

500 Owners Association Circuit
The Goodwood Revival Meeting, 13th-15th September 2019
Goodwood, West Sussex

Entries for this year's Earl Of March Trophy were "by application" (on current and period performance) and as a result almost all entries were from the Association and colleagues. There was no theme, but it did forecast a race of reliable cars running close to their ultimate performance, whereas some previous years had featured cars that were, shall we say unproven...

It also meant a top drawer atmosphere in the Paddock with pretty much everyone known to everyone else. Entrants had prepared lots of little details, from display boards on the cars, many of the girls in matching whites, up to Robin Shackleton's works Cooper van. Smartest detail though was their works Cooper fridge and tea urn.

This year we had only the two Swedish invitees – Peter Kumlin's Effyh, and Per Hågeman driving brother Lars' Swebe. Gilbert Lenoir chose to bring the Terigi over his Schell Cooper. Also present were Revival regulars David Woodhouse (Ivor Bueb's Cooper) and Marek Reichman (Emeryson), both of whom we would like to see more.

Outside of the 'regular' entries, cars of note included Cliff Jowsey & son Edwin with Jack Moor's Wasp IV. This famous car started out as one of the 1948 Iota chassis and had been repeatedly upgraded through Jack's career. Truth be told there doesn't seem to be much more left of the Iota than the aroma, but Ed has done a superb, sympathetic restoration of the car in its final development, c.1954. Further credit should be given that, despite this being its first competitive event since the car went back on its wheels, it ran reliably throughout. Indeed it performed remarkably well, mixing it with the cars of the same vintage Jack raced in the mid-50s rather than earlier – for sure Edwin was a 'pro' racer in his youth, but this was a proper home restoration.

Another good job was done by Graeme Smith and his team of Italian mechanics on the Bardon-Turner. Like Wasp IV, the car had appeared at early Revival meetings. Tom Waterfield was driving the prototype Cooper Mk V, formerly with Marcus Black and now owned by Alex Duce. Duncan Rabagliati was giving James Gray's Comet a run, while JB Jones left driving duties to his brother.

Qualifying:

In a couple of changes from recent Revival history, the 500s would be racing on the Sunday main card, and the weather was superb – more dog days of August than September harvest. As a result, qualifying was to be at mid-afternoon on the Friday in extraordinary temperatures nudging towards 30°C.

All thirty cars presented well for the session, although Richard Bishop-Miller was into what would be a frustrating weekend. Earlier in the day he had found a dead magneto (which had been working fine in the final check before leaving home), but had time to swap in a replacement. Tom Waterfield had the opposite luck. On a parade lap for Cooper Cars, featuring several other cars from the field, the fuel pump came adrift. Sandford Andrews (on spanners) did a sterling job jury-rigging a replacement into place before the qualifying session starting. Tom found the engine running lean ("... and quiet. Let's fit a megaphone") and merely did his constitutional 3 laps to qualify. Other early failures were Roy Hunt (fuel feed adrift) and Per Hågeman (engine went bang).

Of the half dozen entries that on paper could be bidding for victory two were immediately in struggling, both with top end misfires. Simon Frost felt the problem was with the coil-&-points system he was trialling, while Gordon Russell's problem (on the Parker-Kieft of Pat Barford) was more complicated. From the short time he was on track, Gordon declared the car capable of a podium if they could trace the problem, but it would be a tall order from the seventh row. Peter de la Roche was fast straight from the off, quickly dropping to an exceptional 1'45" – at that stage fully five seconds faster than anyone else. After a couple of slower laps he knuckled down to a clear lap to take pole with a remarkable 1'42.4". That beat Julian Majzub's long-standing Revival record, and in a much earlier chassis, with a JAP motor.

The chase was led by George Shackleton, of course, but he both took longer to get down to his best time, and was still two clear seconds slower. Portentious, but of course the sight of a hare to chase in the race could eliminate that gap. Third was Stuart Wright, also in a Cooper Mk XI (but again a JAP engine). Three clear seconds further back, it would be a stretch to do more than mess up Peter's opening laps, but still a great performance from Stuart. Chris Wilson was another half second behind Stuart, and the last to break the 1'50" barrier that defines "pretty darned good".

