

## **Goodwood Members Meeting 16-17 October 2021**

The 78th Members Meeting at Goodwood was supposed to take place back in March 2020 but ended up being postponed twice, so it was a relief when we were all able to get together on Saturday 16 October to practice for what was called the Don Parker Trophy.

We were scheduled to take to the track at 12.50 but delays in previous sessions pushed this back around 15 minutes. To some extent this was beneficial as there had been some quite heavy rain showers a couple of hours earlier, so the delay gave the circuit a little more time to continue drying. There were however, still some noticeable puddles, thankfully off-line.

Of the 30 cars that lined up in assembly some 17 regularly race with us, and a further nine on occasions. Oldest and by far the most unusual was Buzzie, the Douglas flat twin powered car from 1947. This was its first outing in decades.

Unfortunately we were held for rather too long before being released, causing one engine to fail. In addition, just as Roy Hunt went to pull away his gear lever sheared off! Out on track, Tom Waterfield in the Mk IX Cooper was going great guns, immediately posting sub two minute times and only matched later by Simon Frost, driving Nigel Challis Cooper Mk VIII, and George Shackleton, who was bedding in a freshly re-built Norton. Nigel had suffered a suspected fractured arm a couple of days earlier and been forced to withdraw. Tom finished some 2.3 seconds clear with a 1:52.5 time, whilst Simon and George were around the 1:55 mark. Next up and six seconds back were father and son Chris and Alex Wilson, a mere 0.45 apart, ahead of a hard charging Marek Reichman, who brought the front engined Emeryson home in 6th place. In the 2:05 to 2:08 bracket there followed a further nine cars ahead of Tony Skelton, who was reunited with the Martin he had driven several decades earlier. When the flag fell at the end of the session only three of the 27 that had left assembly had to be retrieved and some 20 used the full time available.

Back in the paddock work began on quite a number of cars to ready them in time for the race on Sunday. Some repairs were easy, like a gear linkage securing nut on Richard de la Roche's Smith-Buckler but others were more demanding. Martin Sheppard had to change engines, Douglas McLay had serious work on Buzzies' motor, Richard Bishop Miller had engine and gearbox troubles, Chaz Reynolds clutch had expired on his 'new' Kieft and Mike Wood had a swing axle support bearing fail, ending his meeting. Other ailments included a broken suspension arm and the JP Prototype's carburettor falling off and an engine mount cracking, causing the engine to drop. On the Larkens, the fuel header tank had to be raised to maintain sufficient flow, achieved by adding a 3 inch block of fence post!

Sunday morning dawned well and 27 of the 30 car field lined up in the assembly area, only the Iota, JP Prototype and Xavier's Staride not attending, the latter still suffering an unexplained miss-fire despite many hours work on the fuel system and ignition.

Tom, Simon and George formed the front row and led the field around at a sedate pace to give everyone the best opportunity to arrive promptly but Buzzie still had problems and the resultant delay and long hold caused several engines to cry 'enough' and an aborted start was called. Second time around was better but still three cars failed to make it away, however two did subsequently get re-started, although sadly Stuart Wright's Cooper steadfastly refused. Only Douglas McLay with Buzzie and Tony Skelton, whose clutch had failed, also failed to get going, meaning we were down to 24.

As the flag fell it was Simon who leapt away quickest but at the end of lap 1 George held a narrow lead from Tom, both of whom were ahead of Chris before a small gap back to Simon F with Simon D in close attendance, and then Alex trying to hang on. Next came a tight group of John Chisholm, Andy Raynor and Ed Williams, who had stormed through from row 8 on the grid. This was Ed's first race in a 500.

Over the next couple of laps George and Tom stretched away from Chris, who was to have a rather lonely race. Then on lap three Tom managed to pass George to hold a slender lead into lap 4. However, George was back ahead by the start of lap 5 during which Tom's engine began to miss a beat or two exiting the tighter bends, to the extent he pulled into the pits before completing lap 6. By this time we had also lost Richard Bishop-Miller with a failed engine, Alex Wilson with a cooked clutch, Duncan Rabagliati with fuel pump problems and John Chisholm, whose chain had parted.

Back down the field the two Simons were still battling hard and Roy was beginning to reel in Mike Fowler. Elsewhere most of the gaps were stretching out.

As the chequered flag came out after seven laps and our allotted 15 minutes, George took a comfortable win at his third attempt at racing here, and blissfully unaware of a rather crooked tail cone which Tom had 'kissed' at St Marys! A great second was Chris and then still not far apart came the Simon duo.

In all, 19 cars finished the race, an outstanding achievement. This included the venerable Larkens with an overjoyed Mike Doodeman at the wheel, his first race finish. Perhaps the closest contest, and most fun had, was between Alan Croft and Angus Frost, who spent the whole race together passing and re-passing. Mention must also be made of Richard Kelly in the Heizer, who was the first JAP powered car home, 10th position, and Richard de la Roche, who made it up to 14th after starting last and from the pit lane when the engine took time to fire at the re-start. This was a shame as he had qualified ninth. Both Kerry Horan in the Australian built Trenberth with its Vincent engine and Andy Raynor in the JBS had rather lonely and uneventful races but

thoroughly enjoyed themselves, coming home 15th and 9th respectively. Roy Hunt had flown through from the back of the grid, posting times around the 1:50 mark, to finish 7th before running out of fuel on the slow down lap.



Simon Frost with his garland for 3<sup>rd</sup> place



All the fun of the fair!





Parc Ferme



George Shackleton on his way to victory being pursued by Tom Waterfield.