

NOSTALGIC
DRIVING EXPERIENCE

GOODWOOD FESTIVAL OF SPEED - THE GUIDE



TABLE

Discover the Essence of the Goodwood Festival of Speed in this unique booklet, which sheds light on the historic roots of the famed racecourse and the visionary founding by the Duke of Richmond. Immerse yourself in the most fascinating moments of the festival, from breathtaking records to emotional tributes to motorsport legends. In addition to exclusive insights, the booklet serves as a practical guide to making the most of your festival visit, with insider tips for an unforgettable experience. A tribute to speed, creativity, and community that will make every motorsport fan's heart race.

01 Charles Gordon Lennox - The Duke

02 From Air Warfare to the Racetrack

03 Champions, Heartbreak, Passion

04 Pocket Guide for the visit

CHARLES GORDON LENNOX – THE DUKE

Story 1

The story of the Goodwood Festival of Speed and the revival of the historic Goodwood race circuit is inseparably linked with Charles Gordon-Lennox, the 11th Duke of Richmond. His fascination with cars and racing is not just a family tradition but also a personal passion that has permeated his entire life. He inherited not only the stately Goodwood estate from his grandfather, Freddie March, the 9th Duke of Richmond, but also an unwavering enthusiasm for motorsport.

Chapter 1 - The Early Years: A Passion for Engines

The roots of Charles Gordon-Lennox's passion for motorsport trace back to his early years, growing up on the sprawling Goodwood Estate in West Sussex, England. The estate, known for its rich history and connection to British aristocracy, became the backdrop for a childhood immersed in the world of automobiles and racing. From an early age, it was clear that Charles Gordon-Lennox would not lead an ordinary life. His daredevil nature became evident when, at the tender age of 11 and while his parents were out, he "borrowed" a Land Rover and tore across the Goodwood estate off-road. This youthful adventure ended abruptly when the vehicle crashed into a horse trailer—a incident that tested his parents' composure. However, the true test of his indomitable spirit came at 16, when a daring escapade with his mother's MG 1100 resulted in a dramatic accident. This incident confined him to bed for months, yet his indomitable spirit and passion for motorsport remained untouched. Instead of following the expected path through Eton, the young Charles followed his heart, swapping the prestigious halls for the dynamic world of film—a decision that led him to the set of Stanley Kubrick. This experience not only shaped his artistic sensitivity but also instilled in him a love for detail, which would later become a hallmark of the events he curated.



