

**Timewarp!**

# GOODWOOD REVIVAL MEETING

INTERNATIONAL MOTOR RACING  
GOODWOOD MOTOR CIRCUIT, NR CHICHESTER  
16th, 17th and 18th SEPTEMBER 2011



*An event report from David Low, making the trip of a lifetime to one of the great historic motoring pilgrimages*

**D**ur five week U.K trip in the height of the English summer factored in the Goodwood Revival for 2 days on the 16th and 17th September.

Prior to Goodwood, it was a month of cathedrals, museums, castles, churches, quaint villages and rustic pubs, taking in the history. When we reached Scotland we met with Donald Gordon, and his wife Catriona. Donald has been to Australia twice and made contact with our Club each time. Having been a Bugeye owner, Gordon sold it and bought a 100/6 Healey. We met up with him at Paisley, near Glasgow and he took us to the Glasgow Transport Museum. From there he drove us many miles to a point half way between Glasgow and Edinburgh, where we attended a meeting of the Scottish Healey Club, some of whom are Spridget owners. The meeting itself is most informal - they just gather for a drink and chat about their cars. We showed them pictures of our trip to Tasmania and discussed all matters concerning Sprites and our Club.



*Catriona, Dianne and Donald*

Donald was a great help with our trip around Scotland, offering some great advice as to where we should go, one suggestion was to visit the Jim Clark Museum. This was a small Museum in

Duns in the border district of Scotland. Despite a rule of 'no photography, I explained I would have liked a photo to prove to the Sprite Club of SA that we had been there, so the curator allowed us one photo inside. One exhibit not on show was a diamond encrusted crash helmet Jim Clark won at the Indianapolis 500. I had made the decision to book our Goodwood tickets on line way back in March, but I made the mistake of not booking our accommodation till about June. Should have booked it as earlier. A search for cheap accommodation ( about \$100-\$110 Australian) I found I was too far from Chichester (the nearest town to Goodwood), so we finished up at Hastings, which is on a rail link to Chichester. Sounded OK, and found accommodation walking distance from the rail station. However when we went buy the tickets they were very expensive. So I asked for seniors discount, pensioners discount, mates rates, anything. After some to and fro, we bought tickets for separate days, and not the bulk 2 day return ticket, but it was still \$120.00 return for 2 days and took over 2 hours travelling time. So the lesson here is to stay closer and pay a bit more for your accommodation.



On arrival at Chichester Railway Station we were met by a fleet of vintage shuttle buses, with conductors dressed in period. We were issued with 'World War Two' ration books which was in fact advertising and promotional material. Seated all around us were Australians from Perth, Brisbane and Sydney.



*“Do I need a leather flying cap and flying goggles, or would I just look like a total tosser?”*

As we drove along we entered the Goodwood area which is where Lord March (Duke of Richmond) lives. He is the guy responsible for setting and running the Goodwood Revival and Goodwood Festival of Speed on his own property. In keeping with the stately manor excesses, we were driven past the private Golf course and the magnificent grazing land, and finally stop at the gates to the circuit. Here you find yourself in a large market area with stalls selling, vintage clothing such as furs, seamed stockings for the ladies walking sticks, and tweed coats for men.



You can also buy second world War reproduction uniforms. Other stalls sold oak beam sheds, you could order a reproduced C or D type Jaguar, various 1930's Alvis cars, books, model cars, food, and restoration parts. Eventually we realised we had wasted an hour looking at all these items, and still were not inside the track.



Even the car park is separated out between modern and classic, with around 5000 classic cars parked. No extra charge for parking as Lord March believes in not clogging up the nearby lanes.

Once inside the circuit we found more stalls selling parts, books, vintage gear, and then we find the merchandise shop. Well, resisting temptation is now a real problem. We buy our T shirt, and an order we had and then you look and ask yourself,”



Do I need a leather flying cap and flying goggles, or would I just look like a total tosser”? Yes I would ! Luckily commonsense prevailed.

Then we hear a group of men marching along, and look up to see them flawlessly impersonating the cast of “Dads Army”.

**Top** - Carpark sights

**Middle** - The Marigold Tea Ladies were not going to be takin any shit from anybody

**Bottom** - Period pits



Finally we make it track side. The first practice is for the 'Fordwater Trophy' which is for E Type Jaguars that raced between 1961 and 1966. There were only ever 10 light weight E type Jaguars made, but 6 were there on the grid. The other 26 were very good replicas or historic racing versions.

