

500 Owners Association Circuit Racing Championship - Round 7. The Bristol Aeroplane Company Motor Sports Club Challenge Trophy
CCRC "Autumn Classic" Meeting, April 10th, 2016
Castle Combe, Wiltshire

After many years of not being able to race at Castle Combe due to noise limits, the one-day Historic Festival has quickly become a popular end-of-season event for 500s. Whilst by necessity as late as the cars want to be out of their warm winter garages, it is worth the effort to squeeze one more event out of the year. The circuit is well-suited to 500s, a decent crowd is in attendance, and the welcome is warm (except perhaps for the gatekeeper to pit lane, who will allow none to pass without a wristband, no matter how much equipment you are carrying, or how extensive your knowledge of the African and European swallow...)

Twenty drivers turned out for the meeting. "Young" Mr Kingsland would be driving the Staride, while "Old" Mr de la Roche would drive the Cooper Mk V (ex-Alan Hartfield) – young Peter racing in the Junior. Mike Wood was out with the pretty Iota-based CB 2 again, building his circuit confidence. Tim Ross and team fielded the late Mike Gilbert's Cooper Mk IX (a very tidy and accurate chassis that anyone restoring a Mk IX should take time to study), with Ted Williams piloting.

Iain Rowley had another of his occasional outings to blow the cobwebs out of John Chisholm's Arnott, and with the Wright family and the Jones brothers also in attendance, less than half of the grid was Coopers.

Last, as ever, but never least was Maurice van der Brempt with the Fillingham, Maurice declaring that this would be his final outing ever.

Qualifying:

From breakfast time onwards the forecast rain began to fall, enough to soak the track, and anyone foolish enough to get caught outside. That and an early start to proceedings made for a bit of a shambolic start to qualifying. Early arrivals to Assembly had killed the engine only to have to pass a noise test; as many mechanics know, even starter dollies can struggle to get some cars going in the wet, and there was much pushing, shoving a general poking to get recalcitrant motors fired up again. Late arrivals, meanwhile, got frantic hand signals to keep the engine going while they were noise tested, had their tail light checked, and got out on track.

The Kingslands were nervous of a cracked driveshaft, discovered on unloading the night before, but welded up. Xavier almost had a stroke of genius, trying the old sprint course trick of wrapping the 'starting' tyre of the Staride in clingfilm to keep it dry for the starter dolly. Unfortunately, the slightest scrub just on the push to Assembly had it all off and wrapped around the axle. The theory was sound though, and better luck next time...

At the final count, we were already one car down (Stuart Wright, with a total lack of spark), while dad Roy went out with his helmet on, but unbuckled. Steve Jeffords somehow managed to stall the Cooper at the end of pit lane. Two marshals managed to push start it, and Steve thanked them by driving off, leaving them pushing air and both falling into a puddle!

Finally on-track, most were taking their time to build up confidence on what was a very wet track. The first half of the lap will reward bravery, as every mph carried through Camp and Follies will be with you all the way to Quarry, but it will also punish you if you overdo it at either corner, a twitch or lift losing you speed over the same stretch. This was magnified in the wet, and you could hear the more confident, aggressive drivers keep on the power longer than seemed prudent, while others just accepted the need to chalk up their mandatory three laps. Only David Kingsland had a fully public excursion, taking a long, long detour from the final corner through the infield grass and rejoining not that far from where he had departed.

Several others though admitted to moments 'off-camera' around the second half of the course's stop-start series of chicanes and corners. Brian Jolliffe admitted to using the car ahead to identify

his braking point for Bobbies Chicane on one lap, only to watch his 'marker' aquaplane on and straightline the complex. Brian had no choice but to follow on and act like that was what he had meant to do.

Despite this (or just possibly because?) Brian took a mightily impressive pole position, the wet weather certainly helping the JAP-powered cars. Darrell Woods, skulking extremely low in his Cooper, was less than a tenth slower for second and Richard de la Roche took third, a second and a half slower, but after just two laps. Gordon Russell led the Triumph Twins – Gareth and JB Jones both looking strong. Perhaps the smoother twin offers some a more comfortable limit in the wet, or perhaps the brothers just lack imagination and were pushing closer to the limit than everyone else?

Win, lose or, draw, though, everyone had a fun session, and there were no major problems coming out of the session. Stuart Wright dropped the spare JAP in, so a full programme of cars would line up on the grid. It even stopped raining around noon, so there was the promise of a sunny race on a drying track.

Race:

And so it came to pass. The sun spent the early afternoon ducking in and out of the clouds, so as the 500s arranged themselves in Assembly the track was an interesting mixture of dry, damp and puddles. One cloud looked a little threatening, but was some way off and unlikely to cause trouble.

Brian had trouble getting away, but moved into position to lead off a rolling start. Through Folly Brian led from Darrell, and Gordon Russell who had pipped Richard de la Roche. Richard, though, was on a stormer, back ahead before Quarry, then passing first Darrell and then Brian to lead the first lap. Darrell got slightly gapped in this process, and found his mirrors full of Mike Fowler's Cooper (with the drier road able to exploit the Norton power more). Gordon had fallen to sixth place, sandwiched by the Jones brothers, but would quickly get back into a groove and set his sights on Darrell and Mike. Iain Rowley had made a good start and hung onto the coat tails of this group, the Arnott looking more nimble than usual.

A couple of seconds back, Ted Williams led a group sorting itself into order, with David Kingsland pushing forward followed by Nigel Challis, Martin Sheppard, a gap to Roy Hunt Kerry Horan, and a fast Stuart Wright. With some cars slow to the start line there were some larger gaps, but Steve Jeffords and Roy Wright were in close company with Mike Wood and Maurice van der Brempt bringing up the rear.

