

Goodwood launches a year of celebration at Media Drive Day

- The 2023 Goodwood Media Drive Day showcased a spectacular array of one-of-a-kind vehicles on the Turning Circle in front of Goodwood House to celebrate 75 years of motorsport at the West Sussex estate.
- Goodwood 75 encompasses a number of anniversaries:
 - 75 years since the Goodwood Motor Circuit opened in 1948
 - 30 years since the first Festival of Speed was held in 1993
 - 25 years since the first Goodwood Revival was held in 1998
 - 25 years since the foundation of the Goodwood Road Racing Club in 1998

Inspired by the first ever Festival of Speed Press Day in April 1993, Media Drive Day brought together a special collection of vehicles to celebrate Goodwood's rich motorsport history and heritage from the past 75 years. Vehicles from the 1964 Ferrari 250 GTO/64 through to the record-breaking electric McMurtry Spéirling were on display in full glory outside Goodwood House.

Full details of Goodwood 75 display vehicles below:

Back row (L-R):

1962 Lotus 25

Designed by Colin Chapman in 1962, this is the first Formula 1 car to use a light alloy stressed-skin monocoque, a principle which is still used today. In 1963, Jim Clark drove this car to victory in the Pau, Imola and International Trophy Grand Prix. Two weeks later, with Trevor Taylor behind the wheel, the car was involved in a serious accident during practice for the Belgian Grand Prix, breaking the car in two. The remains of the car were rescued from the scrap heap by Lotus Racing mechanic Cedric Seizer, who has since restored the car to its former glory. This car contributed to Jim Clark's first ever Formula 1 World Championship.

2021/1952-Type BRM V16

This BRM P15 V16 chassis IV made its world debut at the Goodwood Revival in 2021 as part of a celebration highlighting both BRM's inaugural Grand Prix 70 years previous and the modern-day return of the incredible V16-powered Type 15. In 2022, it raced in the Goodwood Trophy as part of another BRM anniversary signifying 60 years since BRM won the Formula 1 Constructors' Championship in 1962. As well as commemorating the anniversary of BRM's F1 title, the V16 also raced in the Goodwood Trophy 70 years after it last took part in a race of the same name. During that event, in 1952, a V16 finished first, second and third in the hands of Jose Florian Gonzales, Reg Parnell and Ken Wharton.

1936 ERA B-type R5B 'Remus'

The English Racing Automobiles B-Type voiturette racer, chassis R5B, affectionately known as 'Remus', is a rare beast that combines history, speed, spectacle, drivability and success. This very special racing car won the very first Revival race, the Woodcote Cup, 25 years ago in 1998. Believed to be the "most-raced car of all time", the car has an extensive racing history, winning the 1939 British Empire Trophy at

Donnington, and placing 6th at the 1948 British Grand Prix at Aintree. The car's racing career came to an end in 1949 when it was involved in a massive accident while being driven by John Bolster. Since then, the car has been completely rebuilt and restored. The car currently wears Thailand's racing colours of blue and yellow.

1962 Norton Manx

The Norton Manx is one of the most famous racing motorcycles of the post-war years. This bike regularly features in the Barry Sheene Memorial Trophy, our race for Grand Prix motorcycles at the Goodwood Revival. Named after the iconic British two-time world champion, this race regularly features some of the most intense battles of the weekend and commences with a thrilling Le Mans style start. A key element is the two-rider format which regularly features some of motorcycle racing's greatest names. Barry Sheene was a frequent competitor at the Revival and became synonymous with classic bike racing at the Goodwood. Therefore, it was so fitting that his last ever race was at the Goodwood Revival in 2002 which he won in spectacular fashion. The race was renamed in his honour ever since.

1996 Yamaha YZR500

For many, the two-stroke Yamaha YZR500 missile is the bike that symbolises the golden age of two-wheel GP racing. This specific machine is an ex-Kenny Roberts Jnr 1996 factory Yamaha. It was given to Kenny by Yamaha at the end of the 1996 season. In 2022, The three-time 500cc world champion Wayne Rainey was reunited with his YZR500. It was the first time he piloted a motorcycle since his career-ending accident at Misano 29 years ago which cruelly left him paralysed from the chest down. With his close family in tow, flanked by his friends and rivals including Kevin Schwantz, Mick Doohan and Kenny Roberts from his Championship-winning days, Wayne Rainey was undoubtedly the man of the moment at the 2022 Festival of Speed.

