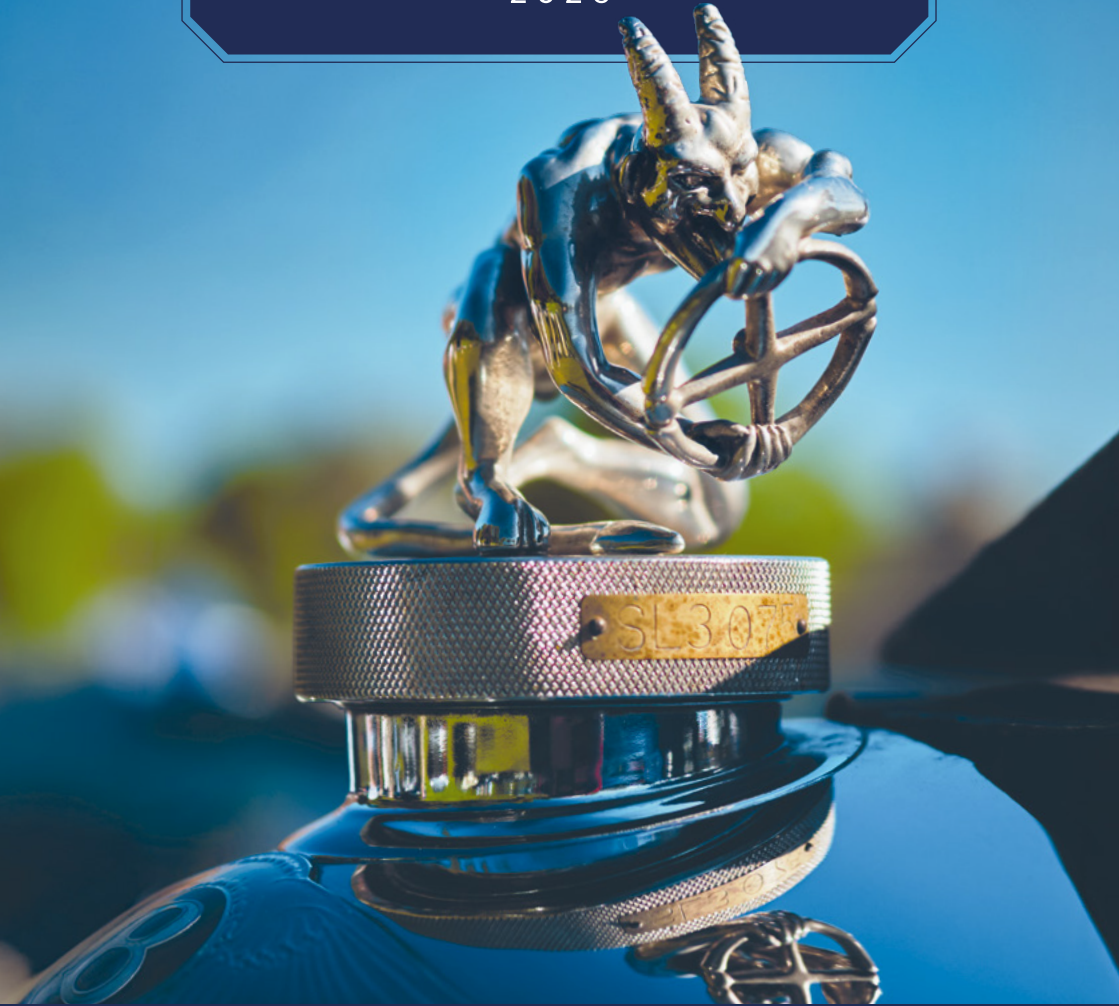




ROYAL AUTOMOBILE CLUB
CONCOURS
2026



OFFICIAL PROGRAMME £5 | Driven by the Royal Automobile Club





Sotheby's



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Sold for £4,730,000 GBP at London 2025

1937 Alfa Romeo BC 2900 B Spider in the style of Carrozzeria Alfa Romeo and Zagato
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OUR CONCOURS ALL SET AS A NEW WOODCOTE TRADITION



To our Club members, their guests, and fellow enthusiasts, I extend a very warm welcome to our Club Concoours, following this event's outstanding debut last year.

We always pride ourselves on delivering exceptional events at the Club, bringing a distinctive character to everything we do, and this is reflected in every aspect of today's Concoours.

Alongside the judged categories, we are showcasing a range of special features celebrating significant anniversaries, achievements, trophies and personalities – many closely linked to our own heritage as the cradle of British motoring.

Our Members' Paddock presents a wonderful display of machinery, both majestic and modest, while Supercar Boulevard offers an awe-inspiring line-up of automotive excellence and indulgence.

We are also delighted to welcome RM Sotheby's for its summer auction, taking place here today. Our partnership is

flourishing, and this event is a fine example of that successful collaboration.

All of this is set against the magnificent backdrop and sweeping contours of Woodcote Park, complemented by the Club's renowned hospitality and a range of dining and refreshment offerings to satisfy every taste.

I am sure you will appreciate what it takes to stage an event of this calibre, and therefore I must extend my sincere thanks to our commercial partners, our esteemed judges, the members and collectors who are once again entering and displaying some remarkable cars and motorcycles, the Motoring Committee, and the entire Woodcote Park team for delivering this exceptional day.

As Club Chairman, I could not be prouder of what we continue to achieve together, and I look forward to meeting many of you throughout the day.

Duncan Wiltshire
Chairman, Royal Automobile Club

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ROYAL AUTOMOBILE CLUB MOTORING COMMITTEE

Chairman: Neil Fletcher;

Committee Members: Rupert Allan, Elizabeth Irvine, Stuart Morley, Harold Pritchard and Amanda Stretton;

Consultant Content Curator: Mark Constanduros

Head of Motoring: Jeremy Vaughan

Motoring Team: Trevor Dunmore, Rebecca English, Alice Locke, Michael Moment, Jessica Mulvihill, Jemma Rowe, Grace Schulp and Isabel Ward.

EDITORIAL

Editor: Giles Chapman; **Art Director:** Steve Moore;

Editorial Contributor: Nathan Chadwick; Alice Locke;

Photography: Brooklands Museum; Rob Cadman; Giles Chapman Library; Mike Massaro; Motor Racing Legends (Dan Clarke and Ollie Smith); Matthew Pitts; RM Sotheby's.

Printed by Ashley Forms Ltd

This Official Programme for the Royal Automobile Club Concours was produced by the Motoring Department in July 2026.

Cover image: Devil mascot on a 1928 Bentley 4 1/2 Litre



WHAT'S GOING ON AT THE ROSTRUM?

Meet your hosts, Amanda Stretton and Will Smith

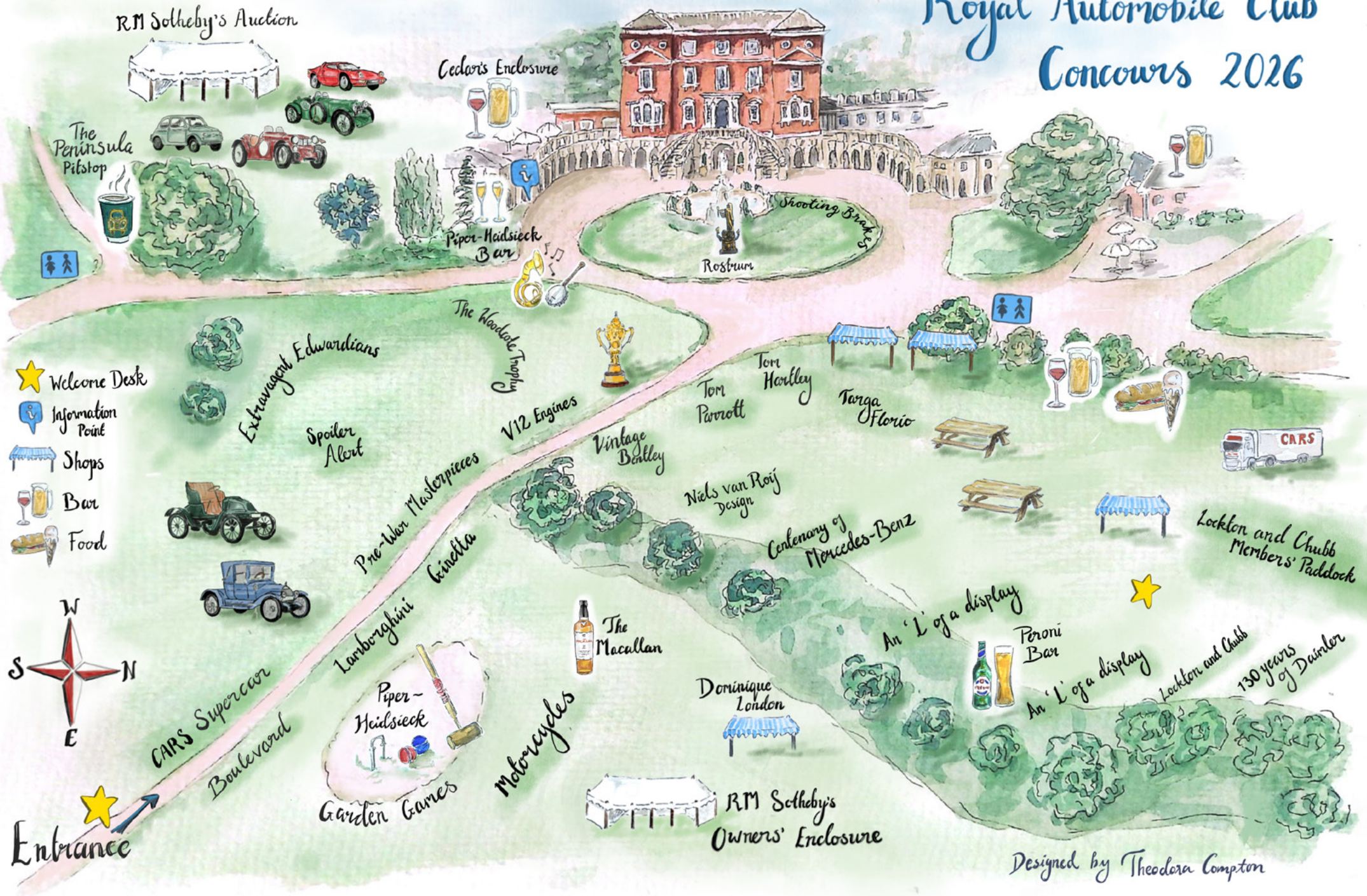
Amanda is a Club Committee member and a leading motorsport, classic car and automotive broadcaster, renowned for her passion and knowledge of contemporary and historic racing. She's presented many TV shows and is a global brand spokesperson for numerous prestigious car companies. Amanda has also raced competitively in historic, GT and Le Mans prototypes.