It looked like being one of 'those' races where the Nortons could stretch their legs and overtake a plucky start by the JAP engined Cooper, but they were taking their time about it, and the only car that could stay with Richard was Brian – also JAP-engined. Richard seemed to have some edge through the stop-start second half of the lap, and even on the second run through he was stretching a proper lead from Brian, nearly 1.5s over the line. Second to fifth were covered by about the same time, although how it was distributed would change corner to corner, daylight between cars appearing and disappearing. Darrell would challenge Brian, come off worse and have Mike trying to outbrake him at the next corner. When that didn't work, Mike had to cover Gordon, and Darrell was back onto Brian. Over the next couple of laps only Gordon got to make a move stick, moving ahead of Mike for fourth place. A fastest lap got him on the tail of the silver Mk XII, and past Darrell on Lap 4 (Mike opportunistically following through as well).

Iain's lead of the second group came to an end on Lap 3 as Gareth passed him for 6th place, and Ted Williams also passing him on the next lap. This remained a close group, with Nigel, David Kingsland and Martin Sheppard in close attendance, and JB and Stuart just a second behind. The rot was starting to set in, however. The JLR was stuck in top gear, so to maintain such speed was impressive for such an old car. Roy Hunt had been off form from the start, which it became clear was due to a hot motor, as a haze of oil started rising, power went and eventually the engine seized. Kerry and Steve had been running in close formation, but Kerry parked up on the 7th lap.

Further back, Mike Wood tracked Roy Wright for a couple of laps before moving past (was that a first overtake on merit for Mike?). Roy didn't give up, and they battled for the rest of the race, never more than half a second apart.

Back to the head of the race, it was becoming clear that Richard had this under control. He was edging out a good second each lap, even as the second group began splitting. Gordon finally passed Brian for second place on the fifth time down from Folly to Quarry, and whilst he knuckled down Richard was already five seconds up the road. Gordon pressed on, if only to prevent Brian coming back at him, but Gordon was cursing himself for having to waste time recovering from a (fairly) poor start.

Darrell had recovered his composure and was right back on Mike's tail, the pair of them a second or so back from Brian's blue Cooper. This would go to the end, but Darrell couldn't quite get the overlap.

If that wasn't enough for an entertaining race, the middle group was actually stronger. Gareth had eked out a comfortable lead, but then developed a small misfire was dragging him back into the melee. Ted led the pack with Nigel, Martin Sheppard, David Kingsland (surprisingly slow) and Stuart Wright (from the back of the grid and going very fast) in close formation and Iain's Arnott just drifting away a little. And at this point your reporter scribbles a note "SKIES darkening".

Oh, and a late addition to the lap charts was Duncan in the Comet. Unable to get away at the original start, he suddenly appeared on lap 5, a few seconds in front of Kerry, and confusing everybody.

Lap 6 broadly held station. Stuart was struggling to find a way past the Staride and a small gap was opening ahead. This would actually prove beneficial as everything kicked off on Lap 7. Through that lap rain drops began to fall, and in seconds turned to a healthy deluge. At the front, Richard had no particular troubles, and nor did Gordon, still holding second. However a couple of seconds later as Brian (79 years old, as commentator Marcus Pye was keen to tell the spectators repeatedly) hammered through the final Camp Corner it was much wetter and the Cooper's tail came round. Brian spun and stalled broadside across the track. Mark and Darrell were already past, but the second group, some twenty seconds away, would be a problem and the red flags came out quickly.

Except they weren't exactly twenty seconds away, as they were having their own fun and games at Bobbies Chicane. The Cousy was finally caught by the pack on the approach to the chicane. Gareth braked late, made a mistake, and the French car got very sideways. Tim was through to the head of the group, except the Cousy chose this moment to snap straight in line and straight into the front wheel of the green Cooper. The Cooper was left with wheels akimbo, dragging itself to the pits, only to see the red flag and 'finish'. The Cousy took off skywards, all four wheels off the ground. Martin Sheppard chose to run away and took to the grass to get as far away as possible. And David Kingsland did pretty much the same on the other side. Nigel Challis opened his eyes to see the red safety light flashing, so dived straight for pit lane – he may have stayed drier than others, but perhaps lost a point or two as a result.

Winners out of all this were David and Stuart who leapfrogged the group for sixth and seventh place. This became fifth and sixth when Brian was penalised for effectively causing the red flag ('not running at the finish', although technically he somehow did manage to cross the finish line). Ted dragged the Cooper over the line for 10th, and Gareth (who accepted the blame like a gentleman) rolled in some twenty seconds later than planned. By this time the heavens had truly opened, so the main interest for everyone was finding cover. It wasn't noticed that the official results were declared for Lap 7, without the expected countback.

Whatever your position in the race, it had been a fun day, and the best way to finish a season. Icing on the cake, literally, was tea and cake laid on by the organisers for the competitors in each race. Richard de la Roche was roundly applauded for what was a mightily impressive drive – in wet and dry. He sheepishly admitted that it was his first ever circuit victory, in over twenty years of trying.

This final race did not make any difference to the class Championship positions. JB, was confirmed as P1 class winner and Darrell winner in the P2 class and despite Xavier sitting out this round in favour of son David, he maintained his P2 class lead.

The overall Championship resulted in a tie between JB and Darrell and it would take three weeks and a ruling from the Championship Stewards to finally resolve the overall winner in favour of JB Jones. The Championship rules utilise the MSA tie resolution procedure, a straightforward system, I hear you say, but it took no less that four tests to finally resolve the tie and to come up with overall winner!