1986 Maxton Yamaha TZ350

Yamaha TZ350's are a common feature in the Hailwood Trophy, the featured bike race at the Member's Meeting. The Hailwood Trophy, for two-stroke 250cc and 350cc Grand Prix motorcycles of a type that raced between 1970 and 1983, is named after the iconic Mike Hailwood. The name Mike Hailwood resonates strongly among fans of two-wheeled racing. 'Mike The Bike' was one of Britain's greatest World Champions, winning numerous titles and Isle of Man TT races. This year, the Hailwood Trophy incorporates the Sheene Trophy for Formula 750 motorcycles up to 1972. The first two-stroke across the line will be the winner of the Hailwood Trophy and the first four-stroke across the line will be crowned the winner of the Sheene Trophy.

1986 MG Metro 6R4

This car was built to the famous Group B international rally specifications and this group included such well-known competitors from other manufacturers such as the Audi Quattro Sport, Peugeot 205 T16, Lancia Delta S4 and Ford RS200. Rally cars have become an integral part of the Motorsport Events at Goodwood. The Forest Rally Stage at the Festival of Speed, originally designed by 1983 World Rally Champion Hannu Mikkola, has hosted some of rallying's greatest names in its most iconic cars. Many of these icons have also taken on the infamous Goodwood Hillclimb. 2023 marks the 50th anniversary of the World Rally Championship. As a celebration of this iconic racing series, we hope to feature some of the series' most legendary cars and drivers.

2017 Nissan GT-R

This incredible Nissan GT-R usually has Steve "Baggsy" Biagioni at the wheel. This 1200HP Nissan GTR is powered by a Chevrolet LSX 454 engine with a massive Honeywell Garrett GTX4718R single turbo. Expertly driven by the British Drift Champion, the Nissan has consistently wowed the crowds at the Festival of Speed and Speed Week. Drift has become a regular feature at the Festival of Speed since the first appearance of the unique and utterly thrilling Mad Mike Whiddett. Since then, the Drift presence at the Festival of Speed has gone from strength to strength with heroes such as Mad Mike, Baggsy and James Deane regularly showcasing their skills while covering the Goodwood Hillclimb with smoke and creating utter chaos.

2006 Chevrolet Monte Carlo

NASCAR has become a firm fan favourite amongst those attending the Festival of Speed with legends such as Richard Petty regularly in attendance. As it is the 75th anniversary of NASCAR this year, there will be a special celebration featuring some of the best and most iconic cars to ever take part in this exhilarating series. Jimmie Johnson, the joint most successful NASCAR driver of all time, made his classic racing debut at the Goodwood Revival in 2022. On his spectacular inauguration to the Goodwood Motor Circuit, Jimmie drove a Ford Galaxie 500 in the St Mary's Trophy and an AC Cobra Le Mans Coupé in the prestigious RAC TT where he finished an impressive 5th.

Front row (L-R):

1959 Lotus 15

The Lotus 15 is a front-engine sports racing car designed by Colin Chapman of Lotus. This specific chassis is steeped in Goodwood history and especially poignant in 2023 as we celebrate 75 years of Motor racing at Goodwood. It competed at Goodwood during The Racing Years (1948 – 1966) entering in the Tourist Trophy (1959) driven by two-time Formula 1 World Champion Graham Hill. This chassis was also raced extensively and successfully during the Racing Returns Era (1998 – 2023). At the inaugural Goodwood Revival in 1998, Robert Brooks won the Sussex Trophy in this chassis, the first sportscar race of the Revival. It has raced at the Revival many times since then hoping to recreate the '98 win. 2023 also marks the 75th anniversary of Lotus which will be celebrated at the Festival of Speed.

1953 Aston Martin DB3S

The DB3 was Aston Martin's first ever purpose-built racing car, from which the DB3S evolved. This specific chassis, which is an ex-Aston Martin works car, finished 3rd at the 1953 British Grand Prix, driven by Peter Collins. It later went on to win the Goodwood 9 Hours endurance race, this time with Reg Parnell and Eric Thompson at the wheel. A significant achievement as the car was competing against strong opposition in the Jaguar C-Types, with drivers such as Stirling Moss and Duncan Hamilton on the roster. 1953 was only the second time the 9 Hours endurance race was held at the Goodwood Motor Circuit, starting at 15:00 and raced into the darkness, ending at midnight.

