



Goodwood as told by **THE EARL OF MARCH**



WE USED TO COME DOWN to Goodwood as children, for the motor racing at Easter and the horse racing in July. Those were the two big highlights of our year, but I was particularly mad about cars. My grandfather opened the track in 1948, after the war. There was always a big cocktail party in the house on the Saturday night and all the drivers were here – Graham Hill, Jim Clarke, Jackie Stewart – so I got the bug for it. The track closed in 1966, but when I came back to Goodwood in the early Nineties, I immediately started to try to get it re-opened. This proved difficult because local residents and the local authority were against

the noise. We wanted to find something we could do with cars in the meantime, and we had the idea for the Festival of Speed, a one-mile hill-climb through the parkland by the house.

The first Festival of Speed was in June 1993; people thought we'd get about 3,000 visitors – we got about 20,000! It was incredible, completely overwhelming, but a great feeling. We brought Sussex to a standstill and it was immediately obvious that there was a lot of enthusiasm for it, providing you could get the right cars, have no restrictions and everyone could have access. That's the big thing – everyone's in it together. The one thing that makes it difficult is that it involves three months of messy building in front of the house which I think my wife finds very embarrassing!

We finally got planning permission to re-open my grandfather's old racetrack [I am on it here in Robert Brook's D-Type Jaguar] and start the Goodwood Revival in 1998. It would have meant completely destroying the track to make it appropriate for modern cars, so the general feeling was that we would race classic cars. No one can even bring a car on-site unless it's pre-1966. Some of the cars taking part in the Revival TT are worth about £10m each and they are raced flat out, that's what people find exciting.

We then thought, "let's make everybody dress appropriately", so you get 100,000 people dressed up. The effort people go to is just stunning: there are babies in Silver Cross prams, nannies in

Norland nanny outfits, drivers in period uniforms and mechanics in white overalls, but by the end of the weekend you're thinking it's normal. I had a Teddy Boy outfit that I think I only wore once: Rupert Bear-style checked trousers, long coat and maroon waistcoat ... a bit of a worry.

Outside of the motor races, people come to Goodwood for track days, either in their own car, or we have classic cars and single-seaters. They can also come and fly. We've got a wonderful WWII Harvard T-6; it's a great-looking thing that they can have a go in, which is very cool indeed.

We are very involved with the local environment and community and are keen to keep the local environment as perfect as possible, so we try to offset the impact of motor racing in ways such as our organic farm. Although racing one mile here only eats up a tiny amount of fuel, we are doing more and more with zero-emission cars. At the moment there's no real industry, so manufacturers are hedging their bets and developing all sorts of technology – we have FoS TECH at the Festival of Speed to showcase these. Cars from the 19th century to current Formula One are racing, which is a good way of seeing how technology has changed. All the sports we have at Goodwood were started by key members of the family over 350 years, and we are constantly developing new things. ☒

For more information about Maybourne's programme for Goodwood's Festival of Speed and Revival visit Maybourne.com/goodwood