

CLASSIC DRIVER

The 2008 Goodwood Revival



It was 1998 when Lord March staged the first, fabulous Revival. Ten years on - with identical glorious weather - the event still manages to surprise and entrance, with the Royal Automobile Club Tourist Trophy Celebration proving to be the finest yet.



Prior to the event, **James Knight** of **Bonhams** had estimated the value of the feature, one-hour race as "circa £85m... the most valuable grid of racing cars ever assembled for any historic race anywhere". With three **Ferrari 250 GTOs** (including the 1963 original race winner), and a galaxy of **lightweight E-types**, **'Project' Aston Martins**, **AC Cobras** and **Corvettes**, few would disagree.



And matching the quality of the cars was a stellar driver line-up of very quick owners paired with the fastest professionals: **Jack Oliver, Bobby Rahal, Richard Attwood, Tony Dron, John Fitzpatrick, Emanuele Pirro, Henri Pescarolo, Jean-Marc Gounon, Martin Brundle**, to name just a few. **Lord March** also achieved the remarkable coup of enticing double World Champion **Emerson Fittipaldi** to co-drive **Roddie Feilden's 1965 Chevrolet Corvette**.

The race was a start-to-finish thriller, with the pole-sitting lightweight E-type of **Adrian Newey/Martin Brundle** in a constant battle with the **Hardman/Verdon-Roe 1963 Ferrari 330 LMB**, the **Reid/Law 1963 Lister-Jaguar Costin Coupé** and the 1964-bodied **Ferrari 250 GTO** piloted by the brilliant **Jean-Marc Gounon**.



It was the big **Ferrari** that won, with a likely victory for **Newey/Brundle** seemingly thrown away by a poor driver changeover. **Bobby Verdon-Roe** powered the **330 LMB** across the finishing line to tumultuous applause, just 2.264 seconds ahead of a determined **Reid** in the green **Lister**, the F1 designer/driver pairing finishing third.







The TT may be the jewel in the crown of the Revival weekend; however, there's so much else going on that any self-respecting spectator (suitably attired in tweeds and trilby) should allow two days for the complete experience.

As is well known, the whole weekend is 'themed' with the rolling Sussex circuit taking on the appearance of a film set. This has aspects not only of Goodwood's motor racing history, but also its role in WW2 as a famous **Battle of Britain** airfield, **Westhampnett**. **Spitfires**, **Hurricanes** and one of the few remaining **Lancasters** still flying all took part in air displays over the weekend.



New for 2008 was the **Earls Court Motor Show**. It was 60 years ago when Great Britain held its first post-War show - the same year that motor racing started at Goodwood. In celebration of this, one of the hangars was dressed up with an external façade to replicate the famous West London venue, while inside 'cars of the future' were on show to the public.



The consensus on this was that a little more Goodwood fairy dust needs to be sprinkled on the interior display before it reaches the familiarly high standards of the rest of the event.

The **Freddie March Spirit Of Aviation** aeroplane concurs, now in its second year, was another resounding success, **Tony** and **Pia Bianchi** taking the top prize with their wonderful Spitfire Mk1.



Back on the track, the **St Mary's Trophy** saloon car race was for 'oldies' this year and was duly won (on aggregate, after the two races) by **John Fitzpatrick/John Young** in the unlikely-looking beige **1956 Austin A95 Westminster**.

A thrilling **Sussex Trophy** saw multiple lead changes with **Jamie McIntyre's 'Knobbly' Lister-Chevy** beating the **Costin-bodied Lister-Jaguar** of **Mark Hales** by the tiniest (0.572sec) of margins.



Everyone at the circuit was worried when one of the world's finest drivers (and all-round, thoroughly decent bloke, to boot), **Jochen Mass**, rolled the **Lancia-Ferrari D50A** at the Chicane in Sunday's **Richmond & Gordon Trophies** race. Trapped under the big car, he was swiftly extricated by the marshals, having suffered a trapped windpipe where his helmet strap caught his throat during the backward, upside-down slide along the grass. A nasty moment.





Saturday night's twilight **Freddie March Memorial Trophy** produced some evocative images of night-time racing in the early 1950s, while the event closed with a bang as the big-capacity sports-racers took to the track. The eventual winner, **Simon Hadfield**, also managed to make the fastest lap of the meeting (1:20.476) in his **Lola T70 Spider**.



Another wonderful event came to a close late on Sunday afternoon to the sound of jazz bands playing and **Rolls-Royce Merlin** aero engines rumbling off into the low autumnal sun. The enduring images for me – apart from the bowler-hatted spectator carrying a golf bag holding a five-iron and a stick of French bread for the entire weekend, that is – are always the top professional drivers behind the wheel of iconic racing cars.







Richard Attwood, wearing open-face helmet, fireproof scarf and goggles, driving the **1950s Ferrari 246 Dino F1** as only an ex-Grand Prix driver can: absolutely flat-out, like **Hawthorn, Collins, Brooks** or **Hill** in the 50s. That's what the Revival's all about.







Emerson Fittipaldi was the winner of the **Will Hoy Memorial Trophy** for the greatest drive in a closed cockpit car. **Ian Nuthall Racing** was the **Best Presented Team** while **TecMec** racer **Barry Baxter** was the worthy recipient of the **Spirit of Goodwood Award**, having stopped his own car at the Chicane, in order to assist marshals extricating **Jochen Mass** from his overturned **Ferrari**.

□
The **Rolex Driver of the Meeting** award went to **Peter Hardman**, as fast and dramatic as ever.



Do check the Goodwood website www.goodwood.co.uk for details of next year's Goodwood events.

Text: Steve Wakefield

Main Photos: [Roger Dixon](http://www.rogerdixonphotography.com) - all **strictly copyright**. For further information please visit www.rogerdixonphotography.com

Additional Photos: Classic Driver

ClassicInside - The Classic Driver Newsletter

[Free Subscription!](#)

Gallery

Source URL: <https://www.classicdriver.com/en/article/2008-goodwood-revival>
© Classic Driver. All rights reserved.