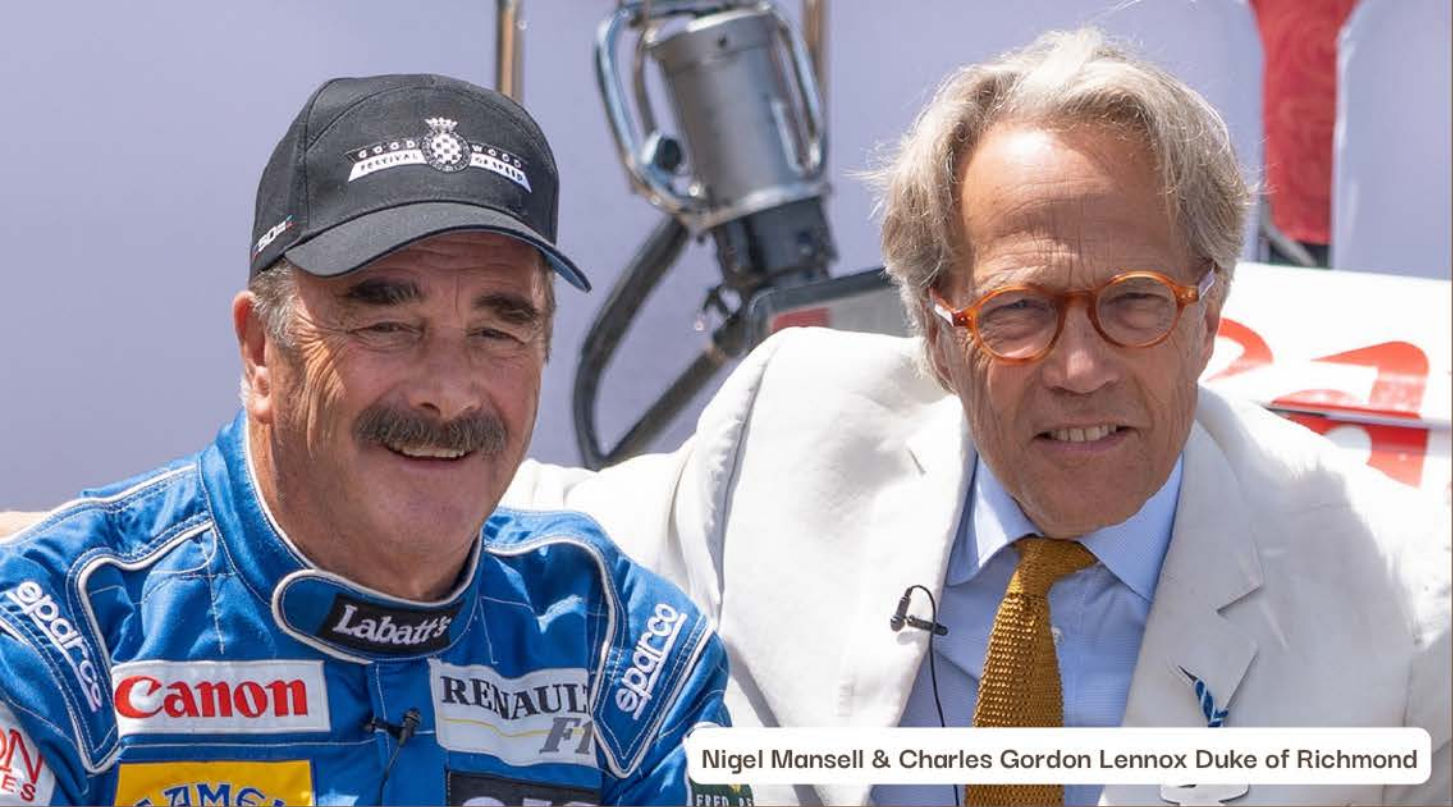
Charles Gordon Lennox Duke of Richmond

Chapter 2 - Goodwood: Heritage is Redefined

Back on the estate, faced with the challenge of leading Goodwood into the modern era, Lord March turned to the source of inspiration from his childhood: the racecourse and the Hill Climb initiated by his grandfather. The Festival of Speed, which began in 1993 with modest expectations, quickly exceeded all imagination. From the initially planned 2,500 guests to 25,000 visitors on the first day—a surprising turn that put Goodwood on the map for motorsport enthusiasts around the world. The Goodwood Revival followed, a tribute to the golden age of motorsport that revived the historic racecourse in all its glory. These events were more than just a nod to nostalgia; they were a celebration of heritage, innovation, and the community that surrounds motorsport.

Chapter 3 - Earl of Speed

The introduction of the Goodwood Festival of Speed and the Goodwood Revival were milestones that not only secured the estate financially but also positioned it as the heart of British motorsport. These events are much more than mere gatherings; they embody the Duke's passion for automotive culture, honoring the past while looking forward to the future. The attention to detail that the Duke of Richmond brings to his work is legendary. From the strict dress code at the Revival to his personal commitment to curating every event down to the smallest detail—his signature is unmistakable. Even amidst the hustle and bustle of the festival, he keeps an overview and ensures that even the smallest discrepancies are immediately corrected. It is this blend of passion, perfectionism, and dedication that makes Goodwood a unique experience worldwide. Despite his status and wealth, the Duke of Richmond remains down-to-earth and focused. Yet, away from his obligations as an organizer and preserver, the Duke finds time to indulge in his passion for driving. The Goodwood racecourse, once his personal playground, may often be booked, but the moments when he can sit behind the wheel himself are sacred to him.



Chapter 4 – Heritage & Legacy

The Duke's automobile collection is a reflection of his diverse passion. Spanning from historic race cars to modern supercars, it encompasses a broad spectrum that not only impresses but also tells stories of adventures, dreams, and the relentless pursuit of the next adrenaline rush. Yet, more than the vehicles themselves, the Duke cherishes the memories associated with each one—be it the "quirky treasures" like the hotrods or the pursuit of his grandfather's cars. While others might enjoy their summers in tranquility, the Duke of Richmond embraces the hustle and excitement brought by the Festival of Speed and the Goodwood Revival. To him, the roaring engines and bustling atmosphere are music to his ears—a sign that his grandfather's legacy is more alive than ever. Amidst this noise, the Duke finds his peace and fulfills his role as the guardian of a tradition that spans generations. His life and work at Goodwood are a testament to the timelessness of the passion for motorsport and automotive culture. With each event, every restored car, and every lap on the racetrack, the 11th Duke of Richmond continues to write the story of Goodwood—a story of speed, heritage, and endless passion.



FROM AIR WARFARE TO THE RACETRACK

Story 2

The Goodwood Estate in West Sussex spans approximately 12,000 acres, over 3,400 of which are dedicated to organic farming. Goodwood embraces closed-loop systems and natural soil care to protect the environment and actively promotes biodiversity through its forestry practices. The estate's commitment to environmental protection and sustainable practices serves as a benchmark in modern agriculture and the conservation of natural resources. Motorsport arrived at Goodwood in 1936 when the 9th Duke of Richmond organized a small but significant event: a hill climb for a select group of Lancia enthusiasts.

