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AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

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STARS THRILL AT GOODWOOD

**Jenson Button makes debut in
Revival's dramatic return**



PLUS

Hill shoots into **BTCC** title contention

COVER STORY: IS GOODWOOD BACK? 20



Bryant ends his wait as stars return to Goodwood

Jenson Button led a plethora of big names at the 23rd Revival, which provided fantastic action and a long-awaited victory for one of its stalwarts

MARCUS PYE

PHOTOGRAPHY RICHARD STYLES AND  **motorsport**
IMAGES

Bryant finally scored RAC TT Celebration victory, sharing Cobra with Turner

Charging Keen recovered brilliantly to take Whitsun laurels in monstrous Lotus 30



A painful hiatus since the last Revival Meeting clearly increased appetite and effort on both sides of the barriers, as privileged racers entertained spectators who returned in strong numbers to be part of motorsport's most wonderful costume drama. For COVID and post-Brexit logistical reasons, the strong international flavour of previous years was missing, yet onlookers were treated to stunning action over three days, all bar Sunday morning bathed in glorious sunshine that emboldened the colour of the occasion.

"A special weekend after two years of misery," summed up the Duke of Richmond and Gordon, praising the stoic Festival of Britain and Goodwood spirit that his historic estate, mirroring struggles worldwide, has battled to weather. As three Rolls-Royce Merlin-engined Spitfires wheeled in the sky daily, as a poignant reminder of RAF Westhampnett's wartime role, a welcome newcomer to the Revival was 2009 Formula 1 world champion Jenson Button, who enjoyed his Historic racing debut in Jaguar E-type and AC Cobra.

Among the manifold achievements on track, enthusiasts cheered Olly Bryant's victory — partnered with Aston Martin endurance ace Darren Turner — in the Royal Automobile Club Tourist Trophy Celebration. After so many close calls and heartbreaks, he finally landed the success his family craved with the ex-Tommy Atkins/Roy Salvadori AC Cobra that retired from the 1964 TT. Bryant and Turner were jointly awarded the Will Hoy Trophy for best performance in a closed car.

Those watching at trackside or via live-streamed broadcasts also witnessed an astonishing performance by Phil Keen who, racing a beast of a Lotus 30 for the first time after an acclimatisation session at Hethel, recovered from a grassy excursion to win the Whitsun Trophy sportscar race on its debut in Peter Burton's ownership. Not

had a 30 topped the podium here. Keen's performance earned him the coveted Rolex Driver of the Event timepiece.

Talking of Clark, Andy Middlehurst won the Glover Trophy in John Bowers's Type 25 — like the 30 run by Classic Team Lotus — for the seventh time. That matched Mark Gillies's personal tally following an extremely hard-fought Festival of Britain (the Goodwood Trophy, rebadged for 2021 to honour an extraordinary on-event celebration) race win in Dick Skipworth's ERA R3A, his sixth bearing the marque's flag.

English Racing Automobiles founders Raymond Mays and Peter Berthon's subsequent brainchild, British Racing Motors, had its moment of glory too, when Ben Mitchell pulled off a stunning Richmond Trophy victory on a wet Sunday morning. Seventy years since BRM's world championship debut and driving the car that 'Le Patron', period Goodwood racer Robs Lamplough, has owned for 50 years, the stars aligned in the presence of BRM royalty.



"Stanley opened strongly in the pre-1963 GT race, pursued by Martin Brundle and Minshaw"

Top gun was James Cottingham. On Friday, with Harvey Stanley starting this time, the duo reprised their 2020 Stirling Moss Memorial Trophy pre-1963 GT win at the SpeedWeek event in DK Engineering's Huffaker Jaguar E-type, racing into the sunset. More memorably, Cottingham completed an odyssey by landing the Sussex Trophy gold in his Ecurie Ecosse Tojeiro-Jaguar. Recreated from the remains of the one-off wrecked by Masten Gregory in the 1959 TT, it had previously finished in podium places six times, four with Barrie Williams, besting at second in 2009.

Changes at Goodwood centred on a campus reshuffle with two additional infield areas: one adjacent to the Freddie March Spirit of Aviation park, served by a footbridge over the start straight; the other a shopping village alongside the Lavant Straight. Paddock extras included the Stardust Casino and Earl's Raceway, a high-octane corral showcasing dozens of street rods and full-bodied 'gasser' dragsters that marked the National Hot Rod Association's birth. A gridful of V8 monsters opened the circuit each morning.

