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Credit Suisse Race Control – a definitive history

After almost a decade as a committed partner of the world's leading classic car events and organiser of its own rallies, Credit Suisse has extended its partnership with the Goodwood Revival. Together with Goodwood, Credit Suisse is fully engaged in the preservation of Goodwood Motor Circuit's historic Race Control building.

During World War 2 a large area of farmland on the south-western edge of the Goodwood Estate had been developed as the Royal Air Force Westhampnett fighter base, which became a centre of historic aircraft action during the 1940 Battle of Britain.

Post-war, RAF Westhampnett was closed to operations and returned to the Goodwood Estate. The late Freddie March then led the way in persuading British Government Ministries to permit the disused aerodrome perimeter tracks to be adopted for motor racing, which led to the opening of the Goodwood Motor Circuit in 1948.

To run a race meeting effectively required a Race Control building. Initially Race Control operated from a double-decker bus and later from a temporary scaffolding construction. The historic Race Control building, which is so proudly preserved today, is essentially a single-storey wartime Ministry-style structure in red brick, erected possibly from a surplus War Department building kit very early in the Motor Circuit's history. Upon its flat roof another structure was added which would be continually modified during the race circuit's major-league active life, until long-lasting closure in 1966.

Race Control acted as a central office with a view of the race circuit's starting grid and pits area, from which the presiding Clerk of the Course, his Royal Automobile Club presiding stewards and other officials could effectively control the running of the race meeting.

Goodwood's Race Control building became the hub of circuit activities from 1948-66, and from the launch of the modern series of Goodwood Revival meetings in 1998 all its old significance has returned. Not only are the rules of racing observed and administered from it, the all-important timekeepers with their milli-second recording equipment and print-out facilities operate from within its historic frame.

All the great constructors and trophy-winning superstar drivers have graced Race Control in their dealings with the Goodwood organisers, or for prize-giving ceremonies on its podium. These include five-times Grand Prix World Champion Juan Manuel Fangio, first British World Champion Mike Hawthorn, plus other renowned names including Sir Stirling Moss, who won his very first serious circuit race here in the inaugural meeting of September 1948.

Much of Great Britain's motor racing history has been written in Race Control, amidst much excitement, a ton of tension and occasionally, of course, deep concern and (thankfully rare) grief. Today, the newly-restored Race Control building is entering the next chapter in its history. Under Credit Suisse's leadership, the building will play host to drivers, VIPs and media. This year's Revival marks the building's official re-opening and the 3rd Historic Racing Forum. In a nod to tradition, Prize Giving will continue to take place from Credit Suisse Race Control.

Any motor racing circuit has at its heart its Race Control, and thanks to Credit Suisse the one at Goodwood survives today as one of the world's longest serving, best preserved, and most iconic of them all.

To discover more about the Credit Suisse Classic Car Program please visit:
credit-suisse.com/classiccars

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WELCOME



It is amazing to think that we are already celebrating 15 years of the Revival. My relationship with Goodwood goes back a long way. I used to be a member of Bognor Regis Motor Club and lived at Pagham, five miles away from the circuit. I thought that the closest that I was going to be able to get to racing cars was waving flags at them, so I started marshalling. I was at Goodwood when Stirling Moss had his accident, but I was a couple of corners away at Madgwick.

Then, on 13 March 1964, I had my first race there in a Lotus Seven – and won. As I moved up through the formulae, I competed at

Goodwood maybe once a year, but I tested there a lot. I recall trying an F3 Lotus – Colin Chapman was there doing the sales pitch and we fell for it, which turned out to be a mistake!

Even after the circuit had closed for racing, I used to do plenty of miles at Goodwood. I tested Formula 1 cars there and even a Porsche 917. It's a very, very fast track that you have to treat with the utmost respect. There are a lot of double-apex corners and crests – the one that falls away as you exit Fordwater feels great whatever you're driving.

I remember once being approached by a chap who was wearing an eye-catching set of gold overalls. He had a roadgoing GT40 and asked if I could drive him round. We did three or four laps, and when we got out he quietly said: "You showed me bits of the circuit I didn't know existed..."

What Charles March did to get the Revival started was incredible. It's an amazing weekend. The track is still exactly as it was, and the spectators are so knowledgeable. It's great to see young kids there, too – they seem to love it. Perhaps they're just getting into motor racing, and they can see cars and drivers that they've read about. It's inspiring a future generation.

The whole thing is pure entertainment and, even though it's a dangerous track, you're seeing guys on the limit – and the fact that top, current-generation drivers from around the world are racing at Goodwood reflects its importance. Not only that, we're also competing for the same awards that people were in period – the Sussex Trophy, the St Mary's Trophy and so on. Lord March is recreating a massive bit of history, and to be part of it is a real privilege. **DEREK BELL**

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MAGIC MOMENTS

There's so much mesmerising action at the Revival that it's hard to choose one image apiece, but the C&SC team has managed to select its favourites





1 Running the Freddie March Trophy into dusk not only evokes the spirit of the old Nine Hours, it provides any number of memorable images. In 2008, Stuart Graham and Emanuele Pirro dominated in their Healey 100S, and I well remember sitting at Madgwick on a glorious evening, watching Graham effortlessly steering on the throttle. I later asked him how it handled. "It doesn't really," he replied. **JP**

2 Precision driving at its best: Andy Middlehurst – in his haste to extend his lead in the Glover Trophy over teammate Nick Fennell – clipped the Chicane wall, stripping off the outer layer in a shower of polystyrene. No harm done and yet another victory for Chapman's finest, the Lotus 25. **Jeff Bloxham**

3 I've been taking black-and-white shots at the Revival since it began, initially with a large-format 1950s Linhof Technika and a type of Polaroid film with a negative (no longer made). Here is an aircrew resting up with Kittyhawk P-40, Spitfire and Mustang in the centre of the circuit that was once the perimeter track to the WW2 RAF Westhampnett. **James Mann**

4 Back in 2004, Wooly could just about hold its own with the St Mary's tail-enders and, mainly thanks to Desiré Wilson, our combined result was an amazing 12th. This James Mann photo shows me just ahead of Lloyd McNeil's father, Ken, in the family Standard 10 – a position I held all race until braking for the Chicane on the final lap. Sadly, it wouldn't take him – or any of the others – so long to get past today. **JB**

5 Canadian Jay Esterer stole the show as he flung his Chinook around on his 2011 Whitsun Trophy debut. Each time it was sideways out of the Chicane, and each lap he'd catch it – just – and somehow missed Ray Boissoneau's Chinook while lapping him on the run to the chequer. **DE**

6 St Mary's is a wonderful timewarp spot to watch and the late-'50s sports-car group is always a highlight for me. "It's one of those 'in the right place' shots," says photographer Steve Welsh, "but Frank Sytner was always worth preparing yourself for. He could be relied upon to do something dramatic – or crazy – depending on your point of view!" **MW**

7 I don't think anyone has made such an impact as a debutant. Not only was unknown hotshoe Grant Williams quick in the deluge, but he was also truly spectacular, putting the big Jag at outrageous angles through Woodcote and out of the Chicane – well, pretty much everywhere. In that one race, he made himself a Revival star in the crowd's favourite contest. **AC**



15



DIGGING FOR VICTORY

Doug Nye tells the story of the epic struggle to bring Goodwood back to life, via the small group of volunteers that was supported by an army

PHOTOGRAPHY GP LIBRARY/GOODWOOD

Goodwood Motor Circuit, c1962: start echelon lines being repainted on TT race morning; rickety pits and stands; Freddie Richmond's concrete barriers prominent



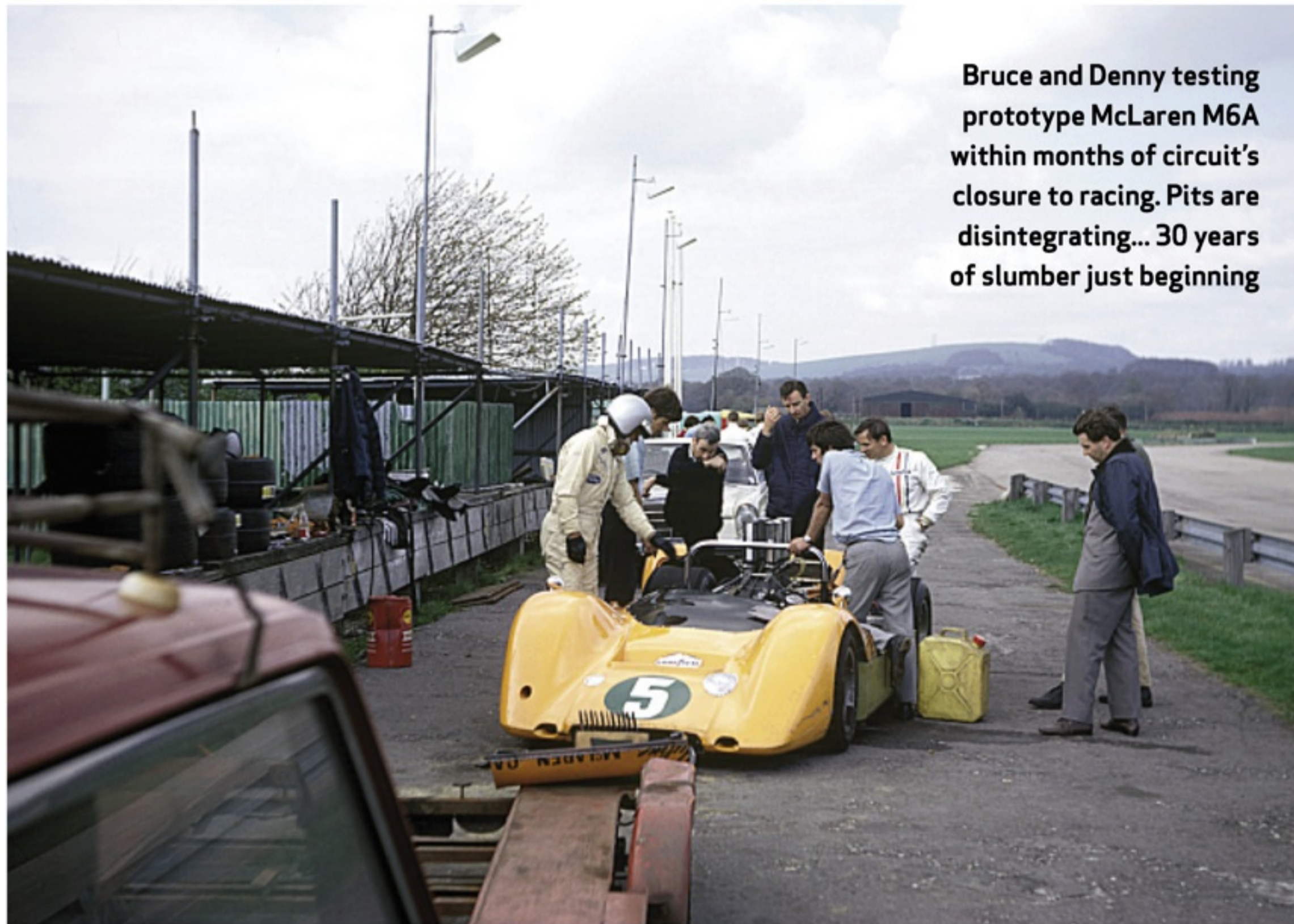
“**L**ord March is just a – a – ummm – a *lager lout!*”

Back in 1996, this might well have been the single line of evidence at the local public hearing that finally tipped the Inspector towards recommending planning permission for the Goodwood Motor Circuit's revival.