And finally, an award was made to our great friend Maurice van der Brempt. Maurice's father built a 500 in the very early years of the series, and Brian Jolliffe told of the many times he had met Maurice as he convinced himself to buy a car and give it a go himself. Maurice finally bought the Fillingham, and has raced with us for about five years. 'Success' has rarely been measured in more than whole laps completed, but he has always been so enthusiastic. He decided that 82 was old enough, but as Chairman Challis said when presenting him with a commemorative tankard "we expect to be doing this again next year..." Oh, and on his final race, Maurice managed to drag that damned car to the flag. Well done.

P.S. Just to top off a wonderful day, Peter de la Roche dominated the Formula Junior race.

P	Driver	Car	Time	Q	Time
1	Richard de la Roche	Cooper Mk V	7 laps 11' 06.455"	3	1' 51.525"
2	Gordon Russell	Mackson	+ 5.763"	4	1' 52.200"
3	Mike Fowler	Cooper Mk V	+ 8.775"	8	1' 56.557"
4	Darrell Woods	Cooper Mk XII	+ 8.840"	2	1' 49.889"
5	David Kingsland	Staride Mk 3	+ 32.161"	10	1' 58.578"
6	Stuart Wright	Cooper Mk XII	+ 35.148"	NT	
7	Martin Sheppard	Effyh "Brynfan Tyddyn Special"	+ 36.739"	14	2' 06.615"
8	Nigel Challis	Cooper Mk VIII	+ 37.479"	9	1' 57.622"
9	Iain Rowley	Arnott	+ 38.299"	7	1' 56.206"
10	Ted Williams	Cooper Mk IX	+ 46.538"	13	2' 05.297"
11	JB Jones	JLR	+ 53.735"	6	1' 54.796"
12	Gareth Jones	Cousy	+ 56.517"	5	1' 54.695"
13	Steve Jeffords	Cooper Mk VIII	+ 1' 27.600"	16	2' 11.756"
14	Mike Wood	CB 2	+ 1' 52.495"	18	2' 20.802"
15	Roy Wright	Flash Special	+ 1' 52.728"	15	2' 09.334"
16	Maurice van der Brempt	Fillingham	5 laps	19	2' 39.502"
NC	Brian Jolliffe	Cooper Mk VIII	7 laps	1	1' 49.844"
R	Kerry Horan	Trenberth	6 laps	17	2' 12.487"
R	Roy Hunt	Martin	3 laps	12	2' 03.316"
R	Duncan Rabagliati	Comet	2 laps	11	2' 02.916"

Fastest Lap: Richard de la Roche, 1' 32.506" (71.99mph, 115.86kph)

Race Distance: 15 minutes, curtailed to 7 laps by red flag



500 OA

Castle Combe Circuit

1st October 2016



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race (run by the 500 C

QUALIFYING - RACE 3 - CLASSIFICATION

POS	NO	CL	PIC NAME	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	47	P3	1 Brian JOLLIFFE	Cooper MK8 497	1:49.844	4	5			60.63
2	6	P3	2 Darrell WOODS	Cooper Norton MK:XII 500	1:49.889	6	8	0.045	0.045	60.60
3	17	P2	1 Richard DE LA ROCHE	Cooper Mk V 500	1:51.525	2	2	1.681	1.636	59.71
4	67	P2	2 Gordon RUSSELL	Mackson 500F3 498	1:52.200	5	7	2.356	0.675	59.35
5	44	P3	3 Gareth JONES	Cousy #2 500	1:54.695	3	8	4.851	2.495	58.06
6	19	P1	1 JB JONES	JLR F3 500 500	1:54.796	5	7	4.952	0.101	58.01
7	18	P2	3 Iain ROWLEY	Arnott Jap 500	1:56.206	6	8	6.362	1.410	57.31
8	31	P2	4 Mike FOWLER	Cooper MKV 500	1:56.557	5	7	6.713	0.351	57.13
9	7*	P3	4 Nigel CHALLIS	Cooper Mk8 499	1:57.622	3	5	7.778	1.065	56.62
10	59	P2	5 David KINGSLAND	Staride MK3 500	1:58.578	6	8	8.734	0.956	56.16
11	12	P2	6 Duncan RABAGLIATI	Comet Mk1 497	2:02.916	6	7	13.072	4.338	54.18
12	8	P3	5 Roy HUNT	Martin Special Norton 500	2:03.316	6	6	13.472	0.400	54.00
13	11	P3	6 Ted WILLIAMS	Cooper Mark IX 500	2:05.297	2	3	15.453	1.981	53.15
14	37	P3	7 Martin SHEPPARD	Effyh Brynfan Tyddyn Special 500	2:06.615	6	7	16.771	1.318	52.60
15	4	P3	8 Roy WRIGHT	Flash Special 500	2:09.334	4	5	19.490	2.719	51.49
16	92	P3	9 Steven JEFFORDS	Cooper 1954 MK8 500	2:11.756	3	5	21.912	2.422	50.54
17	36	P2	7 Kerry HORAN	Trenberth Vincent 498	2:12.487	4	5	22.643	0.731	50.26
18	46	P2	8 Mike WOOD	IOTA CB2 500	2:20.802	4	5	30.958	8.315	47.30
19	21	P3	10 Maurice VAN DER BREMPT	Fillingham - 497	2:39.502	2	4	49.658	18.700	41.75

Car No 7 - Requires a working transponder - Q.12.2.1

Weather / Track : Cloudy / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Castle Combe

Circuit Length = 1.8500 miles

Start: 08:54 Flag 09:09 End: 09:12

Clerk Of Course :		Timekeeper :	
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Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race (run by the 500 C

