and did not finish (bolt which held the carburettor caused a loss of the carb-now fixed). I have also driven it for testing purposes, checking brakes and steering, and found all I good order. Gearbox is from a BSA-military MC. Hidden extra tank added, alloy UK made to make certain it would not suffer from fuel shortage during race. Lots of spares included, extra gearbox and the original front panel (in bad condition) Two sets of wheels, one set for gravel and one for tarmac Roll-over bar made according to FIA spec. Click here for photos. Price – Open for serious offers Contact seller via e-mail christer.larsson@nethouse.se or by phone +46705597671



For Sale & Wanted

For Sale - JP Prototype

This is the JP prototype car which was first raced in May 1950 and passed to Mirrilees Chassels who allowed Ron Flockhart to use it at Dunrod that year. The car was been fully restored in 2010 with a 500cc Vincent engine, which has just been rebuilt. The car has extensive history and a 500OA VIF. Contact Vernon Williamson at vmw@byways11.com



For Sale - Lundgren

Saab engineer Erik Lundgren-built the race car after having seen midget race at Culver City race track in the mid-forties, the entire chassis is constructed of chrome moly tubing and chassis are made of 1 mm aluminum that is riveted together with aircraft rivets, even the tank is riveted together. A jap engine was purchased from Victor Martin in London and provided with an Albion gearbox for midget racing, the car was only used to race a few times before Erik Lundgren was killed in a motorcycle accident. After that the car ended in a museum.

£7500 ONO Contact Rolf Jensen Telephone +00 45 4050 3813



For Sale - Dellorto Carb

Dellorto SS1 35 carb with twin bowls, complete ready to bolt on JAP, AJS Manx etc also spare body. Photos and advert can be seen on ebay item number 281096947344 any queries please email me. nitagerry@aol.com

For Sale – Cooper MK IV JAP

The ex Bill Needham 1950 Mk IV Cooper JAP. The car was campaigned by Bill all over Europe and the UK including 3 Goodwood Revivals as recorded in the Rabagliati book, a copy of which is included in the sale. With the current owner since 2010 it has competed at Gurston Down, Loton Park and Prescott. It was also invited to the Goodwood revival in 2012 as a static exhibit along with other notable 500's. Fitted with new tyres in 2011 it comes with a host of spares including a fresh '200 mile' Bill Needham engine as well as wheels, gearbox, clutch, chains, sprockets, quicklift jack, etc. etc. The engine currently fitted is a Bill Needham '1000' mile engine with 800 miles left to run. A large file accompanies the car with many photos from past competition. £28500.00

Tel Ian Patton on 01242 673136(o), 01905 345791(h), 07896 528302(m)



For Sale - PowerStart Roller Starters

POWERSTART Roller Starters: Compact lightweight starter fitted with integral dry battery (Stores any orientation), powerful 2KW motor, all aluminium construction, wireless operation and hand switch operation. Ideal for all 500's and V twins, cant find one we cant start yet! I have just manufactured another batch, these wont be around for long! See www.shackletonracing.co.uk for more details and videos. Contact George Shackleton for further details and special 500 owners price. georgeshackleton@hotmail.com. Tel. 07906064118.



For Sale & Wanted

For Sale - Cooper Body Panels

Cooper body panels comprising: Mk IV tail section, Mk IV engine cover, Mk VIII lower body front section, Mk VIII lower body rear section. Contact James Holland James.Holland@icap.com for more details



For Sale - Electric Starter

Electric roller starter, new in original packaging. Solo (Hawksley) lightweight single motor 12V. Currently £690 + delivery: Offers. sandy.skinner1@btinternet.com

For Free - Used Tyres

Free to anyone requiring tyres to get a vehicle rolling around on: 2 off -Dunlop Racing 500 x 15 and 2 off Michelin X 135-15 Halesowen, West Midlands, M5 Junction 3 Martyn Round. Mob 07981 250 842.

