

GOODWOOD REVIVAL

14th 15th 16th September

Goodwood Revival is a huge party held by Lord March. Competitors are invited to this meeting, there is no entry fee, we are simply asked to dress in period clothing and enjoy the best race meeting in the world. The cars invited are un-doubtedly the very best in each category, creating fantastic racing to a level rarely seen.

The Formula Juniors are split into three groups, front engined, rear engined with drum brakes and rear engined with disc brakes. This means we are invited in a three year cycle. There are 146,000 visitors to Goodwood, so there is considerable pressure to finish, and finish well.

Qualifying 14.24 Friday 14th September

Arguably the most competitive group of front engined Juniors ever seen with 10 potential winners. We had all been testing and improving our cars before this meeting in the hope of finding a little more performance.

I was the 4th car to leave the assembly area and keen to see how competitive I was. Chris was giving me good pit signals suggesting we were in the top four. At one point I was second but on the last lap dropped to 4th. There was only 0.83 seconds between the top 5 cars. Team Bond was delighted with this result. I was feeling even more pressurised now with the thought of not finishing the race or not realising the potential of the car.

Race Day 17.53 Saturday 15th September

We had checked the car, refuelled and polished it, and then checked it again. Our race was the last of the day. The weather was great, the track clean and dry and there were no excuses not to go well. I was on the second row of the grid surrounded by extremely quick cars and drivers, and aware that my front wheel drive car would be slow off the line.

The flag dropped and I was swamped by the cars behind me. By the first corner I was 10th and determined not to drop back any further. As the pack proceeded we were jostling for position and I was unable to stay on the track at St Mary's and slid on to the grass. Further positions were lost but I was still going. The field separated a little and I was able to concentrate on my lines and begin to catch up. Simon Godliff and Ray Mallock retired whilst I continued to struggle past others. By about lap 8 I was up to 5th albeit a long way behind 4th position. Chris was giving me pit signals suggesting it was unlikely I would catch up. It was time to accept my position and make no more mistakes. I finished 31 seconds behind the winner.

At the time I was slightly disappointed, but having seen the results and thought about the race I am now delighted with the result. 5th overall and 2.69 seconds a lap slower than the winner is a great result for an overweight mechanic as a driver. The car was faultless without missing a single beat. It also created a great deal of interest in the paddock. Our friend Len Terry (1960's Lotus designer) spent quite some time with us looking over the car and reciting some great stories.

Overall Winners

1st Joe Colasacco (Stanguellini Fiat) 2nd Will Mitcham (U2 Ford) 3rd Stuart Roach (Alexis MK2)
4th Jack Woodhouse (Elva 100 BMC) 5th Andrew Tart (Bond Ford) 6th John Chisholm (Gemini)