

Invitation Event

2016 Chateau Impney Hill Climb

Saturday 9/ Sunday 10 July

Again run over two days, the relaxed atmosphere and extraordinary array of machinery in the large hotel parking paddock ensured the overcast weather didn't dampen spirits. The CCTV was still there to record every run (so no excuses!) as was the drivers' club room in the hotel.

The organisers had reduced the number of invited 500's from 13 to 10, although the next up class had been increased from 13 to 18 cars, with more FJ cars and 2 less V-twins. The course was the same as 2015 albeit with a few more corner markers and an arrowed straw bale to mark the first right hand corner.

Saturday

Angus Frost was forced to run out of batch following throttle cable problems with a refusal to start up while JB combined a grass visiting moment with the first indication of a misfire gremlin which was to hang around much of the w/end.

The afternoon practice was a sign of how results would work out; young Peter dIR ahead of 2015 winner, Mark Riley and Angus Frost an impressive third as the next generation of the longstanding 'Frost 500' family rises to the challenge.

Sunday

For possibly the first time ever, Jan Nycz was unable to start having spotted chassis splits around the right rear suspension arm location on the Staride.

Straight out of the box, Peter dIR dominated with his smooth driving style drifting the Mk.V through the two long corners. He was followed by a mere 0.43 by Mark Riley in the swing axle Creamer and third again was young Angus Frost. Darrell Woods had arrived at the start area with a brake pedal which went to the floor (well, sort of) to discover a split rubber hose where it mounts to the m/cylinder. The order was unchanged for the second runs, although young Peter managed to find yet another 0.61 secs much coming from an improved start.

Results: Class 10. Racing cars up to 500cc 1946-1967

(Class Record: Mark Riley, Creamer Special - 46.85)

Pos	Driver	Car	P1	P2	T1	T2	Best
1	Peter de la Roche	Cooper Mk.V JAP	47.25	45.68	45.31	44.70	44.70
2	Mark Riley	Creamer JAP	48.76	46.67	45.74	45.75	45.74
3	Angus Frost	Cooper Mk.IV JAP	48.46	47.72	47.30	47.46	47.30
4	Richard de la Roche	Cooper Mk.V JAP	50.09	57.78	48.58	48.53	48.53
5	JB Jones	Cousey 2 Triumph	52.52	49.96	58.30	48.83	48.83
6	Stuart Wright	Cooper Mk.XI JAP	50.23	49.27	49.90	49.00	49.00
7	Darrell Woods	Staride Mk.III Norton	53.92	49.84	50.15	49.59	49.59
8	John Dent	Cooper Mk.VIII JAP	52.43	52.05	50.43	49.89	49.89
9	Stuart Parker	Cooper Mk.IV JAP	58.48	54.86	54.96	51.25	51.25
	Jan Nycz	Staride Mk.III Norton	50.43	49.76	-	-	-

Class 11

Simon Frost was having a first outing in the beautifully restored 'Harry Schell Mk.IV' complete with JAP Type 1 V-twin. The class also included 500 V-twin regular Richard Ashford now in his newly acquired Cooper FJ Mk.1, Ewan Cameron in the Farley Special, Andrew Tart's two immaculately presented Bond fwd FJ cars (far quicker than in period!) and the super quick Morgan 3-wheelers of Tracey Cameron, Gregg Bibby and Bill Tuer.

Practice woes befell Alistair Dent in the finely engineered but heavy HRD engine Mk.IV when the h.t. lead came adrift, Simon Brown with a dramatically stretched secondary chain and Ruth Ross experiencing gear selection problems.

With Reynolds and Frost almost level pegging after T1, all depended on T2, although the FJ cars of Woodhouse and Hicks were out of reach for class honours. Both drivers managed to get into the 46 secs, with Charles eventually just ahead.

Results: Class 11. Racing cars pre 1961 up to 1500 cc (without FJ's & Morgans)

(2015 Record: Charles Reynolds, Cooper Mk.VII – 46.46)

Pos	Driver	Car	P1	P2	T1	T2	Best
4	Charles Reynolds	Cooper Mk.VII JAP	50.24	47.30	47.04	46.11	46.11
6	Simon Frost	Cooper Mk.IV JAP	48.68	46.84	47.08	46.45	46.45
8	Simon Brown	Cooper Mk.IV JAP	49.11	47.46	47.90	46.89	46.89
13	Alistair Dent	Cooper Mk.IV HRD	56.34	-	51.17	49.23	49.23
16	Ruth Ross	Cooper Mk. IV JAP	60.45	58.31	55.02	54.07	54.07

A full report will appear in the next edition of 'The 500'