1964 Ferrari 250 GTO/64

The Ferrari 250 GTO has become the most desirable Ferrari of all time and undoubtedly the most sought after. This magnificent GTO is 1 of just 36 examples ever made. In 1963, Graham Hill won the Goodwood TT in this very chassis. A multi-time race winner at Goodwood, a two-time F1 Champion, five-time Monaco Grand Prix winner and still the only man to win motorsport's Triple Crown, Graham Hill remains a legend and much-missed friend of Goodwood. At the 2022 Revival, a moving parade was assembled to celebrate the 60th anniversary of Graham's first F1 world title in 1962, and his first ever outright F1 category victory at this very circuit in the Glover Trophy driving the BRM P578 'old faithful'.

2022 McMurtry Automotive Spéirling

The McMurtry Spéirling is a record-breaking electric single-seat prototype car which was first presented as a static display at the Goodwood Festival of Speed in 2021. In 2022, it returned to Goodwood and set the new Hillclimb record. Max Chilton completed the 1.16-mile course in a blistering 39.08 on Sunday beating fierce competition in front of over 150,000 spectators. The Spéirling is the first fancar to compete in officially sanctioned motorsport since the 1978 Swedish Grand Prix, sporting 2000kg of instant downforce-on-demand and a sub 1.5 second 0-60mph. Inheriting the technology from the pioneering innovators of Formula 1 in the 1970s, McMurtry Automotive has brought the concept into the 21st century, and with it a clear performance advantage.

1977 Porsche 936

With three wins at Le Mans, the 936 purpose-built for the Sports Car Championship was one of the most successful Porsche racing cars ever. Each of the 3 original chassis won Le Mans respectively in 1976, 1977 and 1981. This 936 competed at Le Mans 5 times and was the outright winner in 1977, driven by Jurgen Barth, Hurley Haywood, and Jacky Ickx. It was another marvellous victory after the margin to the 2nd-placed Renault was 11 laps mainly thanks to Ickx's phenomenal driving. Amongst the festivities at this year's Festival of Speed, we will be celebrating the 75th anniversary of Porsche with a collection of some of the most significant cars in their illustrious history.

1961 Ferrari 250 GT SWB

Sir Stirling Moss is on record as saying this is the 'finest GT Car ever' after he proved unbeatable in one during the 1961 season. He won the Goodwood Tourist Trophy, Silverstone British Empire Trophy, Brands Hatch Peco Trophy and Nassau Tourist Trophy in this car, and ran at Le Mans with Graham Hill, taking the GT Lap Record. It was Goodwood that book-ended Sir Stirling's professional career: his debut at the Goodwood circuit came the day after his 19th birthday driving a Cooper-JAP MkII where he finished half a lap clear of the field. He took part in a further 56 races at Goodwood over the next 14 years, winning 21 of them and finishing on the podium a further 13 times.

1959 Tojeiro -Jaguar

This magnificent Tojeiro competed in the 1959 Goodwood Tourist Trophy. It was driven by two-time World Champion Jim Clark and fellow Formula 1 driver Masten Gregory. After taking over from Clark, Gregory crashed at Woodcote effectively ending the car's period racing career. The story goes and so indeed, the label on our 'Lucky Leap' beer indicates, Masten's 1959 Goodwood TT came to a dramatic end when he left clear of his runaway Tojeiro, to relative safety, as the car mangled itself into the bank at Woodcote, Gregory being extremely lucky not to have been trapped in the cockpit. This chassis has competed at the Goodwood Revival since racing returned to the Motor Circuit in 1998, even placing 3rd overall in the Salvadori Cup in 2021.

1960 Lola Mk1

This is the car that won the very last race at Goodwood in the original period, driven by "Dickie" Metcalfe, at the 71st Club Meeting before the circuit closed to competitive motor racing. It had previously raced successfully all over the UK including 6 previous races at Goodwood. It also competed in the South African Nine Hour Endurance Race. More recently, the car has featured at many Goodwood Revival meetings, and has become symbolic of Goodwood's legacy. In August 1966, after 18 years of memorable competition, Goodwood closed its gates as modern machinery was becoming too fast for its configuration, although the Circuit remained in continuous use as a testing and track day venue.

-ENDS-

Note to Editors:

Please credit images as captioned.

A 60-second film capturing Goodwood 75 (no easy task!) can be found [here](#) which you are welcome to use online or on social channels.

Contact

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Imagery and news from Goodwood are available from our [Press & Media site](#).

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2023 Event Dates:

- 80th Members' Meeting presented by Audrain Motorsport, Saturday 15 - Sunday 16 April 2023
- '75th Sunday' Breakfast Club, Sunday 4 June 2023
- Festival of Speed presented by Mastercard, Thursday 13 - Sunday 16 July 2023
- Goodwood Revival, Friday 8 - Sunday 10 September 2023