



2017/2018
DIARY DATES

7 SEPTEMBER
FMSOA Party
Limited tickets available

8-10 SEPTEMBER
Revival
General Admission, March Enclosure and Lavant Bank Parking now sold out

12 SEPTEMBER
Kennels Social
Just pop in

24 SEPTEMBER – 1 OCTOBER
Italia Panoramica Driving Tour
Fully booked

5 OCTOBER
Bournemouth Social
Email: grrc@goodwood.com

10 OCTOBER
Kennels Social
Just pop in

13-14 OCTOBER
Scottish Borders Regional Drive and Social
Email: grrc@goodwood.com

14 OCTOBER
105dB Track Day (Goodwood)
Fully booked

22 OCTOBER
Autosolo
Final places remain

23 OCTOBER
Membership Renewals
Renew online at goodwood.com

2 NOVEMBER
Reading Social
Email: grrc@goodwood.com

17 NOVEMBER
Karting (Sandown)
Sold out

24 NOVEMBER
CKL Factory Tour
Enter via the emailed newsletter

7 DECEMBER
Christmas Ball
Book now

8 DECEMBER
Christmas Ball
Final tables remaining

17-18 MARCH
76th Members' Meeting
Tickets now on sale!



The Autosolo events attract a huge variety of cars, from humble hatchbacks to track-focused machines

GRRC AUTOSOLO

GAME OF CONES

On Sunday 30 July, Thorney Island Military Base welcomed a host of GRRC Members, who unleashed a wide variety of cars on the runway in an attempt to set the best possible time at the second Autosolo of the year.

Consisting of twists, turns and even a makeshift roundabout, Members threaded their way around the four courses as quickly as possible, constantly trying to find the perfect balance of speed, smoothness and accuracy. The bleary-eyed faces that were seen walking the course soon turned to expressions of excitement and determination.

Splitting the entrants into classes ensured that everyone could be competitive, regardless

of the kind of car they'd brought along. The class winners this time around were Geoff Dixon's 1964 Alfa Romeo Sprint GT, Simon Ayris's 2001 MG ZR, the 1996 Caterham Super Sport of Alex Forbes, and Peter Ratcliff in his 2015 Volkswagen Golf. Peter also ended the day as the overall winner.

A special mention should go to 15-year-old Thomas Blackburn, who received the GRRC's 'Spirit of the Autosolo' award after competing valiantly in his father's Renault Clio.

Be sure not to miss the final Autosolo of the year at Goodwood Motor Circuit on Sunday 22 October – limited spaces are still available, so contact the Club to book your place.



NEWS FROM THE GRRC
MILLIE EVANS
EVENTS PLANNER

'Since joining the team in April I have truly enjoyed my time within the GRRC. I look forward to meeting many of you at the Freddie March Spirit of Aviation Party and across the Revival weekend. I thoroughly enjoyed seeing so many happy faces at the Autosolo and I even tried it out in my car! Our next Autosolo is in October – I hope to see you there!'

FREDDIE MARCH SPIRIT OF AVIATION

KICK OFF THE REVIVAL IN STYLE

This year marks the 10th anniversary of the FMSOA, and to celebrate this landmark, the exhibition podium finishers from the past ten years will be on display. The only flying Bristol Blenheim, a Hawker Demon and Hawker Fury, and a pair of Spitfires will be amongst the aircraft on display. The FMSOA Party is almost sold out, so don't miss your chance to join other Members on the eve of the Revival for a nostalgic night of glamour and incredible aircraft. Please contact the Club on (+44) 01243 755057 to enquire about ticket availability.



FACTORY TOURS
CLASSIC JAGS GALORE!

Due to renovations at Ten Tents, the Club are working towards a revised date for the visit, so Members can enjoy the collection in all its glory. In light of this, we can confirm a tour of CKL Developments on 24 November. CKL is a Jaguar specialist based in East Sussex that undertakes restoration and race-preparation work. Its founder, Chris Keith-Lucas (GRRC-32579), has been working with Jaguars for decades. For the chance to join us on the tour of CKL in November, please ensure you register your interest via the email version of the newsletter.

Images by Alexander Brodie, Colin Haycock and GPL

For further information and a full calendar of Club events, please visit the GRRC event pages at goodwood.com



NEWSLETTER

GOODWOOD ROAD RACING CLUB



Despite being most closely associated with preparing and racing Jaguar sports cars (like this C-type), Ecurie Ecosse actually competed in a range of machinery – many examples of which will be on show at the Revival

REVIVAL, 8-10 SEPTEMBER

KINGS OF SCOTLAND

Tweeds and tribbles will be joined by tartan for the 2017 Revival as we celebrate the achievements of Ecurie Ecosse – specifically the 60th anniversary of their spectacular 1-2 finish at the Le Mans 24 Hours in 1957. A special on-track celebration will feature the great Sir Jackie Stewart, who began his career with the Scottish team (inspired by elder brother Jimmy, who was also an Ecurie Ecosse racer), and his trademark tartan 'troosers' will ensure he stands out during this daily parade.