Wanted - Norton Dolls Head

Norton Dolls Head gearbox main case. Case, spares or complete box also considered. Contact: George Shackleton. 07906 064118. georgeshackleton@hotmail.com

Wanted - Norton Dollshead gearbox

Richard Bishop-Miller is looking for a complete Norton Dollshead gearbox. Email: richard.bishop-miller@baesystems.com

Wanted - Cooper Final Drive

Magnesium final drive assembly for Cooper MK XI 1957 required for restoration project. Contact Philippe Giron on 01590 626339 or 07501 486357 or philippe@nfob.co.uk

For Sale & Wanted

Exchange - JAP Steel Rod

New Arrow steel rod for JAP 4B in original protective wrap. Want mechanical rev counter and drive.
Sandy Skinner: 01242 602400 or sandy.skinner1@btinternet.com

Wanted - JAP parts

JAP timing cover and mag chain cover and Mag . Doug Yates 01208 264838/07866 173924
dyates52@btopenworld.com

Wanted - Late Cooper body panels

Cooper MK8-12 Body panels, ANYTHING please, usable or as patterns I will buy or, of course, plenty of swaps, JAP, Amal, Cooper Etc. We had them all but I used them as sledges when I was growing up, and the Malvern hills are VERY steep! Ewan Cameron 01684 899084 works or ewan@cameronracingengines.com

Wanted – 500 Project

Project car wanted by 'first time' 500 owner. Prefer a complete car at sensible money, not a basket case.
Phone 07723 390906. Email richard@kokoon.co.uk

Wanted - Period Race Car Trailer

Period Trailer to suit 500/Junior for Goodwood project. A Don Parker is ideal, but anything considered.
Must be complete and usable. Contact. George Shackleton. 07906064118.
georghackleton@hotmail.com

Services - Metal fabrication and machining

Andy Turner is making hubs, stub axles, quill shafts and drive line joints. Call him on 07940 351846

Caveat Emptor

All entries in the "For sale & wanted" section are offered for information only. The 500 Owners Association accepts no responsibility for any statement or description made herein. It is for you to satisfy yourself as to accuracy and bona fides of advertiser.

If you make a sale as a result of an advert on the website or in the magazine, it would be appropriate to make a donation to the 500 Owners Association. 0.5% of the sale price is a guideline.

Adverts to Neil Hodges <mailto:neil@hodgeslondon.plus.com> for inclusion on the club web site and current adverts will automatically be included in the club magazine "The 500"

2014 Event Calendar

Race Calendar 2014		
Date	Venue	Organising Club
Sunday 13th April	Silverstone	VSCC
Saturday 26th April	Brands Hatch	750 MC
Saturday 7th June	Cadwell Park	VSCC
28th & 29th June	Pembrey	VSCC (28 th Sprint & 29 th race)
Saturday 19th July	Donington	VSCC
2nd & 3rd August	Croft	HSCC
29th to 31st August	Zandvoort	
Sunday 5th October	Castle Combe	CCRC

Hillclimb Calendar 2014		
Date	Venue	Organising Club
Saturday 10th May	Wiscombe Park	500 OA
Sunday 25th May	Prescott	BOC
Sunday 22nd June	Gurston Down	BARC
Saturday 12th July	Loton Park	H&DLCC
Sunday 13th July	Loton Park	H&DLCC
Saturday 19th July	Shelsley Walsh	MAC
Sunday 20th July	Shelsley Walsh	MAC
16/17th August	Shelsley Walsh	MAC
Sunday 24th August	Harewood	BARC
Sunday 7th September	Gurston Down	BARC
27/28 th September	Manor Farm Charmouth Non-Championship Special Event Weekend	Woolbridge Motor Club
Sunday 5th October	Prescott	BOC

Invitations, non-championship: Gurston Down 27 April, Shelsley Walsh 31 May/1 June. Prescott Sat. 14 June (Longton & District Motor Club), Bo'ness 6/7 September.

Sprint Calendar 2014		
Date	Venue	Organising Club
Saturday 10th May	Wiscombe Park	500 OA
Monday 26th May	Crystal Palace	SDMC
Sunday 15th June	Blyton Park	MAC
Saturday 26th July	Castle Combe	Bristol MC
Sunday 3rd August	Hethel	Borough 19 MC
Saturday 9th August	Curborough	BARC
Saturday 6th September	Brighton Speed Trials	Brighton & Hove MC

Invitations, non-championship: MIRA Sprint (MAC) 24 May & 2 August, Blyton Park Sat. 14 June, Alford Speedfest Pursuit 29 June

Please check the club website www.500race.org regularly, as the event schedule can, and often does, alter over the season



THE 500

June 2014

"The 500" welcomes articles together with accompanying photographs submitted to the editor by email, as a simple word document
<mailto:xavier@kingslands.com>

Magazine Copy deadlines for future editions

September Magazine Copy deadline 1st September

2014 Yearbook. Copy deadline 3rd November

(Subject to change!)

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