After a day of Official Practice, as qualifying was known in the British Automobile Racing Club's 1948-66 era, the svelte narrow-wheeled pre-1963 GTs opened the race programme with Jaguars to the fore. Harvey Stanley opened strongly, pursued by Martin Brundle in a Pearsons Engineering car and Jon Minshaw. The leaders made their stops simultaneously after 13 laps, but Cottingham lost time when, with

BRM CELEBRATION RECALLING A BRITISH F1 ENIGMA



Almost certainly the greatest collection of BRM cars assembled in one place — one of every significant four, eight, 12 and 16-cylinder engined models — illustrated the marque's chequered history at Goodwood, with members of the Owen family and team personnel presiding over the daily cavalcades.

British Racing Motors has a special place in enthusiasts' hearts, having attempted some outrageously complicated feats of engineering, including creating V16 and H16 engines, in trying to find advantage over rivals.

No fewer than four original supercharged 1500cc BRM V16s were present at Goodwood, where Reg Parnell won the Type 15 model's first races — a five-lap Woodcote Cup Formule Libre sprint and the 12-lap Goodwood Trophy — on 30 September 1950. And the early BRMs often competed at the circuit.

The first of three brand-new V16s, which Rob Hall exercised alongside father Rick in a pale green original and Andy Willis in one of two P30 Mk2s, was at the Revival (above). Rick joined the BRM team as an apprentice in the 1960s alongside his late pal Rob Fowler, and made his post-Formula 1 career servicing the cars worldwide.

The only surviving original Type 25, in which Swede Joakim Bonnier won the 1959 Dutch Grand Prix (and in which Gary Pearson has won races at the Revival) was running. As Rick Hall explained, its sister cars' chassis were reconfigured into rear-engined P48s, although some have been reverted.

Damon Hill, world champion son of BRM's 1962 world champion and 10-time BRM GP winner Graham, 1965 Italian GP and 1966 Monaco GP victor Jackie Stewart, and Richard Attwood starred as the moving history book

spanning the marque's 17 world championship GP victories was unleashed in a cacophony of sound.

At the opposite end of the roll-of-honour from the Type 25, beyond the Tony Southgate-designed Yardley P153s, Classic Formula Fordster Jake Shortland was privileged to drive the Marlboro-liveried P160 in which Jean-Pierre Beltoise took BRM's last GP victory thanks to a virtuoso wet-weather display at Monaco in 1972.

Also running were the technically interesting Rover-BRM gas turbine Le Mans car and the Hepworth family's massive BRM-Chevrolet P154 Can-Am contender.

BRM-engined chassis from other marques were also present, topped by Jim Clark's 1966 United States GP-

"DAMON HILL, JACKIE STEWART AND RICHARD ATTWOOD STARRED AMID THE MOVING HISTORY BOOK"

SIR STIRLING MOSS TRIBUTE MOSS'S GOODWOOD LEGACY



Stirling Craufurd Moss was the most successful driver in Goodwood's history, since winning his first major race on the motor circuit's opening day – a three-lap 500cc event by the small matter of 25.8s in a Cooper-JAP over Eric Brandon – on 18 September 1948, the day after his 19th birthday.

Moss went on to win 21 events on RAF Westhampnett's perimeter road, including four successive RAC Tourist Trophy races (of the peerless seven on his CV) in Aston Martin DBR1s in 1958-59 (storming back after a fire to win the world sportscar championship for Aston in the later year) and Ferrari 250 GT Berlinettas in 1960-61, both of which were present.

In the first Revival since Moss's death in April 2020, it was fitting that the great man was remembered not only with the GT race bearing his name, but also a special gathering of the cars and the people that had been so important in his life.

Lady Susie, Stirling's wife and constant companion since 1968, was present – together with their son Elliott and his daughter Alison – and led the parades in his 1955 Mille Miglia-winning Mercedes-Benz 300SLR (above) as tributes were paid to the greatest all-rounder in motorsport history.

"He had a natural affinity with Goodwood – if he loved the circuit the circuit loved him," said the Duke of Richmond and Gordon on what would have been Moss's 92nd birthday. "Stirling celebrated his 70th, 80th and 90th birthdays at the Revival and, while he couldn't be at the first Festival of Speed in 1993, he supported the event at every opportunity."