Founded in 1951 by Edinburgh businessman and racer David Murray and mechanic Wilkie Wilkinson, Ecurie Ecosse is most

famous for its victories at Le Mans in 1956 and '57. Racing their beautiful metallic blue Jaguar D-types with white nosebands, Ron Flockhart was behind the wheel both times, partnered in 1956 by Ninian Sanderson, and a year later by Ivor Bueb – when the team finished first and second, an extremely rare achievement for a small, privately owned outfit.

The team also entered three Grands Prix, fielding Cooper and Connaught cars driven by David Murray himself, as well as Ian and Jimmy Stewart. They also took part in the European Formula Two championship from 1969 to 1971, with drivers

including Richard Attwood, brothers Graham and Gerry Birrell and a young Tom Walkinshaw.

Ecurie Ecosse was a fiercely patriotic team, favouring drivers from north of the border, so it's no surprise that its roll call also included Innes Ireland and Jim Clark. Jackie Stewart joined the fold in 1962 when David Murray offered him a seat, first in a Tojeiro EE and then a Cooper T49. In 1963 Stewart won 14 races for the team, catching the eye of Goodwood track manager Robin McKay, who alerted Ken Tyrrell to the young Scot's talents. The rest, as they say, is history... CONT. OVERLEAF



HOW TO PLAN YOUR REVIVAL WEEKEND



'OVER THE ROAD'

'Over The Road' offers excellent live music into the evening, and a selection of exhibitor stalls to browse, selling everything from vintage clothes to motorsport memorabilia. There are also fairground rides, a roller disco and a wide variety of food and beverage vendors. Please remember that all visitors to 'Over The Road' at the Revival will need to show a valid Revival ticket.

eclectic mix of pre-'66 vehicles providing a splendid backdrop to the enclosure. Situated in the heart of the Revival is the GRRC Garage Enclosure, which will be serving breakfast, lunch and afternoon tea, making it the perfect place for a pit stop! To ensure access, do not forget your GRRC lapel badge. One badge will grant yourself and one guest access into both enclosures.

GRANDSTANDS

Although General Admission tickets have now sold out, Members can make the most of the weekend and enjoy brilliant views of the circuit by settling into one of the many grandstands around the circuit. There is limited availability in the Members-only Chicane Outfield and Chicane Infield Grandstands, but those wishing to follow the action around the entire circuit can opt for one of the Roving Grandstand tickets.

MARCH MOTOR WORKS

Each year a different aspect of motoring heritage and period design is celebrated in this set-dressed area of the circuit. It's a great area for Revival guests to explore, and also gives manufacturers the chance to display their heritage.

NEW BENEFITS

As part of your GRRC benefits, you'll have access to nearly 100 hours of video from the Revival, including exclusive live streams from the event, plus footage from up to 15 on-board cameras in each race. These will be uploaded to the Road & Racing website, and will be available to watch on demand after the event.

Paddock Passes

GRRC Members receive up to two paddock passes per Adult/Junior Member and up to four per Family Member. Don't forget to order your paddock passes in advance from our Customer Sales team on +44 (0)1243 755055, so that you can get up close to the machines that will take to the track over the weekend.

FORWARD PARKING

Members are invited to park in the forward areas of the public car parks if arriving at the event before 0900hrs. Please ensure you have your 2017 GRRC sticker clearly displayed, and remember that all public car parks open at 0700hrs (event gates open at 0730hrs).

For more information, please visit goodwood.com



By the time you receive this newsletter, we will be just days away from the Revival. As we prepare for a great weekend of racing, I hope you are all as excited as I am about what will be our 20th Revival. I still get such a good feeling seeing great cars and bikes on the circuit. You are also very welcome to attend the Freddie March Spirit of Aviation party at the Aerodrome on the eve of the Revival. Tickets for this fantastic event are available from the Club office, and I do hope you will join us, especially if you haven't been before.

Meanwhile I hope you're all enjoying the great videos and interviews on our Road & Racing website. All this digital content is an exclusive benefit to GRRC Members, and it's a great way to keep right up to date with all our motorsport activities.

Also, may I remind you that tickets are now on sale for the Members' Meeting next March. This is your opportunity to get your tickets at a discounted price.

I look forward to seeing you all at the Revival. Time to brush off those tweeds and trilbies, frocks and furs, ahead of what will be three days of thrilling racing, wonderful cars and that unique Revival atmosphere.