Pretty much everyone else still deserves credit, for as long as the cars were running well they were clearly "on it". Xavier's sixth place was very good, and John Chisholm was on and over the limit through the Chicane (he later explained that gears weren't selecting and he was restricting himself to 3rd and top, and in turn desperately trying to keep the engine on cam through the slowest part. The problem was traced to a collapsed clutch bearing). Richard de la Roche and Simon Dedman completed the top ten with impressive runs. Peter Kumlin could still pedal the Effyh around below the two-minute mark, as did Martin Sheppard with the Effyh-Cooper hybrid, finally with a set up he could at least manage.

Whilst the leading group looked a little spread out, prospects looked interesting for a second or third group on track. With times in the mid- to late 1'50"s we saw Edwin Jowsey, Nigel Challis, Roy Wright, Peter Kumlin and Martin Sheppard – with the expectation that Richard Bishop-Miller could join them with a mechanically fit car, and Andy Raynor would benefit from more experience and a target to chase.

Gareth Jones took eleventh place but looked in deep trouble when the left cylinder began smoking heavily, looking to all the world like it was about to go up in flames. Despite being visible on the Diamondscreens, Gareth seemed both oblivious and unperturbed by the imminent conflagration. In a panic, JB grabbed a spare pit board to warn him, but was only able to get "P" written before the car came passed. Quite what Gareth made of this instruction is best not asked, but next time around the full message "PIT" was displayed and understood. In the end it was simply that a rocker cover had come adrift, ventilating the valve gear box – fixed in seconds and cleaned up in hours.

David Woodhouse had stopped early with a mystery dead engine, traced to cam gear failure which had bent a valve. He would be the sole non-starter in the race. Richard Bishop-Miller looked pretty fast in the Revis, but this wasn't reflected in the times sent. He had lost top gear. While stripping out the gearbox he also discovered a ruddy great crack in the longmember by the engine. Fortunately, being Goodwood, welding gear was on hand. Duncan Rabagliati was another to suffer gearbox woes. Kerry Horan (misfire, traced to a broken earth wire) and Michael Russell (misfire, magneto replaced). Simon Evans had a decent run until his engine died for no obvious reason, while Andy Raynor had no specific problems and looked faster than the 2'01" recorded.

Graeme Smith completed the 1'10" group, even with just a couple of timed laps, which was promising. Only Gilbert Lenoir's Terigi was well off the pace, although it too looked faster than it was.

From a mid-afternoon session, most cars were re-fettled by sun down, while those with more confusing issues had a clear Saturday to find a solution. We could get used to this schedule.

Race: The Settrington Cup (Parts 1 & 2)

500 honours were to be upheld by the Austin J40 constructed by Shackleton Racing and to be piloted by Master Jack Fowler, son of Mike and Anne.

The pedal car, superbly constructed and prepared by Robin, and proved very popular in the Paddock – more so than the cars that were supposed to be there.

An organisational FUBAR left poor Jack at the back of the grid (by ballot) for the first part of the race on Saturday, and it took a fine performance to come in 31st (of 72). For Sunday's reverse-grid race Jack was to be placed back in his correct mid-pack position. But some excellent pitlane parenting by

Dad, collaring some unfortunate official during the Saturday Night Party no less, got Jack promoted to a specially created P0 starting position. This was converted into sixth place in the heat, and 16th on aggregate – a good result given that he is towards the lower end of the age range. Honours upheld, and a big bar of chocolate reward!

Race: The Earl Of March Trophy

Race start would be half past nine on the Sunday morning. While the weekend was hot, this late in the year night time was cold enough for a decent dew to form, and there was some risk of a damp surface. But in the final hour the temperature soared and the tarmac (if not the grass) was bone dry and warming up nicely). Twenty nine cars proceeded to the Assembly Area, confident of a good performance. All the cars proceeded onto the warm up lap promptly and purposefully – better than even a regular event.

