

NEWS Goodwood Revival, 11-13 September 2015

PARADE PAYS TRIBUTE TO THE LAND ROVER DEFENDER

Waving goodbye to a motoring legend

The Revival hosted a fitting farewell to the original Land Rover, as 55 of the most notable examples took to the track.

Ten pre-production Series Is were the undoubted stars of the daily parades, claimed to be the largest ever moving parades of prototype Land Rovers. They were joined on-track by one-offs plucked from the eclectic Dunsfold Collection. These included a faithful replica of Maurice Wilks' famous centre-steer prototype, together with fire appliances, sundry motorhomes and even mobile welding machines.

The manufacturer-backed gathering of Series I and Series IIs was organised to mark the end of Defender production later this year. Land Rover owners were also given their own dedicated parking area in the Revival's 'Over The Road' car show, and Series Is were used as tow vehicles throughout the paddocks.

A Goodwood spokesman said: 'There's the rare, the wacky, and those with extraordinary tales behind them – all of which serve as a poignant reminder of how the Land Rover is woven into the fabric of Britishness.' **David Simister**



This replica of the Maurice Wilks' centre-steer prototype led the largest convoy of pre-production Land Rovers in Goodwood's farewell parades.



Bertram Mills' 1950 circus car led to plenty of confused-looking showgoers.



Among the gems sourced from the Dunsfold Collection was this Series IIA-based Forest Rover, built by Roadless Traction in 1964.

Snapshot from behind the wheel

Lara Platman, our roving photographer, joined the parade in her own Series IIA. She said: 'It was hard not to be over-awed as we basked in the morning sun on the Lavant straight,

waiting for the greatest number of pre-production Land Rovers ever assembled to begin their parade. Seeing the stream of Land Rovers in the rear-view mirror, I just had to smile.'

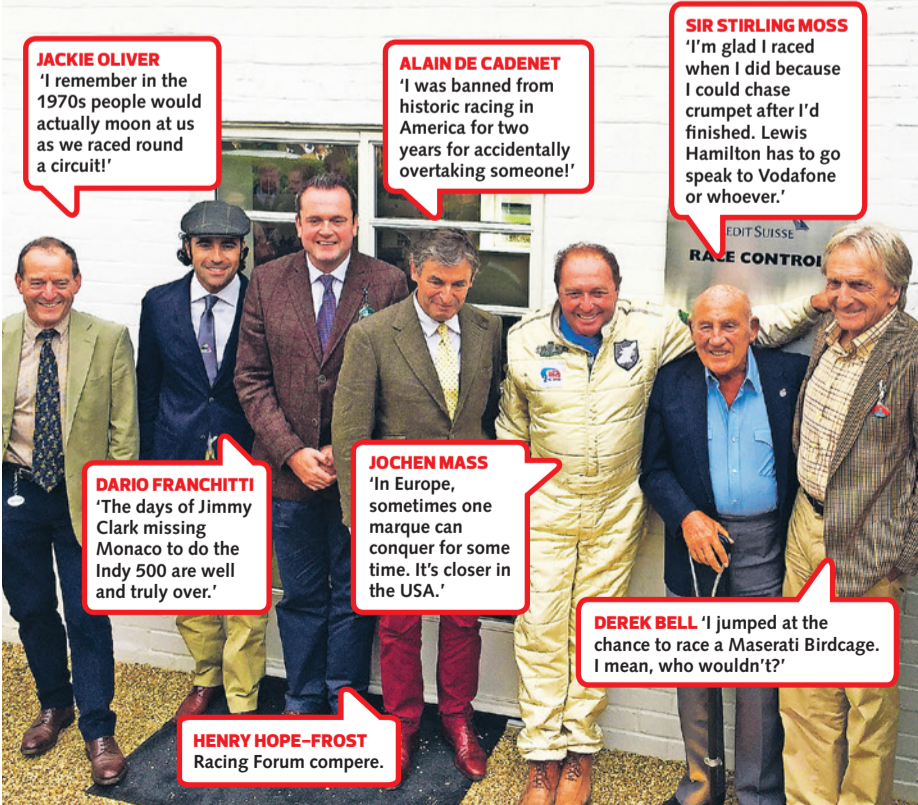


DRIVERS CRITICISE MODERN TRACKS

The Credit Suisse Racing Forum, held at the Race Control building, proved controversial as a number of drivers used the meeting as an opportunity to criticise current racing circuits.

This was led by Sir Stirling Moss, who said Silverstone is among those ruined by the addition of larger run-offs and chicanes. The meeting's theme was European vs American

racing, and the panel included Derek Bell, Jochen Mass, Dario Franchitti, Alain de Cadenet and Jackie Oliver. Sir Stirling said: 'We used to have lots of good circuits, but they are being ruined now. You only need to look at Silverstone. Our national place is terrible now – you ask any racing driver.' But it wasn't all serious talk – or on topic – as these quotes reveal.



JACKIE OLIVER
'I remember in the 1970s people would actually moon at us as we raced round a circuit!'

ALAIN DE CADENET
'I was banned from historic racing in America for two years for accidentally overtaking someone!'

SIR STIRLING MOSS
'I'm glad I raced when I did because I could chase crumpet after I'd finished. Lewis Hamilton has to go speak to Vodafone or whoever.'

DARIO FRANCHITTI
'The days of Jimmy Clark missing Monaco to do the Indy 500 are well and truly over.'

JOCHEN MASS
'In Europe, sometimes one marque can conquer for some time. It's closer in the USA.'

DEREK BELL 'I jumped at the chance to race a Maserati Birdcage. I mean, who wouldn't?'

HENRY HOPE-FROST
Racing Forum compere.

MG TC 'reappears' after 60 years in the shadows



It's more than 60 years since anyone has seen the 1947 Phillips MG TC racing special in action – but it was running at Goodwood at the weekend.

The original was a re-creation commissioned by then Autosport photographer, George Phillips, to

compete at Le Mans. Prior to taking it to La Sarthe, he raced it at Goodwood's first meeting in September 1948 and won. The new car's owner/driver, Simon Evans, and constructor, Phil Cornut, were hoping for similar luck when it took part in the Fordwater Trophy on Saturday (pictured on the left in our photo), but it eventually finished 20th.

Phillips' donor car in 1947 was a TC provided by MG, while the basis for this latest re-creation was a restoration job in need of a new body.

The original raced into the early 1950s and was believed to have been destroyed in a crash. Period photographs allowed Cornut to produce the new car, finished in original light green paintwork.

Simon said: 'I haven't driven at the Revival before, so it was very much a first for me and the car. People say it's ugly but at least it's very easy to spot.'

Bruce McLaren receives a fitting tribute

A poignant parade marking Bruce McLaren's career – at the very track where he was killed in 1970 aged 32 – was one of this year's highlights.

The M6GT – the Kiwi engineer's roadgoing prototype – took part in the daily parade of cars associated with McLaren, from the 1955 Lycoming

Special he raced in 1960 to the McLaren-Cosworth M14A in which he scored his last-ever F1 podium.

Among those paying tribute was former team mate, Howden Ganley. He said: 'I consider myself lucky to have worked with him. I owe him a lot.'