Naam.
EARL OF MARCH

A SELL-OUT REVIVAL

All admission tickets to this year's Revival are now sold out. Additionally, all parking spaces on Lavant Bank and March Enclosure tickets have been sold. We'd like to thank all Members for their incredible support, and we look forward to seeing you for a fantastic weekend of racing at the circuit.



REVIVAL, 8-10 SEPTEMBER

JOIN THE CELEBRATIONS

The Ecurie Ecosse parade will be just one of the unique events taking place on the circuit over the weekend. Alongside the thrilling races, here are some other highlights



1. 1957 GRAND PRIX PARADE

Those lucky enough to be at the Nürburgring for the 1957 German Grand Prix witnessed Juan Manuel Fangio pilot his Maserati 250F to one of the greatest ever Formula 1 victories. To celebrate this – and the achievements of British team Vanwall that season – a parade of stunning cars from that year will take to the track each day, and at other times will be housed in a recreation of the '57 German GP pits.



2. FIAT 500 60TH ANNIVERSARY

The dinky Fiat Cinquecento – better known as the 500 – is 60 years old this year. To mark this birthday, a daily parade in honour of the iconic city car will open the track action each day. This will be unlike any Goodwood parade you've ever seen before, however – well over 100 Fiat 500 derivatives will create a classic Italian traffic jam on the circuit, bringing a slice of Rome to West Sussex.



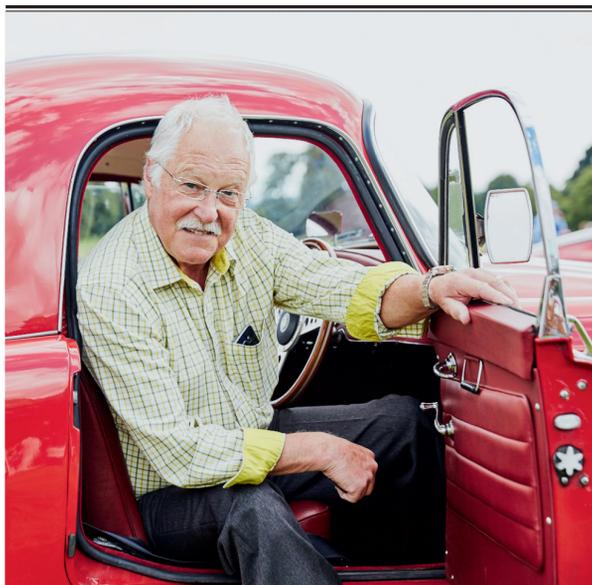
3. SETTRINGTON CUP

The ever-popular Settrington Cup pedal car race – now in its sixth year – will see the largest ever entry of identical Austin J40 machines in action. Over 50 young drivers will be pedalling furiously in an attempt to secure victory. They'll race twice – once on Saturday and once on Sunday – and a winner will be declared on aggregate. When not on track, you'll be able to take a closer look at the cars in their own paddock area.

CONT. FROM PAGE 1 By the mid-1960s Ecurie Ecosse had run into financial problems (their last Le Mans entry came in 1962). The team was revived in the 1980s by Scottish enthusiast Hugh McCaig, winning the C2 class of the World Sportscar Championship in 1986. McCaig still runs cars in the British GT Championship under the Ecurie Ecosse banner.

The original Ecurie Ecosse cars, and their famous twin-deck transporter, became hugely valuable, reflecting the little Scottish team's special place in motor racing history. Enthusiast Dick Skipworth's collection, which included the transporter, was sold by Bonhams for £8.8 million at the end of 2013. For the Revival celebrations, there will be a fabulous array of the team's cars (resplendent in that famous dark blue livery) taking part in our track parade, including the famous Jaguar C and D-types, the Cottingham family's Tojeiro-Jaguar (which also competes in the Sussex Trophy), the rare Tojeiro-Buick GT, a Connaught Type A GP car and even that iconic team transporter. We do hope you've left time to get those tartans organised...

Drivers Ron Flockhart and Ninian Sanderson celebrate with the Ecurie Ecosse team after crossing the finishing line to win the 1956 Le Mans 24 Hours in their Jaguar D-type.



ME AND MY CAR

1957 MG MGA COUPÉ

This graceful MGA Coupé is used regularly by its owner Richard Wade (GRRC-34795), a true MG enthusiast

'I haven't done a lot of work on the car but the polishing and honing has been a continuous task,' explains Richard. 'I still have the original engine in the garage at home, but I built and fitted an early three-bearing engine, bored out to 1868cc with a hotter camshaft and a stage two head. This gives me about 120bhp, rather than the 78bhp produced by the standard engine. I like to think this is what MG should have done in the first place.'