A very vocal action group had bitterly opposed redevelopment for racing. Despite its noise this group was small, and when a Goodwood Supporters' Association was created in reaction, thousands joined it. A leading light amongst the antis had then lost his cool while presenting evidence, indignantly spluttering that intended insult. Unfortunately for him it provoked more mirth than support.

A few weeks later – in December '96 – my telephone rang, and it was his Lordship, gabbling: “We've got it Doug, we've got it. I've just this minute heard – the Inspector has said 'yes' to planning permission!” Knowing how to make a chap feel important, Charles then added: “I've been trying to call my parents, and Rob Widdows and Robert Brooks, but they're not answering their phones. I simply had to tell someone, so I've just called you...”

It reminded me very much of the final scene in the Robert Redford movie *The Candidate*. Having traced the tortuous story of his character's campaign to win the Presidency of the United States, on the critical day he has just been elected. But right at the end he turns to his campaign manager, and



Bruce and Denny testing prototype McLaren M6A within months of circuit's closure to racing. Pits are disintegrating... 30 years of slumber just beginning

of its roof tiles. The toilet blocks and commentary tower at St Mary's were crumbling. Most of the old corrugated-clad pit block had long since been demolished. Just a 30-yard section, including circuit marshal Ted Croucher's leaky office, survived by what remained of the weedy, pot-holed pitlane. But the track surface had always survived in use, eminently restorable.

Five years earlier, RAC circuit inspector Derek Ongaro had been instrumental in approving the hillclimb outside Goodwood House. His support had proved critical in the Festival of Speed's foundation. And so in turn had that of John Symes of the RACMSA. The BARC actually ran the Festival on-track, and its CEO, Dennis Carter, proved to be a kindred spirit who would recall how he "...became the interpreter between what Charles March wanted to do and what the MSA and eventually the FIA felt comfortable with doing".

Den Carter had to explain to John Symes

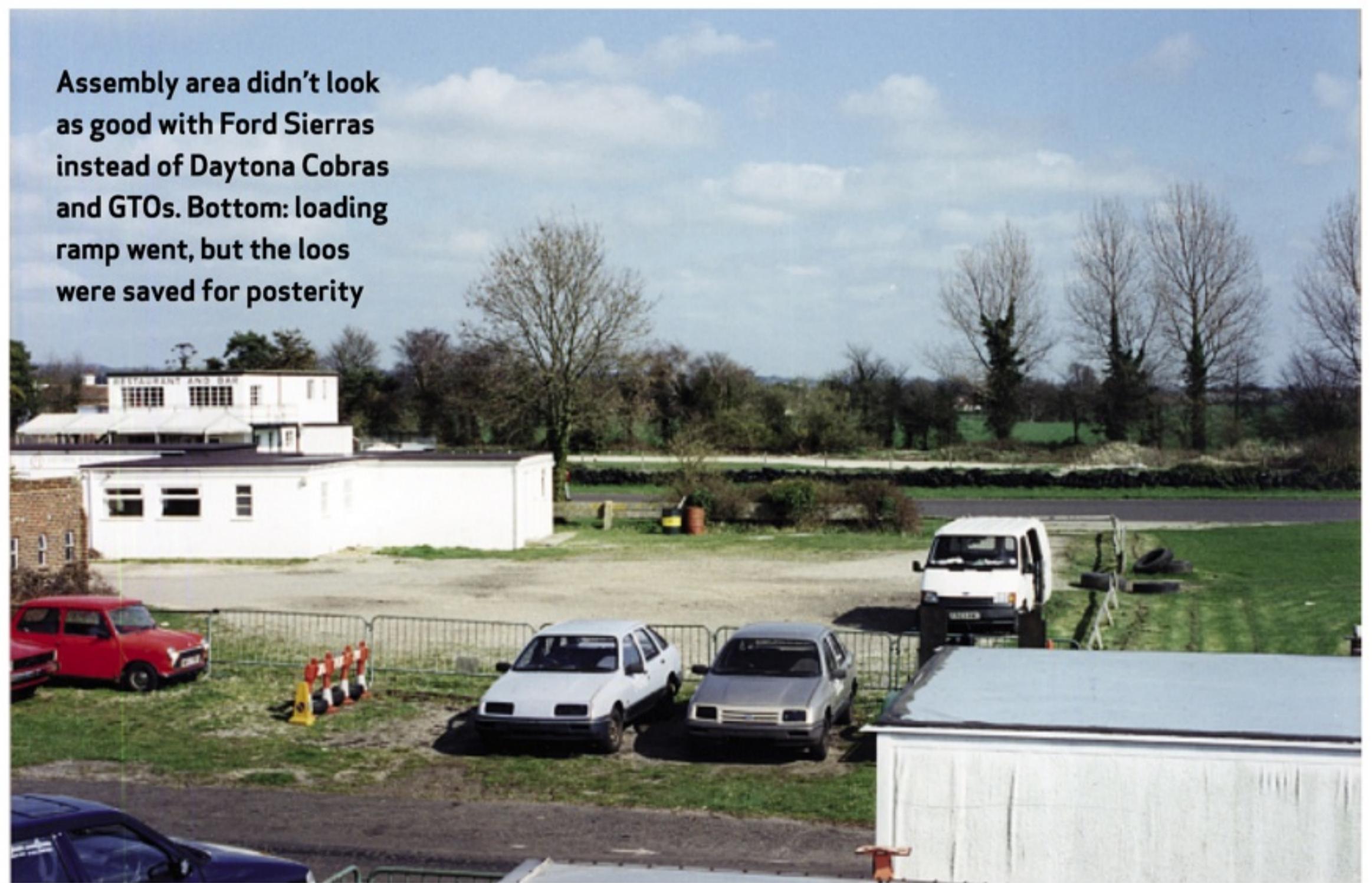
in bewilderment as the realisation dawns he asks him: "Marvin – what do we do now?"

That's a superb cinematic moment, and hearing the Inspector's decision had pretty much the same effect. The Festival of Speed had proved a great success since '93, while 'LM' and his Estate staff had been utterly absorbed for no fewer than seven years in seeking planning permission to revive the Motor Circuit. Fighting that particular war had become life itself. Now – suddenly – that war had been won... and Goodwood faced the reality of doing it.

Over the next few months I found myself working closely with LM's architect friend, Brian Beardsmore, providing reference photos of the circuit's active life – 1948-'66 – sketches and ideas. Most were typically irrelevant, though never dull. Some helped, some plainly hindered, but LM drove the project forward with his tiny team.

Goodwood's 30 years of unspoiled preservation as a test and development circuit – 1966-'96 – had not avoided ageing. Much of the once-innovative concrete-beam barrier that LM's grandfather, Freddie Richmond, had pioneered around 1950 – and which Freddie Francis had reproduced in plastic for his Scalextric sets from 1957 – was in a sad state. Some uprights had toppled, others leaned. Frost had split and scabbed some beams, rust-red internal rods lay bare. The safety banks were eroded and overgrown. The outfield spectator area by the Chicane had been engulfed by a coppice of bushes and saplings. The rotting old gatehouse near Madgwick had lost most

Assembly area didn't look as good with Ford Sierras instead of Daytona Cobras and GTOs. Bottom: loading ramp went, but the loos were saved for posterity





Clockwise: spectator area between Madgwick and Fordwater vanished under a huge bund; toilets answer the call of nature; control tower café before refurb



and to the FIA's circuit inspector – Canadian-domiciled John Peart – that the project's primary objective was to retain the old circuit's character as the ideal backdrop to a new kind of historic motor racing. Any demand to reprofile every corner, to add 1990s-spec paddock and pits, to provide enormous run-off areas, plus miles of Armco, would simply kill the entire project.

Because of the standard of drivers and entrants envisaged, full international approval was crucial. And Den found that as long as we could present a sensible case, authority was willing to co-operate.

Goodwood in period had always had its limitations. Its earth safety banks were quite tall with the spectator fence set on the same level, some way behind them. So for many spectators all they could barely see of the cars on course was the top of a driver's crash helmet whizzing by. None of us could live with that. Earth-moving specialist Gamble was contracted to erect instead today's huge viewing bunds, with subtly re-sited catch-bank faces tucked below. Almost everywhere around the circuit this protective buffer was moved as far from trackside as possible; nowhere more so than at Fordwater, where in period the old outfield verge had dropped almost 10ft from track edge to the catch-bank's foot. Now not only was the bank drawn back but the outfield also raised immensely.

Long-time senior marshal 'Goodwood Ted', whose abode at the end of the old pits was rebuilt in Brian Beardsmore's reconstruction to emerge as 'Ted's Shed', looked back on resurrecting the old Motor Circuit



like this: "Some of the first things grubbed out were the old petrol pumps behind the control tower. I saved them, together with many of the original signs and fittings around the place. Under the control tower pumps, we found an enormous storage tank. When Gamble excavated it they found that it was so big it took two cranes to heave it out of the hole. They cut a slot in the top and on the side of it somebody painted 'Gamble's Piggy Bank'.

"Training marshals and firefighters turned out to have been more risky than I had ever dreamed. Despite earthworks going on around the circuit before the first Revival, we never missed a day's testing, so the circuit never lost a day's income. One car went off between St Mary's and Lavant



Gamble tackled massive job of remodelling banks – finding enough tyres was a mission in itself. Left: old circuit map included menu inside schematic

and hit a previously unsuspected manhole cover under the turf. We found it opened into another enormous underground fuel-storage tank – all left over from wartime aerodrome use. This one was so big it not only extended beneath the track but also under one of the old concrete aerodrome dispersal pans. And for years I'd been lighting practice fires right on top of it...

"We left that tank where it was – just filled it with water. One almost as big was removed from beside the Shell building. The amount of work done to remodel the circuit banks was enormous. And then they had to be faced all the way round with interlaced tyres, tens of thousands of them. We spent the winter of 1997-'98 preparing bundles of scrap tyres in the Shell building, and then the spring and summer installing the bundles round the course. Just getting enough scrap tyres was a major problem."

Landscape gardeners had been

contracted to plant the entire circuit, one notion being to produce curtains of trailing vegetation rooted in the top of the tyre barriers to mask their unsightliness with a leafy curtain. The intended effect would have been close to the shaggy banks of the circuit's later years. But what we all forgot was *Oryctolagus cuniculus* – that's right, the common European rabbit. Confronted by thousands of juicy newly planted seedlings, the local rabbit population exploded as they gratefully ate the lot!