Chapter 1 - Royal Air Force

As tensions with Germany intensified in 1938, the Duke was informed by the Air Ministry about the need for additional military airfields. He agreed that agricultural land south of the famous racecourse and Goodwood House should be allocated for the construction of a satellite airfield for the nearby RAF Tangmere. Built as an emergency landing ground for fighter aircraft, it consisted of three grass runways, surrounded by a 2.4-mile perimeter road. Operational as RAF Westhampnett during the Battle of Britain, it hosted squadrons of Spitfires and Hurricanes. After the RAF moved its squadrons to other bases, the US Air Force took over, flying mostly Spitfires and Typhoons.



Royal Air Force Spitfire

In the immediate post-war period, Britain's motorsport infrastructure was in poor condition. Brooklands had given way to aircraft production; Crystal Palace was in a state of decay, and Donington Park remained in military hands, being used as a vehicle depot. While still serving with the RAF, the Duke of Richmond was approached by motorsport enthusiast Tony Gaze, who suggested that Westhampnett would make a good circuit for car racing. Curious, the Duke explored the perimeter road in his Lancia Aprilia. Despite its poor condition, he recognized its potential and invited motorsport journalist and driver Tommy Wisdom to inspect the facility. Together, they began planning the racecourse.

Chapter 2 - The Birth of the Racecourse

In 1948, the new Goodwood racecourse was ready for action. The first race took place on September 18, 1948, an event that proved to be a tremendous success—it was broadcast live on the BBC and attracted 15,000 spectators. The increasing lap times over the next two years raised safety concerns, and in 1952, the Duke insisted that measures be taken to slow down the course. The solution was the now-famous chicane, inserted just before the pits. It became one of the most photographed sections of the track. At the same time, the entire course was resurfaced. The 1952 season also saw the debut of the "Nine Hours of Goodwood," the longest race in England at the time and the first to include night racing. It drew some of the biggest teams in sports car racing but was only repeated in 1954 and 1955.

In the years following 1948, Goodwood became the stage for some of the most memorable moments in British motorsport. Legends like Stirling Moss, who celebrated his first major victory here in 1948, Mike Hawthorn, John Surtees, Jim Clark, and Jack Sears, engaged in unforgettable duels that went down in the annals of racing history. The racecourse witnessed triumph and tragedy, including the famous crash of Stirling Moss in 1962, which nearly ended his career. These years were marked by breathtaking races and the emergence of legends whose echoes still resonate in Goodwood today.

A person wearing a red t-shirt is holding a circular logo for the Goodwood Festival of Speed. The logo features a laurel wreath and the word 'Goodwood' in a script font. The background is a blurred image of the person's shirt and the logo.

CHAMPIONS, HEARTBREAK, PASSION

Story 3

The Most Beautiful Moments from 30 Years of the Festival

From the outset, Goodwood has evolved into a meeting place where the focus is less on winning races and more on celebrating motorsport in all its aspects, a nostalgic venue where aging stars of motorsport have the chance to reunite with their fans from bygone days and the race cars of their glorious times. These encounters are free from the rivalry and tension typically associated with actual races, offering instead a space for emotions and memories. Over the years, the Festival of Speed has been the backdrop for many touching moments. Motorsport, known for its gripping dramas and tragic stories, provides a rich backdrop for such emotional reunions. Former heroes of motorsport and the machines with which they once made history come together in an environment that pays respect and admiration for their achievements, without the harsh realities of competition. These reunions not only evoke memories of spectacular victories and groundbreaking moments but also commemorate the tragedies and losses that are inseparable from this sport. We present some of the most beautiful and emotional moments of the festival in the following chapter.



Nigel Mansell driving his Worldchampion winning Williams at Festival of Speed

Chapter 1 - 2022: The Return of the British Hero

After decades of anticipation, England finally had a Formula 1 World Champion again: Nigel Mansell. The year 1992 was not only the year of his triumph but also the year that sparked a national frenzy known as "Mansell Mania." The 2022 Festival of Speed was dedicated to celebrating the 30th anniversary of Mansell's F1 title. Mansell himself was present, driving not only his championship-winning Williams FW14B but also the never-raced Ferrari 639 and Jim Clark's Lotus 25. The roaring of the V10 and V12 engines acted like a time machine, transporting all attendees back to the glorious days of Formula 1.

"It's incredible," reflected Mansell, overwhelmed by the returning memories. He spoke about his special time at Ferrari and reminisced about victories that had made history. Highlighting his time as "Il Leone" at Ferrari, Mansell underscored the unique adoration Ferrari drivers receive worldwide.