Will joined RM Sotheby's European Division as a Car Specialist in 2017 and has a decade's experience in collectors' car auctions. Specialising in British and modern classics, he's been involved in multiple record-setting sales. Will brings expertise, integrity and enthusiasm to every client interaction, whether advising on a sale or discussing the classic car market.

- 10.00am Event Opens
- 10.30am Official Opening
- 11.30am CARS Supercar Boulevard Award
- 11.40am Lockton & Chubb Members' Paddock Award
- 12.00pm Niels van Roij Design Presentation
- 12.15pm RM Sotheby's Private Sales
- 12.30pm Segrave Anniversary Celebration
- 2.00pm Mercedes-Benz Presentation
- 2.30pm First Grand Prix in Britain Celebration
- 3.00pm Concours Awards Ceremony:
 - Shooting Brakes
 - The Woodcote Trophy
 - Pre-War Masterpieces
 - Spoiler Alert
 - Targa Florio
 - V12 Engines
 - Motorcycles
 - Spirit of the Show
 - Chairman's Choice
 - Best in Show
- 4.00pm Closing remarks
- 4.00pm RM Sotheby's Auction (Registered Bidders Only)

Throughout the day, the rostrum and category displays will also host a series of live interviews with some industry personalities. Check the signboards for the full schedule and be sure to stop by for inspiring conversations and insights.

Royal Automobile Club Concours 2026



Designed by Theodora Compton

CARS

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JUDGING AT THE ROYAL AUTOMOBILE CLUB CONOURS

HOW WE PUT THE SCORES ON THE CAR DOORS!

The Club Concours celebrates not only the quality and condition of the cars on display, but also the character and presence that make each one special. While craftsmanship and presentation remain central to the competition, this is not simply a matter of ticking boxes or comparing specifications.

Our judges have been selected for their knowledge, experience and appreciation of historic and significant motor cars. Their task today is to assess each entry as a complete package, considering its elegance, condition, provenance, originality and overall impact in the unique setting of Woodcote Park.

They will be visiting every single car in contention to meet the owner, or the owner's representative, and to fully understand the car's history as they evaluate the overall presentation.

Prizes will be awarded for Best in Class and Runner-up in Class, and there will be a series of Special Awards handed out too.

The owner, or the owner's representative, must be present during the judging process, and we've asked them to assist our judges with any questions they may have. This takes place between 10.30am and 12.00pm. Then the judges convene in private for lunch and to make their deliberations; we are pretty certain their debate will be heated!

We have specified that judges are not allowed to open any part of the car (bonnet, roof, windows, boot, fuel flap or anything else) themselves, and must ask the owner or owner's representative – who has sole responsibility for the car throughout the day – to open, lower, raise or operate anything they're interested to observe in closer detail.

We feel strongly in the ethos that historic cars, no matter what their age, are meant to be driven and enjoyed. With this in mind, our judges will not be deducting any points for evidence of use. It may be the case that certain cars on display have been offered for purchase

by their owners; no rule could stop this, even though we know the majority are in treasured personal collections. But this is a Concours and not a

showroom, and any sort of notice indicating a car is for sale is strictly forbidden.

The decisions of the judges are final and definitive and cannot be appealed.

The winning owners or their representative will be notified that their cars have won a prize at around 2.30pm, and from that point onwards they'll be getting ready to join the Winners' Parade that starts at 3.30pm.

It promises to be an exciting climax to a very enjoyable day for owners, judges and all other participants and guests. Just don't distract the judges while they concentrate!

"We feel strongly in the ethos that historic cars, no matter what their age, are meant to be driven and enjoyed."

OUR JUDGES TODAY

SHOOTING BRAKES

Ian Callum CBE

Club member Ian is a renowned automotive designer, whose company Callum he founded in 2019. He has formerly been design chief for Jaguar and Aston Martin.

Carol Spagg

Carol has been collecting and racing cars since the age of 21. She's driven the Tour Auto, Carrera Panamericana and Modena Cento Ore, and has edited Historic Motor Racing News since 1994.

THE WOODCOTE TROPHY

Leonora Martell-Surtees

Daughter of car and bike world champion Sir John Surtees, interiors and design expert and Club member Leonora is overseeing the revival of the family's Buckmore Park kart circuit in Kent, with her husband.

Richard Hammond

Richard is one of Britain's best-known motoring broadcasters, celebrated for his long-running role on Top Gear and The Grand Tour. He now competes in historic racing events.

PRE-WAR MASTERPIECES

Peter Stevens

Peter is a consultant, designer and lecturer. He was one of the first graduates

in Vehicle Design at the Royal College of Art, and is responsible for the McLaren F1 and Jaguar XJR-15.

Andrew Hall

Andrew runs Andrew Hall Ltd, a boutique classic and historic sports car dealership in Kensington, London. He has over 35 years of experience trading, restoring and researching prestigious vintage and racing cars.

SPOILER ALERT

Freddie Atkins

Freddie's Instagram account has garnered more than 650,000 followers, fuelled by his infectious enthusiasm. He often posts photos and videos of exotic cars in London, Miami and the Swiss Alps.

Aimée Watts

Aimée is a new star in British circuit racing. Career highlights have included success in the 2023 Mazda MX-5 Supercup, while she's currently contesting the Porsche Sprint Challenge GB.

TARGA FLORIO

Allan Winn

Alan is Vice President of Brooklands Museum. He was formerly Director of the Vintage Sports-Car Club and Chief Executive of the charitable Brooklands Museum Trust.

Izzy Hammond

Izzy has had a life surrounded by fast and exciting cars. She is now a presenter, content creator and social media star.

VI2 ENGINES

Toby Ecuier

A renowned product designer, Toby heads the Ineos Grenadier design team. A trained architect, he has styled, detailed and tailored several superyachts.

Michelle McDonough

Club member Michelle runs Hardy Engineering with husband Bill. Their passion for classic cars is well-known, and is expressed via their family collection.

MOTORCYCLES

Michael Quinn

Club member Michael is a keen biker and collector, with many links to Jaguar through his specialist business and as grandson of Jaguar founder Sir William Lyons.

John Hogan

John is an award-winning motorcycle journalist, best-selling author, TV presenter and Superbike magazine owner with 25 years of expertise and experience.

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SPORTING VERVE AND PRACTICALITY COMBINED

Where does a shooting brake differ from an estate car or a station wagon? The lines are blurry because they all share a combination of capacious luggage capacity with a dual-purpose character.

The etymology is just as tangled. Back in the mists of time, a hefty cart was used to 'break in' horses, and a development of that was adopted to carry shooting parties

"With the advent of the internal combustion engine, a motorised 'shooting brake' was essential on Britain's great country estates"

to remote moorland spots. Unsurprisingly, with the advent of the internal combustion engine, a motorised 'shooting brake' was essential on Britain's great country estates at the beginning of the 20th century. You can still see several survivors of these types at the Royal Family's Sandringham country retreat.

A station wagon, meanwhile, was intended to take country house guests to and from the nearest train halt. American car companies really took to that moniker although changing travel trends in the '50s pretty much made them into 'airport wagons'.

Mass-produced estate cars arrived in the 1950s with the Morris Minor Traveller and

Vauxhall Victor F-type; despite their name, they were aimed at active families and small businesses rather than aristocratic sportsmen, with rear seats that folded flat for a van-like cargo space. Before long they were offered by every mainstream carmaker on earth.

Yet there remained a definite desire for the exclusive countryside conveyance of old. In the 1930s and '40s, these were usually custom-built on the normal separate chassis, using a timber frame, wood panelling and twin rear doors. Once gloss-varnished, these natural materials were well in harmony with wild surroundings.

Such bespoke machines were a lot harder to create in the era of the chassis-less monocoque car, although specialists like Harold Radford found ingenious ways to turn cars such as the Aston Martin DB5 into ideal companions of hunting, shooting and fishing trips.

