

## Goodwood Revival 2007 – V8 Gathering



**Cricket Pavillion at Goodwood House** – the match over, the spectators await the arrival of the Spitfire from Duxford on Thursday 30<sup>th</sup> August 2007



**Spitfire** traditionally beats up the cricket square



**David Franklin** in the tea tent before the Drivers' Briefing from Lord March – David was driving a 1963 lowdrag 3.8 Jaguar E-Type in the one-hour RAC TT Celebration race on Sunday 2<sup>nd</sup> September with co-driver and owner Michael Cowdray.

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**Left: Howard Gosling** (longstanding V8 member & Club Director), **Mike Maude-Roxby** (former V8 Scribe), **Ian Polley** (former V8 owner and competitor a few years ago in the RAC TT race with a Healey Le Mans Sprite) and **John Targett** (V8 enthusiast and MGB competitor in the US) standing outside the Spitfire Café.

**Below left: Bill Wallace** talks with longstanding Club member and MGB enthusiast, **George Wilder** with a Mustang in the background.



**Phyllida Maude-Roxby** with Dana Moreland over from Washington DC with John Targett from Cleveland Ohio.

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**Penfolds Wine Bar and Motorcycle Sweet Shop** on Brooklands Lawn in the early morning sunshine – the Paddock in the background is just beginning to come alive.



**Two cheerful ladies running the Tea Shed** on Brooklands Lawn in the early morning sunshine – the assembly area is just behind the shed.

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**Glamcabs** operate a taxi service at the Circuit throughout the weekend.



**A magical step back in time** – most people dress in sympathy with the 50s and 60s and some make a real effort.

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**1958 Devin-Chevrolet SS** entered and driven by Ron Gammons parked in its covered Paddock bay waiting for practice on Friday 31<sup>st</sup> August.

**Right: Ron and Valery Gammons** enjoy breakfast outside the Spitfire Café on Saturday morning with two chums who have just flown in.



**1958 Devin-Chevrolet SS** with a 4.9 V8 engine entered for the Sussex Trophy race on Sunday 2<sup>nd</sup> September by Ron Gammons, Club Vice President.



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**1935 MG R-Type** of Mark Piercy entered and driven in the Sussex Trophy race on Sunday 2<sup>nd</sup> September. Another 750CC MG, a 1935 Q-Type driven by Tom Dark was entered for the same race.



**David Franklin** (a former V8 owner) was driving a 1963 lowdrag 3.8 Jaguar E-Type in the one-hour RAC TT Celebration race on Sunday 2<sup>nd</sup> September with co-driver and owner Michael Cowdray. David was driving a 1963 lowdrag 3.8 Jaguar E-Type in the one-hour RAC TT Celebration race on Sunday 2<sup>nd</sup> September with co-driver and owner Michael Cowdray.

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**Gillian and Hugh Boddington** had driven down from Cheshire in their RV8 to be at the Revival and thoroughly enjoyed the weekend. They met up with the V8 party at Lavant Corner for refreshment!



**Victor Smith** at Lavant Corner at lunchtime takes on refreshment from the Revival Bar – these bars housed in large sheds are placed at each corner around the Circuit.

**Left: Lavant Corner** is an ideal place to spectate with sight lines from St Mary's through the double apex corner at Lavant and off down the fast Lavant Straight to Woodcote Corner.

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**Howard Gosling** drove up from Dorset to Goodwood on Friday and Saturday in his V8 Roadster arriving in time for breakfast at 7.45am with a group of V8 enthusiasts and friends in the Spitfire Café. On Saturday we were joined by Dr Gavin Bailey well turned out in an RAF uniform.

**Right:** An interesting collection of aircraft parked up in the **Freddie March Spirit of Aviation exhibition** on the edge of the airfield adjacent to the extended Paddock. Here you can see a Dakota DC3 beyond the wings of the bi-plane in the foreground.



Mexican dishes were an option for lunch at Lavant Corner this year.





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**Cannon Lionel Webber**, a Club member and MG Midget enthusiast, was there as usual taking Holy Communion on Sunday morning on Brooklands Lawn and blessing the Circuit at 9.00am on both days. He was also a player at the cricket match on Thursday afternoon.



**Hurricane IIB** was up giving a wonderful display – it was one of 1,451 Packard Merlin-powered Hawker fighters built in 1942 in Canada. It served with coastal defence squadron in 1943.