Back in the cockpit of his FW14B, Mansell raved about the car that had brought him the title. Despite the years passed, his affection for the car was evident. "It was wonderful, magnificent," he said, appreciating the reunion and the brief thrill of driving up the hill at Goodwood. The meticulous preparation by the mechanics to make these historic cars roadworthy again did not go unnoticed by him. Mansell's appearance at the festival was not just a celebration of his achievements but also a tribute to motorsport itself. "It's fantastic," he exclaimed, impressed by the spectacle orchestrated by the Duke of Richmond. For four days, fans, cars, drivers, and sponsors came together in a magnificent display of automotive passion, with Mansell at its center, embodying the spirit and legacy of Formula 1.

Mansell's return to Goodwood was more than just a trip down memory lane; it was a reminder of the enduring legacy of one of the greatest Formula 1 drivers. His story, from the exhilarating races to the triumphant victories, resonated with every attendee, reigniting the Mansell Mania that had swept through the United Kingdom three decades ago. As the Duke of Richmond put it, having Nigel back at the Festival of Speed to celebrate his incredible career in Formula 1 was a highlight, not only for the fans eager to see him in action but for the sport itself, to celebrate one of its true champions.

NIGEL MANSSELL



Nigel Mansell Worldchampion 1992 Williams

* August 08, 1953 in Upton-upon-Severn
Formula 1 Debut 1980 with Lotus
Formula 1 Worldchampion 1992 with Williams
31 Formula 1 Grand Prix wins total

NIGEL MANSELL

01.

The Successful Years: Mansell's breakthrough came in the mid-1980s, as he established himself as a top driver in Formula 1. His tenure at Williams and later at Ferrari was marked by numerous victories (31) and podium finishes. The year 1992 stood out in particular when he won the Formula 1 World Championship with Williams, a triumph underscored by his impressive nine Grand Prix wins in a single season. Mansell's aggressive driving style and relentless will to prevail made him a fan favorite and a feared competitor on the track.

03.

The Rise: Nigel Ernest James Mansell was born on August 8, 1953, in Upton-upon-Severn, Worcestershire, England. His early years in motorsport were characterized by hard work and determination to make a name for himself in the lower racing categories. Mansell began his career in Formula Ford in 1976, before fighting his way up through the ranks to Formula 3 and eventually Formula 1. He made his Formula 1 debut in 1980 with Team Lotus, and although the initial years were marked by technical challenges and lack of results, Mansell demonstrated remarkable determination and the ability to adapt and improve.

02.

The Legacy: After retiring from Formula 1, Mansell switched to the CART series in the United States, where he won the title in 1993 on his first attempt, becoming the first driver to simultaneously hold the Formula 1 World Championship title and the CART title. This achievement highlighted his versatility and exceptional talent as a racing driver. Mansell's career was not only defined by his wins and titles but also by his unwavering fighting spirit and ability to overcome adversity. Even after retiring from active racing, Mansell remains an inspiring figure in motorsport, whose legacy is defined by his passion, determination, and success.



Kevin Schwantz, Mick Doohan, Wayne Rainey in front of Goodwood House

Chapter 2 - Wayne Rainey: Great Emotion at Goodwood 2022

Wayne Rainey, a legend of motorcycle racing, defined the golden years of the 500cc class. With three consecutive World Championship titles (1990, 1991, 1992), Rainey dominated the scene on his Yamaha YZR500, a beast of a machine that demanded the highest skill and courage in an era before the widespread use of electronic aids. His rivalry with Mick Doohan, Kevin Schwantz, and Eddie Lawson remains unforgettable, a testament to a time when racing was pure and unadulterated.

On September 5, 1993, Rainey experienced a horrific crash at the Misano racetrack, changing his life forever. Leading the race, he lost control of his motorcycle, crashed heavily, and sustained injuries that paralyzed him from the waist down. Overnight, the brilliant career of the American was over, his life henceforth marked by physical limitations. Yet, his indomitable spirit and passion for motorsport remained unbroken.

Nearly three decades after his last race, Rainey prepared for a moment that would go down in history. With support from Yamaha and a team of dedicated engineers from Japan, his legendary YZR500 was modified to be drivable despite his disability. A special shifting system was installed on the left handlebar, allowing him to shift gears up and down—a technical feat that built a bridge back to the world he loved.



Kevin Schwantz, Mick Doohan, Wayne Rainey

In 2022, the moment finally arrived. Against the backdrop of the Goodwood Festival of Speed, a mecca for motorsport enthusiasts, Rainey once again mounted his Yamaha YZR500. "I was pretty nervous to ride the YZR500 because riding the R1 was pretty easy since modern bikes have so much electronics, but it's something else to ride a 500cc Grand Prix bike!" Rainey confessed. Yet, as he got on the bike, it felt like reuniting with an old friend. "It was always challenging to ride the bike at this level, to win races and championships, but to be here, 30 years later, able to get on the bike and ride it up the hill in a nice, easy, gentle setting is fantastic."