And then in 1968 came the Reliant Scimitar GTE, the influential two-door 'sports-estate' that brought the shooting brake character back into fashion. There were many subsequent imitators and, among designers, the desire to add a little three-door practicality to the most unlikely of original cars.

So our category here today gathers an eclectic bunch, from crazy one-offs and marvellous modifications to the most sensible of rural runabouts. And we think you'll agree that the Woodcote Park setting very much suits them all...



ABOVE
1930 Rolls-Royce
Phantom II

LEFT
2019 Aston Martin
Vanquish Zagato

RIGHT
1965 Ford Cortina
Lotus Mk1 Estate



CARS IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1937	Ford	V8 Woody	Guy Barnes
1949	Bentley	MkVI Countryman Shooting Brake	Roger Dudding
1959	Jaguar	XK150 Shooting Brake	Antony Sweeney
1965	Aston Martin	DB5 Shooting Brake by Radford	Peter Neumark
1974	Lotus	Elan +2S 130/5 Shooting Brake	Roger Makhlouf
1982	Vauxhall	Viceroy Shooting Brake	John Worth
2019	Aston Martin	Vanquish Zagato Shooting Brake	Private Collection
2021	Niels van Roij Design	Breadvan Homage	Florian Geier

THE ENDURING ALLURE OF '50S SPORTS-RACERS

In 2026, the Royal Automobile Club Woodcote Trophy celebrates its 20th anniversary – quite a milestone for one of historic motorsport's most evocative grids. Run by Motor Racing Legends in association with the Club, and named after the country retreat you're visiting today, the series is a rolling tribute to the early 1950s, when sports car racing was raw, glamorous and gloriously unpredictable.

The Woodcote Trophy is for two-seater sports and sports-racing cars built before

“A rolling tribute to the early 1950s, when sports car racing was raw, glamorous and gloriously unpredictable.”

1956, making every car on the grid at least 70 years old... and owners with a competitive spirit. These are generally front-engined machines on drum brakes and narrow tyres, cars that move under braking, slide through corners and demand total commitment.

To understand their magic, you must return to 1953, when the World Sportscar Championship was launched. Its leading arena was the 24 Hours of Le Mans, but the calendar was global: the flat-out charge of the Mille Miglia; the dust and drama of the Carrera Panamericana; the high-speed sweep of Spa; the fiercely contested RAC

Tourist Trophy; plus races at Sebring and the Nürburgring.

British engineering stood tall in this era. Jaguar claimed five Le Mans victories, equalling Bentley's benchmark. Aston Martin took dominant wins too, while smaller names such as Jowett and Kieft proved determination could rival budget. The emerging *garagistes* – a term coined by Enzo Ferrari to dismiss independent 'garage teams' – included Cooper and Lola, whose modest workshops nonetheless influenced global motorsport.

Today's Woodcote Trophy grids echo that spirit. The cars may appear delicate, but they are raced hard. Their drivers balance bravery with mechanical sympathy. Seeing them in full flight is a striking reminder of what endurance racing once demanded.

This Concours category celebrates that vivid track action, and is devoted to pristine roadgoing examples of eligible cars – a nod to an era when race success on Sunday genuinely drove sales on Monday. Manufacturers understood that victories at Le Mans, Spa or Dundrod were powerful advertising, and the connection between race and road cars was often made visible. That's why some showroom models carried bonnet stripes, roundels or other competition-inspired detailing despite adhering to legal road specification.

Therefore, the emphasis here shifts from racing patina to period-correct perfection.



ABOVE
Jaguar C-type
chasing Aston
Martin DB2

LEFT
Jaguar C-type

RIGHT
1955 Jaguar XK140
MC Roadster



These are sports cars as their first owners knew them: polished, purposeful and road-ready. But we are also pleased to display one of the leading contenders from the Woodcote

Trophy series today in its full, race-ready garb.

Together, they all relay the story of a generation of cars that were asked to do it all – and, 70 years on, still can.

CARS IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1939	HRG	1½ Litre	Michael Kershaw
1950	Jaguar	XK120 Open Two-Seater	Michael Ballard
1951	Aston Martin	DB2	Darryl Flint
1953	Frazer Nash	Targa Florio	John Worth
1953	Jaguar	C-type	Tony Purnell
1954	Austin-Healey	100	Michelle McDonough
1955	Aston Martin	DB3S	R S Williams Ltd
1955	Beart-Rodger	Type 66	Mrs Lowther



LEFT TO RIGHT:
1923 Hispano-Suiza
H6B by Fernandez
et Darrin

1936 Alvis Speed
25 SB parallel door
drophead coupé by
Bertelli

1936 Rolls-Royce
Phantom III by
Barker

he perfected a new glass press-moulding technique for jewellery components, and after André Citroën commissioned a mascot for his 5CV – incorporating five, stylised horses – Lalique launched his own range as the ultimate finishing

MASCOTS OF A BYGONE ERA

Has car design really changed for the better? New models today may be safe, comfortable, fast and – in many cases – near-silent thanks to electric power, but there’s a certain sameness to modern cars that is rather dismaying.

In the 1920s and ‘30s, though, there were barely any cars that didn’t possess a separate chassis, body frame and panels. Welded, fixed monocoque structures and tough construction regulations were restricting things of the distant future.

And that of course allowed enormous scope for cars, from the most luxurious down to the lowliest, to be customised to every buyer’s personal taste. So as well as the catalogued bodywork offered by each manufacturer, there was the option to have an alternative designed exactly as you wanted it, by myriad coachbuilders.

The finishing touch for many of these bespoke jobs was a mascot to be carried on the prow of the radiator surround or bonnet. It could suggest or reflect anything the owner wanted, and sporting one was, for many, to define their arrival.

“Christopher, the patron saint of travellers, was one of the most popular choices in the Edwardian period.”

Not surprisingly, representations of Christopher, the patron saint of travellers, was one of the most popular choices in the Edwardian period. But grotesque, jokey or vulgar mascots proved controversial. Both Sir Henry Royce of Rolls-Royce and Sir William Lyons of Jaguar commissioned

their own mascot designs because they hated the tasteless charms their customers insisted on fitting.

In the Art Deco style of the pre-war era, meanwhile, American marques adopted beautiful chromium-plated sculptures as their cars’ crowning glories. These included Duesenberg’s streamlined wings, and Stutz’s figurehead of the Egyptian sun god Ra. The Franco-Spanish Hispano Suiza stork in flight was a European pinnacle.

For many, however, the examples made by designer René Lalique are some of the most beautiful ‘hood ornaments’ of all. In 1902

touches for coachbuilt opulence – constantly in the eyeline of the satisfied driver as he powered from Paris to the Riviera.

Made between 1925 and 1931, there were 30 different types, ranging from greyhounds to comets, and some could be illuminated with an electric bulb to glow at night.

For our concours category today, then, we requested pre-war automobiles whose mascots relay an unusual story about each car’s history, although they will be judged on the total ‘package’. And a terrific display of highly contrasting entries we are glad to say is the result.

CARS IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1926	Amilcar	CO Martin Le Mans	Private Collection
1929	Bentley	4½ Litre by Vanden Plas	David Morris
1930	Bentley	Speed Six Saloon	David Little
1930	Rolls-Royce	Phantom III	Earl of Carnarvon
1931	Lancia	DiLambda by James Young	Keith Bowley
1935	Railton	Eight Woody	Richard Muir Beddall
1936	Rolls-Royce	25/30 by Park Ward	Nigel Sandell
1937	Alvis	Speed 25 Saloon	Edmund Waterhouse



1991 Ferrari F40



1995 Porsche 911 Carrera RS

FIRST SOME SCIENCE, THEN ENJOY THESE GRIPPING CARS!

It's obvious that a rear spoiler, sometimes also called an aerofoil, makes a car stand out from the crowd. That's a defining characteristic of the wonderful selection we present here today.

But in case you don't fully understand how they work – and not everyone does – here's your cut-out-and-keep guide to the basic facts.

“These aerofoils exert pressure on the back of the car, literally pushing it down on to the road surface.”

Cars need to be streamlined to cleave their way through airflow efficiently at high speeds. This makes a car go faster and can also dramatically improve fuel consumption. But while it's easy to see how a 'slippery' teardrop-shaped car body has less wind resistance than an upright cubic one, another aspect is crucial to how the car performs on the road: stability.

If a car has a streamlined shape but becomes unstable when it's driven fast, its roadholding will be unpredictable – and so possibly unsafe.

A car's weight presses its tyres to the road and one way to boost this grip – and with it, roadholding – is to increase weight. But that makes going round corners harder because of the extra inertia. So the science of aerodynamics steps in. Cars have spoilers fitted to increase their grip on the road: these 'spoil' airflow to the car's advantage, pressing the car down on to tarmac.

A spoiler acts like an aircraft wing, but upside down, so it generates downforce instead of uplift. Air is forced both above and below a car as it drives along. A front spoiler, also known as an air dam and usually fitted below the front bumper, prevents rushing air from getting under the car and unsettling it as speed increases.

Air pushed over the bonnet and roof of a car as it moves forward can loosen its roadholding too, seriously affecting its road behaviour.



