

CLASSIC DRIVER

The 2010 Goodwood Revival



The Goodwood Revival has journalists reaching for the thesaurus every year, all desperately searching for yet-to-be-used superlatives. Well, I'm sorry, boys and girls, but Lord March has done it again: let's hear it for 'fabulous', 'remarkable' and the inevitable 'glorious', as it was another cracking event.

While the on-track action was as exciting as ever, if anything, the film-set atmosphere of this year's **Revival** weekend almost transcended the racing.

Almost.

The headlining **Royal Automobile Club Tourist Trophy Celebration** race being a case in point. From the drop of the starter's Union Jack, the leading contenders were scrapping as if their lives depended on it. It was **Cobra-mounted Rob Hall**, **Justin Law** in the **Lister-Jaguar coupé** and **Bobby Verdon-Roe** driving the big **Ferrari 330 LMB** who made the early running. Come the pit stops (mostly timed to coincide with a safety car period), **Law** and the brilliant **Hall** lost out.



A charging **Peter Hardman**, in **Sir Anthony Bamford's 1964-bodied Ferrari 250 GTO**, had survived a spin while moving up the field, before handing over to one of the **Revival's** star drivers, **Jean-Marc Gounon**. My goodness, this man's quick - but by the time he hit the front of the field the primary opposition (**Verdon-Roe**: mechanical failure; **Bobby Rahal** in **Adrian Newey's lightweight E-type**: in the barriers having lost a wheel) had retired.



The spectators (a 134,000 gate over three days) were, however, treated to the site of top professional **Anthony Reid** driving the wheels off the green **Lister-Jaguar coupé**, carving his way through the field to a nail-biting third-place finish, just 0.788 seconds behind the **Bryant/Minassian AC Cobra**. What a spectacle.

Visitors arriving via **Gate 12** were treated to a spectacle of another kind, one of the talking points of the weekend: the **1960s vintage Tesco store** with its period-labelled produce. Without wishing to be too parochial, as readers outside the UK won't be too interested in packets of **Omo** and **Green Shield stamps**, I will simply say it brought a smile to everyone's lips which didn't dissipate for the rest of the weekend.



If you factor in period touches such as this, the live bands, the quality catering, the new-for-2010 'Big Top' circus and the fabulous air displays, and add unrivalled historic racing, you can see why the **Revival** is such a success. Even grapple fans were welcomed back in some style by **'Kendo Nagasaki'** in a 1960s wrestling

ring.



Back to the track. Race proceedings on **Saturday** commenced with the **Goodwood Trophy** pre-War race, which saw both an easy win for **Mark Gillies** in **ERA R3A** and a gripping battle for third between **Mac Hulbert** (**ERA R4D**) and German DTM driver **Frank Stippler** driving **Willi Balz's 1937 Maserati 6CM**.



After the **Chichester Cup** (rear-engined **Formula Juniors**) and part one of the **Barry Sheene Memorial Trophy** (for 350cc and 500cc motorbikes), it was tin-top time: the **St Mary's Trophy**.

This year it was time for the 'oldies', so out came the **Austin A35s** and **A40s**, **Jaguar Mk Is** and some truly horrible 'grey porridge' of the period, tuned to within an inch of its life. One of the star turns was the sinister black **1958 Gaz Volga M21** of **Roger Wills** and Russian **Renault F1** star **Vitaly Petrov**.



It was **works Audi Le Mans** driver **Tom Kristensen**, the winner of **Goodwood's Will Hoy Memorial Trophy** (for the greatest drive in a closed-cockpit car), who finished first overall after 25 minutes of the hardest racing possible. The multiple Le Mans winner, piloting the beige, barge-like **1956 Austin A95 Westminster**, redefined the expression 'forceful' in the process.



The following day, for owners or 'amateur' drivers, it was **Welshman Grant Williams** driving the **'BUY 1'** grey **Jaguar Mk I** like a man possessed (his default setting) who not only won the race but the two-heat race overall, by just 0.4sec.



The rest of **Saturday** was a blizzard of stellar driving in priceless cars. Scot **Andrew Smith** claimed **Whitsun Trophy** honours (and fastest time of the meeting) in his **Lola T70 spider**; **Neil Twyman** and **Roger Wills** won the 45-minute **Madgwick Cup** race for small-capacity sports-racers, **Nick Wigley** the **Gordon Trophy** for rear-engined **Intercontinental** and **Formula One**-type single-seaters; and **Darren McWhirter** was once more victorious in his **Lagonda V12** in the final race of the day, the **Freddie March Memorial Trophy**.



I arrived at the circuit early on Sunday. There was electricity in the air as the WW2 fighters took to the skies, racing engines were warmed up, and teams made their way to the grid for the first race, the **Fordwater Trophy** for small-capacity GTs. This turned out to be a classic, with crowd favourite **Rae Davis** in the 'lips 'n' lashes' **Mini Gem GT** battling with **Nick Swift's Mini DART** (like a Mini Marcos but longer in wheelbase, thanks to its Mini van donor chassis) and **Shaun Rainford's Lenham GT**.



Swift by name, **Swift** by nature, and it was he who turned out the winner, by just over three seconds in the end, but only after a titanic battle with the others when you never knew who was going to lead each lap.

The **Richmond Trophy** was another win for the **BRM P25** of **Gary Pearson** who had his hands full with both **Barrie Williams (Ferguson P99)** and the man who makes it look all so easy, **Richard Attwood**, in

Adrian Hamilton's Ferrari 246 Dino.



The second **motorcycle** and **St Mary's Trophy** races over, it was time for lunch. As the taxiing **Hawker Hurricane** left the start-finish straight and the gunners of the **Royal Artillery** finished their salute, out came the **TT heavy metal** and a rapturous crowd celebrated the red/Cambridge Blue **ex-Maranello Concessionaires 250 GTO** taking top spot.



Just two races to go now. **Richard Attwood (BRM P261)** established his authority over **Lotus** drivers **Frank Sytner** and **Andy Middlehurst** in the **Glover Trophy** and then it was the last race of another wonderful weekend: the **Sussex Trophy**.



As regular readers will know, this is for front-engined FIA sports cars from 1955 to 1960. The scene of many a terrific duel in the past, it's a fitting end to the **Revival**. Past winner, and Classic Driver contributor, **Tony Dron** was behind the wheel of **Jaguar E2A** while **Tom Kristensen** was driving the **Sporting and Historic Cars Ferrari 246S Dino**, with **Bobby Verdon-Roe** in the same team's **Aston Martin DBR1**.



Dron was sidelined at **Fordwater** with a severe steering fault – potentially hairy but E2A arrived safely back in the pits – and eventual winner **Jamie McIntyre** romped home in his **Lister-Chevrolet 'Knobbly'**. Behind **McIntyre**, all hell was breaking loose with a very determined **Kristensen** battling away to finish a hard-fought fourth behind **Gary Pearson** (third in a **Costin Lister-Jaguar**) and **Verdon-Roe**.



At the end of a fine, late-summer day, **Nick Wigley** was declared '**Rolex Driver of the Meeting**' and, for the aviation enthusiasts among you, the **Freddie March 'Spirit of Aviation'** award went to the **1937 Hawker Demon** owned by **Howell Davis**.

After three days at **Goodwood**, I don't think any word sums up the spirit of the **Revival** better than simply 'great'; as in a 'great British institution'. Long may it stay that way.

On the Friday, **Bonhams** held its traditional Revival meeting sale. You can [read a review elsewhere on Classic Driver](#).





















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

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Source URL: <https://www.classicdriver.com/en/article/2010-goodwood-revival>
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