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## Goodwood Revival 2006 - Review

07 September 2006 | Classic Driver



**Once again Lord March and the doughty Goodwood Events team staged the world's finest historic motor racing event. Even seasonal showers on the Saturday didn't dampen the period-clad spectator's enthusiasm for wheel-to-wheel action of the very highest order.**

Keeping wisely to the format used in the last couple of years of ticket-only admission, with practice just on Friday (plus Saturday for the RAC TT Celebration entries) and all-day racing over the weekend proper, the event proved yet another star-studded spectacular with some stunning individual performances still fresh in the memory.

Each year the organisers change the grids subtly so that the event is always 'fresh'. This time the **St Mary's Trophy** race was for the 'oldies' so we saw the unlikely sight of **Grant Williams** and **Justin Law** throwing their **Mk I Jaguars** around the circuit as if their lives depended on it, never quite being able to shake off the cheeky **Austin A35** driven mercilessly by **Rae Davis/Tony Jardine**, and the **Austin Westminsters** of the brilliant **John Young** and vastly experienced **John Fitzpatrick**. **Davis**

in particular is worthy of mention as on Sunday it was his turn to drive and despite appearing to only just be able to see over the top of the dashboard he always kept the grey **Jaguar** in his sights, finishing just 1.4 secs behind him at the death.



This was not quite enough to beat the **Williams/Bell Jaguar** that took overall honours, the first time the multiple Le Mans winner **Derek Bell** had won a race at Goodwood for 40 years and it was his scrap with **Tony Jardine, John Fitzpatrick** and **Justin Law** on the Saturday that still had the spectators talking 24 hours later. As someone said to me on Sunday "When it rains, that's when you can see these really great drivers show the rest how it's done".



The event is now almost as well known for its air displays as it is the motor racing so it was a moving sight that the spectators beheld when a solitary **Spitfire** opened Friday's and Saturday's events as mark of respect to the late **Ray Hanna**, the celebrated **Red Arrows** pilot who died at the end of last year. Throughout the weekend the skies were filled with **P-51 Mustangs** and at one point no less than eight **Spitfires**. An extraordinary spectacle that was further enlivened by one **Spitfire** taxiing along the pit straight as **Lord March** read a tribute to **Hanna**. A moving moment.



Back to on-track action and the **Royal Automobile Club Tourist Trophy Celebration** proved to be

one of the greats. On pole in the **DK Engineering**-prepared, **ex-Peter Sutcliffe Lightweight E-Type Jaguar** was the Dutch Le Mans driver **Michael Vergers**, sharing the car with its owner **Juan Barazi**. When the flag dropped (and it really did, all starts at the Revival are by Union Flag) Vergers did one of those laps favoured by the late **Gerry Marshall**. He simply annihilated the rest of the field and, watching from the **Richmond Lawn Pavilion** grandstand, the car could be seen on the very limit of adhesion all through Woodcote and into the chicane. A brilliant performance that saw the fastest lap of the race on lap 2 (1 min 26.581 secs) and put the dark green car into an unassailable lead that **Barazi** inherited some 20 minutes before the end, driving very fast but sensibly to cross the line in first place.

Behind the **E-Type** all manner of action prevailed with a horde of **Cobras, E-Types, Corvettes** and **Ferraris** keeping up the chase. One of the Revival crowd's favourites, **Peter Hardman**, was paired with **Nicolas Minassian** in the **Sporting & Historic Cars Ferrari 330 LMB** and they were the meat in a **Cobra** sandwich as lap after lap the **Bendall/Manning** and **Hitchens/Schryver ACs** tried to gain on the leading **Jaguar** as well as the flying big-engined **Ferrari**. Truly wonderful stuff coupled with battles all the way down the field, and when you have **Sam Hancock** and **Jean-Marc Gounon** teamed together in the Bamford family **Ferrari 250 GTO '64** finishing 7th, you can tell how fast was the pace of the front-runners.



The silverware duly handed over, the next race on Sunday was another firm favourite - **The Sussex Trophy** for World Championship sports cars of a type that raced between 1955 and 1960. **Gary Pearson** in a **D-Type Jaguar** had this one in the bag relatively easily from the fighting 2nd, 3rd and 4th place men on the grid but it was Sir Anthony Bamford's **1957 Aston Martin DBR2** in the hands of **Jean-Marc Gounon** that was the sensation of the race.

Starting from the back of the grid after practice travails he was half way up the field after one lap, and well on his way to a win when the chequer came down after fifteen, just 1.992 seconds behind Pearson enjoying his second win of the day and on his way to the **Rolex Driver of the Meeting** award.



Mesmerising driving in the manner of **Salvadori, Moss** et al. And talking of past greats it has now become a tradition at the Revival to hold a special parade of cars at lunchtime and this year it was for the great American, **Phil Hill, Lord March** himself driving the **Chaparral 2F**, the big white bird with its movable wing that was Hill's last winning car at Brands Hatch in 1967.



On the Friday, **Bonhams** held their customary auction that you can [read a review of elsewhere](#), while the quality trade stands were busier than ever in the Expo area just inside the circuit the whole weekend.

So that was the **Revival** for another year, and I understand the organising team under **Lord March** will give themselves a short break before work commences on the 2007 version.

Congratulations to all of them and here's looking forward to another '**Glorious Goodwood**' in 2007.

Come late summer, it's the only place to be and I can only concur with our subtitle, a quote from **Patrick Tambay**, the ex-Scuderia driver present at the Revival in magnificent shape driving **Adrian Hamilton's Ferrari 246 Dino F1** car in the Richmond Trophy.



