



Minshaw (l) and Stretton celebrate big Jaguar win

“It’s a fantastic end to the E-type year, I’ve waited a long time for this cigar”

Jon Minshaw on Fordwater Jaguar success

## REPORT GOODWOOD REVIVAL



race was a fitting climax to the sportscar’s 50th birthday celebrations. That ECD 400 – the Equipe Endeavour car in which Graham Hill won on the model’s racing debut in 1961 and the rebuilt Lindner/Nocker low-drag coupe – were demonstrated added pathos.

Gerhard Berger made mincemeat of rivals in Adrian Newey’s super-stiff car, building a 14-second lead, but the combo didn’t win because he ran long. When Desire Wilson shunted Shaun Lynn’s lightweight 4 WPD (evolved from Noddy Coombs’ BUY 1, which Roy Salvadori raced at Oulton) at the chicane the safety car was deployed. Newey came out ahead of Martin Stretton in Jon Minshaw’s car, but ceded the lead under pressure to a roar from the stands. After a safety-car interlude the green was given and Stretton won the last-lap dash. Jackie Oliver and Gary Pearson (subbing for the injured Carlos Monteverde) finished third.

The Chichester Cup Formula Junior race was a match for July’s Silverstone Classic thrillers. It starred the same protagonists, Cooper T59 duellists Sam Wilson and Jon Milicevic, plus Pier Enrico Tonetti (Brabham BT6). Brimming with confidence after his 500cc F3 win, Wilson did it again with a couple of majestic passes of the Italian into Woodcote. Milicevic watched his mate in awe, and set a stonking lap record last time round.

“I’m speechless, it’s incredible, they are wonderful racers,” said Goodwood debutant Wilson, who was gobsmacked to be awarded the coveted Rolex watch as driver of the weekend!

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Saturday’s Freddie March Trophy Goodwood 9 Hours retro had a sting in its tail. After James Cottingham pitted his misfiring Ferrari 857S on the penultimate lap and early leader Nick Wigley’s challenge expired with a belch of flame from the exhaust of Flavien Marcais’ Cooper-Jaguar, Tony Wood (RGS Atalanta-Jaguar) found himself ahead when it mattered.

Forced to take grassy evasive action when chopped by Derek Hood’s Cooper-Jaguar at Lavant on lap five, Wood recovered from sixth, passing Lukas Huni’s Maserati A6GCS and Nick Adams (in the Lotus-Bristol entered by the Hall family in memory of Adrian), while Patrick Watts’ Allard J2 gyrated after hitting a slow Ferrari ▶



Wilson won again in Junior Cooper T59



Tony Wood with the spoils of RGS victory

### RARE RACERS

#### REVIVAL REVOLUTIONARIES

##### MASERATI V8RI

Four supercharged 4.8-litre Maserati V8RIs were built in 1935, the suffix denoting Ruote Indipendenti (independent suspension). German marque collector Josef Otto Rettenmaier’s car has been sorted by British guru Sean Danaher and, after recent transmission bothers at Dijon and the Nurburgring, it bagged sixth in the Goodwood Trophy opener.



##### REVIS-JAP

Southampton entrepreneur Reg Bicknell started building his first 500cc F3 Revis in 1948. The bold Bicknell found success in the early '50s before joining neighbour Mike Erskine’s Staride equipie. Richard Bishop-Miller repatriated the bones of the car, sans body, from Canada in 2009 and debuted it promisingly despite engine issues.



##### ISUZU BELLETT

Isuzu was the first Japanese marque to try its hand at saloon racing in Britain, Bruce McLaren practising (but not starting) a 1500cc Bellett at Goodwood in 1965. Single-seater ace Robbie Kerr shared Mark Bevington’s machine in the St Mary’s Trophy. Intriguingly, it wasn’t the marque’s first representative in period. AD Stewart raced one of its two-litre Bellei forbears here in '63.



##### ELFIN CATALINA

Australian self-taught engineer (and gifted driver) Garrie Cooper went on to build a remarkable number of single-seater and sportscars, including the unique ‘ground effect’ F5000 MR9 in 1980. Bill Hemming brought his beautiful Fjunior Catalina – named after the long-defunct Catalina Park circuit in New South Wales – from Moorabbin, near Melbourne.



##### BOBSY SR2

Jerry Mong of Medina, Ohio, started making Bobsy cars (named after his favourite uncle) in the 1950s. The aluminium tubeframed SR2, of which about 30 were made, carried Chuck Dietrich to a '63 SCCA national title. Trevor Seckel’s Alfa Romeo-engined example was debuted by restorer Simon Hadfield but driveshaft failure stopped it in the Madgwick Cup.



##### SCARAB-OFFENHAUSER

Lance Reventlow’s Scarab F1s were pristine but obsolete in 1959. The third chassis was never used, and sat empty in the Donington Collection until acquired by Julian Bronson last year. Many promises – and a 470-hour bill (!) later – a 2.5-litre Offenhauser engine arrived from the USA. Sheared magneto drive and diff problems limited mileage.