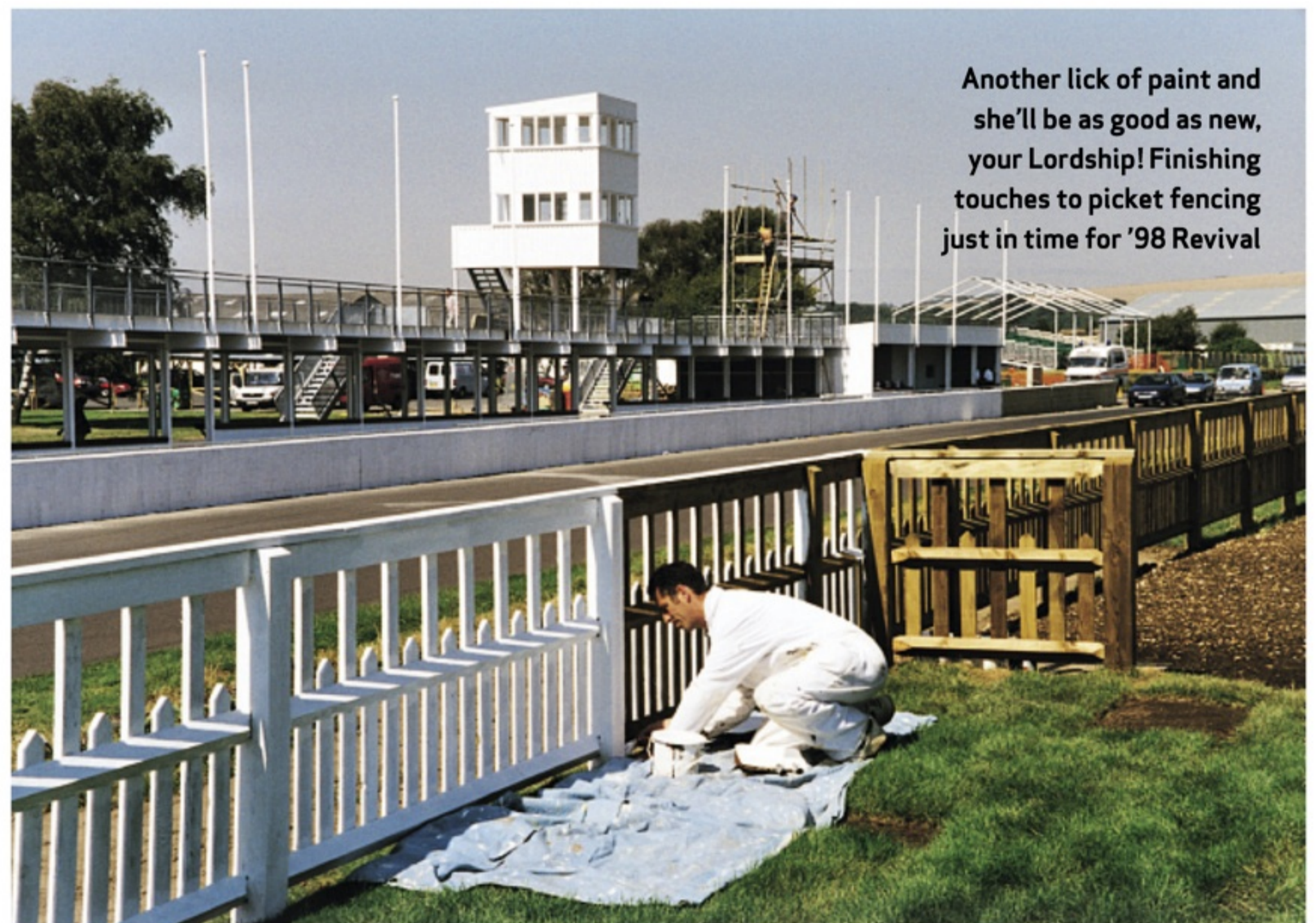
Other tea-leaves took a shine to Gamble's gigantic rock-crusher set up near St Mary's. One morning the men arrived for work, only to discover that the machine had been nicked overnight. When the coastal village of Selsey flooded badly, local rumours centred upon Gamble's new embankments all around the circuit – was this where Selsey's sea defences had gone?

Then came the day of the FIA circuit

The full lap took us, as I recall, about three hours as we debussed every few hundred yards with the tall, lean Inspector carefully checking sightlines, surfaces, run-offs and trajectories against regulations. He took serious exception to just one spot, on the left about 150 yards before Lavant Corner. Taking a long, hard look at the catch-bank there he wanted it moved back an extra 10 metres or so, and the spectator fence on top a further five or six.

This sparked a lengthy debate in which I offered a list of every racing incident I'd ever found recorded on the course, not one of which involved an impact near that point. Ted's long memory concurred.

Ultimately the suggested modification was shelved. Yet, in the 1999 Revival Meeting, Jack Brabham crashed Bruce McCaw's McLaren-BRM M5A backwards into the bank at precisely (I swear) the point that Mr Peart had indicated...



Another lick of paint and she'll be as good as new, your Lordship! Finishing touches to picket fencing just in time for '98 Revival

inspection, by Roger Peart. Den Carter, John Symes, LM, Rob Widdows, Ted – we all assembled beside Brian Beardsmore's newly completed 'evocation' pit-block, in the corner of the paddock where, regrettably, we'd had the circuit's old brick-built truck loading ramp demolished to clear space for the extended new finger-bay stalls.

Surveying the party's size, LM realised the only vehicle big enough to carry us all would be the cranky old circuit ambulance. So we all crammed into it with Ted driving, while Rob and I tried out – much to Roger's astonishment – the oxygen equipment.

But it all went through. The restoration work was completed just in time – we played cricket on briefing day – Ray Hanna flew his Spitfire at almost zero feet between pits and grandstand, then Friday practice was completed. On Saturday, 18 September, 1998, John Felix of the BARC dropped the Union Jack, commentator Neville Hay boomed "And racing resumes at Goodwood!" and Ludovic Lindsay ripped into the lead of the re-inaugural Woodcote Cup race in his ERA 'Remus'.

For all of us involved, the dream had finally become reality.

15



It's behind you! Ray Hanna's spectacular pass stunned onlookers – including Lord March himself – at the first Revival meeting in '98



AIRBORNE HEROES OF GOODWOOD

The Revival weekend isn't all about cars, says **James Page**. The former RAF Westhampnett also echoes to the sound of historic aircraft

PHOTOGRAPHY LAT

The late Ray Hanna set the bar pretty high. Or low, as it turned out. When Lord March exited Goodwood's Chicane in his Bristol 400 to complete the symbolic re-opening of the circuit on 18 September 1998, he came face-to-face with a Spitfire flying towards him at a height of approximately 20ft. Threading the aeroplane between the grandstands to his right and the pit buildings on his left, Hanna created one of those defining Revival moments that is still talked about to this day. When he got out of the Bristol a few moments later, a stunned Lord March exclaimed: "I could see his eyes!"

Aircraft have played just as significant a role in this site's history as cars. In 1938, Sir Kingsley Wood approached Freddie March to enquire whether or not part of the Goodwood estate could be turned into an airfield. Initially, March was not keen, but agreed to the plan put forward by the Secretary of State for Air as long as he



Clockwise, from left:
Sikorsky S38 was on round-the-world trip when it popped into Goodwood; evocative BBMF trio; Vickers Vimy recreation hasn't flown in public since '09 appearance; Dragon Rapide offers passenger rides; graceful Hawker Hunter jets



retained ownership of the land. RAF Westhampnett was therefore created, and became a satellite for nearby Tangmere.

"In terms of displays, the aviation element was planned from day one," says Rob Wildeboer, Goodwood's aviation general manager. "Ray Hanna's pass was among the highlights – it really got everyone's attention. That Spitfire, MH434, has been here every year since."

Don't expect to see the trick repeated anytime soon, however. Goodwood is not exempt from Civil Aviation Authority guidelines, and performing over a live race circuit is now illegal.

"Usually, displays are carried out flying up and down the line of a runway with the crowd on one side and nothing on the other," says Tim Miller, the Revival's display director and, like Wildeboer, involved in the event from the beginning. "That's what all the regulations are geared around. At Goodwood, we have to create 'sterile zones' that are 400m wide, into which spectators aren't allowed."

If you've watched from between Madgwick and Fordwater, you will be familiar with the routine of having to move when it's time for an air display: "In effect, we take a sausage-shaped chunk out of the site and use that as our display zone. It's a compromise, but it works."

Miller also acts as the CAA representative, ensuring that safety regulations are adhered to, but that is not his only task over the weekend: "I sometimes have two radios and a telephone on the go, trying to co-ordinate everything. Timing is the main thing when you are dealing with an event that is based around racing cars, because they tend to have accidents and that can shift the entire programme. If the Vulcan is coming down from Yorkshire for 2pm, you can't exactly tell it to wait in the nearest lay-by until you are ready."

"Weather is a key consideration," says Wildeboer, "and we can't take off or land while racing is going on, so if there is a delay on the circuit, it has a knock-on effect. There are all the visiting aircraft,

too, which ideally have to be in before 9am. It's a logistical challenge."

Certain aircraft form the backbone of the weekend's aerial element – the Battle of Britain Memorial Flight, for example, or the evocative pairing of Spitfire and Mustang that traditionally heralds the beginning of each day. Beyond that, the organisers are constantly thinking of ways to keep the content fresh.

"It's difficult to come up with completely new ideas," explains Miller. "Anniversaries come around, of course, such as the Dambusters this year, but everything that we do has to fit into the period feel. Old planes are expensive to run and the number of companies that do it reduces every year."

"We have a long-term and really strong association with The Old Flying Machine Company, which is now run by Sarah Hanna," adds Wildeboer. "The displays are co-ordinated through them. If they don't have a particular plane, we also have links to The Aircraft Restoration Company and The Fighter Collection. Lord March is

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The sideshows



EARLS COURT MOTOR SHOW

Introduced in 2008, this was intended to recreate the flavour of the British Motor Shows of the 1950s and '60s, with manufacturers being invited to display 'cars of the future'. An impressive Art Deco frontage was added to one of the airfield's old hangars but, in reality, this is not something for the Revival purist. Younger models such as recent supercars tend to jolt you out of the pre-1966 mindset that you enjoy everywhere else.



TRACK PARADES

In recent years, these have tended to celebrate star drivers, such as Sir Stirling Moss on the occasion of his 80th birthday and, in 2012, Dan Gurney. The eclectic parades have also included leftfield subjects such as microcars in 2006 and Life On The Road In 1948 (above), a 2008 line-up that encompassed everything from Hudson Autocycle to Sentinel steam wagon.

SCRAMBLING

In 2011, Revival organisers had the inspired idea of creating a track for historic scramblers near Lavant corner. Former aces such as Les Archer and Dave Bickers proved such a hit that the event returned in an expanded form – complete with paddock – in 2012.