2020 McLaren Senna GTR LM 25

So a rear spoiler is often fitted, ranging from a simple raised lip on the edge of the bootlid to elaborately designed wings supported by struts on either side of the boot – as you can see today. These aerofoils exert pressure on the back of the car, literally pushing it down on to the road surface.

Spoilers were fitted first to sports-racing and Formula 1 cars in the 1960s to boost their competitiveness; they then migrated to

fast road cars such as the 1974 Porsche 911 Turbo. Yet it's equally true that advanced aerodynamics has largely eradicated the spoiler altogether in production road cars, if not track cars tailored for bursts of speed; with a co-efficient of drag (an equation giving overall wind-cheating prowess) of just 0.186, the Volkswagen XL1 of 2013 remains the most aerodynamic production car ever sold to the public, with not an aerofoil in sight!

CARS IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1970	Plymouth	Superbird	Private Collection
1972	BMW	3.2 CSL	Richard Baxter
1985	Lamborghini	Countach 5000QV	Michael Pullen
1987	Ford	Sierra RS500 Cosworth	Iconic Auctioneers, Rob Hubbard
1988	Porsche	911 Carrera 3.2 SE	John & Gwen Davies
1989	Ferrari	F40	Private Collection
2019	McLaren	Senna	MAESterpiece.Productions

THE ULTIMATE ITALIAN COASTAL RACE HITS 120

Few contests in motorsport history evoke romance, danger and raw mechanical stamina quite like the Targa Florio, Italy's other great road race epic alongside the Mille Miglia.

The Targa was created in 1905 by Vincenzo Florio, then just 23, and first run on 6 May 1906. Cosmopolitan and ambitious, Florio had explored Sicily's wild Madonie mountains as a teenager, carving a path across rocky tracks in a Renault powered by a De Dion-Bouton engine. Those rough trails evolved into one of racing's most daunting arenas.

The original circuit stretched 92 miles per lap, but the layout changed dramatically over time: between 1912 and 1914 the course expanded to a staggering 606-mile tour of Sicily's perimeter. In later decades it settled on the 45-mile Piccolo Circuito, still brutally

demanding, with approximately 800 corners – nearly five times that of the notoriously twisting Nürburgring. Whatever the configuration, the essentials never softened: blind bends, plunging descents and stone walls that doubled as unyielding guard rails.

After the First World War, the Targa Florio rose to international prominence. Predating the Mille Miglia by more than two decades, it became a valuable proving ground for endurance and engineering prowess. Victories by Alfa Romeo, Lancia and Ferrari forged legends, while drivers such as Sir Stirling Moss, Tazio Nuvolari and Juan Manuel Fangio tested themselves on Sicily's mountain roads.

In 1955, the race joined the World Sportscar Championship and became a global spectacle. By 1973, 700,000 spectators



CLOCKWISE FROM LEFT: 1934 Alfa Romeo 8C 2300; 1953 Ferrari 166 MM Spider Series II by Vignale; Porsche Factory driver Colin Davis and Antonio Pucci driving to Targa Florio victory in 1964



"Predating the Mille Miglia by more than two decades, it became a valuable proving ground for endurance and engineering prowess."

lined the course – many only inches from the action. Much to the chagrin of Sicilian fans backing their Alfas and Ferraris, victory went to a Porsche 911 Carrera RSR with roughly 130 fewer horsepower than its Italian rivals. That unlikely winner adds to our Concours line up today.

Yet 1973 proved to be the Targa's last appearance on the international calendar as an event sanctioned by the FIA; the ever-faster machinery had rendered the mountain roads too perilous. By 1977, top-level competition had ceased.

Yet the legacy endures in the fantastic array of single- and two-seater machines that once thundered between village houses and mountain precipices. The modern Targa Florio Classic regularity rally preserves that spirit on Sicilian roads, rewarding precision over outright speed.

As we continue our celebration of iconic road races – having honoured the Mille Miglia last year – we mark the Targa's 120th anniversary with a living line-up of actual and possible 1906-77 entrants. Displayed across Woodcote's lawns, they pay tribute not only to fearless drivers and their machines, but to the artistry, endurance and mythology forged on Sicily's stone-lined roads.

CARS IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1912	Nazzaro	Tipo 3	Richard Whittemore
1952	Frazer Nash	Le Mans Replica	Private Collection
1964	Abarth-Simca	2000 Corsa	Margaret Hocking
1964	Austin-Healey	3000	Richard and Alice Locke
1973	Porsche	911 Carrera 2.8 RSR	Private Collection
1974	Chevron	B23/B27S	Fiskens

ULTIMATE MECHANICAL INDULGENCE

When it comes to engines, whatever the cylinder count you'll find the equivalent to fine dining – from a zingy three-cylinder to a tangy V8, with smooth-to-the-palate six-cylinders, and the hearty fare of a torquey four-pot along the way.

However, there is only one cylinder count that could really be defined as a true two-Michelin-star meal: the V12.

In great road cars, this layout has rarely been ordinary. It's been reserved for the crème de la crème of the line-up; filet mignon with a hydrocarbon jus. A V12 has always carried a real sense of occasion.

The V12 engine earned its status in early motoring and aviation by solving crucial

"After the Second World War, the V12 morphed from luxury powerplants to racing engines, largely championed by Enzo Ferrari."

engineering limits of the era. By arranging 12 cylinders in two banks around a common crankshaft, engineers created exceptional smoothness and balance, drawing on the natural refinement of the in-line six-cylinder configuration.

Because a cylinder fires every 60 degrees of crankshaft rotation, the power strokes constantly overlap. This eradicated the jerky



1964 Lamborghini 350 GT by Touring

feel of smaller engines, delivering a seamless, turbine-like surge of torque.

The V12 also allowed engineers to create massive displacement using 12 smaller, lighter pistons rather than fewer, heavier ones, reducing reciprocating mass and helping the engine rev freely without damaging itself.

After the Second World War, the V12 morphed from luxury powerplants to racing engines, largely championed by Enzo Ferrari. With capacity divided across 12 cylinders, engineers reduced inertia, reached higher engine speeds, and generated formidable horsepower. Twelve cylinders also provided a larger valve area, allowing naturally-aspirated (non-turbocharged) engines to breathe well at high revs.

Beyond internal mechanics, the V12's special characteristics allowed designers to clothe serious performance in long, elegant bodywork. In cars such as the Ferrari 250



1962 Ferrari 250 GT SWB Berlinetta by Scaglietti



1967 Lamborghini Miura P400 by Bertone

brought immense power, but often with unpredictable lag. By the 1990s, purists again craved precision, linearity and mechanical drama, sparking renewed appreciation for the naturally aspirated V12.

Today, amid hybridisation, the non-turbo V12 remains one of the pinnacles of the performance car. Unburdened by exhaust-choking turbines, it can rev to astonishing limits. This brings razor-sharp throttle response, linear torque and an unadulterated, screaming symphonic soundtrack. Twelve cylinders represent the ultimate emotional driving experience – and definitely something to dine out on.

Berlinetta Lusso, the engine was not merely a source of power, but a company manifesto: refined, responsive and glamorous.

When Lamborghini mounted a roaring V12 directly behind the driver in the 1966 Miura, it helped to create the first true supercar. The 1980s turbo era

CARS IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1937	Rolls-Royce	Phantom III by Vanvooren	Lord Anthony Bamford
1939	Lagonda	V12 Vanden Plas Open Tourer	Nick Channing
1964	Ferrari	250 GT Berlinetta Lusso	Private Collection
1966	Lamborghini	400 GT 2+2	Rory McGregor
1972	Jaguar	E-type Series 3	Private Collection
1994	Bugatti	EB110 SS	Simon Furlonger
2001	Aston Martin	Vanquish V12	Ian Booth



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Consumption and emission values of Temerario (WLTP):
 Energy consumption (weighted combined): 6,4 kWh/100 km plus 10,3 l/100 km;
 CO2 emissions (weighted combined): 252 g/km;
 CO2 class (weighted combined): G;
 CO2 class with discharged battery: G;
 Fuel consumption with discharged battery (combined): 14,0 l/100 km.

lamborghini.com



ABOVE: Carl Fogarty's Ducati at the Concours last year; RIGHT: The Birchall brothers winning the 2024 Segrave Trophy for their sidecar exploits.



OUR OBSESSION WITH TWO-WHEELERS

Motorcycles have been woven into the fabric of Club life almost since its inception in 1897.

Just six years after its founding, the Automobile Club of Great Britain – as the Royal Automobile Club was then known – established the Auto-Cycle Union, an organisation that went on to create the first Tourist Trophy motorcycle race in 1907, and played a significant role in the development of motorcycle sport in Britain.

More than a century later, motorcycles remain an important part of the Club's activities, heritage and membership culture.

Throughout every year, members come together for touring rides across some of Britain's finest roads, visits to bike

manufacturers and private collections, track experiences and social events. These celebrate every aspect of two-wheeled motoring.

Whether riding a modern superbike, a vintage racing machine or a cherished touring bike, members share a passion for the freedom and adventure that motorcycling provides.

As for last year, we are delighted to celebrate this vibrant aspect of Club life with a dedicated concours category. We have

“Motorcycles remain an important part of the Club's activities, heritage and membership culture.”

