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GOODWOOD REVIVAL MEETING

THE GOODWOOD REVIVAL – A FORD COSWORTH SPECTACULAR

It was in 1948 that an Australian pilot, squadron leader Tony Gaze, approached the 9th Duke of Richmond, also known as 'Freddie March', and suggested that his aerodrome be opened up for racing around the perimeter road, or peri-track. The Duke, who was an experienced competitor already, jumped at the prospect and the inaugural event saw some 85 competitors supported by some 15000+ spectators. Thereafter, Goodwood became a major force in UK motorsport history until 1966, when racing there ceased for it to be used as a general automotive test and development facility.

The circuit is also famously known as the venue that ended the career of Stirling Moss when he crashed heavily at 'no-name' corner, during the Glover Trophy race of 1962. Initially in a coma and partially paralysed, he eventually recovered and climbed back into a car at Goodwood in May 1963. After this 30 minute test he announced his retirement from motor racing, as actions that had previously been automatic, now had to be thought about and that would make him uncompetitive. He had achieved 196 wins from 496 starts but never managed to secure a World Championship title.

Racing returned to Goodwood in 1996 with the first Revival Meeting. This retained the historic format of events with only pre-1966 vehicles allowed within the circuit perimeter and spectators were encouraged to dress in period attire. The 3-day program comprises 15 races, each in the spirit of the original event and brings together a unique collection of historic vehicles covering everything from Formula Juniors, Saloon cars and GT Cars to F1, the list is both endless and priceless. Historic motorcycles complete the competitive field and there are air displays and tribute parades as well.

This year saw a tribute to the legendary British driver, Roy Salvadori and featured many of the most significant vehicles he competed in. One of his amazing abilities was to compete effectively in differing cars on the same day. At the Goodwood Easter International event in 1955, he won in a Maserati 250F F1, a Connaught F2 and an Aston Martin GT, plus came second in two others – five races, five podiums!

2007 also marks the 40th anniversary of the first win by a Ford Cosworth DFV engine and Goodwood reverberated with a stunning field of cars powered by the legendary V8. The DFV arrived too late to be raced at Goodwood, but was regularly tested in vehicles there in subsequent years and a parade of some 20+ DFV powered race cars entertained the crowds each day.

With an attendance of 110,000+, the Revival has achieved sell-out status since 2005. The list of both star and celebrity drivers is endless, but included this year, Le Mans winners Ray Bellm, Henri Pescarolo, Jackie Oliver, Jacky Ickx, Derek Bell and Richard Atwood. Celebrity drivers included Nick Mason of Pink Floyd fame, actor and comedian Rowan Atkinson and David Richards (CEO of Prodrive).

The racing was once again close and furious, with cars pushed to the limit, sometimes beyond and several cars did not make it past the Friday practice sessions. The big-banger Fords were in action in a two part race, the St Mary's Trophy, and included the mighty 427ci-powered Galaxies, along with Mustang GTs, Ford Comets and Barracudas. Pitted against smaller cars like Minis and Lotus Cortinas, this was an epic battle that was stopped in part one due to a Jaguar's oil spillage causing chaos at Lavant corner. The restart saw no mercy from the drivers and on aggregate, Jean-Marc Gounon aided by Oliver Bryant in a 1965 Plymouth Barracuda took the win, narrowly beating a Galaxie 500 and a Dodge Dart.

The Whitsun Trophy was another highlight with Ray Bellm taking the win in his GT40, after pressuring a flying Frank Sytner into an uncharacteristic off at St Mary's, which demolished the nose of the Lola Chevrolet T70 Spyder.

Motorcycles figure prominently at Goodwood too – the Barry Sheene Memorial trophy was also a two-part race and once again Australian hero and former motorcycle GP World Champion, Wayne Gardner flew the flag, winning both parts on a beautifully prepared Matchless G50.

With numerous period sideshows and stalls, plus some 200+ actors adding role-play, one thing is for sure, if you get the chance to visit The Goodwood Revival, grasp it with both hands, you'll love it. ❖

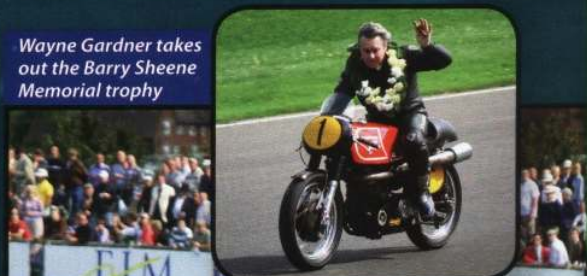


This 1964 Ford Anglia 105E, powered by a 1200cc Cosworth developed pre-Crossflow engine was driven by Desiree Wilson who has fame as the only Lady to ever win an F1 race (albeit not a World Championship round) when she won at Brands Hatch in the Aurora F1 Series in 1980



How old do you need to be to drive an F1 Car? Well, in this case, 15yrs 8 mths, demonstrating here the 1977 Hesketh-Cosworth 308E

