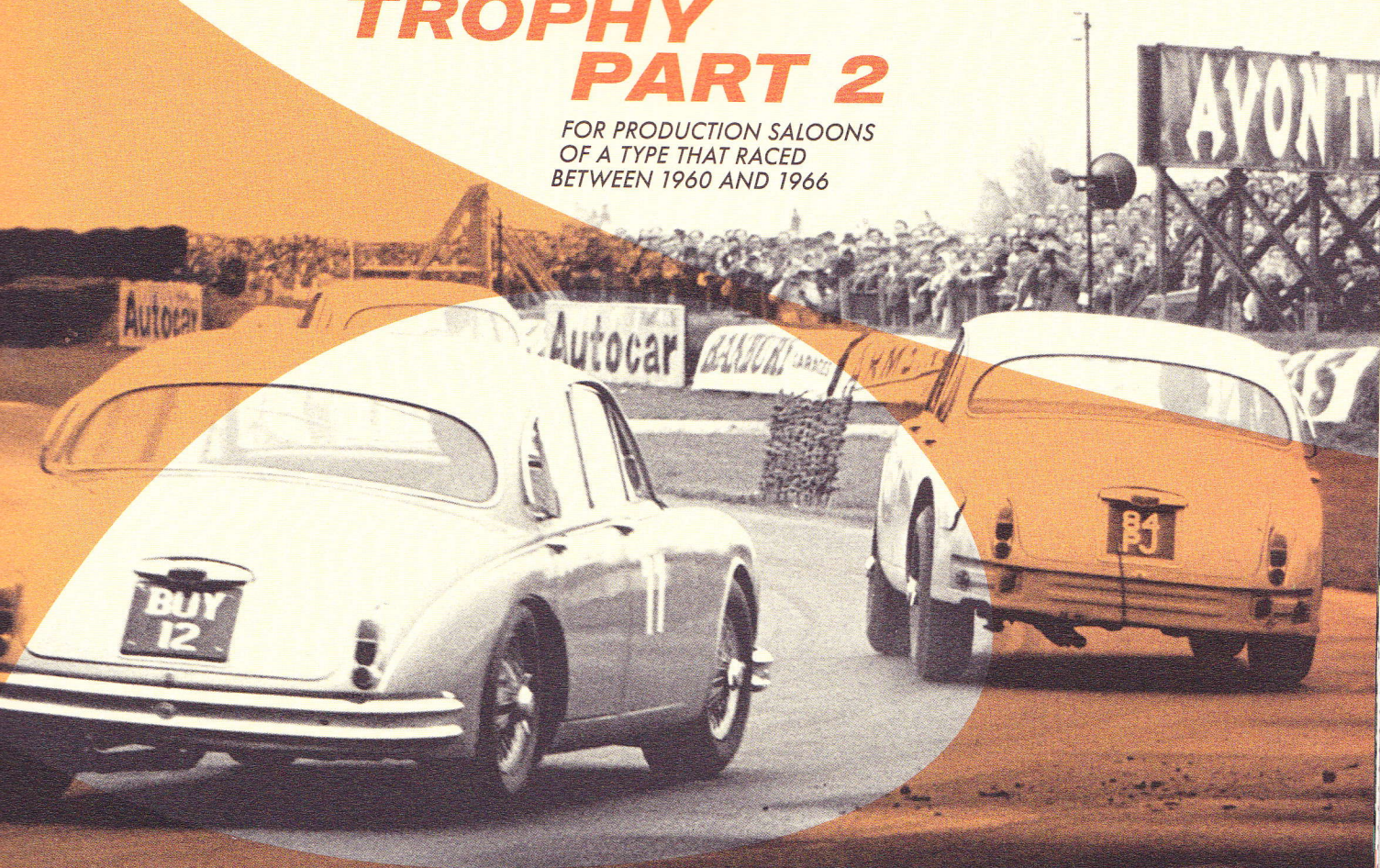


RACE

12

ST MARY'S TROPHY PART 2

FOR PRODUCTION SALOONS
OF A TYPE THAT RACED
BETWEEN 1960 AND 1966



The second part of the St Mary's Trophy is held on Sunday, and this time it's the turn of the star drivers who raced on Saturday to spectate while the owner-drivers take to the track. It's the same line-up of cars as for the first race, giving spectators another chance to see a truly eclectic collection of saloon racing machinery of a type that raced at Goodwood between 1960 and 1966 – the last seven years of the circuit's active life.

This year's St Mary's Trophy caters for a broad spectrum of British production cars of all shapes and sizes, just as it did in the 1960s, with a strong showing of Mini Cooper S models, Ford-Lotus Cortinas and Jaguar Mk2s. There's plenty of continental competition too, of course, with a strong field of Alfa Romeo Giulias and a trio of BMW 1800 TiSAs.

The big American muscle machines on the starting grid, like the Ford Galaxie and the Chevrolet Corvair Corsa, would have been familiar sights for spectators at Goodwood during the 1960s. But among the more familiar silhouettes of the European and American cars, keep an eye out for car number 20 – the Isuzu Bellett. This was the first Japanese car to compete at the circuit, entered by Nippon Racing in 1965 and driven by Bruce McLaren. Back then, Japanese cars were a rare sight, even on the road. How things were to change...

Though they may look cumbersome, 3.8-litre Jaguars set the pace in saloon car racing in the early 1960s at Goodwood, winning the St Mary's Trophy in 1961, 1962 and 1963