QUALIFYING - RACE 3 - LAP ANALYSIS

DIFF = Difference To Personal Best Lap

P1 47 Brian JOLLIFFE				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				09:01:09.617
2 -	1:57.619 (3)	7.775	56.62	09:03:07.236
3 -	1:50.212 (2)	0.368	60.42	09:04:57.448
4 -	1:49.844 (1)		60.63	09:06:47.292
5 -	2:06.299 P	16.455	52.73	09:08:53.591

P2 6 Darrell WOODS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:56:59.439
2 -	1:53.778	3.889	58.53	08:58:53.217
3 -	1:53.930	4.041	58.45	09:00:47.147
4 -	1:51.882 (2)	1.993	59.52	09:02:39.029
5 -	1:52.659	2.770	59.11	09:04:31.688
6 -	1:49.889 (1)		60.60	09:06:21.577
7 -	1:52.106	2.217	59.40	09:08:13.683
8 -	1:52.045 (3)	2.156	59.44	09:10:05.728

P3 17 Richard DE LA ROCHE				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:54.063
2 -	1:51.525 (1)		59.71	08:59:45.588

P4 67 Gordon RUSSELL				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:59:24.835
2 -	1:57.439 (3)	5.239	56.71	09:01:22.274
3 -	2:04.221	12.021	53.61	09:03:26.495
4 -	1:55.438 (2)	3.238	57.69	09:05:21.933
5 -	1:52.200 (1)		59.35	09:07:14.133
6 -	1:57.717	5.517	56.57	09:09:11.850
7 -	2:01.543	9.343	54.79	09:11:13.393

P5 44 Gareth JONES				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:03.590
2 -	1:58.314 (2)	3.619	56.29	08:59:01.904
3 -	1:54.695 (1)		58.06	09:00:56.599
4 -	2:00.234	5.539	55.39	09:02:56.833
5 -	2:03.163	8.468	54.07	09:04:59.996
6 -	2:01.173	6.478	54.96	09:07:01.169
7 -	1:59.880 (3)	5.185	55.55	09:09:01.049
8 -	2:00.501	5.806	55.26	09:11:01.550

P6 19 JB JONES				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:56:53.481
2 -	2:01.065	6.269	55.01	08:58:54.546
3 -	1:57.345	2.549	56.75	09:00:51.891
4 -	1:56.059 (2)	1.263	57.38	09:02:47.950
5 -	1:54.796 (1)		58.01	09:04:42.746
6 -	1:56.587 (3)	1.791	57.12	09:06:39.333
7 -	2:10.937 P	16.141	50.86	09:08:50.270

DIFF = Difference To Personal Best Lap

P7 18 Iain ROWLEY				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:16.950
2 -	2:04.085	7.879	53.67	08:59:21.035
3 -	2:00.932	4.726	55.07	09:01:21.967
4 -	2:00.778	4.572	55.14	09:03:22.745
5 -	1:58.692 (3)	2.486	56.11	09:05:21.437
6 -	1:56.206 (1)		57.31	09:07:17.643
7 -	1:57.316 (2)	1.110	56.77	09:09:14.959
8 -	2:01.252	5.046	54.92	09:11:16.211

P8 31 Mike FOWLER				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:04.920
2 -	2:03.401	6.844	53.97	08:59:08.321
3 -	2:01.065	4.508	55.01	09:01:09.386
4 -	1:56.611 (2)	0.054	57.11	09:03:05.997
5 -	1:56.557 (1)		57.13	09:05:02.554
6 -	1:59.071 (3)	2.514	55.93	09:07:01.625
7 -	2:05.850 P	9.293	52.92	09:09:07.475

P9 7 Nigel CHALLIS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:25.985
2 -	2:02.152 (2)	4.530	54.52	08:59:28.137
3 -	1:57.622 (1)		56.62	09:01:25.759
4 -	2:02.892	5.270	54.19	09:03:28.651
5 -	2:02.172 (3)	4.550	54.51	09:05:30.823

P10 59 David KINGSLAND				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:06.393
2 -	2:06.382	7.804	52.69	08:59:12.775
3 -	2:16.726	18.148	48.71	09:01:29.501
4 -	2:09.829	11.251	51.29	09:03:39.330
5 -	2:00.424 (3)	1.846	55.30	09:05:39.754
6 -	1:58.578 (1)		56.16	09:07:38.332
7 -	1:58.700 (2)	0.122	56.10	09:09:37.032
8 -	2:26.060 P	27.482	45.59	09:12:03.092

P11 12 Duncan RABAGLIATI				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:58:05.459
2 -	2:12.402	9.486	50.30	09:00:17.861
3 -	2:10.303	7.387	51.11	09:02:28.164
4 -	2:07.959	5.043	52.04	09:04:36.123
5 -	2:04.671 (2)	1.755	53.42	09:06:40.794
6 -	2:02.916 (1)		54.18	09:08:43.710
7 -	2:05.814 (3)	2.898	52.93	09:10:49.524

P12 8 Roy HUNT				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				09:00:26.609
2 -	2:12.058	8.742	50.43	09:02:38.667
3 -	2:11.126	7.810	50.79	09:04:49.793
4 -	2:03.788 (2)	0.472	53.80	09:06:53.581
5 -	2:04.177 (3)	0.861	53.63	09:08:57.758
6 -	2:03.316 (1)		54.00	09:11:01.074

Weather / Track : Cloudy / Wet

Castle Combe
Circuit Length = 1.8500 miles
Start: 08:54 Flag 09:09 End: 09:12

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QUALIFYING - RACE 3 - LAP ANALYSIS