Wayne Gardner takes out the Barry Sheene Memorial trophy

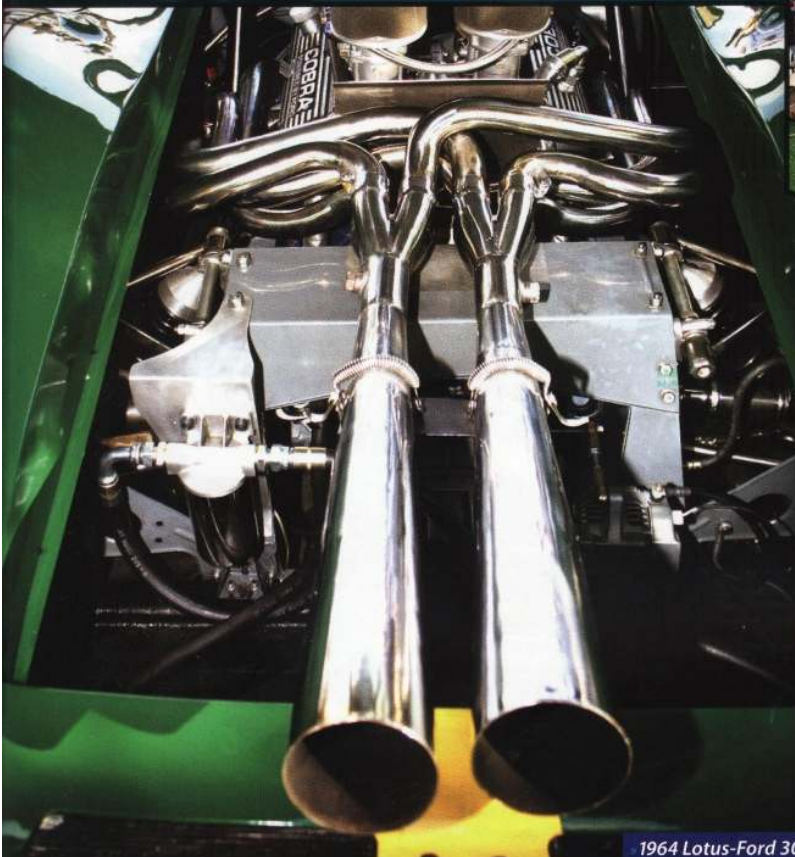


Performance Ford Magazine

Shaun Lynn powers this 1963 Galaxie 500 ahead of Jim Prentice's and Rupert Clevely's 1965 Mustangs



A curious thing about the Revival Meeting is that everybody dresses in period attire. From paddock crews, Glam-Cabs, airline hostesses, police and a contingent of 'Dads Army' Home Guard, everyone got into the spirit of the event



1964 Lotus-Ford 30/40



GOODWOOD REVIVAL MEETING



Derek Bell demonstrates this 1973 Mirage-Cosworth GR7 that he drove in the 74 World Sports Car Championship



Barrie 'Whizzo' Williams of 1970s UK saloon car fame shared driving duties in this mighty 1963 Galaxie 500. Powered by a 427 FE engine, fitted with dual 4-barrel carbs, it produced a then-huge 425Hp



A Nice line up of Lambrettas in the static display area

The 1972 Ligier-Cosworth JS2, driven to 8th position in the 1972 LeMans 24hr by Pescarolo, Arnoux and Beltoise, trailing fluid exiting Lavant corner



DFV - THE DOUBLE FOUR VALVE ENGINE

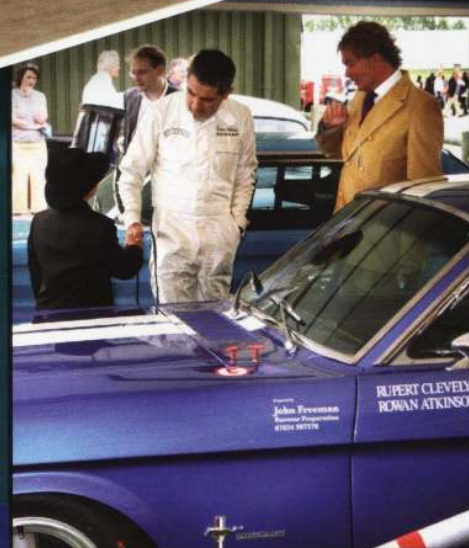
Cosworth was formed in 1958 by Keith Duckworth and Mike Costin to develop racing engines. Initially based in London they modified Anglia 105E engines and their first win was achieved in 1960, also at Goodwood, in a Lotus 18 Formula Junior event. Ford then financed them for the development of the DFV for F1 racing at Colin Chapman's request. At a cost of £100,000 it was based on two 1.6L four cylinder FVA engines mated together to form a V8 and was entered for its first race in 1967 at the Dutch GP fitted to Jim Clark's Lotus 49, a race it won! It was then available for general purchase and was often the only engine fitted to GP cars other than Ferrari.