Sir Jackie Stewart was one of many to salute the hero who inspired hordes of fans and later drivers alike. "Stirling was the absolute perfect racing driver. An amazing man, he carried the sport with such style," said the three-time world champion of the epitome of British sportsmanship.

Annie and Jim Strudwick, the first-aiders who rushed to Moss's side when he suffered the crash that ended his frontline racing career on Easter Monday 1962, were guests of honour at Goodwood, chauffeured around the circuit in the impressive Rolls-Royce shooting brake that belonged to Stirling's father Alfred.

That they saved his life there is no question, thus generations of fans were able to show their gratitude, having glimpsed Moss's genius over those 'bonus' decades across a huge number of outings and appearances. Fans will never forget the maestro's sublime wet drive from 16th to fourth in his 1956 Monaco Grand Prix.

"FANS WILL NEVER FORGET THE MAESTRO'S SUBLIME WET DRIVE FROM 16TH TO FOURTH IN 1999"



Stanley/Cottingham repeated their 2020 Moss Trophy success...

Brundle Jr was chasing Phil Keen (in for Minshaw) when his engine's core plug blew out on the Lavant Straight and he spun on coolant, hitting the tyre wall at Woodcote backwards. Calum Lockie (E-type FHC) went off too, then Chris Ward, already up to fourth in first-lap spinner John Young's FHC, parked at Lavant with engine failure.

Following a lengthy safety-car interlude, Keen hadn't the grunt to prevent Cottingham passing him for victory. David Franklin had howled Remo Lips's Ferrari 250 Berlinetta up to third, which its owner kept. Nicky Pastorelli in David Hart's SWB pipped Simon Hadfield in Wolfgang Friedrichs's Aston Martin DB4 GT for fourth by half a length. Mike Jordan brought Mike Whitaker's Shelby Cobra Dragonsnake home sixth, clear of Jenson Button/Alex Buncombe in Bob Neville's seriously undergunned E-type FHC.

Undeterred by a hairy intro in the wet at Donington Park three days previously, Button qualified another DK Engineering car – the pale blue Colombian-striped AC Cobra – third for the TT feature, his 1m25.689s Saturday best bettered only by the similarly mounted Romain Dumas/Bill Shepherd and Darren Turner/Oliver Bryant on 1m24.844s and 1m24.881s respectively. The twin Le Mans Cobras of Gregor Fisker/Sam Hancock (39 PH) and Shaun Lynn/Andy Priaulx (649 CGT) and the Lister-Jaguar coupe of last year's (SpeedWeek) victor Fred Wakeman, with five-time Le Mans winner Emanuele Pirro, completed the top six as 22 cars lapped inside 90 seconds.

Turner blasted clear at the start, but his lead over Shepherd was expunged by caution periods. Darren stopped just ahead of Bill, but Dumas resumed well ahead. Bryant chased him down, but even as the fern-green lead car was teetering over the edge of adhesion, there was no way round the skilful Frenchman in a magnificent fight to the flag. The race's complexion changed when a penalty – for a stop 10 seconds before the stipulated minimum – was announced. As Goodwood

Bryant) in 2002 and Dumas two years ago.

As Wakeman/Pirro were promoted to second, Shepherd/Dumas were shuffled back to fourth, behind an ecstatic Lynn and Priaulx. Martin Brundle/Bobby Verdon-Roe (Cobra) finished fifth, ahead of John Spiers/Tiff Needell, who broke the AC monopoly in the former's Jaguar E-type. Button started cautiously and, following a series of fast laps, relayed childhood pal Buncombe in third. A misfire prompted their retirement.