Sigh for a Merlin: Mustang 'Ferocious Frankie' and Spitfire performing the morning flypast. Below: B-17 Flying Fortress 'Sally B' drew crowds at concours

keen on the piston-engined fighter content because of its obvious link to RAF Westhampnett, but we've had jets too."

The aircraft side of the Revival was expanded in 2007 through the Freddie March Spirit of Aviation concours, for which Wildeboer compiles the entries: "We try to have rolling content to keep it fresh. It's fun to put together. They fly in on the Thursday, we do the judging on the Sunday and they fly out on the Monday.

"The B-17 that entered took a long time to sort out, but that was a highlight. And we had the world's only Hawker Fury two years ago. The Sikorsky S38 biplane that came along a couple of years ago was being flown around the world at the time. The pilot heard about the event and dropped in. Then, the following year and on his recommendation, a friend of his was also flying around the world and did the same.

"We've had a lot of aircraft that may not be seen in the UK again, and we're able to use the event to push the boundaries of what we can get into Goodwood. The



Douglas DC6 was the largest plane to land here – I never thought that would happen."

Both men agree that there are almost too many highlights from 14 years to single anything out. They each cite 2012's 'Spitfire Scramble', when 10 of the fighters took to the air in short order, plus the appearances of the Vulcan and the Vickers Vimy. Those last two illustrate the variety of the displays, from the thunderous delta-wing bomber to the replica biplane that made you wonder exactly how something that big could stay in the air while moving so slowly.

GHOST

The Alpine Trial Centenary Collection



In celebration of the 100th anniversary of the 1913 Alpine Trials, Rolls-Royce Motor Cars has launched the Alpine Trial Centenary Collection, 35 exquisitely crafted limited edition Rolls-Royce Ghosts that pay tribute to the 1913 cars.

Taking inspiration from the Silver Ghost driven by James Radley, the exterior features an exclusive 'Light Blue Greyish' finish with black gloss wheels and radiator grille, a first for a contemporary Rolls-Royce. Inside, a series of elegant Bespoke touches tells the story of the 2013 Trial. Meticulously crafted stainless steel inlays on the fascia and picnic tables depict the route while the intricately designed clock displays the different stages of the rally.

With only 35 built worldwide,
visit www.rolls-roycemotorcars.com/stories/alpine-trial-centenary-collection
to find out more about this beautiful and rare celebratory Rolls-Royce.



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The team certainly hasn't run out of ideas or ambition yet. "It would be lovely to get the Vulcan up with the Lancaster and a couple of Spitfires," says Miller. "Or a B-52 with some Mustangs."

Wildeboer is thinking big – literally: "I want to get a Super Constellation – one of the most iconic prop airliners – to come in for the concours. Goodwood has the second-longest grass runway in the UK at 1300m, but it's about 100m too short for a Super Constellation. I'll find a way to make it happen, though. A De Havilland Mosquito is another that I'd like to get. In fact, there are plenty..."

Sadly, the 2013 Revival will be missing one crucial element – the commentary of the late Peter Eager, to whom Master of Ceremonies Marcus Pye would hand over when it was time to look to the skies.

"I was privileged to know Peter for many years," says Miller. "It goes back to when I was leader of the Red Arrows – and it was just after leaving them that I got to know Lord March. Peter was very knowledgeable



ble. You could put any WW2 plane into the sky and, without notes, he would give a detailed, entertaining commentary without repeating himself. He was a bit of a one-off, and everyone will greatly miss him."

The air displays and concours have evolved to become an integral part of the weekend, the Merlin engine contributing as much to its soundtrack as an ERA straight-six or a Ferrari V12. "I've been up a couple of times as a passenger during the Revival," says Wildeboer. "It's wonderful from the air. Really superb."



From top: Spitfire MH434 graces the skies over West Sussex at the end of another day; Vulcan put on a memorable display in '09; Freddie March Spirit of Aviation concours has been a popular addition

15



“IT’S ALL ABOUT MOMENTUM...”

Mick Walsh talks to Rauno Aaltonen and Nick Swift to learn the secrets of lapping Goodwood quickly – and gaining St Mary’s Trophy success

PHOTOGRAPHY **JAMES MANN**





“

I love movement,” maintains Mini legend Rauno Aaltonen when I ask if he still enjoys racing at the ever-youthful age of 73. Better known as ‘The Professor’, this Finnish legend has excelled in a diverse range of disciplines – including speedboats, speedway, rallying and endurance racing.

“Goodwood is fantastic and the spirit of racing here is close to that of the past,” he says. “It’s a difficult track and your line has to be perfect. There’s no room for mistakes. Either you’ll kill speed or go off. In modern racing, I got tired of being thumped from behind into a corner but here there’s a code of honour. The event is special and drivers really race but they respect the circuit. If you take liberties, the event will stop and future generations will never experience it.”

Aaltonen was back as one of the stars of the Festival of Speed’s rally stage, but his career has a context – on two or four wheels – in most elements of the event. On an idyllic sunny Thursday evening, he pops across to the circuit to try Jason Stanley’s just-finished Mini Cooper ‘S’ prior to this year’s Revival, where he will share this immaculate machine for the third time.

In his meticulous way, Aaltonen surveys the car and insists on suiting up – including full Nomex balaclava under his open-face helmet – for a brief run. The Cooper has recently been re-shelled and has a freshly rebuilt Swiftune motor. After a few laps Aaltonen is back in the pitlane, where he enthusiastically applauds the outstanding preparation – right down to the original trim material: “Historic Mini Coopers now feel a lot firmer than the original works cars. The bodies were so flexible in the ’60s, and you lost time through corners because the inside wheel would lift. Today the traction is much better and doesn’t affect your line. The brakes are also fantastic.”

Goodwood is a very technical track, but Aaltonen enjoys the challenge: “We’re often racing against cars with twice the

Main: ‘The Professor’ gives Stanley’s Austin a rapid shakedown. Right: Gavin leads Aaltonen at start of the star-studded ‘09 all-Mini St Mary’s race





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power, so it's really important to carry your speed in the Mini. Many of the corners are fast – and a small drift is ideal – but you'll only lose time if you get too sideways."

Most enthusiasts associate Aaltonen with rallying, but he's loved circuit racing since he was a speedway champ in the early '50s: "We had to be adaptable at BMC because Stuart Turner [team manager] would enter Paddy [Hopkirk], Timo [Mäkinen] and me for races as well. We did the whole scale, including Sebring and the Targa Florio if needed. It can be a challenge to pump up your adrenalin in rallying because you see no one else on a stage. That's not a problem in a race, and I always love the first corner."

He adores the Revival: "The period feel is unique and the marshals are fantastic, but on the track there's still a trust with other competitors, which is often missing today. In the '60s, we would have a close fight – often inches apart – but without contact. Goodwood has revived that spirit."

Stanley can't believe his luck, not just returning to the Revival for the third time but also sharing his car again with a legend. His involvement with Minis started young. "My dad didn't want me to get into motor-bikes," he recalls, "and when I was 14, we bought a 1000cc MkII off my mate's mum for £25. Within a week I'd reversed it into the garage doors, so eventually we took it to my grandad's place in north Wales. We chopped off the exhaust to get some more power and bounced around the field with the Hydrolastic suspension working overtime. We had so much fun and I've been mad about Minis ever since."

Stanley was teamed with event favourite Barrie Williams in his first Revival, in 2007: "My eyes were out on stalks because I'd never seen a historic race meeting like it. I'm a big enthusiast of this era, and for four days it felt like being in a bubble from a different world. For escapism, there's nothing better but to be a competitor is such a privilege." Although 'Whizzo' finished fifth in the first race against bigger guns, the car failed during Stanley's outing.

The link-up with his hero Aaltonen was much happier: "After first practice, Rauno came in full of praise. When asked if there was anything he wanted changed on the car, he said: 'Just a cushion. It's perfect, flat in places I've never been before.'" Aaltonen is still hyper-competitive and people forget that his track experience includes a historic victory in a Cooper 'S' at the 1966 Bathurst 1000. "His style is so precise and he's always happy to share tips," says Stanley. "We'd sit down with circuit maps and compare gears



Flat-out down the Lavant Straight, hoping for a tow from a Galaxie or Cortina



Totally focused; Aaltonen approved of the new seat



Cabin smart but still has original door trim panels

at different corners. He wanted to know how much I drifted through Madgwick and what the revs were. He's always a teacher and never patronising – really engaging and full of enthusiasm. That first evening, he invited me and my friends to the pub where he recounted stories of his Monte wins."

Another unforgettable moment came at the end of the weekend when all of the winners went out for a victory parade: "We put two tyres in the passenger side and I sat alongside Rauno for a few laps. We had a Ferrari 250GTO in front and I kept egging him on to go faster. It was like a dream."

Top Mini specialist Nick Swift – who is Stanley's mentor and builds his engines – is also a massive fan of the Revival.

"I love the place and can't get enough of it," Swift enthuses. "Even on a test day, the hairs on the back of my neck still stand up as soon as I drive through the tunnel. It's an old-school track that suits the car. Goodwood is all about momentum and with a Mini it's about keeping it 'on the bugle'."

"It's one long acceleration right from the Chicane to St Mary's and it's key to build your speed. You could take Madgwick flat, although it'll just induce understeer. You don't touch the brakes but just lift and turn in. The result is a beautiful drift through to a late apex. A quick lap is all about getting the steering off to maximise speed."

"Through Fordwater, you're building pace. The speed traps at 'No Name' corner and on the straight are the same for us at 116mph. You're a chicken if you lift there."



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How to build a front-runner

If there's a Mini at the sharp end of the action, it's guaranteed that Nick Swift has had some involvement. He's been prepping and racing them for more than four decades. "To build an FIA historic Cooper race car, a strong shell is an essential start," he advises. "All the rigidity is in the four corners and sound bodies are getting hard to find. We weld in a seven-point roll-cage, which makes the car very stiff. In period they raced with no cages and looked as if they'd fall over. The best times were 1 min 40 secs, but we're now down in the 1:33s if you get a tow from a Galaxie. No rose-jointing is allowed, so the set-up has to use the original cones but the compounds are stiffer; dampers have improved, too." The twin tanks are replaced with a 50-litre central unit while the glazing, other than the windscreen, is anti-scratch Perspex. All in, a historic racer tips the scales at a flyweight 620kg.

An FIA-spec engine is good for 122bhp, against about 115 in the early 1960s: "The engines used to grenade over 7500rpm; now they rev safely to 8000rpm. It's a combination of our three-arc cam profile, which opens faster and has a little more duration, giving extra torque in the mid range. We still run H4 SUs, but the engine is a lot more flexible and drivable."

The 'box is a traditional straight-cut unit, with lightened flywheel, uprated AP clutch, limited-slip diff and Hardy Spicer driveshafts: "For Goodwood, we run a 3.9:1 crownwheel and pinion. The engine pick-up is very quick and you rapidly change out of first gear."

Uprated 'S' calipers are fitted with carbon-metallic pads, which makes the braking far better than the Dunlop CR65 204 tyres: "It's easy to lock up but there's no fade or warm-up." Swift recommends using modern seats with a head restraint: "They are brilliant in a roll and really hold your head in."