DIFF = Difference To Personal Best Lap

P13 11 Ted WILLIAMS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:31.651
2 -	2:05.297 (1)		53.15	08:59:36.948
3 -	2:11.934 P	6.637	50.48	09:01:48.882

P14 37 Martin SHEPPARD				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:58:12.621
2 -	2:16.484	9.869	48.79	09:00:29.105
3 -	2:13.961	7.346	49.71	09:02:43.066
4 -	2:08.042 (2)	1.427	52.01	09:04:51.108
5 -	2:13.773	7.158	49.78	09:07:04.881
6 -	2:06.615 (1)		52.60	09:09:11.496
7 -	2:08.690 (3)	2.075	51.75	09:11:20.186

P15 4 Roy WRIGHT				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				09:00:42.523
2 -	2:12.920 (3)	3.586	50.10	09:02:55.443
3 -	2:11.333 (2)	1.999	50.71	09:05:06.776
4 -	2:09.334 (1)		51.49	09:07:16.110
5 -	2:25.118 P	15.784	45.89	09:09:41.228

P16 92 Steven JEFFORDS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				09:01:52.489
2 -	2:14.659 (2)	2.903	49.45	09:04:07.148
3 -	2:11.756 (1)		50.54	09:06:18.904
4 -	2:18.502 (3)	6.746	48.08	09:08:37.406
5 -	2:27.317	15.561	45.20	09:11:04.723

P17 36 Kerry HORAN				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:57:59.759
2 -	2:19.154	6.667	47.86	09:00:18.913
3 -	2:17.238 (3)	4.751	48.52	09:02:36.151
4 -	2:12.487 (1)		50.26	09:04:48.638
5 -	2:14.948 (2)	2.461	49.35	09:07:03.586

P18 46 Mike WOOD				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				08:58:27.133
2 -	2:25.753 (3)	4.951	45.69	09:00:52.886
3 -	2:23.863 (2)	3.061	46.29	09:03:16.749
4 -	2:20.802 (1)		47.30	09:05:37.551
5 -	2:32.859 P	12.057	43.56	09:08:10.410

P19 21 Maurice VAN DER BREMPT				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -				09:03:36.392
2 -	2:39.502 (1)		41.75	09:06:15.894
3 -	2:41.960 (2)	2.458	41.12	09:08:57.854
4 -	2:48.015 (3)	8.513	39.63	09:11:45.869

Weather / Track : Cloudy / Wet

Results can be found at www.tsl-timing.com


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Castle Combe
Circuit Length = 1.8500 miles
Start: 08:54 Flag 09:09 End: 09:12

Printed - 09:14 Saturday, 01 October 2016

Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race (run by the 500 C) RACE 3 - GRID (15 minutes)

ROW 10	19	2:39.502 21 Maurice VAN DER BREMPT		
ROW 9	17	2:12.487 36 Kerry HORAN	18	2:20.802 46 Mike WOOD
ROW 8	15	2:09.334 4 Roy WRIGHT	16	2:11.756 92 Steven JEFFORDS
ROW 7	13	2:05.297 11 Ted WILLIAMS	14	2:06.615 37 Martin SHEPPARD
ROW 6	11	2:02.916 12 Duncan RABAGLIATI	12	2:03.316 8 Roy HUNT
ROW 5	9	1:57.622 7 Nigel CHALLIS	10	1:58.578 59 David KINGSLAND
ROW 4	7	1:56.206 18 Iain ROWLEY	8	1:56.557 31 Mike FOWLER
ROW 3	5	1:54.695 44 Gareth JONES	6	1:54.796 19 JB JONES
ROW 2	3	1:51.525 17 Richard DE LA ROCHE	4	1:52.200 67 Gordon RUSSELL
ROW 1	1	1:49.844 47 Brian JOLLIFFE	2	1:49.889 6 Darrell WOODS
Pole				
				

Castle Combe
Circuit Length = 1.8500 miles

These results are provisional until the conclusion of any judicial and technical matters.

Clerk Of Course :

Timekeeper :

Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race (run by the 500 Owners Association)

RACE 3 - CLASSIFICATION

POS	NO	CL	PIC NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	17	P2	1 Richard DE LA ROCHE	Cooper Mk V 500	7	11:06.455			69.95	1:32.506	6
2	67	P2	2 Gordon RUSSELL	Mackson 500F3 498	7	11:12.218	5.763	5.763	69.35	1:33.324	6
3	31	P2	3 Mike FOWLER	Cooper MKV 500	7	11:15.230	8.775	3.012	69.04	1:34.051	6
4	6	P3	1 Darrell WOODS	Cooper Norton MK:XII 500	7	11:15.295	8.840	0.065	69.03	1:33.990	6
5	59	P2	4 David KINGSLAND	Staride MK3 500	7	11:38.616	32.161	23.321	66.73	1:35.163	6
6	16	P3	2 Stuart WRIGHT	Cooper Mk XI 500	7	11:41.603	35.148	2.987	66.44	1:36.388	5
7	37	P3	3 Martin SHEPPARD	Effyh Brynfan Tyddyn Special 500	7	11:43.194	36.739	1.591	66.29	1:36.116	6
8	7	P3	4 Nigel CHALLIS	Cooper Mk8 499	7	11:43.934	37.479	0.740	66.22	1:36.991	6
9	18	P2	5 Iain ROWLEY	Arnott Jap 500	7	11:44.754	38.299	0.820	66.15	1:37.499	6
10	11	P3	5 Ted WILLIAMS	Cooper Mark IX 500	7	11:52.993	46.538	8.239	65.38	1:36.630	6
11	19	P1	1 JB JONES	JLR F3 500 500	7	12:00.190	53.735	7.197	64.73	1:39.171	3
12	44	P3	6 Gareth JONES	Cousy #2 500	7	12:02.972	56.517	2.782	64.48	1:36.618	2
13	92	P3	7 Steven JEFFORDS	Cooper 1954 MK8 500	7	12:34.055	1:27.600	31.083	61.82	1:44.685	2
14	46	P2	6 Mike WOOD	IOTA CB2 500	7	12:58.950	1:52.495	24.895	59.85	1:43.356	5
15	4	P3	8 Roy WRIGHT	Flash Special 500	7	12:59.183	1:52.728	0.233	59.83	1:45.149	6
16	21	P3	9 Maurice VAN DER BREMPT	Fillingham - 497	5	11:57.897	2 Laps	2 Laps	46.38	2:20.219	5