'Ricky-Roy' Dumas and 'Billy-Bob' Shepherd's consolation came with victories in both legs of the St Mary's Trophy 'Pro-Am' in the British V8 stalwart's Ford Thunderbird, clear of Andy Jordan (Austin A40) and Grant Williams (Jaguar Mk1) respectively. Jordan and dad Mike claimed silver on aggregate from Pirro/Richard Meaden (Alfa Romeo Giulietta Ti) and Marcel Fassler/Matt Manderson in Scott Automotive's ex-Doc Shepherd 1960 British championship-winning A40. On Saturday, Jordan Jr and Nick Swift had aced



Gillies took distinctive green ERA R3A to a hard-fought Festival of Britain victory



...but Alex Brundle's race ended more abruptly after E-type lost its coolant



Hart's Maserati 300S survived an assault to beat Jag-powered rivals

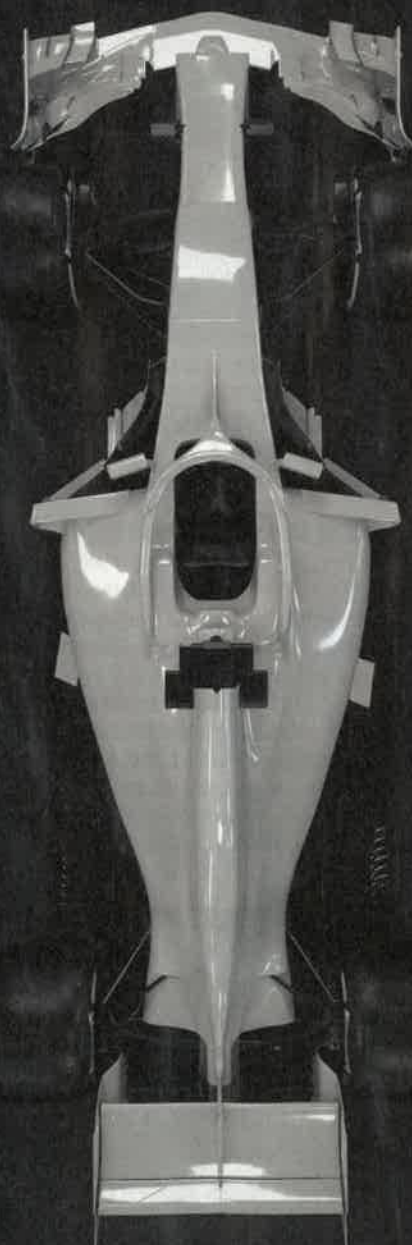
"Saturday's GP and Voiturette opener boiled down to an ERA battle between Gillies and Gans"

the John Whitmore Trophy Mini Cooper race, beating Chris Middlehurst/Dumas in the antithesis of the Betty Richmond Trophy thriller at the 2019 Members' Meeting.

Saturday's GP and Voiturette opener boiled down to a battle between ERA men Mark Gillies (R3A) and Michael Gans (R1B) after early leader David Morris's R11B slowed and Tom Dark's fast Bugatti T73's jury-rigged gearbox (three-gear after a practice drama) broke. Overtaken when impeded by Peter Greenfield's Alfa Romeo Alfetta at Lavant on the last lap, Gillies used two-litre power to trump Gans's 1500 before >>

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Tojeiro-Jag finally won
1950s sportscar contest
thanks to Cottingham

Woodcote. Duncan Ricketts breathed in sharply following contact lapping a Talbot-Lago but urged ERA GP1 home a popular third. Gans's ex-Richard Seaman car and fourth-placed Nick Topliss's R4A are veterans of the 1951 Festival of Britain race, when Claude Hamilton and Bob Gerard drove them.

Once Nick Fennell had spun his sister Lotus-Climax 25 at Madgwick chasing him, Andy Middlehurst's Glover Trophy focus switched to keeping American-Italian Joe Colasacco behind in Laurence Auriana's even shriller Ferrari 1512. As the track became more slippery, 2018 winner Colasacco nosedived the tyre wall exiting the chicane. Tim de Silva came through to second in a tubeframe Lotus 24 powered by a BRM V8. Former F3000 racer Mark Shaw, this year's Historic Monaco GP victor, was best of the four-cylinder brigade in his ex-Jim Clark Springbok Lotus 21.

Polesitter Keen's Whitsun Trophy recovery in the white Lotus 30 was phenomenal. Slicing through traffic with precision, he hounded down the Lola T70 Spyders of Tony Sinclair and Olly Bryant, snatching the lead from the latter, whose brakes had faded, on the penultimate lap. Sinclair had Mike Whitaker bearing down on him in another ex-John Surtees T70. Whitaker's chase from the back followed the CMS crew repairing the car's front corner after it vaulted Sam Hancock's Ford GT40 dramatically at Madgwick in practice.