Swift reckons on a budget of £40-60k to build a competitive Mini, plus the cost of a donor. "We supply a dyno-tested engine and 'box for £21,000, which is good for 10-12 hours of hard racing before it needs a freshen-up."



Hot Swift-tune-built engine gives around 122bhp



Stanley's Cooper 'S', freshly rebuilt with a new shell

The wide exit to St Mary's is critical and I always think that I could go faster. We are the fastest cars through that section. It's third gear for the run to Lavant and the line is vital to keeping the speed for the straight. Overshoot and the lap is ruined. The Mini's aero is like a brick, so a good tow helps. You can really feel it and the leaders were all trying to break the draft in the Mini race. Even at a couple of car lengths, it'll sucker you in – and it feels as if the handbrake has come on if you're in front.

"For Woodcote the entry is very fast and, after a quick dab of the brakes, it's power on all the way in third gear. Through the Chicane, it's second with a quick right-left flick, before you get back on the power for the start straight. Hit the kerbs and you're likely to break a driveshaft. The secret to an extra tenth is the draft of the pit wall. It's similar to Brands Hatch and the pit crews hate you, but it could mean a nibble at a Cortina across the line. The wet takes the fun out of it. Historically – with so much traction – you're set for a top slot, but a fast



At 73, Aaltonen is looking forward to the Revival

lap in the dry is a special feeling. For smiles per mile, nothing beats a Mini."

Winning that all-Mini anniversary race in 2009 was a special moment for Swift, but he'll never forget sharing with sports-car ace Darren Turner in 2011. On Saturday, the works Aston driver thrilled spectators after a race-long dice with Anthony Reid's Jaguar Mk2 and nine-time Le Mans winner Tom Kristensen's Lotus Cortina.

"The car handles tremendously well," Turner said after leading at one point. "There's no power, so it's all about carrying speed." He certainly proved the point with a breathtaking 1 min 33.8 secs fastest lap, with a little help from a Cortina tow on the straights. Swift took over for the second race and finished an impressive third, keeping all but the leading BMW and Ford Galaxie behind to the chequer: "That third was probably more satisfying than winning the all-Mini race at Goodwood in 2009 because then we were the favourites."

Swift confirms the fantastic camaraderie among Mini exponents: "Rob Huff and Des [Smail] will be a challenge this year, but I have Oliver Gavin who is awesome. Such a gent and so professional."

At 2:10pm on 14 September, Aaltonen lines up with Huff and Gavin in race one of the crowd-favourite St Mary's Trophy. Make sure you're at the first corner to see the Finn take on the young guns.

Thanks to Rauno Aaltonen (www.aaltonenmotorsport.com); Jason Stanley; Goodwood; Nick Swift (www.swifttune.com)

Jim Clark

The life of a racing legend

Jim Clark was undoubtedly one of Formula 1's all-time greats and First Line is delighted to be associated with the commemoration of the 50th anniversary of his maiden World Championship success.

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It is with Borg & Beck however, that our Classic range has been developed and we now provide an extensive selection of products for the classic car enthusiast.

We hope you enjoy this special supplement and can reminisce about one of motorsport's true legends.

Peter Joyner, chairman

A champion's early years



Who could have imagined that the wee bairn born to a Fife farming family on 4 March 1936 would become one of the greatest racing drivers the world would ever see, a double F1 World Champion who also excelled in every other discipline he turned his hand to? He was just six when the family moved to Edington Mains Farm in Duns, then privately educated before, against his parents' wishes, entering local road rallies and hillclimbs in his Sunbeam-Talbot. His impact was immediate, which led his friend Ian Scott Watson (with Clark above) to make a gesture that would change Clark's life.

1956: enter the mentors



Jimmy first raced aged 20 when Scott Watson surreptitiously entered him into an event at Crimond in 1956 in a DKW. The friendship, and Scott Watson's role of mentor, developed as Clark's prodigious talent shone and he stepped up to drive for the Border Reivers in rather more competitive equipment such as Jaguar D-types. Clark rewarded the team with a stack of wins, but a far bigger break came on Boxing Day 1958 (above) when the young hotshoe pedalled a Lotus Elite to second at Brands. The winner that day, also driving an Elite, was Colin Chapman... actually trailing Clark in the picture!

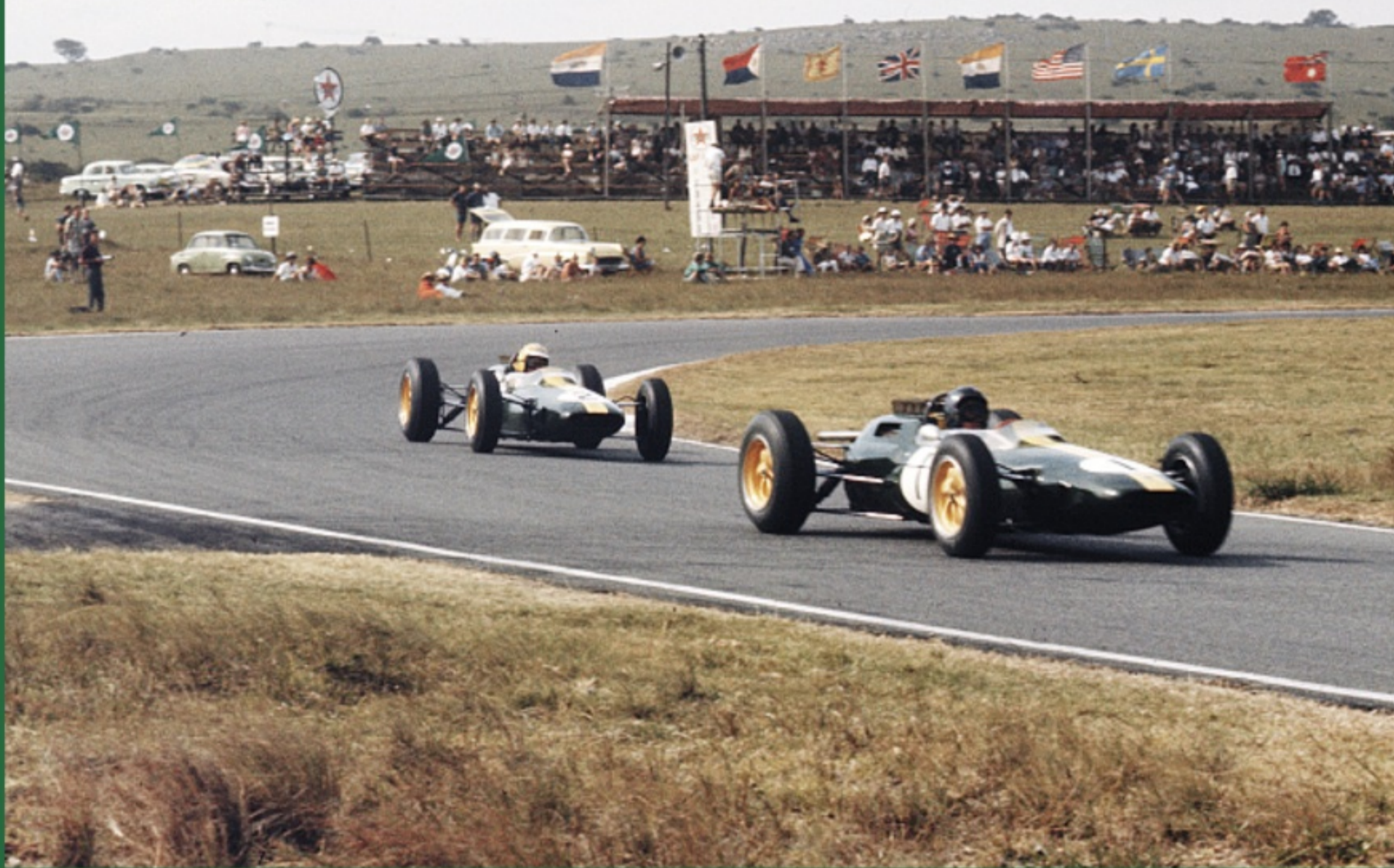
1960: F1 debut, Zandvoort



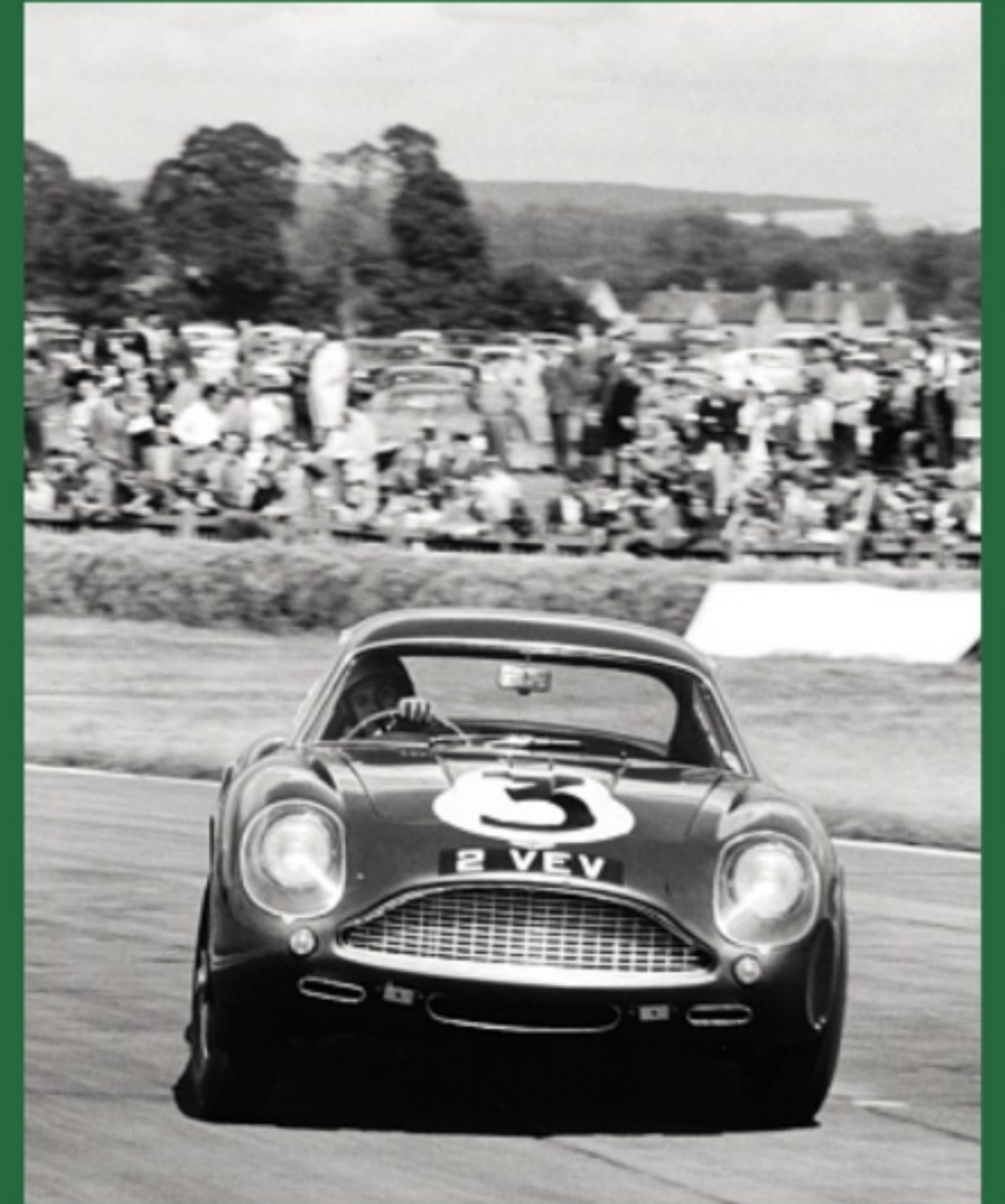
Chapman and Clark gelled at once and formed a friendship and mutual respect that no other driver would enjoy with the mercurial team boss. Chapman 'blooded' Clark in 1959 but, recognising his skill, offered him a Lotus drive in the new Formula Junior series for 1960. In March Clark won on his works debut from John Surtees and, in third, his established team-mate Trevor Taylor. Never one to stifle talent or shun what others might perceive a risk, Chapman had all the proof he needed and, just three months later, Jimmy was substituting for Surtees in a Lotus 18 in full-blown Grand Prix. That season he raced six times in F1, scoring a podium in Portugal.