The marshals had done some sterling procedural work through the weekend to get the cars to the right place with the least hassle. It was therefore incredibly frustrating that the start was turned into a fiasco by what is technically known as “Faffing about” or worse. After so many years where we have formally used a rolling or semi-rolling start, someone decided that every car had to be in position and stationary, before any consideration be given to the 5-second board, never mind dropping the actual flag. The lead cars were held for nearly a minute, and it’s remarkable how few cars hit actual trouble. However it did for Simon Evans (stalled) and Richard Bishop-Miller (clutch). Simon at least was moved to pit lane and got going a few seconds ahead of the leaders completing their opening lap.

And what a lap it had been. After an even start, it was Stuart from the outside of the front row who surprisingly edged ahead of George, then (in a reversal of the Mallory race) held the racing line from into Madgwick. Peter had the choice of ceding position or chewing grass and chose wisely. A better exit brought him inside Stuart on the run to Fordwater. Stuart could hardly adjust his line as George and Chris were also partly alongside, and four wide is not a smart move at this speed into No Name.

By Lavant Peter had the lead from George, Stuart and Chris Wilson, Chris then taking third on the run to Woodcote. A second further back, Xavier had bested Mike Fowler’s Cooper and was ready to take advantage of the battling Stuart and Chris just a couple of lengths ahead, but wide around St. Marys, he dropped the rear wheel on that damp grass. The car spun lazily around and across the track (with no particular threat to the following cars), but back on the slick grass it kept travelling, double-tapped the barrier. Engine stalled and front wheels pointing akimbo, Xavier was out.

Gordon had got a good start, and reckoned he had that podium car he had hoped for. He was going hell for leather on this first lap, knowing it was his best chance to convert his 17th place start into connecting with the lead group. Victim to this was Richard de la Roche, who took a wide, traditional line into Lavant 1, only to find the Kieft already on the apex (perfectly reasonably), having disposed of the Wasp and Arnott together through St. Marys. Richard reacted and as so many have learned through the decades, cars don’t like a change of path at Lavant. Fortunately for Richard there was more space here than Xavier had found earlier and the car half spun and stayed away from the conveyor belting. Gordon surged off after Mike Fowler, passing him along the straight, and successfully achieved his first objective by crossing the line in fifth place, around a second shy of Stuart Wright.

Completing Lap 1, Peter had a second lead over George, while another four seconds completed the top six. Some three seconds back John Chisholm had passed Simon Dedman’s Waye, as did Edwin Jowsey as they crossed the line. Another three second gap saw Nigel Challis leading a full group comprising Simon Frost (still with a slight misfire), Michael Russell copying dad by storming from the back row to 12th place. Tom Waterfield and Roy Hunt had followed him through, but after such a good start sadly the Cooper sprung a fuel leak and would pit to retirement at the end of Lap 2.

Fifteenth, after a couple of seconds headed up another group comprising Andy Raynor and Marek Reichman, then Peter Kumlin. A recovering Richard de la Roche passed Kerry out of the Chicane

for 20th, very closely followed by Gareth Jones who had lost out badly. The race was completed by Duncan Rabagliati (looking very racy, despite his position), Gilbert Lenoir and Graeme Smith (another slow starter).

Simon Evans had eventually got going stone last, perhaps five seconds ahead of the leaders, and would have a good drive thereafter – well at least for a few laps. Richard Bishop-Miller got as far as the Lavant Straight before the clutch expired in a plume of smoke and suitable gestures of frustration from Richard. Per Hågeman had a decent start but the engine died again – this time a broken spark plug, which you could either view with relief (cheaper than a new JAP) or incredible frustration.

Back to the front. Peter was doing a Jim Clark, trying to make an early break. His second lap matched George's qualifying lap and the gap was out to a healthy three seconds. George now had Chris Wilson in his mirrors, while Gordon took fourth place from Stuart under braking for Woodcote. Stuart's defence had him out on the tarmac strip beyond the corner, but when that ran out he had a scare as the car aimed for the blunt end of the earth wall and flag post. At first, gentle turning of the wheel merely rotated the car such that a hard side impact looked worryingly likely. Fortunately enough forward momentum was achieved on the wet grass to fling him back across the track missing Simon Evans, then the chicane barrier and coming to rest with front wheels still on track (Stuart had no recollection of the obstacles he avoided, merely noting that steam was rising from his tyres). He had dipped the clutch, kept the engine going, and negotiated the Chicane to rejoin (the stewards later were concerned that he did so too close to Mike Fowler, although Mike didn't seem to have noticed). However in the melee he forgot to change up to fourth gear as he outdragged the JP. This saved Stuart a lap of chasing.