Thoughts turned to the late Robert Brooks – friend of Goodwood and winner of the 1950s sportscar race at the inaugural Revival of 1998 in an aerodynamically compromised Lotus 15 – when the Sussex



Pittaway/Williams slid
to fine Brooklands win as

“With deft car control Mitchell won a feisty duel and delighted BRM supporters”

Trophy World Championship sportscars came out on Saturday evening. Kiwi Roger Wills, 2019's victor, led initially in the ex-Bruce McLaren/Syd Jensen 1958 TT Lotus 15, but James Cottingham hustled his Tojeiro past imperiously. Sam Hancock hurled Tim Samways's NART Ferrari 246S around having passed Wills, but couldn't quite oust Cottingham. Nick Padmore (Lister-Jaguar) bagged fourth ahead of Keen (Lister Knobbly) and Bryant (Lotus 15).

As Sunday's rain came, sending grid attendants scurrying for brightly hued ponchos, Tony Wood rocketed the TecMec-Maserati from fourth to lead the Richmond Trophy race, but Ben Mitchell and Miles Griffiths (in Philip Walker's Lotus 16) soon had his measure. With deft car control on a treacherous track, Mitchell won a feisty duel and delighted BRM supporters by prevailing, having put two lapped runners between them at a critical moment. Despite having only two litres under his bonnet, Will Nuthall (Cooper-Bristol) pressed them all the way to the chequer.

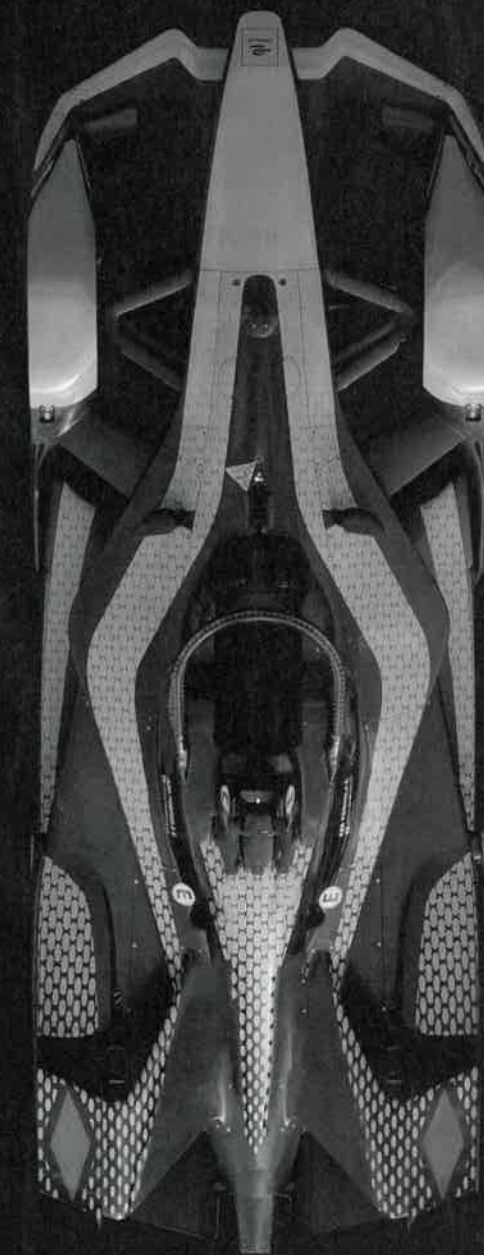
Frazer Nash chain-gangers' prayers for precipitation were answered, thus they locked out the Brooklands Trophy podium. Duncan Pittaway relayed Eddie Williams to victory, while virtuous Patrick Blakeney-Edwards finished second and third. PBE zapped his viciously twitchy 'Owllet' saloon ahead at the start and, having installed Mini king Nick Swift – who chased Williams hard – leapt into Theo Hunt's car, cementing the overjoyed youngster's claim to third. Only the Rettenmaier brothers' Maserati 8C 3000 and Michael Birch's Talbot AV105 remained unlapped.