1963: first World Championship

The combination of Lotus' pioneering racers and Clark's artistry in them threatened to turn F1 on its head. With the introduction of the Climax V8-powered Lotus 25 for 1962, Jimmy took three wins to finish second in the drivers' championship, four retirements costing him dear as the car was developed through the season. 1963 was a different story and, after coming 8th at Monaco, Clark clocked up an astonishing run of results – seven wins, a second and a third – to end the year as World Champion at East London, South Africa (below). All this a mere seven years after he first raced a car.



Not just single-seaters...



While he will be forever remembered for his genius in F1, more than any other of his generation apart perhaps from Stirling Moss, Clark was notable for his aptitude in driving anything. His natural ability to balance a GT on its tiptoes (above, '61 Tourist Trophy at Goodwood) was remarkable. He even had a go at rallying in 1966 and, although it all ended when he planted his Lotus Cortina on its roof, the fact that he was in the top three on 14 stages prior to that was a measure of his talent.

1965: conquering America

Ever-aware of publicity, Colin Chapman had long harboured ambitions to thrash the Americans in their own back yard to become the first British winner of the legendary Indy 500. And the first rear-engined car to complete the feat. In 1963, Clark came second, in 1964 he started from pole and set the fastest lap, but finished a lowly 24th after suspension damage. Then in '65 it all came together and the Lotus 38 blasted to a history-making victory, leading 190 of the 200 laps.



1965: second World Championship



It would seem churlish to describe 1964 as a year of failure for Clark and Lotus, but third in the Drivers' Championship and Indy disappointment matched neither the aspirations nor the potential of team or driver. The following year, competing mainly in the Lotus 33, the season got off to a storming start with a string of six victories – excluding Monaco when he was busy winning at the Brickyard – giving Clark an unassailable lead in the Championship. Even trailing off the year with a 10th at Monza (left, Clark leading Stewart, Hill and Gurney in a beautiful synchronised drift through the Parabolica) then retirements in the USA and Mexico could not diminish the accomplishment.

The master at work

Shy and reserved, but in no way as dour as he is often portrayed, Jimmy Clark was a man with a rare gift, one he took very seriously. While some F1 rivals were having a laugh – Clark deeply disapproved of Graham Hill's casual approach to rallying – when it came to driving there was only one objective... to win. In Jimmy's mind there was no point in taking part otherwise. As a result, he achieved so much in so little time that it is hard to imagine how his career might have progressed but for that tragic crash during an F2 race at Hockenheim in April 1968. On that fateful day, the world lost a unique talent; it says it all that few grieved more than Colin Chapman.

15



WISH YOU WERE HERE

If you're not careful, says **David Evans**, you can forget that you're at a race meeting once you start strolling around the amazing Revival Car Show

PHOTOGRAPHY **GRAEME HURST/C&SC**



You can't go wrong with a nice tweed jacket and a cap. Mechanic Mike Lillywhite, in his 1933 Austin Seven, spannered on Old Yeller II on first time at the Revival



The Adams family (Peter, Wendy, Rachel and Sarah) start planning months ahead, scouring antique fairs for clobber. A V8-250 or Mk2 looks spot-on at Goodwood

If there's one thing that's changed out of all recognition at Goodwood, it's the Pre-'66 Car Park. That select gathering of a couple of hundred cars on the Lavant banking in the early days has snowballed into the 6000-strong Revival Car Show. It's now an event in its own right. Some people spend a day at the racing and come back for a day 'over the road'.

Any tax-exempt vehicle is eligible, so you're likely to stumble across everything from careworn pre-war tourers – probably

in the family from new – to '50s sports cars and early-'70s exotica. Lots of them come from the continent, too. As DJ and car nut Chris Evans said of the Revival: "The boys like the cars and the girls like dressing up. It's the perfect combination."

It doesn't matter if your clothes aren't old, as long as they look period. You can look more convincing with a few appropriate accessories – maybe a classic camera or the hand-me-down stuff "that might come in handy one day". Cricket togs are timeless, too, and that jumper might come in handy if it turns cooler while you're watching the Freddie March Memorial on the Friday evening, or waiting for the queues to subside later on.

Don't leave it until you get inside the circuit, though, because it'll always cost you more. And if you must wear a moustache, make sure that it's a real one – you're meant to look as if you're

at a race meeting, not a fancy-dress party!

But it's those who've gone the extra mile – and not just in their cars – who always attract our attention. Here are a few of our favourites from over the years... and check out www.goodwood.co.uk for what to wear.



The Revival has become a regular family holiday destination for the Kreiners, who bring their rare Lueg-bodied Mercedes 170SD van all the way from Munich



You'll see plenty of military types at Goodwood, but 'Capitano' Peter Taylor won one of our prizes for his inspired 'Allo 'Allo! get-up to go with his Fiat Topolino



James and Ruth Whiting could have breezed off the set of *Mad Men* with their '56 Buick Special Riviera. It even tows a period caravan



Trish Cecile-Pritchard looks like a film star in a dress she found on eBay, with a Lucite bag from the States, grannie's pearls and a beehive. It's a super MGA, too!

Peter Gentili (right, with his '62 Landie) and chums sporting various Car Show essentials: caps, braces, waistcoats and a good picnic. You'd never guess that Craig and Olivia Hart-Hughes were Revival first-timers



Darren Collins' lovely Rolls-Royce 25/30, on its post-rebuild debut in '04. Son Adam is the hero of *Just William* while dad plays period tunes on gramophone



Lynn and David Guilding, accessorised to perfection alongside their Rover 95. "The fun is searching out the extras," said David – such as his Mamiyaflex camera

STARS OF THE BEST SHOW IN TOWN

The painstakingly recreated backdrops and carefully choreographed set-pieces are all very well, but Goodwood produces some of the finest historic racing you will ever see. **James Page** recalls those crowned Driver Of The Meeting

PHOTOGRAPHY LAT

1998 Andrew Garner



The bare facts relate only that Garner finished second in the Freddie March Memorial Trophy. That doesn't tell the whole story, though. The race began with a Le Mans start, and pole-sitter Garner ran across to his Cooper-Jaguar with no problem. Instead of charging towards Madgwick, however, he was delayed and had to wait for the entire field to go through before he could get under way.

Thereafter, he well and truly got the hammer down, setting fastest lap but coming up just short in his effort to overhaul winner Gary Pearson.

SPIRIT OF GOODWOOD *Derek Bell, the local legend who began his involvement in motor sport by marshalling at Goodwood, and started racing there in a Lotus Seven. He would become a staunch supporter of the Revival*

1999 John Rhodes

Grant Williams starred in the rain-soaked early stages of the St Mary's Trophy (see p5) but eventually spun off. Thereafter, the race developed into a tense battle between Gerry Marshall's Lotus Cortina and the Mini Cooper of 72-year-old Smokin' John Rhodes. Having started from 18th on the grid, Rhodes surged through the field, eventually taking the lead. "He didn't have his lights on and I never saw him coming," said Marshall, who fought back to prevent a fairy-tale ending by passing the Mini and winning by just 0.3 secs.

SPIRIT OF GOODWOOD *Derek Hill, who shared a Shelby Daytona Coupe with his father – 1961 Formula 1 World Champion, Phil – in the RAC TT Celebration. Phil completed the first five laps, then handed over to his son, who drove at ten-tenths for the rest of the flagship event to finish second*



2000 Danny Sullivan



The 1985 Indianapolis 500 winner and '88 CART Champion was a regular front-runner at early Revivals, and had a busy weekend in 2000. In the Sussex Trophy, he took his Lotus 15 into the lead from John Harper's Cooper Monaco and Win Percy in another 15. Harper then had a big accident at Madgwick, which brought out the red flags. Sullivan would go on to win the restarted event in a car that he hadn't even sat in before Friday's practice session.

He was by no means finished, though, flamboyantly sliding Robert Sarraill's Shelby Daytona Cobra to victory in the RAC TT Celebration alongside Steve Hitchins. With the blue-riband race taken care of, he rounded off a successful meeting by charging to third place in the Glover Trophy.

"After the first lap, I was last," he said after climbing out of Duncan Dayton's Lola-Climax Mk4. "But it's a fantastic car. No problem."

SPIRIT OF GOODWOOD *The Scandinavian entries of Horst Brüning, Haken Sandberg and Peter Kumlin. The enthusiastic racers had supported the Earl of March Trophy for 500cc single-seaters, and enjoyed a traditional paddock lunch of herrings and aquavit*

2001 Gerry Marshall

The ebullient tin-top legend was unable to even walk unaided when he turned up at Goodwood because he was awaiting surgery on an injured back. He wasn't about to let that affect his driving, though. Marshall claimed the St Mary's Trophy in a Lotus Cortina after an absorbing dice with Justin Law's Jaguar Mk1. The determined pair worked their way through the backmarkers on the ragged edge, regularly swapping places. Matters were only settled when the Jaguar's oil filler cap came adrift, leaving Marshall to take victory.

SPIRIT OF GOODWOOD Kerry Horan, who lost five colleagues in the World Trade Center attack. Horan drove to Chicago to catch one of the few flights out of America so that he could race



2002 Barrie Williams



It would have been a great injustice had 'Whizzo' not been awarded Driver of the Meeting at some point. His familiar orange crash helmet has appeared in all manner of racing cars at the Revival, and Williams is always busy there, never more so than in 2002. In the Freddie March Memorial Trophy, he came eighth in a Jaguar C-type and – demonstrating his versatility – was fourth in the St Mary's Trophy aboard a Morris Minor! The Tojeiro-Jaguar in which he contested the Sussex Trophy offered a little more power, and this time he finished third.