Gordon passed Chris for third place, but the gap to George looked tough to bridge. A new battle formed as the recovering Stuart was catching Mike, and bringing Edwin Jowsey with him. Stuart was past on the fourth run up to Madgwick while Edwin needed another half a lap. Simon Dedman was somewhat in no man's land but a train followed with John Chisholm at the head. Roy Hunt had passed Nigel Challis and set after John, while Michael Russell did the same to the struggling Simon Frost. Then came a very fast Richard de la Roche, recovering from that opening lap spin who passed the battling Andy Raynor and Martin Sheppard. Richard quickly bridged the gap to Simon, while Roy Wright was having a good run and reeled in Andy and Martin.

Perhaps further repercussions of that start surfaced around Lap 5. Having passed Nigel, Roy Hunt was beginning to lose his clutch. He was unable to pull away, and Michael Russell overhauled the pair of them. John Chisholm also seemed to be in trouble and slipped behind them. He would pull off with terminal clutch troubles, although very wrong noises from the rear left hub may have been the root cause.

Richard de la Roche rapidly caught Roy and Nigel, in formation. A bold move around the outside at Woodcote, that didn't seem to involve much use of the brakes but him on a similar trajectory to that employed by Stuart a few laps earlier. A more cautious use off the run-off meant he rejoined more safely, just a second behind Nigel.

George buckled, down for one last attempt on to close down the leader. On Lap 4 he temporarily set the fastest lap, but on the next lap the engine gave in, and he coasted into the pits. Peter Kumlin followed, with a bent pushrod in his JAP (and hopefully nothing more). The Cousy would pit on Lap 6 (but got out for another couple of laps at the end) and soon after the Bardon and Terigi pulled over in quick succession. Roy, and then Marek would both also park with dead clutches.

So the field had been cut to just 17, from 29 starters. With George's departure the podium looked set as Peter, Gordon & Chris, but there was still much to entertain the spectators. Having dispensed with Mike Fowler, Edwin had his sights set on Stuart and fourth place. Edwin had a nose ahead as the completed Lap 6, but Stuart continued building momentum up the straight and turned into Madgwick in front. Edwin had the exit and passed again at Fordwater, but Stuart returned that favour along the Lavant Straight. Edwin again got the better run out of the Chicane and crossed the

line a fraction ahead. The two were side by side around Madgwick until Edwin took control. This became permanent as Stuart's JAP went bang. The timing chain cover had come adrift, with it disconnecting the oil pump drive, with inevitable consequences. Stuart took a positive view, able to claim that he had lead at Goodwood (if only for two corners).

So around Lap 8 the top 6 were set. Peter led comfortably from Gordon and Chris, then after a period, Edwin and Mike Fowler. Michael Russell was now alone in sixth place, many of the cars he had battled past promptly retiring. Richard de la Roche was driving as well as his son for most of the lap, just blotting his copybook for a third time with another trip off course, handing seventh place back to Nigel. Simon Dedman's safe run ended with a surprise magneto collapse, but there was still a good battle between Andy Raynor, Martin Sheppard and Roy Wright, all passing the crippled Martin of Simon Frost. Kerry was having a good run for what was now 13th of fifteen runners.

After his grid troubles, Simon Evans was having fun and driving well. The JP always looks faster than it actually is, but was running well. Simon bettered his lap time by some five seconds and managed to break the 2-minute barrier that qualifies as 'respectable' for a Goodwood rookie. He even passed (an admittedly struggling) Duncan Rabagliati, despite the penalty of the start. Alas, on the next lap he pushed just a bit too hard on the exit of the Chicane. The tail wagged, then snapped and, worryingly similar to George's accident in 2015, thumped the end of the pit wall. The good news is that the chassis looked pretty straight, although all four corners were pointing in different directions, yet still attached. Much the same could be said of Simon, who was somewhat dazed, but able to extract himself from the car after a moment. Last information was that he was stiff, and held for observation.