MOTORCYCLES

deliberately cast the net wide: any motorcycle owned by a member could be considered, regardless of engine size, style, age or origin. From touring motorcycles and café racers to classics and contemporary performance machines, the category reflects the broad church of motorcycling within the Club.

The display spans almost a century of motorcycle development, the line-up including pre-war competition motorcycles, classic British sporting machines, Japanese superbikes, landmark Ducati V-twins and cutting-edge modern performance motorcycles.

Ducati is especially well represented, fittingly so as the Bologna-based manufacturer marks its centenary. Many members aspire to Ducatis as the ultimate modern performance bikes, and the merits of various models are amiably debated everywhere from a hot-dog stand by a remote roadside to the Long Bar in Pall Mall!

Elsewhere, visitors today can enjoy a special display celebrating the life of Sir Henry Segrave, the pioneering adventurer



Club outings on two wheels are very popular... as are Ducatis!

whose birth 130 years ago is commemorated this year. Complementing that feature is a tribute to notable motorcycling recipients of the Segrave Trophy, whose remarkable achievements on two wheels embody the courage, determination and spirit of adventure that the award represents.

Together, these displays capture the speed, craftsmanship, innovation and competitive spirit that have defined motorcycling for generations and continue to make it such an enduring and valued part of Club life.

MOTORCYCLES IN CONTENTION

YEAR	MAKE	MODEL	OWNER
1932	Rudge	Works 500cc	Mike Farrall
1954	Triumph	Tiger T110	Roger Skipp
1962	BSA	500cc Clubman Goldstar	Tim Harrington
1973	Ducati	750 Sport	Simon Siver
1973	Kawasaki	Offendstadt 500 GP	Chris Thomas
1980	Suzuki	GS1000S	Ian Springall
2006	Ducati	Paul Smart Sport Classic	Ian Skelton
2024	Ducati	V4SP2 30 Anniversario 916	Lior Jassur

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Coachbuilding by Niels van Roij Design is the pinnacle of bespoke automotive creation, the automotive equivalent of haute couture. Giving rise to the one-off V12 Daytona Shooting Brake Hommage.

Its world premiere will take place at Woodcote Park on 8 July 2026.

HOME, JAMES IN THESE REFINED GIANTS

The ‘Edwardian’ period, when King Edward VII occupied the British throne from Queen Victoria’s death in 1901 to the ascension of his son George V in 1910, is an important spell in the motor car’s history.

While veteran cars have always commanded great acclaim, later cars made up to the outbreak of the First World War don’t always gain the recognition they deserve. We are remedying that today at the Concours, with a superb line-up of automobiles from that period.

“If you owned such a car, you sat in the back, which is why the bodywork is often so tall – to accommodate the master’s top hat!”

They represent the important ‘second stage’ in automotive development, when the excitement of self-propelled transport thanks to the internal combustion engine had subsided a little, and manufacturers everywhere concentrated on refining and improving their designs... and trying to target likely customers.

While Britain played little part in the first automobile designs, this time it was leading the way, especially with Rolls-Royce’s six-cylinder 40-50hp, but also with cars from Austin, Napier and Straker Squire.

Henry Ford was forging ahead with mass-production but, in Britain and Europe anyway, the likely car-buyers were wealthy and discerning. So cars in these years expanded greatly in size, power and stature. Engineers worked hard to make engines and transmissions as smooth and silent as possible, while a quest for more engine power was underway too.

This was urgently needed as chassis became longer and heavier, so that they could support elegant and often elaborate coachwork. In the ‘carriage trade’ around London, these massive bodies were often supplied by coachbuilders Hooper and Barker, who employed countless craftspeople skilled not just in panelbeating and paintwork but also areas like upholstery, cabinetmaking, marquetry, silversmithing and brasswork – all things that adorned the spacious passenger compartments which were often the prime focus of the owner.

For this was a time when to own an expensive car was rarely to drive it yourself.

The Edwardian years were, instead, the peak times for chauffeurs. Prosperous households were as keen to find the right men for the job as they were for housekeepers, beaters and housemaids. If you owned such a car, you sat in the back, which is why the bodywork is often so tall – to accommodate the master’s top hat!

Contemporary newspapers like *The Times* and *The Daily Telegraph* carried small ads offering positions to what were



1908 Renault Type V1
Series B 20/30 HP

BELOW: A 1908 Rolls-Royce 40/50 HP Silver Ghost resplendent with Edwardian craftsmanship



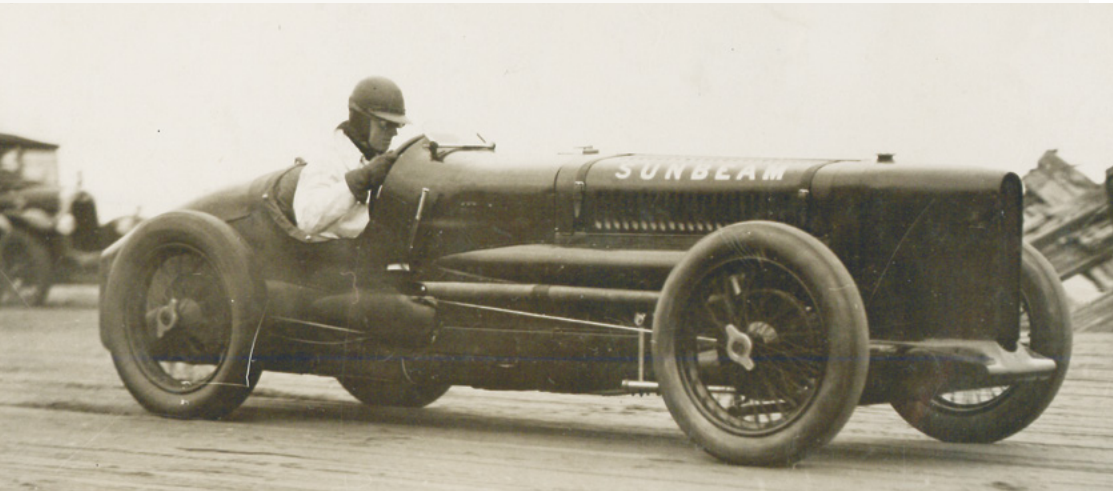
sometimes called ‘skilled mechanics’. Because the Edwardian chauffeur not only had to be expert at handling and controlling these enormous, imposing cars, but would also be charged with every aspect of maintaining them.

These cars were status symbols in a way never quite equalled after the War ended in 1918. Many fell out of favour in the more informal, overtly owner-driver years of the 1920s and ‘30s, and survivors are few and far between, particularly outside of the museum.

CARS ON DISPLAY

YEAR	MAKE	MODEL	OWNER
1907	De Dion-Bouton	Landaulette AXL	Barnards Farm
1908	Renault	VBI Landaulette	Andrew Howe Davies
1908	Unic	12/14 Taxicab	Lord Montagu of Beaulieu
1911	Austin	15hp Town Carriage	British Motor Museum
1912	Baker Electric	D.A	Andrew Wood
1913	Rolls-Royce	Silver Ghost Landaulette	Private Collection
1913	Standard	20hp Cheltenham Cabriolet	British Motor Museum

EPITOME OF THE GRITTY BRITISH HERO



Henry Segrave remains the only person ever to hold the world land and water speed records simultaneously. This year is the centenary of the first of those feats, and also the 130th anniversary of his birth on 22 September 1896.

Henry O’Neal de Hane Segrave gave lion-hearted and eventful service during the First World War, and afterwards began motor racing at Brooklands Motor Circuit in Weybridge, Surrey. A talented mix of poise and speed (he won the second race he ever entered) soon earned him a place in the factory Sunbeam and Talbot teams.

At the 1923 French Grand Prix he became the first Brit to win a grand prix and also the first in a British-made car, a 2-litre Sunbeam. So, having mastered motor racing, and never once crashing a car, his focus shifted to breaking speed records.

Sunbeam and Segrave devised a lightweight car powered by

a supercharged 4-litre V12 engine, and on 16 March 1926 took it to a world-beating 152.33mph on a Lancashire beach, making him the fastest man on land.

He only remained so for five weeks, though, after rival JG Parry-Thomas took his 27-litre aeroplane-engined ‘Babs’ to 168.74mph. To regain his crown, Sunbeam built Segrave a brand new machine, the 1000 HP, powered

by two 22.4 litre V12 aero engines... and unkindly nicknamed “The Slug” for its long, tapering body.

British beaches were deemed too limited for smashing the 200mph barrier, and so the team decamped to Daytona Beach, Florida. On 29 March 1927, Segrave’s Slug achieved 203.79mph there, pushing the record further forward.

Two years later Segrave was back to Daytona to raise it once again to 231.44mph on 11 March 1929 in the specially designed Irving-Napier Golden Arrow with its 24-litre

“Sunbeam built Segrave a brand new machine, powered by two 22.4 litre V12 aero engines... and unkindly nicknamed “The Slug” for its long, tapering body.”