The highlight came in the Goodwood Trophy. His Connaught A-type was always at the sharp end of a field that comprised a flock of ERAs, and when Mac Hulbert spun R4D, Williams was through, sliding his way to an exuberant victory. It wasn't the first time that Whizzo had thrilled the West Sussex crowds, and it wouldn't be the last.

SPIRIT OF GOODWOOD Barry Sheene for making an emotional last-minute return to the Revival against doctors' orders. The motorcycling legend succumbed to cancer only six months later

2003 Mark Hales

With 15 minutes to go in the RAC TT Celebration, victory could have gone to any one of a number of cars. Ian Flux (Ferrari 330LMB) was chasing Revival debutant Juan Manuel Fangio II's Jaguar E-type. Both of them, however, were being caught by Hales, who was putting in something of a charge aboard the Iso Bizzarrini that he was sharing with Richard Attwood. Having dispatched Flux, Hales tore up the 'Fangio wins at Goodwood' headlines by sweeping past while the two cars rushed down the Lavant Straight on the penultimate lap. He took the chequered flag only 0.752 secs ahead of his Argentinian rival.

SPIRIT OF GOODWOOD Peter Procter, back at Goodwood almost 40 years after his career-ending crash there



2004 Rae Davis

The loudest cheer of the weekend greeted Davis' all-or-nothing pass of sports-car ace Andy Wallace around the outside of Woodcote. Regular pace-setter Grant Williams had to pit early in the St Mary's Trophy encounter when the bonnet on his Jaguar opened slightly. He then started making up time hand over fist, but Davis was on a mission of his own, scything through from the back of the field aboard his Austin A35.

Williams gave chase, but it was the little saloon that came out on top, and which went on to claim overall aggregate honours the following day, when Tony Jardine took over.

SPIRIT OF GOODWOOD Grahame Bryant and Bill Shepherd, who had to carry out a post-practice engine change on their Cobra, yet finished second in the TT





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2005 Jackie Oliver



Circuit commentator Marcus Pye described the 2005 St Mary's Trophy as 'the finest saloon-car contest in Revival history'. It was also one in which Jackie Oliver showed some current Formula 1 drivers a thing or two. The former Grand Prix, sports car and Can-Am racer fell into a duel with Sir John Whitmore's Ford Mustang, leaving young whipper-snappers such as Vitantonio Liuzzi and Narain Karthikeyan – his Lotus Cortina an interloper among the American big-bangers – in their wake.

The pace took its toll. Liuzzi – who spent the whole race in fourth gear driving Grahame Bryant's Plymouth Barracuda – retired with a broken throttle cable. Bobby Rahal's Ford Falcon suffered steering failure. But up front, a relentless Oliver continued to press, forcing Whitmore into a misjudgement at Madgwick. He took full advantage, going on to lead a Ford Galaxie 1-2 ahead of John Fitzpatrick.

SPIRIT OF GOODWOOD Tom and Darren McWhirter. Tom rebuilt his Lagonda V12 over 20 years, and son Darren drove it to third place in the Freddie March Memorial Trophy on its Revival debut



2006 Gary Pearson

Like 'Whizzo' Williams, Pearson likes to keep himself busy at the Revival. In the wet-dry Richmond Trophy race, he held off the Ferrari of a determined Gregor Fisker to take the chequered flag in his BRM Type 25. The Sussex Trophy brought his second victory of the weekend, this time after a mesmerising battle with Peter Hardman in an Aston Martin DBR1. The two beautiful sports cars went at it hammer and tongs around Goodwood's sweeping corners, with Pearson's D-type coming out on top.

SPIRIT OF GOODWOOD Peter Brock, Phil Munday and team for their immaculately prepared 1953 Holden TX, which Brock hustled to fourth in the St Mary's Trophy



2007 Jean-Marc Gounon

Having made a spectacular debut in '06 aboard the JCB Aston Martin DBR2, Gounon claimed the Driver of the Meeting award in 2007 after a series of impressive drives. The enthusiastic Frenchman was once again on the limit in the Aston on his way to



winning the Sussex Trophy, and finished third in the Whitsun Trophy at the wheel of a Ford GT40. The only sour note came after his victory alongside Oliver Bryant in the St Mary's Trophy. Their Plymouth Barracuda was removed from *parc fermé* before officials could carry out an engine-capacity check...

SPIRIT OF GOODWOOD Bill Murray and Larry Miller's team, whose Daytona Cobra Coupe blew its engine during TT practice. Murray located a spare in London and went by helicopter to collect it. The mechanics fitted it overnight, and the car took its place on the grid

2008 Peter Hardman

Ferrari had enjoyed period TT success at Goodwood, but it took until the Revival's 10th anniversary for one to win the Celebration race. In one of the event's most exciting contests, the 330LMB of Hardman and Bobby Verdon-Roe saw off stern opposition to claim victory.

Hardman battled with the Lister Coupé of Justin Law in the opening laps, and a slick driver change enabled Verdon-Roe to rejoin in the lead. Also in the mix was a hard-charging Martin Brundle, who was making up time after a slow pitstop in Adrian Newey's Jaguar E-type. An accident brought out the safety car and bunched up the field, but the 330LMB held on to take the win.

SPIRIT OF GOODWOOD Barrie Baxter, for stopping his Maserati to help extricate Jochen Mass from beneath his rolled Lancia-Ferrari D50



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2009 Frank Stippler



It took every ounce of skill from former Le Mans winner Richard Attwood to out-fox Stippler in an absorbing Richmond Trophy. The German led for a long time, and put in a masterful drive aboard Burkhard von Schenk's Maserati 250F to keep Attwood – driving the reproduction Ferrari 246 as only he can – honest and take a well-deserved second place.

SPIRIT OF GOODWOOD Michael Schryver and his mechanic Steve Harris. After the engine blew on Schryver's Mini, Harris returned to his base, rebuilt it overnight and had it ready to race

2010 Nick Wigley

A brave move into the chicane took Wigley into the lead of the Gordon Trophy, a race for which he had started 10th on the grid. The Cooper driver had already dispatched such luminaries as 'Whizzo' Williams on his way through the field before catching long-time race leader Roger Wills. At the end of the 11th lap, Wigley made his move and held on to win by 0.25 secs.

He was in a determined mood for the Freddie March Memorial Trophy, too, aboard Flavien Marçais' Cooper-Jaguar T33, coming in second behind Darren McWhirter's Lagonda V12.

SPIRIT OF GOODWOOD Rick and Rob Hall, for helping to piece together the memorable BRM parade



2011 Sam Wilson

The 26-year-old Wilson was making his Revival debut and had never driven the circuit before – not that it showed. Marcus Pye said that he raced "like a veteran" on his way to two wins. Having tested the Kieft-Norton CK52 at Mallory Park only once, he took a narrow victory over Gordon Russell in the Earl of March Trophy, and went on to claim the Chichester Cup at the wheel of a Formula Junior Cooper-Ford T59.

"I'm speechless," he said afterwards. "This is incredible."

SPIRIT OF GOODWOOD Laurence Auriana, who entered his Maserati Tipo 151 in the TT Celebration for Derek Hill and Joe Colasacco, and even shipped over his original ex-works transporter



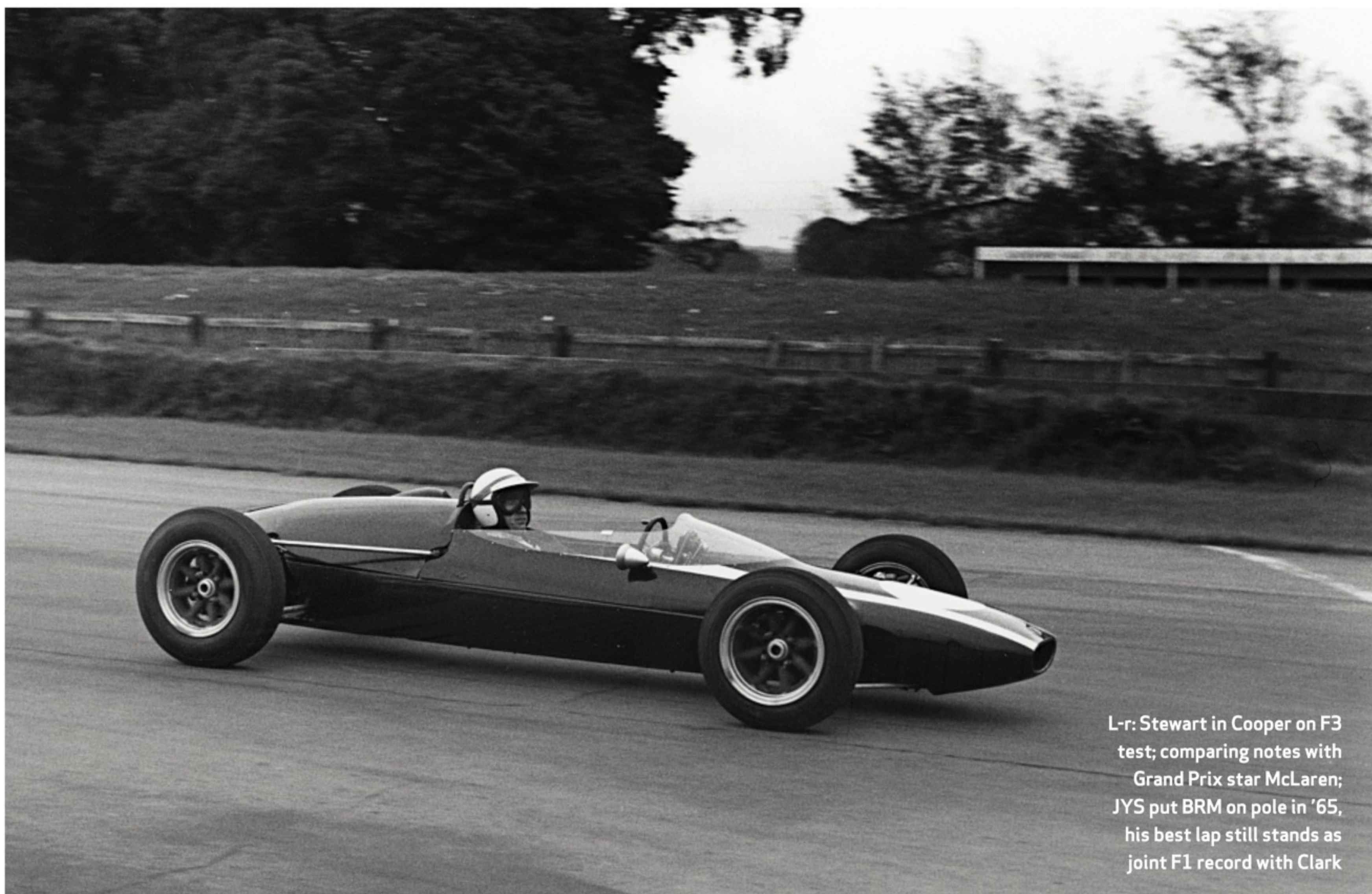
2012 Max Werner

If ever there was a driver who embraced the spirit of historic motor racing, it was Werner at last year's Revival. The German loaded some basic tools into his 1933 Alfa Romeo 8C-2300 and drove from Dusseldorf to West Sussex. When he arrived, he was offered help with preparing the car. "Don't worry," he said. "I checked the oil and tyres before I left."

