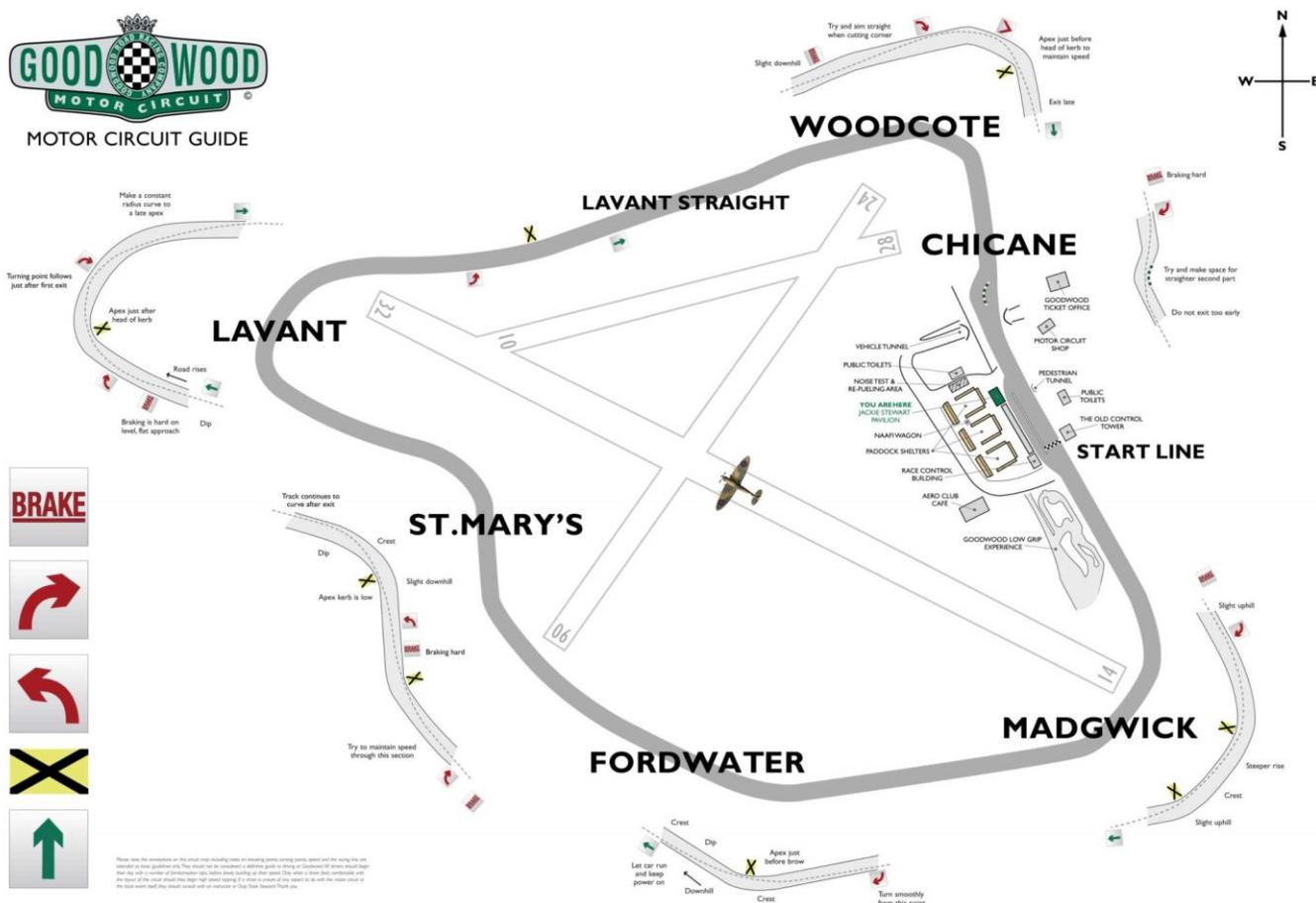


**60th DLOC ANNIVERSARY & 58th INTERNATIONAL RALLY**  
**17TH TO 21ST JULY 2024 - THE SUSSEX COUNTIES.**  
**GOODWOOD RACING CIRCUIT – DLOC RALLY VISIT**  
**Friday 19th July 2024 approx 5pm**

Fancy driving some laps on the iconic Goodwood Race Circuit – Read On !!

