

2017
DIARY DATES

3 JUNE

New Forest & West Sussex
Regional Drive and GRRC BBQ
Email grrc@goodwood.com

5 JUNE

105dB Track Day (Goodwood)
Fully booked

13 JUNE

Members' Social at The Kennels
Just drop by

28 JUNE

GRRC Summer Ball
Limited availability

29 JUNE-2 JULY

Festival of Speed
Final places remain for
GRRC Kinrara Enclosure

7-8 JULY

Track Day (Circuit de Croix en
Ternois)
Final places remaining

30 JULY

Autosolo (Thorney Island)
Book now

31 JULY

105dB Track Day (Goodwood)
Fully booked

3 AUGUST

Guildford Social
Email grrc@goodwood.com

6 AUGUST

Annual Vehicle Display & Open Day
(Goodwood House)
Applications now open

14 AUGUST

Coventry Social
Email grrc@goodwood.com

15 AUGUST

Jaguar Factory Visit
(Castle Bromwich)
Book now

19 AUGUST

98dB Track Day (Goodwood)
Limited availability

25 AUGUST

Racecourse Reciprocal
Bring your badge

7 SEPTEMBER

FMSOA Party
Tickets now on sale

8-10 SEPTEMBER

Revival
Final places remain for the GRRC
March Enclosure

SPRING SPRINT 2017

EASTER ACTION

A collection of fast machinery (or not-so-fast in the case of Ian Osborne's [GRRC-19966] Citroën 2CV!) gathered at Goodwood circuit for the annual GRRC Spring Sprint on 17 April. As the day drew to a close, it was Garry Metcalfe (GRRC-22759) in his savagely fast Nissan GTR who topped the leaderboard, achieving a very impressive time of 1 min 27 secs.

1. Clive Bergman (GRRC-16266), Austin Seven Special
2. Richard Haythornthwaite (GRRC-18101), Lotus 11 Mk1
3. Mark Zandler (GRRC-19059), Jaguar F-type V8 S
4. Martin Hunt (GRRC-18624), Austin Mini Cooper S

MEET THE TEAM



ROBYN PARKER
GRRC EVENT PLANNER

'Following our first MSA Licence Day on 7 April it was a pleasure seeing these Members able to participate in the Spring Sprint having passed their test. This event was even more special for me as it was my last before I head off to have a baby in July. I am delighted that Millie Evans will be joining the team as an Events Planner in my absence.'

5. The No. 3 1968 Chevron B8 of Revival and Members' Meeting regular Patrick Blakeney-Edwards (GRRC-30552) finished in second place overall, ahead of far more modern machinery – a sensational effort!



LONDON SOCIAL, 30 MAY SOPHISTICATED SOCIALISING

With Goodwood and Dunhill both being quintessentially British, it seems right that the Club will be visiting Bourdon House – the spiritual home of Dunhill – for the upcoming London Regional Social evening. Taking place in the Cellar Bar and courtyard area, the event will run from 1900-2100hrs on 30 May, during which time Members will be able to visit the cigar room and speak with a number of specialists from Dunhill. There's no cost to attend the event, but please do register if you're thinking of coming along by emailing grrc@goodwood.com



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

NEWSLETTER

GOODWOOD ROAD RACING CLUB



Graham Hill takes a break from shaking down his new Cosworth DFV-powered Lotus 49 in May 1967

FESTIVAL OF SPEED, 29 JUNE-2 JULY

DFV DELIGHT

The most successful Formula 1 engine of all time, Cosworth's DFV, celebrates its 50th anniversary this year. There will be a dedicated class of cars with DFV motivation in action at the Festival of Speed. So what made this engine so special?

When the FIA announced that Grand Prix racing would be adopting a 3.0-litre formula from the 1966 season, Lotus founder Colin Chapman immediately made the decision to approach his former employee, Keith Duckworth, who, alongside Mike Costin, had just started his own company, Cosworth.

With Lotus's engine supplier, Coventry Climax, withdrawing from Formula 1, Chapman needed a new power unit, and with financial backing from Ford, Duckworth had a 3.0-litre, double-four valve V8 ready in time for the third round of the 1967 season. Fitted to Team Lotus's pair of 49s, the DFV made its competitive debut at the Dutch Grand Prix, held at Zandvoort.