He also turned down assistance with a pit board because he wasn't concerned about lap times, but went on to win the Brooklands Trophy after a spirited duel for the lead with Gareth Burnett's Talbot. Job done, he hopped back aboard the Alfa and drove home – a round trip of roughly 800 miles.

SPIRIT OF GOODWOOD Miles Collier, Mercedes-Benz Classic and Audi Tradition, who made possible the display of Mercedes and Auto Union GP cars

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L-r: Stewart in Cooper on F3 test; comparing notes with Grand Prix star McLaren; JYS put BRM on pole in '65, his best lap still stands as joint F1 record with Clark

“I RANG JIM CLARK. HE SAID THAT IF I WANTED TO BE A PROFESSIONAL I WOULD HAVE TO DRIVE SINGLE-SEATERS”



Sir Jackie Stewart had his heart set on sports cars, he tells **Paul Fearnley**, but he turned to a compatriot for advice prior to a Goodwood test

PHOTOGRAPHY LAT



It was the Day That Changed Everything – and when you have been as busy for as long as Sir Jackie Stewart has, that is saying something. A handful of fluid laps in a single-seater that instantly marked a 24-year-old Scot with a tartan-banded crash helmet as a star of the future. That F3 test with ‘Uncle’ Ken Tyrrell in early March 1964 was not the first time that Goodwood had played a key part in his career, however. Nor would it be the last.

“Goodwood was important for me even before I became a racing driver,” says Stewart, still bubbling the day after his Festival of Speed experience in an ex-Fangio Mercedes W196. “I certainly recall a Nine Hours [in 1953]. I went with my older brother, Jimmy, who was driving a Jaguar for Ecurie Ecosse. I was a schoolboy and got the autographs of the big names: the Parnells, Fairmans, Rolts, Walkers and Whiteheads of this exciting world; I still have that book. The team stayed at the Ship Hotel in Chichester – a great atmosphere – and the event left a strong, positive impression on me.

“I also went there with Bob McIntyre, the famous motorcycle racer who was a

great friend of the family. We drove down in his Jaguar 3.8. Because of John Surtees’ successful switch from two to four wheels [in 1960], Ken was keen on continuing the theme and offered Bob a run in a Formula Junior. Unfortunately, Bob did not like the feel of the car sliding beneath him. You didn’t do that sort of thing on the motor-bike tyres of the time.”

Tyrrell neither knew nor cared who McIntyre’s energetic young companion was, so long as he kept his mouth shut about this secret test. Little did he know...

“It was Robin McKay,” recalls Stewart, “the circuit manager at Goodwood, who phoned Ken to suggest that he give me a test. He had seen me in Ecosse’s Cooper Monaco sports-racer at a meeting in September ’63: I won and set the fastest lap.

“The eventual call from Ken came after Timmy Mayer had been killed in a Tasman race at Longford; he was supposed to be driving for him in F3 during 1964. In fact, Ken rang Jimmy, my brother, first to see if I would be interested. I had never considered single-seaters. My dream then was to sign with somebody like John Coombs or Rob Walker and drive sports cars, saloons

and GTs. I rang Jim Clark to ask his opinion and he said that if I wanted to be a professional then I would have to drive single-seaters, and if somebody as good as Ken had asked me I should give it a try.”

Now Tyrrell was impressed by Stewart’s assured demeanour – even before he got in the tiny, brand-new 998cc Cooper-BMC: “It helped that I had already been at the top of the tree in shooting. I knew how to perform under pressure. Shooting is mentally tough – tougher than motor racing. If I make a mistake at Madgwick, I can make up for it at St Mary’s or Lavant. If I make a small mistake in shooting, I can never get that target back. What Ken was seeing was my confidence as a sportsman rather than as a racing driver.”

Cooper’s F1 leader Bruce McLaren was there to check the car’s set-up and record a benchmark time.

“I had no idea what that time was,” says Stewart. “Ken told me to take it easy. I had never driven a single-seater before and he advised me to get used to it and reminded me that we had all day. He knew exactly the right things to say. But I went too quickly too soon apparently. He called me in for a

chat and said that Bruce would like another run in the car. He went out to set a faster time, as it turned out, although I had no idea if he went faster or slower.”

The insouciant Stewart went faster still: “That Cooper was a joy. I drove it just like I had the big Monaco – I knew no differently – but it seemed to work. I always enjoyed big fast corners; there’s much more to them than slow ones. Anybody can drive a slow corner. Goodwood is deceptive: it looks straightforward but it’s very technical.

“John Cooper, in his trademark beret, had been watching me from the inside of Madgwick. I was sat in the car in the pits when he came running up to speak with Ken. I wondered what was going on. He was telling him to: ‘Sign the little bugger!’”

Ten days later Stewart won memorably on his single-seater debut at a sodden Snet-



terton. His similar victory at Goodwood a fortnight later – albeit in the dry and from pole position (1 min 32 secs) – has left a more delible mark. Rather he recalls his spinning away the lead of that same Easter Meeting’s sports-car encounter. He gathered up the ‘rather tatty’ – according to *Motor Sport* – Monaco at Woodcote and proceeded to finish runner-up to John Coundley’s superior Lotus Monte Carlo.

The events of Easter 1965’s Sunday Mirror Trophy have also blurred over time – he was third when one of his BRM’s cams failed with four laps to go – but his pole (1 min 19.8 secs) in the presence of Clark, and his sharing of Goodwood’s for-evermore Formula 1 lap record (1 min 20.4 secs) with his fellow Scot, are sources of obvious pride.

Of more importance was another (more ostentatious) test at the West Sussex track: his first acquaintance with Matra, in late ‘65.

“They flew it – an F2 car – over in one of their own planes and landed it directly at Goodwood,” says Stewart. “This was going to be different. I had got confused over Ken’s ‘travelling to France to find a racing car’ and wasn’t in the most receptive mood. That changed when I drove it: it was the



Clockwise: Tyrrells flank JYS in BRM P261, as part of ‘05 tribute; brother Jimmy drove in ‘53 Nine Hours; up to third when BRM let go in ‘65; reunited with Cooper F3



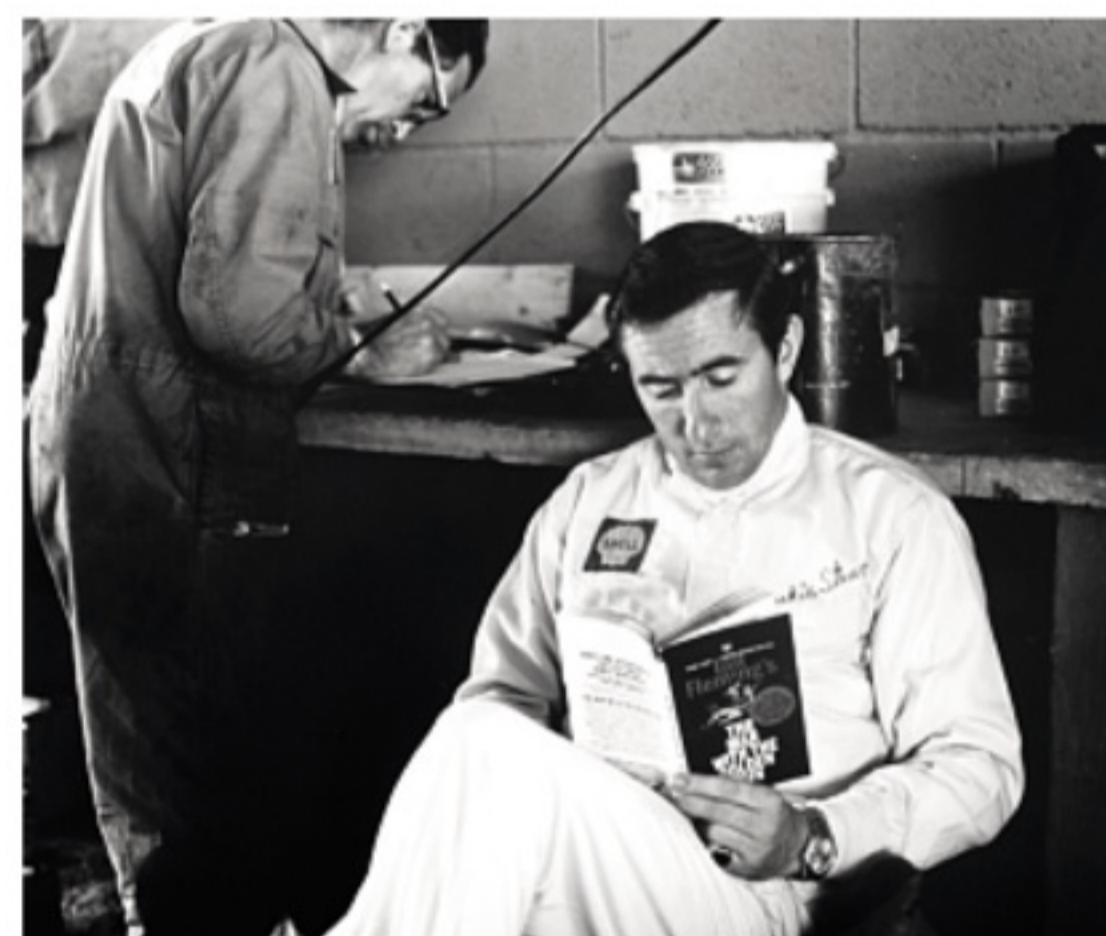
most beautiful car I had ever driven. Fantastic. I was absolutely at one with it. Every part exuded quality. The French had proved that they could build cars as good as the British, which was an eye-opener.”

Four years later, that same combination – Stewart, Tyrrell, Matra, Ford – would be crowned F1 world champions.

By the time Stewart lapped Goodwood “in 1 min 6 secs” at the chunky wheel of a ‘72 Can-Am McLaren M20, he had turned the sport on its head – and made himself ill in the process: “I spun the McLaren and didn’t know why. The next weekend at Monaco I spun twice, again without knowing why. It turned out that my duodenal ulcer was already bleeding and that I had been blacking out.” He never did get to race that papaya orange McLaren.

“Things happened so quickly in my career that I didn’t always appreciate them as much as I should have,” concludes Stewart. “Goodwood’s Festival of Speed and its Revival Meeting are fantastic events, two of the greatest in the motor sport calendar, with everything so beautifully done.”

They allow him time for reflection... It was the Day That Changed Everything.



Relaxing with Ian Fleming’s *The Man with the Golden Gun* after his Matra MS5-Cosworth had retired from sixth place in the Sunday Mirror F2 Trophy, April ‘66

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