The racing circuit began life as the perimeter track of RAF Westhampnett airfield, which was constructed during World War II as a relief airfield for RAF Tangmere. The first race meeting took place on 18 September 1948, organised by the Junior Car Club and sanctioned by the Duke of Richmond and Gordon. The winner of the first race was P. de F. C. Pycroft, in his 2,664cc Pycroft- Jaguar, at 66.42 mph (106.89km/h). Stirling Moss won the 500cc race (later to become Formula 3) followed by Eric Brandon and "Curly" Dryden, all in Coopers. The Cooper Car Company was based in Surbiton, Surrey and founded by Charles and John Cooper in December 1947.



The original circuit layout featured a fast left-hand curve between the Woodcote corner and the start & finish line, with the pit lane on the infield side of the curve's exit. As racing speeds increased the curve was replaced with a chicane in 1952, to improve safety. At first, the chicane was made using straw bales and boarding, before brick walls were constructed in 1953. Despite a number of “touches” this brick chicane survived until the circuit's closure for racing in 1966, that was before it was rammed and destroyed in the mid-1970s by a transporter belonging to Team Surtees that was leaving the circuit after a test session !! When the circuit was restored in the late 1990s, the chicane was remade using polystyrene blocks. Goodwood has, over the years, played host to many famous drivers: Mike Hawthorn and

Graham Hill had their first single seat races here. Roger Penske visited in 1963 and Jim Clark plus Jack Sears competed in 1964. The accident that ended Stirling Moss's international career happened at St. Mary's in 1962.

Donald Campbell demonstrated his Bluebird CN7 Land Speed Record Car at Goodwood in July 1960, at its initial public launch and again in July 1962 before the car was shipped to Australia where it finally broke the record in 1964. The car was a 30-foot-long (9.1m) Bristol Siddeley turbine-powered 4,500hp (3,400kW) streamliner, with a theoretical top speed of 450 to 500mph (720 to 800km/h). The laps of Goodwood were effectively at "tick-over" speed, because the car had only four degrees of steering lock, with a maximum of 100mph (160km/h) on the straight on one lap. Goodwood saw its last race meeting for over 30 years in 1966, because the owners did not want to modify the track with more chicanes to control the increased speeds of modern racing cars.



The last event of the era was a club meeting organised by the British Automobile Racing Club on the 2nd July 1966. The lap record was 1 minute and 20.4 seconds set by both Jackie Stewart and Jim Clark in the 1965 Glover Trophy – it was the final formula one race at the circuit. Fast forward to 1998 and the first Goodwood Revival meeting took place. From that moment it shaped the event as we know it today and has become the world famous go-to period dress motoring celebrations. As part of our DLOC International Rally programme, I have arranged with Goodwood for rally attendees to partake in a number of parade laps driving the famous Goodwood Race Circuit, should you wish to do so. It is an esteemed race circuit, steeped in history and being able to drive the circuit is not always available to members of the public – hence a rare opportunity to do so. The date for this event will be Friday 19th July at approximately 5pm. It will follow-on from our visit to the Amberley Steam Museum. In order to make the visit worthwhile and cost effective, a minimum number of 36x cars will be required. The cost of driving the Goodwood Race Circuit will be £50 per car, including all occupants. That said, the more cars that register for this event the cheaper the cost will be. Goodwood lends itself to being one of the very best rally photographic opportunities throughout our rally. Not many folk can say or show their car on the Goodwood Race Circuit, let alone having been able to drive it !! As with all the rally visits, pre-payment is required in advance to obtain the best visitor prices.

Richard Long – East Sussex Branch Secretary

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