As an outstanding engine it achieved more than 167 GP victories, the last being at the hands of the late Michele Alboreto at the Detroit GP in 1983. Other V12 engines may have produced more power, but the Cosworth remained both light and reliable, outstanding attributes for any race engine.

The Jim Clark 1967 Lotus-Cosworth 49 led the Cosworth tribute cavalcade



Comedian Rowan Atkinson powers the 4700cc 1965 Mustang ahead of a MkII Jag



Ray Bellm in his 1965 Mk1 GT40 ahead of Frank Sytner's 1965 Lola Chevrolet T70 Spyder



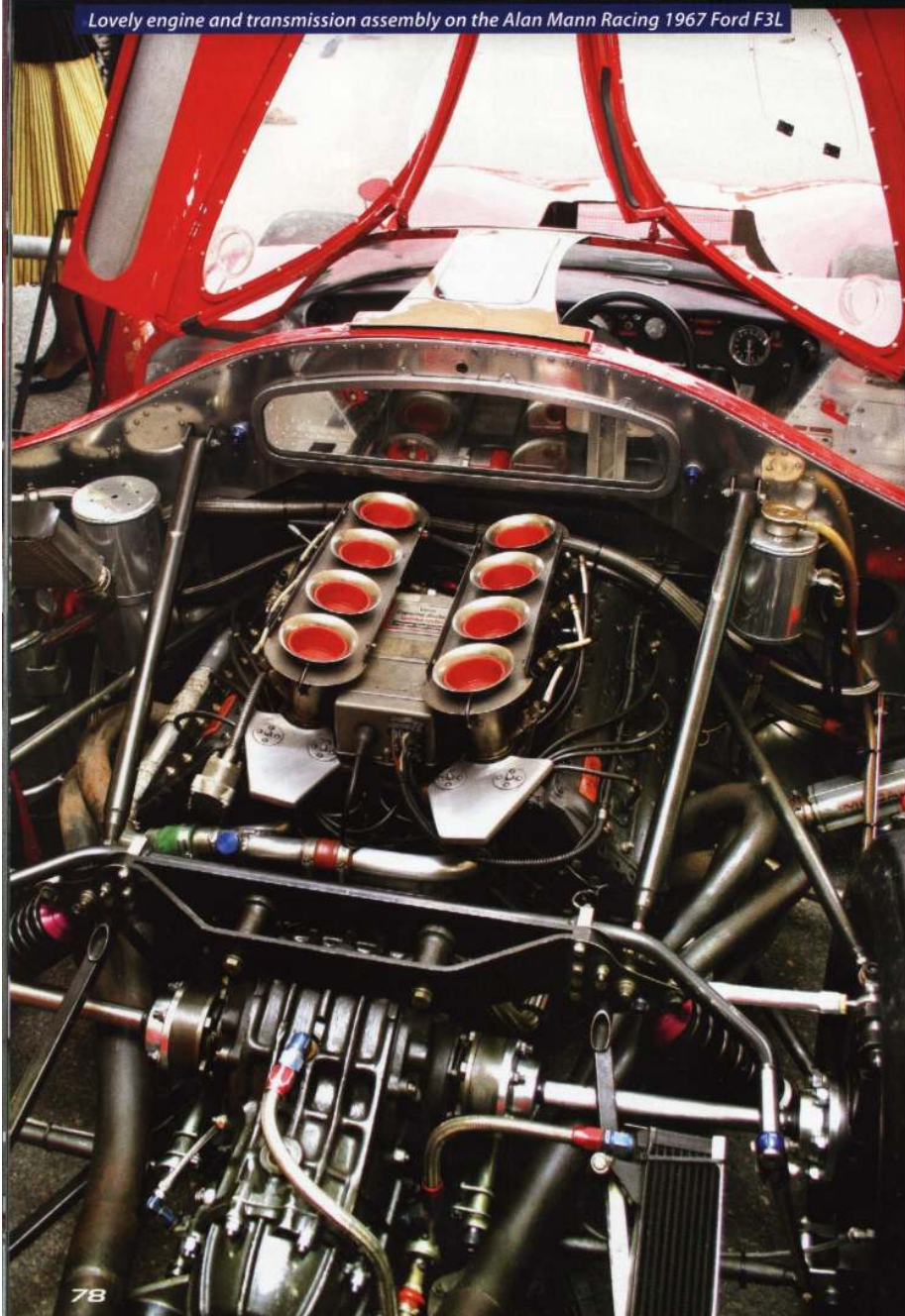
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GOODWOOD REVIVAL MEETING



The Jim Clark 1967 Lotus-Cosworth 49 leading the Graham Hill 1968 Lotus-Cosworth 49B through Lavant corner, trailed by the Alan Mann Racing 1967 Ford F3L which proved repeatedly unreliable in its day

Lovely engine and transmission assembly on the Alan Mann Racing 1967 Ford F3L



1966 Lola-Ford T70 Spyder