As Rainey rode up the hill, amid the roaring applause of the crowd and flanked by his former rivals and friends like Kevin Schwantz and Mick Doohan, it was clear this was more than just a lap. It was a triumph of the human spirit over physical suffering, a display of courage and determination that transcended the bounds of motorsport. "The feeling of riding up the hill and through the corners, looking down and seeing that I was back on my Grand Prix bike, felt like I was in a completely different world," Rainey recalled.

Wayne Rainey's return to Goodwood was more than just a lap on a motorcycle. It was a tribute to his unforgettable achievements, a testament to his unwavering will, and an inspiring chapter in the history of motorsport.

WAYNE RAINEY



Wayne Rainey at Festival of Speed

* October 23, 1960 California
World Champion 500ccm:
1990, 1991, 1992 with Yamaha
24 Moto GP wins in total

Stand-up man

WAYNE RAINEY

01.

Dominance in the World Championship: Rainey's transition to the 500cc class of the Motorcycle World Championship in the early 1980s marked the beginning of an era of dominance. Riding for the Yamaha team, he won three consecutive World Championship titles from 1990 to 1992. During these years, Rainey was known for his exceptional consistency, cool racing strategy, and ability to perform under pressure. His rivalry with racing legends like Kevin Schwantz contributed to some of the most memorable moments in motorcycle racing history, captivating fans worldwide.

03.

The Rise: Born on October 23, 1960, in Downey, California, Rainey began his career in motorcycle racing in the late 1970s. Driven by ambition and extraordinary talent, Rainey quickly ascended through the ranks of national racing in the USA. He made a name for himself in the AMA (American Motorcyclist Association) Championships, where he clinched several titles and built a reputation as an outstanding rider. These national achievements paved his way to the world stage.

02.

The Legacy: Rainey's active racing career came to an abrupt and tragic end in September 1993, following a severe accident during a race in Misano, Italy, resulting in permanent paralysis. Yet, even after this life-altering event, Rainey remained an influential figure in motorsport. He took on roles as a team manager, advisor, and promoter of the sport, advocating for safety in motorsport. His foundation supports research and education on spinal cord injuries. Wayne Rainey's legacy is not only defined by his impressive achievements on the track but also by his contributions to the motorcycle racing community and his inspiring attitude in the face of personal challenges.



Le Mans Winner Porsche 917 K from Sir Richard Attwood

Chapter 3 - Sir Richard Attwood and the Porsche 917K at Goodwood

Richard Attwood, one of the most unassuming Le Mans winners, alongside Hans Herrmann, marked a turning point for Porsche with their triumph at Le Mans in 1970, laying the foundation for the brand's legendary success story in this endurance race. Their victory in the Porsche 917K initiated an era where Porsche became the dominating force at Le Mans. Attwood's contribution to motorsport, particularly his ability to prevail under the toughest conditions, left an indelible mark on racing.

Despite the tremendous challenges and physical demands posed by the Porsche 917K to its drivers, Attwood demonstrated masterful skills and a deep understanding of race dynamics. His humble approach to his achievements and the recognition of teamwork as the key to success distinguish him as an exceptional athlete. Attwood's career encompassed not only the epic win at Le Mans but also notable participations in other prestigious races, showcasing his versatility and dedication to motorsport.

The reunion of Richard Attwood with the Porsche 917K at the Goodwood Festival of Speed was more than just a display of historic racing vehicles. It was a living testament to the passion and commitment that define motorsport. Attwood's ability to push the Porsche 917K to its limits once again showed that true skill and passion for racing are timeless. The scenes of Attwood steering the Porsche with the same determination and skill as in his prime were significant not just for fans, but also for the motorsport community at large.

Richard Attwood's return to the wheel of the Porsche 917K at Goodwood was more than a nod to the past; it was a celebration of the life and career of a man who has significantly influenced the world of motorsport. His legacy continues not only in history books but also in the hearts of fans and future generations of racers inspired by his dedication and talent. The reunion at Goodwood was a spectacular event that amazed spectators and once again proved that Attwood and the Porsche 917K are an unbeatable combination. This moment underscores the deep connection between drivers, their machines, and the fans, making motorsport such a captivating spectacle.



Sir Stirling Moss in Goodwood at Festival of Speed

Chapter 4 - The Jenkins/Moss Dream Team Reunion

In 1955, Sir Stirling Moss and his co-driver Denis Jenkinson dominated one of the most challenging and dangerous car races in the world—the Mille Miglia. This legendary endurance race, stretching across Italy, was renowned for its challenges and the ability to distinguish true driving artistry from mere speed. Moss and Jenkinson accepted the challenge in a Mercedes-Benz 300 SLR, with the famous starting number 722.