Expectations were initially low, but the DFV propelled Graham Hill to pole position, while Jim Clark qualified on the third row of the grid. As many had expected, Hill's car wilted, but Clark hunted down the opposition, snatched the lead on lap 16 and took the chequered flag ahead of the Brabham-Repco of Jack Brabham. In its first race, the DFV had shocked the F1 paddock, marking the dawn of a new era of Formula 1 racing.

For 1968 the DFV became available to anyone willing to stump up £7500, meaning that smaller teams could fight for race wins and take advantage of the engine's combination of power, reliability and straightforward maintenance. CONT. OVERLEAF



First of all, let me say how good it was to see the Club getting together for our annual Spring Sprint – surely a favourite event for a great many of our Members. We had another excellent entry this year, and it was nice to see so many spectators coming out on Easter Monday to watch Members race against the clock.

Now we can look forward to the Festival of Speed, and I'm already excited about all the special events we have in store for this summer's show. Saturday tickets have already sold out, so if you haven't ordered your tickets yet please do book them as soon as you can.

To make your Festival experience even more special, we have improved and upgraded the Kinrara Enclosure, which includes entry to the

event. And our Summer Ball, held on the eve of the event, is the perfect way to get your Festival weekend under way. As ever, we'll be revealing the Central Feature during the Ball – and this year, I can tell you, it will be a big surprise.

This year's Festival will see us celebrate another significant anniversary. Cosworth's game-changing DFV racing engine is 50 years old this year, and you can read more about it in this issue of the newsletter.

EARL OF MARCH

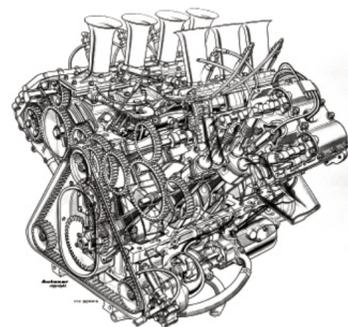
FESTIVAL OF SPEED CONT. FROM PAGE 1

Over the following 16 years the now-ubiquitous engine remained competitive against a host of far more exotic engine configurations. DFVs won 12 F1 Drivers' Championships, 10 F1 Constructors' Championships and 155 Grands Prix. It even found some success in endurance sports car racing, lasting the distance and winning the famous Le Mans 24 Hours twice.

The start of the turbo era of the early 1980s put an end to the DFV's domination of F1, with the new 1.5-litre engines producing significantly more power and torque. The final Grand Prix win for the DFV came in 1983 at the Detroit Grand Prix, when Michele Alboreto took a surprise victory in his DFV-powered Tyrrell 011.

Cosworth developed updated versions of the DFV to try and keep pace with the turbo cars, but to little avail. The DFV era was over, but no other engine would come close to repeating its success.

At this year's Festival of Speed, a variety of cars with DFV power will be running in anger on the famous Hillclimb. Expect to see F1 World Championship winners from the likes of Lotus, McLaren and Williams alongside slightly more obscure machines from smaller DFV-equipped teams like Ligier and March. Also keep an eye out for a number of the sports prototypes that adopted the DFV for long-distance racing. Could there be a more fitting way to celebrate half a century of the world's greatest racing engine?



THE COSWORTH DFV

Year: 1967-1984
Cylinder arrangement: V8 (90°)
Weight: 168kg
Capacity: 2993cc
Max. revs: 9,000-11,000rpm
Power: 400-500bhp



Danny Sullivan wrestles the DFV-powered Tyrrell 011 around Monaco in 1983. Later that season, Michele Alboreto drove the 011 to victory in Detroit – the last of 155 GP wins for the DFV



I'M A CLUB MEMBER

ROBERT SYNGE
(GRRC-32443)

Robert's link to Goodwood Motor Circuit goes back nearly 40 years. A former racing driver and team owner, he is now a developer of commercial property

Your connections with Goodwood go back a long way! I joined the GRRC a couple of years ago, but I got to know Goodwood in 1978 when I worked at Image Race Cars, which was based in the Supershell building. Anthony Reid was our driver and he lived in a caravan next to the building, which was a bit rough in the winter! We could just wheel the cars out and go

testing whenever we liked. We must have done thousands of laps.