The Freddie March Memorial Trophy curtain-closer recalled Goodwood's three Nine Hour races, but the splendid inter-marque lead battle was derailed when Silver Spitfire aviator Steve Boulton Brooks (Jaguar D-type) hit oil at Madgwick, understeered into leader David Hart's Maserati 300S, sending it into a languid grassy spin, then collected fastest qualifier Gregor Fiskin (HWM-Jaguar). Fiskin was sidelined, but Hart picked himself up to win from the apologetic Brooks, whose bonnet had flown open in the melee. Thrilled with son Theo's morning result in the Nash, Martin Hunt matched it and upheld HWM-Jaguar honour in third. #

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**ALFA ROMEO 158 'ALFETTA'** (FESTIVAL OF BRITAIN TROPHY)

Alfa Romeo's utterly dominant Gioacchino Colombo-designed 'Alfetta' model was first seen at Goodwood in September 1951, when inaugural Formula 1 world champion Giuseppe Farina won the *Daily Graphic* Goodwood Trophy (and the Woodcote Cup Flibre race) in a factory 159. Seventy years on it was fantastic to hear a supercharged straight-eight in the Festival of Britain retrospective. The 158-spec car was built by British specialist Jim Stokes's team using some original parts, a project undertaken with the late Peter Giddings. American Peter Greenfield saddled it to ninth.

**ATTILA-CHEVY Mk3** (WHITSUN TROPHY)

Val Dare-Bryan and Mark Perry's Attila sports-racers were notably raced by Roy Pierpoint (who contested Goodwood's opening meeting in 1948 in a self-built Fiat-based special) and Tony Lanfranchi. Pierpoint went on to be 1965 British Saloon Car champion in a Ford Mustang. Two or three rear-engined V8-powered prototypes followed the original Attila. This Mk3 was acquired by Chris Wilson from Swede Kent Abrahamsson and entrusted to Karl Jones. A blown head gasket sidelined it in practice.

**BRM P261** (GLOVER TROPHY)

Revival stalwart Richard Attwood is the event's second most successful competitor, his eight race victories being back-to-back RAC TT Celebrations in 2003-04 (sharing an Iso Bizzarini A3C with Mark Hales), four Glover Trophy titles in his BRM P261, and two Richmond Trophy wins in a Ferrari 246 Dino. Eleven years after his last Glover win, the period Goodwood Formula Junior

**AC COBRA 'DRAGONSNAKE'** (STIRLING MOSS TROPHY)

One of eight Cobras prepared by Carroll Shelby's team in Torrance, California, for drag racing – five factory entries and three works-assisted customer cars – this example was raced to huge success by Pennsylvanian Bruce Larson. Sporting an extraordinary fuchsia metalflake battledress, it was asked to turn corners for the first time on a circuit. Owner Mike Whitaker and Mike Jordan

CHICHESTER CUP
LOLA RULES IN JUNIOR SCHOOL BRAWL

Front-engined cars were obsolete when Formula Junior arrived at Goodwood in March 1960, and future F1 champions Jim Clark and car debutant John Surtees duked it out in works Lotus-Ford 18 and Ken Tyrrell's Cooper-BMC T52 respectively. Nonetheless the 'pullers' – arguably the most charismatic of three Revival sets Duncan Rabagliati of the FJ Historic Racing Association curates in rotation – always provide great racing.

This year's 29-car Chichester Cup selection, spanning 20 marques from Britain, Italy, Germany, Australia and Canada – and BMC, Ford, Fiat and Triumph engines – brought the early cars back for the first time since 2016, when Andrew Hibberd won in Harindra de Silva's Lola-Ford Mk2. Eric Broadley's machines had previously ruled with Robin Longdon in 2003 and 2006, not forgetting Tony Steele's 2000 Scott Gaze Handicap success.

Predictably, Lola drivers headed the field in qualifying, Peter de la Roche (in Pat Barford's car) and Hibberd (in his family's example) under 2012 victor Joe Colasacco's 1m28.978s lap record. De la Roche's 1m27.519s (98.72mph) was 0.309s quicker than Hibberd's best. Closest rivals Ray



Hibberd (79) battled de la Roche before spin

Mallock and Will Mitcham were in the 1m29s. Stuart Roach (Alexis Mk2), Chris Drake (ex-Brian Hart Terrier Mk4), Alex Morton (Condor S2) and Simon Goodliff (Nike-BMC) were next up.

De la Roche and Hibberd set off at breakneck pace and traded the lead. It got a little too close for comfort on occasion – lapping Daniele Salodini's Taraschi and Ed Bishop's Mitter-DKW on either side into the chicane was audacious – and when Hibberd gyrated at Madgwick on lap seven of 14, the race was settled.