They completed the approximately 1,600-kilometer course at a record pace that remains unbeaten to this day. With an average of 157.65 km/h (97.96 mph) and a total time of 10 hours, 7 minutes, and 48 seconds, they not only triumphed over the competition but also surpassed the self-imposed limits of human and machine performance. This victory was achieved not just through unparalleled speed but also through the innovative use of pace notes—a detailed route that Jenkinson communicated to Moss via hand signals during the race, a tactic unprecedented in motorsport at that time.

The Jenkins-Moss Team and Their Unprecedented Collaboration

The Moss-Jenkinson duo proved that success in motorsport is determined not only by the performance of the vehicle or driver but by teamwork and strategic planning. Jenkinson, a renowned motorsport journalist and former racing mechanic, masterfully undertook to scout the route in advance and document its details on a roll of paper that served as a guide during the race. These innovative "pace notes" enabled Moss to navigate turns and track sections with a precision and speed that would have been impossible without such preparation.



Sir Stirling Moss and his Mercedes-Benz SLR

The Parade and Reunion at Goodwood 2015

Sixty years after their triumphant victory, Sir Stirling Moss, Denis Jenkinson, and the legendary Mercedes-Benz 300 SLR 722 were reunited at the Goodwood Festival of Speed in 2015. This special gathering was not just a tribute to the historic victory of 1955 but also a celebration of Sir Stirling Moss's unparalleled career and the technical brilliance of the Mercedes-Benz 300 SLR.

The parade of Mercedes 300 SLR vehicles, led by Moss in the iconic 722, was a spectacular sight that stirred the hearts of motorsport fans. The event offered a unique opportunity to witness the legends of motorsport in action and appreciate the engineering that made the 300 SLR one of the most remarkable race cars of its time. It was a poignant moment that bridged the glorious past of motorsport with the present, showing how legends are kept alive through memories and stories.

The Goodwood Festival of Speed once again proved to be the perfect venue for celebrating such historical moments. The reunion of Moss, Jenkinson, and the 300 SLR at Goodwood was not just an acknowledgment of their achievements but also an inspiration for future generations of racers and engineers. It reminded us that the spirit of motorsport lies not just in speed and technology but in the people who push these machines to their limits and the stories they create together.

STIRLING MOSS



Jenkins and Moss Mille Miglia 1955

* 17. September 1929 in London

† 12. April 2020 in London

Grand Prix victories: Moss won a total of 16 Formula 1 Grands Prix.

Mille Miglia 1955: One of his most famous victories when he won the 1,000-mile race through Italy in a Mercedes-Benz 300 SLR.

Targa Florio: Victory in 1955, also with Mercedes-Benz.

Sebring 12 Hours: Winner in 1954 with an OSCA MT4

SIR STIRLING MOSS

01.

The Golden Years: The 1950s and early 1960s marked the peak of Moss's career. He won numerous Grand Prix races and established himself as one of the world's leading drivers. Despite his many victories and podium finishes, Moss never managed to win the Formula 1 World Championship title, earning him the nickname "the champion without a crown." Perhaps his most famous achievement was winning the Mille Miglia in 1955, a 1,000-mile race across Italy, which he completed at a record-breaking pace. Moss was known for his fairness and sportsmanship, qualities that made him popular among drivers and fans alike.

03.

Sir Stirling Moss, often referred to as "the champion without a crown," was a British racing driver whose motorsport career was marked by exceptional talent, versatility, and sportsmanship. Born on September 17, 1929, in London, England, Moss began his racing career at the age of 19. His early years in motorsport were characterized by a rapid rise through the ranks, achieving success in various disciplines from rallies to hill climbs. Moss quickly made a name for himself for his speed and driving skills, earning him a spot in the cockpits of Formula 1 in the early 1950s.

02.

The Legacy: Moss's active racing career came to an abrupt and tragic end following a severe accident in 1962, which left him in a coma for several months. Though he partially recovered and sporadically returned to racing in the following years, he never regained his former form. Moss retired from professional racing and became a valued ambassador for motorsport. He remained a sports legend until his death on April 12, 2020, revered for his achievements on the track and his exemplary demeanor off it. Moss's legacy continues in the memory of his extraordinary performances and his contribution to the culture of motorsport.

MERCEDES- BENZ 300 SLR



The 300 SLR occupies a revered spot in the annals of automotive lore, renowned for its record-setting performance in the 1955 Mille Miglia. Assisted by co-driver Denis Jenkinson, who navigated using precursory pace notes similar to those in modern rally racing, they clocked an astonishing average speed of 157.650 km/h (97.96 mph) across the 1,600 km (992 miles) course, setting a benchmark that stands unrivaled.

