



## The Journey to Race at Goodwood Revival

**T**he tension was building with the anticipation of the Goodwood Revival weekend for Harry Sherrard as he waited for his opportunity to race in the St Mary's Trophy. So how does a successful employment lawyer and amateur racer get to race in this exclusive event?

Harry runs Sherrards, one of the leading employment law practices in the south of England, and in his spare time he races and rallies cars in various amateur classes. We asked Harry why he was so passionate about entering the St Mary's Trophy:

"For me, racing in the Revival is the culmination of a 20 year project. I have been racing for that period, and in the early 90's became a part time instructor at Goodwood. The dream then was to race there, but that was before the Revival, and Goodwood was not active. I supported the campaign to obtain planning permission, and have been a passionate supporter of the Revival ever since. It has taken me a few years, but in 2012 I finally put myself in a position to be invited by Lord March to race there."

Over the years Harry has raced and rallied in a variety of vehicles including: Formula Ford, Mini, Freelander and his beloved Crosslé Sports 2000, which he finally parted company with after 14 years. He needed something else for Revival and he explained why the Sunbeam Rapier was his vehicle of choice.

"The St Mary's Trophy was the race I wanted to compete in, being for 50's and 60's saloon cars. This year it is for 50's saloons. Sunbeam is an iconic British brand, with its origins going right back to before the First World War. The Rapier was a very successful race and rally car back in that period, and I felt it was eminently suitable for the Goodwood Revival."

Harry found a 1958 vehicle with a solid race pedigree and contracted Chris Snowdon, himself a well respected racer, to prepare the car. Our first view of the car was in its naked stripped down condition having had the various spurious additional body panels removed. It looked about as far away from a racing car as could be imagined, but Chris gave me a knowing nod and said, "you'll be surprised how complete it will look once it's back from the paint shop".



Sure enough the next time we saw the vehicle it was resplendent in its new livery and complete with engine and drivetrain, and was undergoing early testing at the Goodwood circuit. I went out with Harry for a few laps and was surprised how nimble this 55 year old saloon car felt. I did wonder if it had had brake failure as we approached the first bend at Madgwick, but no, it was just Harry's late braking style! On return to the paddock Harry commented, rather unkindly I felt, that it was noticeably slower with me by his side! However, he was more excited about his morning lap time that shaved nearly 2 seconds off Chris' best lap.

One of the many criteria to achieve entry to the race is the requirement for the second driver to be a professional. Harry told us, "As a teenage motor racing fan in Northern Ireland in the late 70's and early 80's, I followed the career of Derek Daly. I remember cycling to the newsagent on a Friday morning to collect my copy of Autosport to read how he had got on the previous weekend – no internet or satellite TV back then! I loved the story of how he had worked in iron ore mines in Australia to fund his racing, and literally worked his way up to Formula1. However, I never met Derek face to face. I tracked Derek down in the US and called him – the first time we'd ever spoken. He was immediately enthusiastic and accepted my invitation to race with me."

Derek told us that he had agreed to Harry's request because of, "The no pressure fun of competing for the first time in 20 years and the opportunity to be part of the biggest historic race meeting in the world. The opportunity to slow my life style down for a weekend of fun and enjoyment and step back to the era of motor racing that set me on my life's path, plus Harry didn't stipulate that I had to work on the car."

Derek won the 1977 British Formula Three Championship and graduated to Formula One in 1978 where he took part in 64 World Championship Grands Prix. In 1982 Derek moved to the USA where he competed in Champ Car racing for the next 8 years, including the Indianapolis 500. In the final 3 years of his racing career he competed in the gruelling Le Mans 24 hour race. Derek told us the highpoints of his racing career were "Making it to Formula One, driving for Frank Williams, almost winning Monaco 1982, racing at the Indy 500, winning the Sebring 12 hours race twice, conceiving

Conor Daly." Now a US citizen, Derek commentates for ESPN, whilst Conor has followed in his racing footsteps, driving in the GP3 series for Lotus GP.

Our next visit to Goodwood was to witness Derek's first outing behind the wheel of XWH 530. The Porsche Club had kindly given up some space during their track day to allow this test. Derek had not driven at Goodwood for over 30 years so I asked him about his recollections of the circuit. "My first memory was that I couldn't find the place one November morning in 1977 when I was the first driver to test the new Theodore there. This was also the first time I drove a Formula One car. The circuit was fast with a straight that was so long I was unable to use 6th gear because I could not absorb the speed of the car fast enough for the first few laps. My next memory was testing the March 801 F1 car at the end of the 1980 season and the team owner John McDonald told me, I got the drive because I went through turn one in 6th gear (top gear)."







So with a bit of up to date guidance from Harry about the fastest lines around the Earl of March's track, he set off amongst a handful of RS4s and 911 Turbos. Not surprisingly, the Porsches soon passed the 90 horsepower Rapiere, but after just a few laps Derek was within 1 second of Harry's best time. From my vantage point over the pits, even after 30 years there was still no sign of braking into turn one!

Over the following 2 months Chris tweaked the car to maximise the power from the ancient power plant and to fine-tune the suspension, set up with custom built Quantum Shocks.

The race is held over 3 days, 14th 15th and 16th September, with practice on the Friday and then the professional racing on the Saturday with the owner taking the helm on the Sunday. Harry was realistic about his chances of winning, the cars entered in the race are varied and his little 1600 Rapiere is up against large Jaguar saloons and more powerful cars, but he had completed his dream journey to get to race in this prestigious event.

To find out how Harry and Derek fared in the 2012 St Mary's Trophy log onto [www.adastra-lifestyle.com](http://www.adastra-lifestyle.com) and read the race reports.



# Jetman

Shares the Skies with iconic Spitfire.

**B**ex, Switzerland (September 7th, 2012) - As part of a celebration of Aviation, Yves "Jetman" Rossy took to the skies with fellow "Breitling Flyer" pilot, Nigel Lamb in the renowned Spitfire MH434.

In this unique close-formation flight, the British iconic aircraft offered a stark contrast to the futuristic Jetwing, the cutting edge of Swiss innovation.

The Spitfire MH434, operated by "Old Flying Machine Company" and normally based in Duxford, United Kingdom, was invited by Toni K pfer, former president of Bex Aeroclub to display at the airfield's annual "fly-in" where the aircraft has been a favourite participant since its first appearance in 1976.

Bex aerodrome, near Geneva is also the home base of the pioneering aviator Yves Rossy and serves as a perfect development area for his famous Jetman project.

#### Yves comments:

"To take this occasion to fly in formation with this wonderful machine is an incredible experience. We were very fortunate to have the assistance of the TBM Avenger piloted by Laurent Calame, to act as a camera-ship and I would really like to thank everyone involved, at Bex, OFMC (Old Flying Machine Company) and Breitling to help make this happen.

Since my technology is getting more and more reliable I am very confident about these types of flights. I can relax and enjoy such a fantastic experience. Under my wing I am free, I have the perfect view!"

For Yves Rossy, this is the latest in the series of formation flights. He has now successfully flown alongside the Stearman aircraft of the Breitling Wingwalkers, two L-39C Albatros Jets of the Breitling Jet Team and most recently, the airborne adventurer reenacted a "superman" flight flying alongside a DC-3 aircraft to the delight of the 20 journalists onboard.



"Under my wing  
I am free"