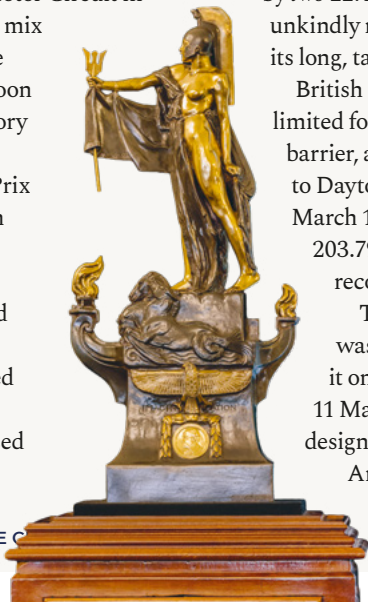
Napier Lion aero engine. For this courageous feat he received a knighthood, and Sir Henry then switched his attention to the Water Speed Record.

On 13 June 1930, Segrave set off aboard his twin-Rolls-Royce-engined powerboat Miss England II on Lake Windermere. Two timed runs produced an average of 98.76mph to officially clinch it. On a third run, though, the craft swerved and capsized, and Segrave sustained appalling injuries. He died very

shortly after his wife told him he’d secured the record. He was just 33.

Lady Segrave decided her late husband, a true British national hero, needed a meaningful legacy. She collaborated with the Royal Automobile Club to create the Segrave Trophy, and this magnificent prize has been awarded since 1930, when a worthy winner is identified, to gritty British adventurers who demonstrate ‘Outstanding Skill, Courage and Initiative on Land, Water, in the Air or in Space’. Daredevil winners have ranged from Amy Johnson to Sir Lewis Hamilton.

We’re proud to display the Segrave Trophy alongside two evocative Segrave cars: the 1926 world record-breaking V12 Sunbeam Tiger, and the Sunbeam 2-litre that Segrave drove in the 1922 Strasbourg Grand Prix.



CARS ON DISPLAY

YEAR	MAKE	MODEL	OWNER
1922	Sunbeam	Strasbourg Grand Prix	Bert Degenaar
1925	Sunbeam	Tiger V12	Vijay Mallya



OUR STARTING GRID 100 YEARS AGO

A place on the grand prix calendar was first offered to Britain in 1925 by the FIA of its day, the Association Internationale Des Automobiles Clubs Reconnus (AIACR), via one of its members... none other than your very own Royal Automobile Club.

However, there was nowhere suitable for staging it because racing on closed-off public roads – as they did in France – was illegal. Brooklands, Britain’s high-speed oval track near Weybridge, wasn’t ideal but, with the Club’s input, false chicanes were created using piles of sand, to give drivers a challenging circuit with tight corners to negotiate.

The first Grand Prix in Britain was waved away on 7 August 1926, with nine cars tackling the course. Delage and Talbot from France each entered three-car teams, while British hopes rested on world Land

Speed Record holder Sir Malcolm Campbell (although even he drove a French Bugatti) and Frank Halford in his home-made Halford Special. George Eyston’s Aston Martin completed the grid.

The bumpy concrete track surface took an immediate toll on the lightweight yet powerful cars. Before he’d even completed its first lap, Jules Moriceau’s Talbot had broken its front axle, and he was out.

Eyston had to retire after 44 laps with a blown head gasket on the Aston, while Henry Segrave completed the fastest lap at 85.9mph, but didn’t get any further.

The Delage drivers were plagued by badly positioned exhausts which filled their cockpits with flames. Leading driver Robert Sénéchal, after 82 laps, could bear it no longer, pulling into the pits to plunge his scorched feet into iced water, and handing over the car to a similarly burned Louis



Wagner, who then proceeded to win.

The Sénéchal/Wagner Delage completed the 110 laps in 4h 0min and 56sec to win, while Malcolm Campbell’s Bugatti romped home second about 10 minutes later.

After another eight minutes, the only other finisher came home third – another Delage. Initially driven by Robert Benoist, he’d had to retire after 50 laps when his race overalls caught fire. Once it had cooled down, the car had rejoined the race driven by André Dubonnet, heir to the Dubonnet aperitif fortune; the switchover was so unexpected that Dubonnet completed the course wearing an expensive blue lounge suit!

The race was re-run in 1927, but in 1928 Brooklands declined any further involvement. There would be no more British Grands Prix until 1948, and only in 1950 did the Formula 1 World Championship formally begin. A British Grand Prix has been held annually since.

The Brooklands Museum will celebrate the 1926 race centenary on Saturday, 8 August. Over 100 grand prix cars from the last 100 years will come together, with mock starts and demonstration runs. This will include the 1927 Delage team car shown here today, kindly loaned by the Brooklands Museum.

CARS ON DISPLAY

YEAR	MAKE	MODEL	OWNER
1927	Delage	15-S-8	Brooklands Museum Trust



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MERCEDES-BENZ AT 100



THE GREATEST MERGER IN MOTORING HISTORY

The history of Mercedes-Benz is also the history of the car itself; the two German pioneering companies of the automobile – Daimler and Benz – came together in 1926 to form a global powerhouse.

Since then Mercedes-Benz has epitomised advanced technology and dashing style in road and racing cars.

Carl Benz's patented 'Motorwagen' of 1886 is considered to be the world's first actual car. Gottlieb Daimler integrated his 'high-speed' internal combustion engine running on petrol in a carriage, creating the first four-wheeled automobile later the same year. They worked

independently from each other and are thought never to have met (Daimler dying in 1900). Their rival companies both thrived in the first quarter of the 20th century until they decided to pool resources.

“Karl Benz's patented 'Motorwagen' of 1885 is considered to be the world's first actual car”



The new company became Daimler-Benz AG and the cars sold under the Mercedes-Benz name. Its emblem used Benz's laurel wreath circle holding Daimler's three-pointed star to symbolise prowess in land, sea and air

MERCEDES-BENZ AT 100

propulsion. Benz's Mannheim plant concentrated on trucks and buses, while car manufacture centred on Stuttgart. Carl Benz saw this famous organisation through its creation; he died in 1929, aged 84.

The 1930s consolidated the Mercedes-Benz reputation for luxury and power. The supercharged 540 K was a playboy's delight, and the Silver Arrows, among them the W 125 Grand Prix car from 1937 (below), dominated European motor racing.

Some 80% of the company's factory capacity was bombed during the Second

"The supercharged 540K was a playboy's delight, and the W 125 Grand Prix car dominated European motor racing."



World War, bringing Daimler-Benz to its knees. At first, it could build only commercial vehicles but by 1949 – when its first new post-war cars made their debut – annual car production was over 17,000; by 1958 this had risen to 100,000.

In 1952 the 300 SL sports-racer pioneered gullwing doors, and won both the Carrera Panamericana and Le Mans endurance races. In other motor sport activities, 1954 and 1955 proved a watershed: the W 196 gave Fangio two Formula 1 World Championships. After also winning the 1955 Sports Car World Championship, the company withdrew from motor racing to concentrate on their passenger car line-up. Forty years later in 2008, the McLaren-Mercedes team gave Sir Lewis Hamilton his World Championship victory.

The 'Fin-tail' 220 range of 1959 was the first car with scientifically designed crumple zones. In 1979 the S-Class offered the world's first driver airbag in a series production car.

The company continued to innovate into the 21st century with everything from its compact A-Class to the SLR supercar.



CARS ON DISPLAY

YEAR	MAKE	MODEL	OWNER
1928	Mercedes-Benz	680 S	John Bentley
1937	Mercedes-Benz	W 125	Mercedes-Benz Heritage
1956	Mercedes-Benz	300 SC Cabriolet	Johanna White
1990	Mercedes-Benz	C 11	Mercedes-Benz Heritage

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THE
MACALLAN



1977 Lancia Stratos HF Stradale by Bertone



1936 Lagonda LG45 Coupe de Ville Sedanca by Mayfair

THE ALL-TIME GREATS OF LANCIA & LAGONDA



1954 Lancia Aurelia Cabriolet hardtop by Pinin Farina

Two of the most hallowed names in motoring history; two marques as famous for motor sport achievement as they are for luxurious style; and two car companies boasting a history stretching back 120 years. We're sure you'll relish a stroll around some of their greatest hits at Woodcote Park today.

Vincenzo Lancia was already an acclaimed racing driver when he founded his own car company in 1906 in Turin, Italy. It was his personal obsession with safe roadholding that led him into creating the monocoque construction of the Lancia Lambda in 1922, its low centre of gravity aided by a novel V4 engine. Alongside large luxury cars, the compact Lancia Aprilia of 1937 (the year Vincenzo died) was also 25 years ahead of its time in technological terms.

Later, the family-controlled firm pioneered

the GT car in its Aurelia B20 and front-wheel drive in the Flavia, building up an excellent reputation in road racing and rallying.

After a takeover by Fiat in 1969, Lancia rally machines such as the Stratos, 037 and Delta Integrale were some of the most fearsome and successful in the sport. A Ferrari engine in the Thema 8.32 made it a sports saloon like no other and, at the other end of the scale, the Ypsilon remains the ultimate in chic city cars.

Contrast all this with Lagonda, established in Staines, Middlesex in 1899 by American inventor Wilbur Gunn and, by 1906, at a pivotal moment after it switched from making motorcycles and tricycles to four-wheeled cars. The first of these, the 10/12hp, first ran in the 1908 London-Edinburgh Trial.

The cars took a quantum leap forward in 1925 with a twin-camshaft engine powering



1976 Aston Martin Lagonda

a succession of sporting models, leading to Le Mans victory in 1935 with the M45 Rapide. Although declared bankrupt shortly after, new ownership and help from WO

Bentley led to the development of a V12-rengined luxury car.