Mallock was shadowing DLR when he spun at St Mary's during lappery under pressure from Mitcham, who thus matched 2012's second, ahead of Drake and the recovering Mallock. On a now oily track, Roach, Morton and Goodliff were nose-to-tail disputing fifth when Morton spun out of St Mary's and trimmed his Condor's tail feathers against the barrier. Goodliff seized the place when Roach's right-front wheel detached at the chicane two laps from home. Morton, undaunted, finished an unlapped sixth.

RESULTS

**STIRLING MOSS MEMORIAL TROPHY:
CLOSED-COCKPIT GT CARS TO 1962**

(38 LAPS) 1 Harvey Stanley/James Cottingham (Jaguar E-type); 2 Jon Minshaw/Phil Keen (Jaguar E-type) +2.625s; 3 David Franklin/Remo Lips (Ferrari 250 GT SWB); 4 David Hart/Nicky Pastorelli (Ferrari 250 GT SWB); 5 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT); 6 Mike Whitaker/Mike Jordan (AC Cobra Dragonsnake); 7 Jenson Button/Alex Buncombe (Jaguar E-type); 8 Richard Meins/Rob Huff (Jaguar E-type FHC); 9 Tom Alexander/Adrian Wilmott (Aston Martin DB4 GT); 10 Nikolaus Ditting/Sam Hancock (Aston Martin DB4 GT). **Pole** Martin Brundle (Alex Brundle set time) (Jaguar E-type). **Fastest lap** Cottingham 1m29.039s (97.03mph). **Starters** 29.

**RAC TOURIST TROPHY CELEBRATION:
CLOSED-COCKPIT GT CARS 1960-64**

(38 LAPS) 1 Darren Turner/Oliver Bryant (AC Cobra); 2 Fred Wakeman/Emanuele Pirro (Lister-Jaguar Coupe) +11.774s; 3 Shaun Lynn/Andy Priaulx (AC Cobra Le Mans Coupe); 4 Bill Shepherd/Romain Dumas (AC Cobra); 5 Martin Brundle/Bobby Verdon-Roe (AC Cobra); 6 John Spiers/Tiff Needell (Jaguar E-type); 7 Philip Kadoorie/Marino Franchitti (AC Cobra); 8 Alex Brundle/Richard Kent (Jaguar E-type); 9 Andy Shepherd/Anthony Reid (AC Cobra); 10 Richard Meins/Rob Huff (Jaguar E-type).

ST MARY'S TROPHY: SALOON CARS

1950-59 (16+15 LAPS) 1 Romain Dumas/Bill Shepherd (Ford Thunderbird); 2 Andy & Mike Jordan (Austin A40) +14.800s; 3 Marcel Fassler/Matt Manderson (Austin A40); 4 Emanuele Pirro/Richard Meaden (Alfa Romeo Giulietta Ti); 5 Mat Jackson/Richard Postins (Austin A40); 6 Ross Hyett/Grant Williams (Jaguar Mk1). **SATURDAY** 1 Dumas; 2 A Jordan +6.960s; 3 Fassler; 4 Pirro; 5 Anthony Reid (Jaguar Mk1); 6 Jackson. **P** Jordan. **FL** Dumas 1m35.253s (90.70mph). **S** 30. **SUNDAY** 1 Shepherd; 2 Williams +1.290s; 3 Meaden; 4 Manderson; 5 Richard Butterfield (Jaguar Mk1); 6 M Jordan. **P** Manderson. **FL** Shepherd 1m35.679s (90.30mph). **S** 28.

JOHN WHITMORE TROPHY: MINI

COOPERS (29 LAPS) 1 Nick Swift/Andy Jordan; 2 Chris Middlehurst/Romain Dumas +24.026s; 3 Jeff Smith/Matt Neal; 4 Ian Curley/Neel Jani; 5 Bill Sollis/Chris Goodwin; 6 Nick Paddy/Martin Brundle. **P** Swift. **FL** Sollis 1m32.906s (92.99mph). **S** 30.