The track was still half clear, but the JP had no intention of leaving the stage without the aid of a crane. After thirty seconds of trying to persuade her to roll, the CoC realised the same, and with a couple of minutes left he threw the red flag. It's worth noting that all the remaining drivers were very well behaved during this period (even 'pro' Edwin's cheeky wave of acknowledgement after he had passed the danger zone!).

After easing up in traffic, perhaps Peter had remembered that his pole lap time needed to be repeated in the race to claim a spot in the record books. This he duly did on Lap 9 with a time of 1' 42.811", which was fortuitous as, although he was well onto his eleventh lap when the race was cancelled, after all the rigmarole that follows the race was called on that Lap 9. Julian Majzub's Revival record (with a Norton engine and more modern chassis) has stood since 2000, and Peter broke it three times in the race, although he still has some way to go to beat Stuart Lewis-Evans' outright record of 1' 39.4", set in 1957.

Also handy for Dad, who was about to suffer the ignominy of being lapped by his son on the track...

With good news coming through about Simon, we could advance to the best organised part of the weekend. A barrel of bitter mysteriously appeared in the back of the Shackleton's van that, by the fitting of a hand painted sign was converted into "The Half Litre Bar". A couple of bottles of champagne were donated by French visitor and *Racer* Olivier Barjon (N.B. "his" champagne – Olivier hails from Reims after all). As is tradition, Peter Kumlin presented Xavier with the Swedish award for the first Briton beaten by a Swede, and a good time was had by all.

P	Driver	Car	Time	Q	Time
1	Peter de la Roche	Cooper Mk V	9 laps 15' 42.700"	1	1' 42.428"
2	Gordon Russell	Kieft CK54	+ 15.206"	17	1' 57.778"
3	Chris Wilson	Cooper Mk IX/X	+ 28.420"	4	1' 48.396"
4	Edwin Jowsey	Iota 'Wasp IV'	+ 1' 04.094"	12	1' 53.784"
5	Mike Fowler	Cooper Mk V	+ 1' 10.897"	5	1' 50.025"
6	Michael Russell	Mackson	+ 1' 20.399"	28	NT

7	Nigel Challis	Cooper Mk VIII	+ 1' 34.034"	14	1' 55.651"
8	Richard de la Roche	Smith-Buckler	+ 1' 40.968"	9	1' 52.164"
9	Andy Raynor	Kieft CK54	8 laps	19	2' 01.270"
10	Martin Sheppard	Brynfan-Tyddyn Special	8 laps	18	1' 58.340"
11	Roy Wright	Flash Special	8 laps	15	1' 56.808"
12	Simon Frost	Martin	8 laps	7	1' 51.614"
13	Kerry Horan	Trenberth	8 laps	24	2' 07.100"
14	Duncan Rabagliati	Comet	7 laps	23	2' 07.016"
R	Stuart Wright	Cooper Mk XI	7 laps	3	1' 47.809"
R	Simon Dedman	Waye	7 laps	10	1' 52.433"
R	Simon Evans	JP Mk 1b	7 laps	21	2' 05.582"
R	Roy Hunt	Martin	6 laps	29	NT
R	Marek Reichman	Emeryson	6 laps	22	2' 05.606"
R	Gareth Jones	Cousy	6 laps	13	1' 54.506"
R	John Chisholm	Arnott	5 laps	8	1' 51.912"
R	Gilbert Lenoir	JR Terigi	5 laps	27	2' 38.300"
R	George Shackleton	Cooper Mk XI	4 laps	2	1' 44.463"
R	Graeme Smith	Bardon-Turner	4 laps	26	2' 09.420"
R	Peter Kumlin	Effyh TT	2 laps	16	1' 57.307"
R	Tom Waterfield	Cooper Mk V	1 lap	25	2' 08.057"
R	Xavier Kingsland	Staride Mk 3	0 laps	6	1' 50.168"
R	Richard Bishop-Miller	Revis	0 laps	20	2' 02.330"
R	Per Hågeman	Swebe	0 laps	30	NT
NS	David Woodhouse	Cooper Mk IX		11	1' 52.838"

Fastest Lap: Peter de la Roche, 1' 42.811" (83.33mph, 134.11kph), new Revival lap record

Race Distance: 20 minutes, red-flagged as the leader began lap 11, with results taken from lap 9.