What a sight ! These cars were being pushed to the absolute limit, one crashed very badly incurring major damage. The next group we saw was for rear engined Formula Junior cars, with several Australians in the field including Bill Hemming, [of Elfin fame]. Dianne met one of their wives while waiting to go to the toilet. Di asked if her husband had dressed in the correct pit attire, which is overalls worn with a tie, as was done in the 40's and 50's. She replied, "he had dressed correctly, but looked like a farmer going to a wedding". There was a tribute to Jean Manuel Fangio, here all his race cars from 1939 up till 1958 we paraded around the circuit, some 26 in total. Ferrari, Maserati, Mercedes and other brands all gathered from museums from around the world.



The touring cars had such a large field the race had to be split into 2 separate races. The mix of cars ranged from Ford Anglia, Renault R8 Gordini, Cooper S, Saab 96 Sport, Ford Galaxie 7 litres, Lotus Cortina, Jaguar Mk2, Alfa Romeo Giulia Sprint GT, Bellett, and others. The drivers included some big names such as Rauno Aaltonen, Brian Redman, Vern Schuppan, Jochen Mass, Eddie Cheever, Tiff Needell, Martin Brundle, Jackie Oliver, Derek Bell and one of the winners Paul Radisich.



The racing was fast and furious and very close, especially 2nd, 3rd and 4th in one the touring car races. These places were fought between Cooper S, Lotus Cortina and a BMW and a Mark 2 Jaguar. Great stuff! On the Saturday we had a Grand Stand seat but not on practice day. There were many other races including a Le Mans Start Motor Bike race for bikes produced between 1962 and 1966 and 350 to 500cc, with a change of rider about half way through the 25 minute race. This great to watch the start and rider change, especially as riders were mostly elderly. Other races had full fields of cars from one class, not split up as happens in Australia.

**Top** - Vintage Low  
**Middle** - Nice stripe...  
**Bottom** - 250GTO. If you need to ask how much....

Stirling Moss celebrated his 82nd birthday at the track by doing 2 laps in a Ferrari, then jumping out and then surrounded by several 'Bunny Girls'.

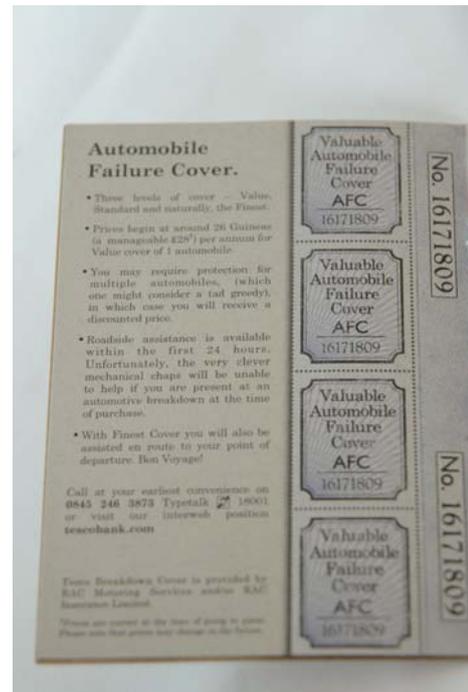
By using a tunnel under the circuit it was possible to see the pits. Some pits were off limits to the public, but all of those cars were parked hard up against a fence you could easily look over. A strict dress code applied. We watched a pro photographer approach the gate only to be turned away because he was wearing jeans, and not complying with the dress code. Other pit areas containing less valuable cars were opened to the public. Also there was the Earls Court Motor Show displaying some great cars as they did in the 50's. You could vote for the car of your choice, won by a Bugatti. In this area the Dads Army guys had their camp all set up as in World War 2.



Various actors were wandering through the crowd playing jokes on people. In one such case, a husband, wife and sister went in and sat down for a coffee and a actor dressed as policeman came along and handcuffed the ladies to each other. It made for a great photo.

Next area we came to was the airfield, this event is also for World War 2 aircraft. The infield of the track is an airfield as was used during the last war, so it has its own history. Parked were some 16 Spitfires and a Lancaster Bomber. You could walk right up and touch them. Then areas were be roped off to allow some of these planes to take off and fly in a circle. The Spitfires even did some fancy stuff, diving and twisting. Seeing the Lancaster Bomber in the air was very special. There were other planes, and a camp was set up with ladies making tea, period sports cars parked around and nearby a canvas tent which a pub complete with deck chairs and all these people sitting around dressed in period clothing. You really felt you were back in time.

Although we went for 2 days, we still missed things, as I have found out by looking up You Tube videos.



### WHAT DID IT COST US?

**\$478.00 EACH, THIS WAS ENTRY FOR 2 DAYS AND TWO GRAND STAND SEATS ON THE SATURDAY AND A PROGRAMME.**



**Below** Some men really did it hard.....

**Below** Others just walked away....





**Top** Great rear end..Fangio's car looks good too...

**WAS IT WORTH  
THE EFFORT?**

**Yes it was.**

**Below** A few million dollars of GTO flashes past the main grandstand