NOT CLASSIFIED

NC	47	P3	Brian JOLLIFFE	Cooper MK8 497	7	11:13.896	7.441	0.000	69.18	1:33.869	6
DNF	36	P2	Kerry HORAN	Trenberth Vincent 498	6	10:38.411	1 Lap	1 Lap	62.59	1:43.310	4
DNF	8	P3	Roy HUNT	Martin Special Norton 500	3	5:44.418	4 Laps	3 Laps	58.01	1:40.059	2
NC	12	P2	Duncan RABAGLIATI	Comet Mk1 497	2	12:21.610	5 Laps	1 Lap	17.96	1:51.521	2

FASTEST LAP

17	P2	Richard DE LA ROCHE	Cooper Mk V 500	6	1:32.506	71.99 mph	115.86 kph
47	P3	Brian JOLLIFFE	Cooper MK8 497	6	1:33.869	70.95 mph	114.18 kph
19	P1	JB JONES	JLR F3 500 500	3	1:39.171	67.15 mph	108.07 kph

Car No 47 - Not classified - Not running at Red Flag

Weather / Track : Changeable / Damp

These results are provisional until the conclusion of any judicial and technical matters.

Castle Combe

Circuit Length = 1.8500 miles

Start: 13:53 Flag 14:04 End: 14:09

Clerk Of Course :	Timekeeper :
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Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race

RACE 3 - LAP CHART

LAP 1 @ 13:55:31.994			LAP 2 @ 13:57:06.349			LAP 3 @ 13:58:40.226			LAP 4 @ 14:00:14.164			LAP 5 @ 14:01:47.438		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
17		1:42.518	17		1:34.355	17		1:33.877	17		1:33.938	17		1:33.274
47	0.287	1:42.805	47	1.466	1:35.534	21	1 Lap	2:20.610	47	3.557	1:35.209	67	4.974	1:34.484
6	1.035	1:43.553	6	1.763	1:35.083	47	2.286	1:34.697	67	3.764	1:34.794	47	5.473	1:35.190
31	1.978	1:44.496	31	3.225	1:35.602	6	2.498	1:34.612	6	4.115	1:35.555	31	6.221	1:34.852
44	3.243	1:45.761	67	3.370	1:34.343	67	2.908	1:33.415	31	4.643	1:34.297	6	6.563	1:35.722
67	3.382	1:45.900	44	5.506	1:36.618	31	4.284	1:34.936	44	15.892	1:39.663	44	21.467	1:38.849
19	3.945	1:46.463	18	9.569	1:39.380	44	10.167	1:38.538	11	19.307	1:38.128	11	23.074	1:37.041
18	4.544	1:47.062	11	10.374	1:39.142	11	15.117	1:38.620	7	20.412	1:38.274	37	24.629	1:36.392
11	5.587	1:48.105	7	11.623	1:39.511	18	15.172	1:39.480	37	21.511	1:38.305	59	25.168	1:35.955
59	5.793	1:48.311	59	12.478	1:41.040	7	16.076	1:38.330	18	21.681	1:40.447	7	26.483	1:39.345
7	6.467	1:48.985	37	13.498	1:39.296	59	16.840	1:38.239	59	22.487	1:39.585	16	27.114	1:36.388
37	8.557	1:51.075	19	14.097	1:44.507	37	17.144	1:37.523	16	24.000	1:36.804	18	27.538	1:39.131
8	9.158	1:51.676	8	14.862	1:40.059	19	19.391	1:39.171	19	29.883	1:44.430	19	36.645	1:40.036
36	12.674	1:55.192	16	17.728	1:38.961	16	21.134	1:37.283	36	45.463	1:43.310	36	55.968	1:43.779
16	13.122	1:55.640	36	24.792	1:46.473	36	36.091	1:45.176	21	1 Lap	2:22.655	92	1:01.154	1:45.044
92	16.061	1:58.579	92	26.391	1:44.685	92	38.044	1:45.530	92	49.384	1:45.278	46	1:14.010	1:43.356
4	20.102	2:02.620	4	34.246	1:48.499	4	52.026	1:51.657	46	1:03.928	1:45.307	4	1:18.059	1:46.250
46	23.398	2:05.916	46	36.644	1:47.601	46	52.559	1:49.792	4	1:05.083	1:46.995			
21	48.190	2:30.708				8	53.668	2:12.683						