Technologically, the 300 SLR was a marvel of its era, boasting a front mid-mounted engine placed just behind the front axle for optimal weight distribution across the chassis.

The car's significantly low weight of 901 kg (1,986 lbs) for the roadster version was achieved thanks to its ultra-light magnesium alloy body perched atop a robust welded steel tube frame. Designed to accommodate a navigator or mechanic, this feature was crucial for the Mille Miglia, especially after the Carrera Panamericana was canceled in the wake of the tragic Le Mans disaster.

The heart of the 300 SLR, the M 196 S engine, was an aspirated 2.982 cm³ (182 cu in) inline-eight, churning out 310 hp (228 kW) at 7,400 rpm and generating a torque of 31.7 kg · m (311 N · m) at 5,950 rpm. A unique aspect of its design was the engine's 53-degree tilt to the right, lowering the car's profile for better aerodynamics, evidenced by the distinctive bulge on the passenger side of the hood, a feature it shared with the aerodynamic Formula 1 Type Monza car. Additionally, to mitigate crankshaft torsion, power was extracted from the engine's midpoint via gears, rather than from the crankshaft's end, exemplifying the vehicle's innovative engineering.





Gordon Charles Lennox Duke of Richmond and Corinna Schumacher

Chapter 5 - 50 Years of Michael Schumacher -

An Unforgettable Anniversary at the 2019 Goodwood Festival of Speed

The 2019 Goodwood Festival of Speed was dedicated to one of motorsport's greatest icons: Michael Schumacher. In celebration of his 50th birthday, which the seven-time Formula 1 World Champion had marked earlier in January, the esteemed motorsport festival in England paid a special tribute to Schumacher, touching fans and contemporaries alike. As companions and racing legends gathered to celebrate the unparalleled career of the seven-time world champion, a shadow loomed over the event: Michael Schumacher himself could not be present.

Since a tragic skiing accident in December 2013 left him severely injured, Schumacher has been in a state often described as a coma vigil. The exact circumstances of his health condition remain private at the family's request. This situation made the anniversary in Goodwood not just a celebration of his unforgettable successes on the racetrack but also a silent testament to the affection and deep respect fans, friends, and former competitors hold for Schumacher. The absence of the racing icon at the celebration of his own life's work was a moment of reflection on life's fragility and the unpredictable turns it can take.

Despite his physical absence, Michael Schumacher's spirit was omnipresent at the Festival of Speed. The racing vehicles he once drove, the anecdotes shared about him, and the ceremony in his honor all served to remind everyone of what an extraordinary driver and person he is. His family, represented by his wife Corinna and his long-time manager Sabine Kehm, accepted the honors on his behalf, demonstrating the strength and cohesion that also characterized Schumacher away from the racetrack.



Corinna Schumacher, Damon Hill and Michael Schumacher

Schumachers Legendary Racing Vehicles Take Center Stage

From Thursday, the paddock around Goodwood House shone with the brilliance of Schumacher's impressive career. Visitors had the chance to admire a range of his racing vehicles, from the 1991 Jordan that marked the beginning of his unparalleled Formula 1 career to a Mercedes, representing the various stages of his life on the racetrack. Among them were his Formula Ford car, a Group C sports car, and the DTM Mercedes that Schumacher piloted during a guest appearance in 1990.

On Sunday afternoon, all the displayed cars gathered for an atmospheric ceremony in front of Goodwood House. For this special occasion, many of Schumacher's companions traveled to England to collectively remember the exceptional driver. Among the honorary guests were Corinna Schumacher, his wife, and Sabine Kehm, his long-time manager, who guided Schumacher's career with foresight and dedication. Key figures of his Formula 1 successes, such as Jean Todt, Ross Brawn, and Luca di Montezemolo, were also present. They all played a crucial role in the years when Schumacher dominated motorsport's premier class. Damon Hill and Mika Häkkinen, Schumacher's fiercest rivals on the track, who sought and shaped the sporting confrontation with him, were also in attendance.

A special honor was bestowed upon Damon Hill. At the Schumacher family's request, he was given the opportunity to drive the Benetton B194 – the car with which Schumacher had defeated him in the dramatic 1994 Formula 1 season. This moment was not only a tribute to Schumacher's extraordinary achievement but also a symbol of sportsmanship and respect among rivals.

During these days at Goodwood, the world of racing came together to honor one of its greatest heroes – a truly unforgettable occasion.

RACING LEGENDS

Here is an excerpt from the endlessly long list of prominent racers who have attended the Goodwood Festival of Speed, and the sports cars with which they have experienced great triumphs or tragedies and with which they have participated in the Hill Climb.