And after four years there you decided to start your own racing team?

Yes, Madgwick Motorsport, in 1982 – it was always tough to take Madgwick corner flat in a Formula Ford, so I thought it would be a fitting name for our new team. We won the Formula Ford championship in '83 and the F2000 title in '84. Then we did Formula 3, and Stirling Moss tested the car at Goodwood for a TV feature, wearing his old cork helmet – unbelievable! In 1986 we won the F3 championship and Macau race with Andy Wallace, then we moved up to F3000

and won the British championship three times. They were great years.

What is it about Goodwood that makes it so special?

The events are always brilliantly organised, and it's great to have racing back on the circuit. You are close to the cars, and as a GRRC Member you can park on the Lavant Bank, get the deckchairs out and watch some wonderful racing. What could be better?

What's in your garage?

My daily driver is a Porsche Cayman GT4. I've also got an MGA, and for track days I share a Radical with Adrian Reynard and the Force India F1 team COO, Otmar Szafnauer.



ME AND MY CAR
1955 ASTON MARTIN
DB2/4 MK 1

This beautiful Aston Martin DB2/4 Mk 1 is a unique example owned by John Moulton (GRRC-29209)



SUMMER BALL, 28 JUNE

CENTRE OF ATTENTION

This year's Summer Ball, held on Wednesday 28 June – the eve of the Festival of Speed – gives Members the chance to start their Festival weekend in style. A highlight of the evening is the unveiling of the spectacular Central Feature. Details of this year's sculpture are still top secret, but here Steve Fallick (GRRC-23593) – Director of Littlehampton Welding, the local company that builds the Central Feature each year – explains how these amazing structures are fabricated and installed.



1. 'Once the design has been completed, fabrication begins in our workshop. Our skilled engineers design jigs to enable accurate cutting, forming and welding together of the individual parts.'
2. 'When fabrication of the individual parts has been completed, they will be inspected and finished within the specialist Paintshop. The team use a number of techniques to ensure a flawless finish before transporting it to Goodwood.'
3. 'Prior to arrival of the sculpture, a comprehensive site survey takes place. This ensures that when the sections arrive, the team will be able to assemble the sculpture.'
4. 'Once the sculpture has received its final inspection, it will then be open to the Festival crowds. It's the moment we all look forward to.'

Festival of Speed and Revival Saturdays have now sold out. At the time of printing, Fridays and Sundays are set to sell out imminently. Places remain for the Kinrara and March Enclosures. Book now to avoid disappointment

'What I love about this car is that it's delicate, small, and so graceful,' explains GRRC Member John Moulton, gazing at his stunning DB2/4. 'Aston Martins got progressively bigger with the DB4, DB5 and DB6, and then when the V8s came along the cars became almost lorry-like.'

'The DB2 is a very English car. David Brown [Aston Martin's owner from 1947 to 1972, and the source of those world-famous initials] came from Yorkshire, and the engine designer was none other than W.O. Bentley.'

'The car is unique because it has a Mk 3 front end that was added by the Aston Martin works in 1956. The original owner, having crashed the car, wanted the Mk 3 bonnet and grille – he also had front disc brakes fitted. The details are wonderful, like the door handles, the Lucas lights and the Moonbeam Silver paintwork.'

'You have to warm up cars of this age properly, not just on tick-over but with a bit of throttle for five minutes or so. It's totally different from having a modern car, but that's part of the pleasure – driving off and listening for all those little things that might not have been there yesterday. All of the heat from the engine comes straight into the cabin, though, so it can get quite warm on summer days.'

'The DB2/4 is a lovely touring car, perfect for a holiday, with a 2+2 layout and plenty of space for luggage. It's been more reliable than the modern Astons I have owned – it was never meant for racing, so it's a very manageable road car, and a thoroughly good-looking one at that!'