Weather / Track : Changeable / Damp

Results can be found at www.tsl-timing.com

Page 1 of 2

Castle Combe

Circuit Length = 1.8500 miles

Start: 13:53 Flag 14:04 End: 14:09

Printed - 14:15 Saturday, 01 October 2016

Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race

RACE 3 - LAP CHART

LAP 6 @ 14:03:19.944			LAP 7 @ 14:04:55.931		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
17		1:32.506	17		1:35.987
67	5.792	1:33.324	67	5.763	1:35.958
47	6.836	1:33.869	47	7.441	1:36.592
21	2 Laps	2:23.705	31	8.775	1:36.996
31	7.766	1:34.051	6	8.840	1:36.780
6	8.047	1:33.990	59	32.161	1:40.323
44	26.347	1:37.386	16	35.148	1:39.910
11	27.198	1:36.630	37	36.739	1:44.487
59	27.825	1:35.163	7	37.479	1:42.498
37	28.239	1:36.116	18	38.299	1:41.755
7	30.968	1:36.991	11	46.538	1:55.327 P
16	31.225	1:36.617	21	2 Laps	2:20.219
18	32.531	1:37.499	19	53.735	1:45.776
19	43.946	1:39.807	44	56.517	2:06.157
12	5 Laps	10:30.089	12	5 Laps	1:51.521
36	1:07.943	1:44.481	92	1:27.600	1:50.160
92	1:13.427	1:44.779	46	1:52.495	1:58.466
46	1:30.016	1:48.512	4	1:52.728	1:58.013
4	1:30.702	1:45.149			

Weather / Track : Changeable / Damp

Results can be found at www.tsl-timing.com

Page 2 of 2

Castle Combe
Circuit Length = 1.8500 miles
Start: 13:53 Flag 14:04 End: 14:09

Printed - 14:15 Saturday, 01 October 2016

Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race

RACE 3 - LAP ANALYSIS

DIFF = Difference To Personal Best Lap

P1 17 Richard DE LA ROCHE				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:42.518	10.012	64.96	13:55:31.994
2 -	1:34.355	1.849	70.58	13:57:06.349
3 -	1:33.877 (3)	1.371	70.94	13:58:40.226
4 -	1:33.938	1.432	70.89	14:00:14.164
5 -	1:33.274 (2)	0.768	71.40	14:01:47.438
6 -	1:32.506 (1)		71.99	14:03:19.944
7 -	1:35.987	3.481	69.38	14:04:55.931

P2 67 Gordon RUSSELL				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:45.900	12.576	62.88	13:55:35.376
2 -	1:34.343 (3)	1.019	70.59	13:57:09.719
3 -	1:33.415 (2)	0.091	71.29	13:58:43.134
4 -	1:34.794	1.470	70.25	14:00:17.928
5 -	1:34.484	1.160	70.48	14:01:52.412
6 -	1:33.324 (1)		71.36	14:03:25.736
7 -	1:35.958	2.634	69.40	14:05:01.694

P3 31 Mike FOWLER				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:44.496	10.445	63.73	13:55:33.972
2 -	1:35.602	1.551	69.66	13:57:09.574
3 -	1:34.936	0.885	70.15	13:58:44.510
4 -	1:34.297 (2)	0.246	70.62	14:00:18.807
5 -	1:34.852 (3)	0.801	70.21	14:01:53.659
6 -	1:34.051 (1)		70.81	14:03:27.710
7 -	1:36.996	2.945	68.66	14:05:04.706

P4 6 Darrell WOODS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:43.553	9.563	64.31	13:55:33.029
2 -	1:35.083 (3)	1.093	70.04	13:57:08.112
3 -	1:34.612 (2)	0.622	70.39	13:58:42.724
4 -	1:35.555	1.565	69.69	14:00:18.279
5 -	1:35.722	1.732	69.57	14:01:54.001
6 -	1:33.990 (1)		70.85	14:03:27.991
7 -	1:36.780	2.790	68.81	14:05:04.771

P5 59 David KINGSLAND				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:48.311	13.148	61.48	13:55:37.787
2 -	1:41.040	5.877	65.91	13:57:18.827
3 -	1:38.239 (3)	3.076	67.79	13:58:57.066
4 -	1:39.585	4.422	66.87	14:00:36.651
5 -	1:35.955 (2)	0.792	69.40	14:02:12.606
6 -	1:35.163 (1)		69.98	14:03:47.769
7 -	1:40.323	5.160	66.38	14:05:28.092

P6 16 Stuart WRIGHT				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:55.640	19.252	57.59	13:55:45.116
2 -	1:38.961	2.573	67.29	13:57:24.077
3 -	1:37.283	0.895	68.46	13:59:01.360
4 -	1:36.804 (3)	0.416	68.79	14:00:38.164
5 -	1:36.388 (1)		69.09	14:02:14.552
6 -	1:36.617 (2)	0.229	68.93	14:03:51.169
7 -	1:39.910	3.522	66.66	14:05:31.079

DIFF = Difference To Personal Best Lap

P7 37 Martin SHEPPARD				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:51.075	14.959	59.95	13:55:40.551
2 -	1:39.296	3.180	67.07	13:57:19.847
3 -	1:37.523 (3)	1.407	68.29	13:58:57.370
4 -	1:38.305	2.189	67.74	14:00:35.675
5 -	1:36.392 (2)	0.276	69.09	14:02:12.067
6 -	1:36.116 (1)		69.29	14:03:48.183
7 -	1:44.487	8.371	63.74	14:05:32.670

P8 7 Nigel CHALLIS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:48.985	11.994	61.10	13:55:38.461
2 -	1:39.511	2.520	66.92	13:57:17.972
3 -	1:38.330 (3)	1.339	67.73	13:58:56.302
4 -	1:38.274 (2)	1.283	67.77	14:00:34.576
5 -	1:39.345	2.354	67.03	14:02:13.921
6 -	1:36.991 (1)		68.66	14:03:50.912
7 -	1:42.498	5.507	64.97	14:05:33.410