**Results -**

**Rolex Driver of the Meeting:**

GARY PEARSON

**Goodwood Supporters' Association Spirit of Goodwood Trophy:**

Presented by the Goodwood Supporters' Association

PETER BROCK, PHIL MUNDAY AND TEAM

**Best Presented Team:**

Presented by Penfolds

RICHARD MEINES AND TEAM

**Will Hoy Memorial Trophy:**

For the greatest drive in the St. Mary's Trophy race

JOHN FITZPATRICK

**Fastest Lap of the Meeting:**

Presented by Unisys

SIMON HADFIELD - ELVA BMW MK 8 - 1.24.250

**Fastest Lap by a Lady Driver:**

Presented by Bank Sarasin

EUNI PARK - LOTUS-FORD 23B - 1.33.427

**Goodwood Trophy**

1 Stefan SCHOLLWOCK - Maserati 6CM - 1:37.854

2 Mark GILLIES - Maserati 4CL - 1:37.423

3 Julian MAJZUB - Alfa Romeo 308C - 1:39.077

**Chichester Cup**

1 Robin LONGDON - Lola-Ford Mk2 - 1:41.487

2 Stuart ROACH - Alexis-Ford Mk2 - 1:40.826

3 Derek WALKER - Terrier-Ford T4 - 1:43.823

**Fordwater Trophy**

1 Keith AHLERS - Morgan Plus 4 SLR - 1:46.002

2 Adrian VAN DER KROFT - Morgan Plus 4 SLR - 1:48.103

3 Trevor GROOM - Jaguar XK140 Lightweight C - 1:47.264

**Barry Sheene Memorial Trophy Race 3 (First Race)**

1 Wayne GARDNER - Matchless G50 - 1:35.112

2 Duncan FITCHETT - Manx Norton 500 - 1:37.958

3 Tim JACKSON - Manx Norton 500 - 1:39.925

**Barry Sheene Memorial Trophy Race 9 (Second Race)**

1 Wayne GARDNER - Matchless G50 - 1:34.100

2 Duncan FITCHETT - Manx Norton 500 - 1:35.650

3 Tim JACKSON - Matchless G50 - 1:36.697

**Barry Sheene Memorial Trophy -Final Aggregate Result**

1 Wayne GARDNER - Matchless G50 - 1:34.100

2 Duncan FITCHETT - Manx Norton 500 - 1:35.650

3 Tim JACKSON - Matchless G50 - 1:36.697

**Whitsun Trophy:**

- 1 Frank SYTNER - Lola-Chevrolet T70 Spyder - 1:35.004
- 2 Nick WHALE - McLaren-Chevrolet M1b - 1:34.147
- 3 Ray BELLM - Ford GT40 - 1:36.408

**St. Mary's Trophy (Part 1)**

- 1 Derek BELL - Jaguar Mk1 - 1:47.854
- 2 Tony JARDINE - Austin - 1:48.655
- 3 John FITZPATRICK - Austin A105 Westminster - 1:48.311

**St. Mary's Trophy (Part 2)**

- 1 Grant WILLIAMS - Jaguar Mk1 - 1:40.753
- 2 Rae DAVIS - Austin A35 - 1:40.840
- 3 Shaun RAINFORD - Austin A40 - 1:42.765

**St. Mary's Trophy - Final Aggregate Result**

- 1 Williams/Bell - Jaguar Mk1 - 1:40.753
- 2 Davis/Jardine - Austin A35 - 1:40.840
- 3 Woodley/Fitzpatrick - Austin A105 Westminster - 1:45.302

**Glover Trophy:** 1 Duncan DAYTON - Brabham-Climax BT11 - 1:37.167

- 2 Bobby RAHAL - Brabham-Climax BT11 - 1:37.467
- 3 Richard ATTWOOD - BRM P261 - 1:39.358

**Freddie March Memorial Trophy**

- 1 Derek HILL - Alfa Romeo 3000 CM - 1:42.466
- 2 Nigel WEBB - Jaguar C-Type - 1:42.592
- 3 Jochen MASS - Lancia D24 - 1:42.348

**Brooklands Trophy:**

- 1 Mark HALES - Bugatti Type 35B - 1:47.126
- 2 Andrew BELL - Aston Martin Speed Model - 1:49.441
- 3 Mark PIERCY - MG R-Type - 1:51.230

**Richmond Trophy:**

- 1 Gary PEARSON - BRM Type 25 - 1:35.236
- 2 Gregor FISKEN - Ferrari 246 Dino - 1:35.712
- 3 Barrie WILLIAMS - Ferguson-Climax Project 99 - 1:35.926

**The Royal Automobile Club TT Celebration Result**

- 1 Barazi/Vergers - Jaguar E-Type Lightweight - 1:26.581
- 2 Bendall/Manning - AC Cobra - 1:28.285
- 3 Hardman/Minassian - Ferrari 330 LMB - 1:28.633

**Sussex Trophy:**

- 1 Gary Pearson - Jaguar 'D' long nose - 1:27.406
- 2 Jean-Marc Gounon - Aston Martin DBR2 - 1:27..152
- 3 Shaun Lynn - Lister-Jaguar 'Knobbly' - 1:27.096

**Madgwick Cup:**

- 1 Simon Hadfield - Elva BMW Mk 8 - 1:24.250
- 2 Anthony Hancock - Lotus-Ford 23B - 1:25.620
- 3 Danny Wright - Cooper-Climax T49 'Monaco' - 1:25.705

**Words - Steve Wakefield**

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