Lagonda changed hands again in 1947 as David Brown took over, its 2.6- and 3-litre cars proving popular in the 1950s, notably with the Duke of Edinburgh. Having almost petered out in the 1960s, the marque was back with an explosive bang in 1976 and the controversial 'wedge' Aston Martin Lagonda, and revived yet again in 2015 by the Taraf ultra-luxury saloon, costing £1m apiece.

CARS ON DISPLAY

YEAR	MAKE	MODEL	OWNER
1925	Lancia	Lambda	Nicholas Benwell
1937	Lancia	Aprilia	Private Collection
1952	Lancia	Aurelia B53 Cabriolet	Nigel Knighton
1955	Lancia	Aurelia B24 Spider	Anthony Hussey
1971	Lancia	Fulvia Berlina	Olivia Benwell
1973	Lancia	Fulvia Coupé 1.3 S	Neil Sims
1974	Lancia	Stratos	Andrew Lee
1992	Lanica	Delta Integrale HF 'EvoI'	Josh Goode
1929	Lagonda	Low Chassis Speed Model	Kit Battersby
1931	Lagonda	2 Litre Supercharged Low Chassis	Alan Faggetter
1932	Lagonda	3 Litre Carlton Drophead Coupé	Lagonda Club
1933	Lagonda	16/80 Special Six Tourer	Richard Branch
1936	Lagonda	LG45 Drophead Coupé	Dougie Lawson
1937	Lagonda	LG45 Tickford All-Weather Saloon	Tony Allen
1950	Lagonda	DB 2.6 Drophead Coupé	David Stone-Lee
1963	Lagonda	Rapide Sport Saloon	Roger Dudding
1990	Aston Martin Lagonda	Series IV	Roger Dudding

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130 YEARS OF DAIMLER

THE MARQUE THAT BUILT BRITISH MOTORING



LEFT: Her Majesty Queen Elizabeth II continued the royal Daimler tradition;
ABOVE: 100 years of Daimler pictured in 1997.

When the Daimler Motor Company was established in 1896, the motor car was still an experimental curiosity. By the time the last Daimler-badged car left Jaguar's factory in 2009, the marque had spent more than a century shaping Britain's car industry.

The story begins with German engineer Gottlieb Daimler, whose compact high-speed internal combustion engine revolutionised transport in the late nineteenth century. His friend and business associate, British entrepreneur Frederick Simms – founder of the Royal Automobile Club – recognised its potential and, in 1893, established The Daimler Motor Syndicate Ltd, securing the rights to manufacture Daimler engines in Britain. Three years later, Henry J. Lawson acquired those rights and established production at Sandy Lane, Coventry. The Daimler Motor Company was born.

Among the earliest survivors of that pioneering age are two cars on display: the 1898 Wagonette, built when Coventry-assembled Daimlers still relied on German-supplied engines and components, and the 1900 Daimler, one of the first Coventry-developed models and the very

“Success in the 1900 1000 Mile Trial... securing three class wins, five silver and three bronze medals.”

first British car exported overseas, supplied new to South Africa. Daimler's success in the 1900 1000 Mile Trial, organised by our Club, demonstrated the quality of Coventry engineering. More than a dozen Daimlers competed, securing three class wins, five silver and three bronze medals.

130 YEARS OF DAIMLER

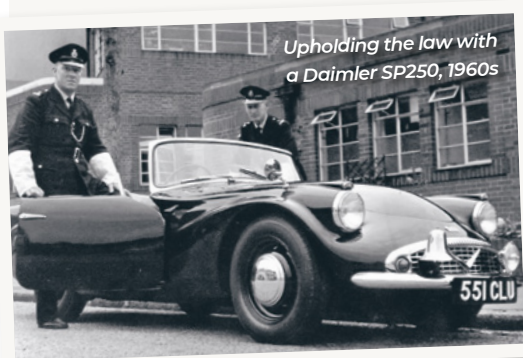
Daimler quickly became Britain's premier motor manufacturer, earning an unrivalled royal reputation. In 1900, the Prince of Wales, later King Edward VII, became the first member of the Royal Family to own a motor car, and it was a Daimler. By 1907 he had purchased ten, declaring he would make the motor car "a necessity for every English gentleman". Daimlers would subsequently serve royal households across Europe, India and Japan.

Innovation was equally central to the marque. In 1926 Daimler unveiled the sensational Double-Six, Britain's first

"Daimler quickly became Britain's premier motor manufacturer, earning an unrivalled royal reputation."

production V12 motor car, confirming its position at the pinnacle of the British motor industry. The company was also a major contributor to the war effort in both World Wars, producing military vehicles, and despite devastating damage during the Coventry Blitz of 1940, its factory continued production by dispersing operations across 40 sites.

The cars displayed here reflect the many faces of Daimler: from the aristocratic DB18 and rally-inspired Dolphin to the post-war Conquest and the bold SP250, whose lightweight glassfibre body and Edward Turner-designed V8 made it one of the most distinctive British sports cars of its day. Following Jaguar's acquisition of Daimler in 1960, models such as the V8 2½-Litre Saloon, DS420 limousine and revived Double-Six carried the famous name forward.



CARS ON DISPLAY

YEAR	MAKE	MODEL	OWNER
1898	Daimler	Clanford Wagonette	David N Card
1900	Daimler	6HP Tonneau	Jaguar Daimler Heritage Trust
1939	Daimler	DB18 Dolphin	Jaguar Daimler Heritage Trust
1950	Daimler	DB18 2.5 Litre Drophead Coupé	Private Collection
1954	Daimler	Conquest Roadster	Nick Thompson
1960	Daimler	SP250	Chris Richards
1966	Daimler	V8 2.5 Litre Saloon	William Edwards
1996	Daimler	Corsica Convertible Concept	Jaguar Daimler Heritage Trust

CHOOSE A BEER LIKE NO OTHER



AN IMPORTANT SUMMER SALE BESIDE THE CONCOURS

The Club is delighted to extend its relationship with world-renowned historic car auctioneer RM Sotheby's, and to make its summer auction a key additional attraction at the Concours.

There's nothing better than the excitement of a live auction - bidding intensifies in an instant, and that growing sense of urgency as bidders compete while the auctioneer drives the pace makes it a thrilling experience especially if you win!

The prestigious presence of RM Sotheby's with its dedicated auction space (entry to the auction itself - starting at 3pm - is for registered bidders only) provides a great way for collectors among our Club community to take the pulse of the historic car market. Those interested can also inspect and assess some amazing cars that will go under the hammer; and possibly purchase an additional piece for their garages.

The company also has a full retinue of staff on hand today who will be willing to discuss values, and perhaps agree to consign members' cars for sale at a future date.

The RM Sotheby's saleroom is in the temporary structure where the Cedar Lawn is normally located. The cars for sale will be positioned there and on the practice green, with both open to all Concours visitors today.

Sholto Gilbertson, RM Sotheby's Director of Sales for the UK, said: "We are delighted to launch this inaugural auction in partnership with the Royal Automobile Club and the stunning Woodcote Park c oncours.

"RM Sotheby's has a long-standing and mutually supportive relationship with the Club. We have had the privilege of being the title sponsor of the London to Brighton Veteran Car Run since 2020, and during this period we've enjoyed other collaborations across multiple events and activities.

"The partnership is built on a foundation of shared passion and enthusiasm for all things automotive, and with the launch of the Woodcote Park Concours in 2025, it seemed obvious that the event could provide the perfect location and atmosphere for our summer sale.

"So it's with enormous pride that we've brought together a remarkable selection of cars for our first Woodcote Park Auction, offering a wonderful choice of pre-war greats, postwar classics, and the best of modern supercars.

"We believe that the Club Concours will continue to grow in stature in the years to come. Alongside the cars in contention and display, we aim to make our Auction alongside a central and thoroughly enjoyable new sale in our annual calendar."



"It's with enormous pride that we've brought together a remarkable selection of cars for our first Woodcote Park Auction"

ABOVE: This beautiful 1976 Alfa Romeo Sports Coupé by Autotecnica del Lario is being offered by TV chef James Martin, and is estimated at £250,000. BELOW LEFT: Aston Martin DB4 GT Continuation model all ready to contest historic motor sport events. BELOW RIGHT: Scion of the '70s supercar in a Ferrari 365 GT4 BB.



PREPARE FOR A SUPER ARRIVAL



The Supercar Boulevard was a standout success last year – a jaw-dropping arrival that set the tone the moment guests swept into Woodcote Park. This year, we’ve raised the bar, curating an even more extraordinary line-up of modern masterpieces to transform Captain’s Drive into a spectacle in its own right. Lined up in perfect formation, these remarkable machines represent the very

pinnacle of performance and innovation – a rolling gallery of speed, sound and pure theatre.

From rare, highly sought-after icons to the latest cutting-edge creations from some of the world’s most celebrated marques – Ferrari to McLaren, Lamborghini to

Jaguar – every car has been selected to deliver maximum impact and excitement. Not to mention extreme rarity.