P9 18 Iain ROWLEY				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:47.062	9.563	62.20	13:55:36.538
2 -	1:39.380 (3)	1.881	67.01	13:57:15.918
3 -	1:39.480	1.981	66.94	13:58:55.398
4 -	1:40.447	2.948	66.30	14:00:35.845
5 -	1:39.131 (2)	1.632	67.18	14:02:14.976
6 -	1:37.499 (1)		68.30	14:03:52.475
7 -	1:41.755	4.256	65.45	14:05:34.230

P10 11 Ted WILLIAMS				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:48.105	11.475	61.60	13:55:37.581
2 -	1:39.142	2.512	67.17	13:57:16.723
3 -	1:38.620	1.990	67.53	13:58:55.343
4 -	1:38.128 (3)	1.498	67.87	14:00:33.471
5 -	1:37.041 (2)	0.411	68.63	14:02:10.512
6 -	1:36.630 (1)		68.92	14:03:47.142
7 -	1:55.327 P	18.697	57.74	14:05:42.469

P11 19 JB JONES				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:46.463	7.292	62.55	13:55:35.939
2 -	1:44.507	5.336	63.72	13:57:20.446
3 -	1:39.171 (1)		67.15	13:58:59.617
4 -	1:44.430	5.259	63.77	14:00:44.047
5 -	1:40.036 (3)	0.865	66.57	14:02:24.083
6 -	1:39.807 (2)	0.636	66.72	14:04:03.890
7 -	1:45.776	6.605	62.96	14:05:49.666

P12 44 Gareth JONES				
LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:45.761	9.143	62.97	13:55:35.237
2 -	1:36.618 (1)		68.93	13:57:11.855
3 -	1:38.538 (3)	1.920	67.58	13:58:50.393
4 -	1:39.663	3.045	66.82	14:00:30.056
5 -	1:38.849	2.231	67.37	14:02:08.905
6 -	1:37.386 (2)	0.768	68.38	14:03:46.291

Weather / Track : Changeable / Damp

Castle Combe
Circuit Length = 1.8500 miles
Start: 13:53 Flag 14:04 End: 14:09

Autumn Classic Race Day

The Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race

RACE 3 - LAP ANALYSIS

DIFF = Difference To Personal Best Lap

7 - 2:06.157 29.539 52.79 14:05:52.448

P13 92 Steven JEFFORDS

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:58.579	13.894	56.16	13:55:48.055
2 -	1:44.685 (1)		63.61	13:57:32.740
3 -	1:45.530	0.845	63.11	13:59:18.270
4 -	1:45.278	0.593	63.26	14:01:03.548
5 -	1:45.044 (3)	0.359	63.40	14:02:48.592
6 -	1:44.779 (2)	0.094	63.56	14:04:33.371
7 -	1:50.160	5.475	60.45	14:06:23.531

P14 46 Mike WOOD

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	2:05.916	22.560	52.89	13:55:55.392
2 -	1:47.601 (3)	4.245	61.89	13:57:42.993
3 -	1:49.792	6.436	60.66	13:59:32.785
4 -	1:45.307 (2)	1.951	63.24	14:01:18.092
5 -	1:43.356 (1)		64.43	14:03:01.448
6 -	1:48.512	5.156	61.37	14:04:49.960
7 -	1:58.466	15.110	56.21	14:06:48.426

P15 4 Roy WRIGHT

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	2:02.620	17.471	54.31	13:55:52.096
2 -	1:48.499	3.350	61.38	13:57:40.595
3 -	1:51.657	6.508	59.64	13:59:32.252
4 -	1:46.995 (3)	1.846	62.24	14:01:19.247
5 -	1:46.250 (2)	1.101	62.68	14:03:05.497
6 -	1:45.149 (1)		63.33	14:04:50.646
7 -	1:58.013	12.864	56.43	14:06:48.659

P16 21 Maurice VAN DER BREMPT

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	2:30.708	10.489	44.19	13:56:20.184
2 -	2:20.610 (2)	0.391	47.36	13:58:40.794
3 -	2:22.655 (3)	2.436	46.68	14:01:03.449
4 -	2:23.705	3.486	46.34	14:03:27.154
5 -	2:20.219 (1)		47.49	14:05:47.373

P17 47 Brian JOLLIFFE

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:42.805	8.936	64.78	13:55:32.281
2 -	1:35.534	1.665	69.71	13:57:07.815
3 -	1:34.697 (2)	0.828	70.32	13:58:42.512
4 -	1:35.209	1.340	69.95	14:00:17.721
5 -	1:35.190 (3)	1.321	69.96	14:01:52.911
6 -	1:33.869 (1)		70.95	14:03:26.780
7 -	1:36.592	2.723	68.95	14:05:03.372

P18 36 Kerry HORAN

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:55.192	11.882	57.81	13:55:44.668
2 -	1:46.473	3.163	62.55	13:57:31.141
3 -	1:45.176	1.866	63.32	13:59:16.317
4 -	1:43.310 (1)		64.46	14:00:59.627
5 -	1:43.779 (2)	0.469	64.17	14:02:43.406
6 -	1:44.481 (3)	1.171	63.74	14:04:27.887

DIFF = Difference To Personal Best Lap

P19 8 Roy HUNT

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	1:51.676 (2)	11.617	59.63	13:55:41.152
2 -	1:40.059 (1)		66.56	13:57:21.211
3 -	2:12.683 (3)	32.624	50.19	13:59:33.894

P20 12 Duncan RABAGLIATI

LAP	LAP TIME	DIFF	MPH	TIME OF DAY
1 -	10:30.089	8:38.568	10.56	14:04:19.565
2 -	1:51.521 (1)		59.71	14:06:11.086