FESTIVAL OF BRITAIN TROPHY:

GP CARS & VOITURETTES 1930-51 (16 LAPS) 1 Mark Gillies (ERA R3A); 2 Michael Gans (ERA R1B) +0.578s; 3 Duncan Ricketts (ERA GP1); 4 Nick Topliss (ERA R4A); 5 Ian Baxter (Alta 61 IS); 6 Ben Fidler (ERA R4D). **P** Gillies. **FL** Gans 1m32.681s (93.22mph). **S** 25.

(Lotus-Climax 25); 2 Tim de Silva (Lotus-BRM 24) +19.049s; 3 Mark Shaw (Lotus-Climax 21); 4 Andrew Beaumont (Lotus-Climax 24); 5 Nick Fennell (Lotus-Climax 25); 6 Richard Attwood (BRM P261). **P** Middlehurst. **FL** Joe Colasacco (Ferrari 1512) 1m23.290s (103.73mph). **S** 25.

**WHITSUN TROPHY: SPORTS
PROTOTYPES TO 1966 (18 LAPS)**

1 Phil Keen (Lotus-Ford 30); 2 Oliver Bryant (Lola-Chevrolet T70) +1.939s; 3 Tony Sinclair (Lola-Chevrolet T70); 4 Mike Whitaker (Lola-Chevrolet T70); 5 Miles Griffiths (Ford GT40); 6 Billy Bellinger (Cooper-Ford T61 Monaco). **P** Keen. **FL** Keen 1m21.422s (106.11mph) **S** 22.

SUSSEX TROPHY: WORLD

CHAMPIONSHIP SPORTSCARS 1955-60 (18 LAPS) 1 James Cottingham (Tojeiro-Jaguar); 2 Sam Hancock (Ferrari 246S Dino) +3.889s; 3 Roger Willis (Lotus-Climax 15); 4 Nick Padmore (Lister-Jaguar 'Flat Iron'); 5 Phil Keen (Lister-Jaguar Knobbly); 6 Oliver Bryant (Lotus-Climax 15). **P** Cottingham. **FL** Cottingham 1m25.874s (100.61mph). **S** 30.

**RICHMOND TROPHY: FRONT-ENGINE
GP CARS 1954-60 (14 LAPS)**

1 Ben Mitchell (BRM Type 25); 2 Miles Griffiths (Lotus-Climax 16) +6.822s; 3 Will Nuthall (Cooper-Bristol Mk2 T23); 4 Tony Wood (TecMec Maserati F415); 5 Andrew

FL Nuthall 1m48.114s (79.91mph). **S** 21.

BROOKLANDS TROPHY: PRE-WAR

RACING CARS (13 LAPS) 1 Duncan Pittaway/Eddie Williams (Frazer Nash TT Replica); 2 Patrick Blakeney-Edwards/Nick Swift (Frazer Nash 'Owl') +2.434s; 3 Theo Hunt/Patrick Blakeney-Edwards (Frazer Nash TT Replica); 4 Josef Otto/Stephan Rettenmaier (Maserati 8C 3000); 5 Michael Birch (Talbot AV105 Brooklands); 6 Gregor Fisker/Christoff Cowens (Vauxhall 30-98 Hughes Special). **P** Pittaway (Williams set time). **FL** Williams 1m56.576s (74.11mph). **S** 28.

**FREDDIE MARCH MEMORIAL TROPHY:
CARS IN THE SPIRIT OF THE**

NINE-HOUR RACES 1952-55 (16 LAPS) 1 David Hart (Maserati 300S); 2 Steve Boulton-Brooks (Jaguar D-type) +36.361s; 3 Martin Hunt (HWM-Jaguar); 4 Mathias Sielecki (Aston Martin DB3S); 5 Nick Jarvis (Allard-Cadillac J2X); 6 Nigel Webb (Jaguar C-type). **P** Gregor Fisker (HWM-Jaguar). **FL** Fisker 1m31.177s (94.76mph). **S** 25.

CHICHESTER CUP: FRONT-ENGINE

FORMULA JUNIOR (14 LAPS) 1 Peter de la Roche (Lola-Ford Mk2); 2 Will Mitcham (U2-Ford Mk2) +20.819s; 3 Chris Drake (Terrier-Ford Mk4); 4 Ray Mallock (U2-Ford Mk2); 5 Simon Goodliff (Nike-BMC Mk1); 6 Alex Morton (Condor-Ford S2). **P** de la Roche. **FL** Andrew Hibberd (Lola-Ford Mk2)