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# Motor Racing at Goodwood in the Sixties



Shown here at the 1961 Brighton Speed Trials is the ill-fated 4.5 litre V12 Lagonda entered by the factory in the 1954 Le Mans. Its owner, Joseph Goodhew, entered the car in the Unlimited Sports and GT race at the Members Meeting of 24th March 1962. Later Maurice Leo bought this car and is still the owner forty years on.

Goodwood was not only about motor racing but was very much a social event. The B.A.R.C. slogan for pre-war Brooklands: "The right crowd, with no crowding," was, to a certain degree, carried through into the sixties by the Club and the Duke of Richmond and Gordon. Goodwood was rather like the Henley or Ascot of motor racing.





The Mike Parkes GTO gets a final check over and polish before being driven down to the starting enclosure.

Surtees's GTO came storming up behind the Aston Zagato of Clark who, throughout, had been driving with great exuberance. Going into Madgwick, Clark lost it in a big way, taking out Surtees, with the result that both

cars came to rest against the bank on the outside of the circuit, leaving it to Innes Ireland's UDT/Laystall GTO to win and the spectators to draw breath.

# Motor Racing at Goodwood in the Sixties

Event 1 of this September club meeting was for Formula 3 and Libre cars. Rob Banting's Lotus-BMC (7), seen here, was one of 14 Formula 3 cars entered. The race was won by Chris Irwin driving a Merlyn-Ford (19).



Left: Alan Fraser entered this ex-works Sunbeam Alpine ex-Le Mans car for Ray Calcutt to drive (79). Alongside is Bernard Unett in a similar car (78). Fraser was better known for his team of Hillman Imps.

Aston Martin Zagato 2 VEV, now owned and driven by A. Roch, passing the pits during the 10-lap Scratch race for Grand Touring cars on this sunny September afternoon.



Jerseyman, Bolley Pittard, was the driver of this Italian wonder from Alfa Romeo, the TZ Tubolare, entered by Walker/Day Racing Ltd. Pittard first came to prominence on the British racing scene because of his exuberant driving of a Ford Anglia.

Unfortunately, Pittard lost his life driving this car later in the year.

over 150 cars including Formula 3, Formula 1, Sports, Grand Touring and Saloons, and the nominated drivers read like a 'Who's Who' of top Sixties drivers: Clark, Hill, Stewart, Spence, Brabham, McLaren, Rindt, Salvadori, Rhodes, Sutcliffe, Coundley, the list seemed endless.

Event two, the St. Mary's Trophy, for saloon cars, turned out to be quite eventful, due to the already mentioned unpredictable weather conditions. The grid formed up: Mustangs, Cortinas and hoards of Mini-Cooper Ss. The flag dropped but, on the other side of the circuit, a very heavy rainstorm started, which then swept over the rest of the circuit cutting the race to five laps as conditions were so bad. Jim Clark was proclaimed the winner in his Ford Lotus-Cortina entered by Team Lotus.

For the main event of the day, the International Trophy race for Formula 1 cars, the *Sunday Mirror* was the sponsor. Eighteen cars lined up for this race, the last at Goodwood for the 1.5-litre cars as the following year would see the new 3-litre cars in action.

Left: This Easter weekend of 1965 did not provide any 'Glorious Goodwood days' as the whole weekend was cold, windy and sometimes soaking wet. This view of the pit straight, taken at Saturday's practice, shows just how awful conditions were that weekend.



Masses of horsepower for this Mustang: under its hood was 4.7 litres of Ford V8. It was entered by Dawnay Racing/F. English Ltd. and driven by Mike Salmon. This was an ex-works car brought over from the States to compete in the 1964 Tour de France, in which one of the team cars driven by Peter Proctor and Andrew Cowan won the Touring Car category.