“These remarkable machines represent the very pinnacle of performance and innovation”

AN IRRESISTIBLE OPEN-AIR MOTOR SHOW

One of the highlights of Woodcote Park’s motoring calendar is our Drive-In series, where members proudly share the cars they drive and love with fellow enthusiasts. The Members’ Paddock today is along similar lines, only on a giant scale. It returns for its second year as a centrepiece of the Concours – bigger, livelier and even more spectacular – due to popular demand. Everyone will love to browse the rows and rows of rare and interesting cars.

“Everyone will love to browse the rows and rows of rare and interesting cars.”

Spanning the 1st fairway, it brings together up to 120 remarkable member-owned cars, from cherished classics and elegant vintage icons to modern performance heroes and distinctive young-timers. The result is a vibrant, walk-through celebration of automotive passion.



We urge every guest today to wander over there, meet the owners, hear the stories behind the cars, and soak up the atmosphere. Plus, we have a dedicated Champagne bar and refreshments close by to keep you sustained on your odyssey...



PLENTY MORE TO LOOK FORWARD TO

Every year, more than 60 fantastic motoring events to be part of

Over the last decade, the Royal Automobile Club's roster of car and driver events has flourished, reflecting its many decades at the heart of British motoring. We've been an important part of history, and every year we make a little bit more; keeping grand traditions alive, adding imaginative new fixtures, and doing everything we can to encourage our members to enjoy their own cars and motorcycles.

A number of these experiences are exclusive to those members and their guests, reflecting the unique privilege of belonging to this historic institution. Our Drive-Ins at Woodcote Park, for instance, regularly showcase a striking range of vehicles in a friendly, welcoming atmosphere. Meanwhile, a diverse calendar of factory tours, museum visits, guest speaker evenings, and race-day excursions is arranged throughout the year, with places eagerly snapped up.

Yet the Club's influence extends beyond its membership. This is never more evident than on the annual RM Sotheby's London to Brighton Veteran Car Run. Setting off at dawn from Hyde Park, the cavalcade of veteran vehicles makes its way to Brighton, a spectacular procession that celebrates both the pioneering machines and the enthusiasts

who cherish them. The event is organised entirely in-house, with a dedicated team working throughout the year to ensure every detail runs smoothly. Public enthusiasm along the route is always a highlight, and this year's run will take place on Sunday 1 November – so mark your calendars!

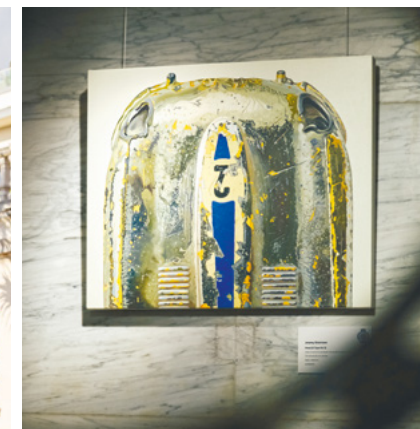
The day prior, on Saturday 31 October, the Club holds the St James's Motoring Spectacle outside its Pall Mall clubhouse. Open to

all, this free-to-attend extravaganza allows visitors to admire everything from rare veteran cars destined for Brighton the following day to the latest supercars and celebrated race winners. The event also honours milestones within the car industry, and

with Pall Mall closed to traffic, families can safely enjoy a full day of motoring marvels.

Both events mark the finale of London Motor Week, a series of activities held in and around the London clubhouse. While many occasions are for members only – such as the Dewar Trophy and Simms Medal ceremony, the Motoring Book Awards, London Motor Week Dinner and Motoring Lectures – others are accessible to everyone. Notably, the Art of Motoring exhibition showcases artistic works themed around motoring, providing a rare opportunity for the public to engage with this creative side of the automotive world.

“We've been an important part of history, and every year we make a little bit more.”



CLOCKWISE FROM ABOVE: the RM Sotheby's London to Brighton Veteran Car Run; Art of Motoring exhibition; Lee McKenzie presenting our Historic Awards; the free-to-attend St James's Motoring Spectacle on Pall Mall.



THE CRADLE OF BRITISH MOTORING IN PALL MALL

Frederick Richard Simms (1863-1944) created the Automobile Club of Great Britain (and later Ireland) in 1897. A year earlier, he had demonstrated a Cannstatt-built Daimler to the then Prince of Wales. That meeting ignited a lifelong passion for the motor car and, as His Majesty King Edward VII, he decreed in 1907 that the ACGBI should henceforth be known as the 'Royal Automobile Club'.

By that year, the Club's membership had risen exponentially from an original 163 members to 3,500. A grand new clubhouse in Pall Mall was designed by fashionable architects

Charles Mewès and Arthur Davis to reflect the Club's burgeoning reputation as the 'Parliament of Motoring'.

In 1900 Claude Johnson, the Club's first Secretary, organised the Thousand Mile Trial, an event pre-eminent in its time for promoting automobile manufacturing. The Club also campaigned for increased speed limits and removed other restrictive legislation while setting up its 'Associate'

section, primarily to assist broken-down cars. Touring, legal, engineering and insurance services soon came too.

Motorsport was a natural progression. The Club put on the Tourist Trophy race in 1905, the oldest regularly run race in the world today. Its pedigree was further enhanced by staging the first Grand Prix in Britain at Brooklands in 1926. Then in 1930 it organised what has become the world-famous London to Brighton Veteran Car Run; and in 1932, the first RAC Rally was held. From the outset, the Club was the governing body for motorsport in this country until 1978.

For many years, total membership has been capped at 17,000. And since the 1998-99 demerger and the sale of its breakdown and allied services, the Club has come full circle back to its historic roots: a foremost private members' club with the strongest of motoring associations and traditions. It now operates a varied programme of prestigious motoring events throughout the year.



Once-in-a-generation special event

- Historic Grand Prix car displays
- Live music from Big Band, Down for the Count
- Racing simulators
- Arrival drinks and luxury food experiences
- McLaren Pit Stop Challenge
- Peninsula London cocktail bar
- Live artwork and auction by PopBangColour
- Atmospheric 1920s-inspired surroundings



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MALLETS, PUTTERS AND BLOCKS AT THE READY!

So many fabulous cars to see, we know, but if you feel fazed by Ferraris or need to go gently on the Bentleys, why not take a break and try our garden games? They're sure to bring out the competitive spirit.

CROQUET CHALLENGE

Test your precision in this playful twist on the classic lawn game, where a steady hand on the mallet and an eye for an accurate shot will have you powering through the hoops.

An elegant diversion to the motoring spectacle, this light-hearted competition lets you demonstrate a determined aim – with a glass of zesty Piper-Heidsieck champagne in hand, of course. Style and strategy encouraged...

PUTT WITH A PRO

Step on to the immaculate Woodcote green for an entertaining experience with an expert putter. Here's a one-off chance to play

alongside a professional golfer. a memorable and enjoyable detour after a meander down the Supercar Boulevard.

No golfing experience is necessary at all – just find that sweet-spot between poise and power, get the ball in with one shot, and your tutor will be mightily impressed.

GIANT JENGA

Put your nerve and dexterity to the test with this super-sized favourite. Remove a block, stack it high, and try not to be the one who brings the tower tumbling down. A game of patience, precision and just a little luck, it's the perfect way to challenge friends while enjoying the atmosphere of the day.

A SHOPPING LIST WITH SERIOUS CHARACTER!

If all those gleaming bonnets, polished coachwork and automotive masterpieces have inspired a little luxury temptation of your own, make a beeline for our eclectic Retail Village. Packed with character, craftsmanship and a few well-earned indulgences, it's the perfect place to browse between concours highlights.

Explore exclusive Concours merchandise in the Official Club Shop and take home a stylish



memento of your day or discover inspiring Driving Tours that promise unforgettable adventures. For those who enjoy life's finer pleasures, there are premium cigars to savour, alongside selected gin and whisky brands.

Elsewhere, explore the latest innovations from Bosch and its range of precision power tools, or add a touch of elegance to your wardrobe with bespoke tailoring and expertly crafted hats.



OUR PLACE IN THE COUNTRY



Woodcote Park is first documented in the Domesday Book of 1086 as part of a much larger estate owned by the Abbey of Chertsey. Centuries later, one notable owner was Richard Evelyn who acquired the estate in 1648 and proceeded to build the mansion whose outline you can see today. Many families have owned Woodcote over the centuries, the final one being the Brooks, who sold it to the Royal Automobile Club in 1913. Club members could then drive down from London to the fresh air of their country club.

Very soon after acquisition, renowned designer William Herbert Fowler's golf course was opened. And decades later saw the opening of FR Smith's Coronation course. In the First World War, the War Office commandeered part of the estate for a military camp; and it was also used by the

Canadian Army as a convalescent hospital. In the Second World War, 110 acres of Woodcote Park were ploughed up for food production.

In 1934, the clubhouse was tragically gutted by fire. Remarkably, nobody was hurt but little remained of the mansion's original interior. The Mewès & Davis architectural partnership, responsible for the Club's Pall Mall clubhouse, were commissioned for the exterior's rebuild, and it reopened in 1936. The latest phase of the clubhouse refurbishment programme has now been completed, with the Cedars Sports redevelopment project scheduled for next year.

Members enjoy a range of sporting pursuits here in addition to golf, including swimming, tennis, squash, and cycling. Those who displayed the foresight to purchase Woodcote Park would be delighted to see such thriving activity across its 350 acres ...and be incredulous at the evolution of the motor car.

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