'I did some hillclimbs and sprints a couple of years ago, but I thought it was really too good to be used in competition – and I wasn't very competitive anyway! That's why I changed the engine, and now I have a wider spread of torque and improved acceleration, which makes the car even more enjoyable to use on the road amongst all of the modern traffic.'

'When the MGA was launched, it was a change

of direction for MG – a very different car from previous models. I've also owned an MG TC, which was lovely but wasn't very practical. You got cold at night, wet in the rain, and really had to keep your wits about you and concentrate when you were driving it.'

'My car was originally built as a roadster but was then re-bodied and modified into a 1600cc coupé in 1960. This makes the car quite unusual among MGAs, and nobody seems to be sure as to exactly why a previous owner had the modifications carried out.'

'The love of MGs is a strange thing. Somebody said to me that when you find an MG, you find a friendly person, and I have found that to be completely true. A wide cross-section of people own them and they usually have other cars, but they prefer to talk about their MG. I think the cars are a real labour of love.'



I'M A CLUB MEMBER

CHRIS WILKS (GRRC-18455)

Chris has been a GRRC Member for ten years, and admits to having a 'mad obsession with cars'. He has previously raced at the Members' Meeting, and will be back in his Deep Sanderson Formula Junior for the Chichester Cup at the Revival

Why did you decide to become a GRRC Member?

I had been to the Goodwood Revival meeting every year since it started, and I do very much admire the way that Lord March has revived the circuit in such a special way, creating an event that is so different from any other historic racing event. From going to the Revival, I then heard about the GRRC, and have since embraced the touring aspect of the Club, taking part in every single summer tour that has been organised. They really are fantastic – held on great driving roads, staying at excellent hotels and all in all offering some very special memories.

How did you first get into racing yourself?

I decided to buy a car a couple of years after joining the GRRC, and always had the ambition that one day I would be invited to race at Goodwood. That came to fruition a couple of years ago at the Members' Meeting, and now I'm really looking forward to competing at the Revival in my Deep Sanderson-Ford DS104, which is the only one still in existence. It was designed and built in 1960 by Chris Lawrence, who became famous in 1962 when he took a Morgan 4/4 to Le Mans and won the 2-litre class. He was a maverick, a non-conformist, and that came through in the way he

engineered his cars. Make sure you come and take a closer look at the suspension on the Deep Sanderson at Revival.

What else do you have in your garage?

For the GRRC tours, I use my Jaguar XK120 – it's a great car, so ahead of its time, and still useable today. I also have a 1933 Singer which was raced at Brooklands. Of the three examples built, this is the only one that still exists, and I used it for the Flying Scotsman Rally earlier this year. I also have a lovely MG TD, and my 'everyday' car is an Aston Martin DB9 Volante. As you can probably tell, cars are definitely an obsession for me!



MEMBERS' MEETING, 17-18 MARCH 2018

GET YOUR TICKETS

With the next Members' Meeting already fast approaching, we can announce that tickets for the weekend are now on sale

Tickets for the 76th Members' Meeting, taking place on the 17-18 March 2018, are now on sale! Do remember that GRRC Membership allows you to buy as many tickets for your family and friends as you would like. There will be an exclusive competition held in association with Bonhams this year. If you purchase a Members' Meeting ticket between 8 August and 3 September, you will have a chance of winning a lunch for two in the Bonhams Michelin-starred restaurant, located at the famous auction house's headquarters in Mayfair. Visit the website for full T&Cs. With the entry window closing soon, call (+44) 01243 755055 to buy your tickets. By now you will have received your Wheel To Wheel card game – don't forget to bring your pack of cards with you to the Members' Meeting to earn bonuses at the event. Make sure you keep an eye out for more cards with your upcoming newsletters, as many will hint at the new races and high-speed demos taking place across the Members' Meeting weekend.



REVIVAL, 8-10 SEPTEMBER

NEW TVR LAUNCHING AT GOODWOOD REVIVAL

Following the news that TVR will be launching its first new car for over a decade at the Revival, we are very excited to announce that a small number of these Launch Edition cars will be held exclusively for GRRC Members on a first-come first-served basis over the event. Be sure to pop in to the Earls Court Motor Show to see the incredible cars and meet the TVR team to find out more about this exclusive opportunity.

76 PORSCHE 935/78 'MOBY DICK'

The Porsche 935/78 'Moby Dick' was the ultimate iteration of Stuttgart's Group 5 racer. It won on its debut at Silverstone in 1978 driven by Jacky Ickx and Jochen Mass, and reached 228mph at Le Mans.



NUMBER BUILT	2
POWER (bhp)	845
CYLINDERS	6
CAPACITY (cc)	3211
GOODWOOD LAP TIME	1m 13s