John Surtees

Worldchampion Formula 1 (1) Moto GP (7)



Valentino Rossi

Moto GP Worldchampion (9)



Sebastian Vettel

Worldchampion Formula 1 (4)



Niki Lauda

Worldchampion Formula 1 (3)



Jenson Button

Worldchampion Formula 1 (1)



Jackie Stewart

Worldchampion Formula 1 (3)



Giacomo Agostini

Worldchampion Moto GP (12)



Derek Bell

Le Mans Winner (5)

POCKET GUIDE FOR VISITING THE GOODWOOD FESTIVAL OF SPEED

Useful Tips and
Advice

The Goodwood Festival of Speed is one of the largest motorsport festivals in the world, thrilling enthusiasts worldwide. In this pocket guide, you'll find all the essential information to fully enjoy the festival.

Is there a dress code? There's no strict dress code for the Goodwood Festival of Speed, but smart casual is recommended for hospitality areas. It's wise to consider the unpredictable British weather and prepare accordingly, whether that means bringing sunscreen or waterproof clothing.

What are the key/best days? Different days offer special highlights. Thursday, known as "Full Throttle Thursday," features a mix of new car reveals and Formula 1 action. Friday continues in a similar vein, while Saturday is often regarded as the day for motorsport legends, with many famous drivers and personalities appearing. Sunday is famous for the "Sunday Shootout," the festival's climax, where the fastest times are set in the Hillclimb competition.

How do you get around the site? The festival site is extensive, and walking is the only way to move around. Good planning is essential, as is comfortable footwear. Golf carts are available for visitors with limited mobility, allowing comfortable participation in the festival's activities.

What happens where, when? The festival's program is vast, with many different events happening simultaneously. There's an official program booklet and a bundle that includes background stories, portraits, interviews. These can be purchased on-site.

Website: [Goodwood Festival of Speed Official Site](#)

Programme Booklet: [Festival of Speed Programme](#)

App: [Goodwood App](#)

Helicopter Flight: Helicopter flights are offered for visitors on the festival site. Short flights over the Goodwood lands with five helicopters are available. Expect around a 30-minute wait time, but the flight is worthwhile, offering a good overview of the grounds and the Duke's estates, including the racecourse where the Revival takes place and the horse racing track that annually captivates horse racing fans worldwide with the Qatar Goodwood Festival.

Grandstand Seats: Secure a spot in the grandstands to experience the races up close. Most parts of the racecourse are secured with massive straw bales. An elevated position is advantageous, especially for the very low sports cars that are hardly taller than the straw bales. Visiting the festival involves a lot of walking, and the grandstand seats offer a welcome rest with a view of the racetrack.

Hospitality Packages: Exclusive packages with VIP access and gourmet catering are very expensive and absolutely not a "must-have" for interested visitors. The English high society meets here, so if you want to be part of it or mingle there, expect to pay around €1,000 per day and person.

Programme Booklets/Earplug Headphones: The festival's program is extensive, and many different events happen simultaneously. To get a good overview, you should buy the program booklet. The booklet contains an informative map of the festival grounds and the detailed timing of the races at the Hill Climb. The races are repeated several times over the 4 days, so if you miss your favorite vehicle, you can catch it later. There's a free "Goodwood Motorsport" app for the festival with lots of helpful information, and downloading it is worthwhile.



MEMO

- 01 **Comfortable Shoes and Functional Clothing:** Prepare for a lot of movement and changeable British weather. Choose breathable and waterproof clothing to comfortably enjoy the day.

- 02 **Rain Jacket and Wellington Boots:** Essential to stay dry during sudden rain.

- 03 **Sun Protection:** Don't forget a sun hat and sunscreen, especially in sunny weather.

- 04 **Water Bottle:** Refill your water bottle at the numerous water stations on site.

- 05 **Snacks:** To reduce food costs and satisfy hunger in between, pack small snacks.

- 06 **Power Bank:** Ensure your smartphone is ready all day to take photos and videos and use the festival app.

- 07 **Earplugs:** Protect your hearing from the noise of the racing engines and enjoy the festival in acoustic balance.

- 08 **Programme Booklet and App:** The official program booklet and festival app provide all the essential information about the events, drivers, and cars. Download the app or get the program booklet to optimally plan your day.

- 09 **Picnic Blanket:** Perfect for a break on the lawn and watching the action-packed stunts.

- 10 **Seat Cushion:** Grandstand seats often have no backrests. A small seat cushion provides more comfort.

11 **Accessibility:** The festival site is largely accessible. Wheelchair users can utilize special areas.

12 **Dogs:** Dogs are not allowed on the festival site.

13 **Live Music and Entertainment:** The festival offers a varied program of musical entertainment and performances.



CONTACT US



Nostalgic Driving Experience
www.nostalgic.de
+49 89 5454060

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