



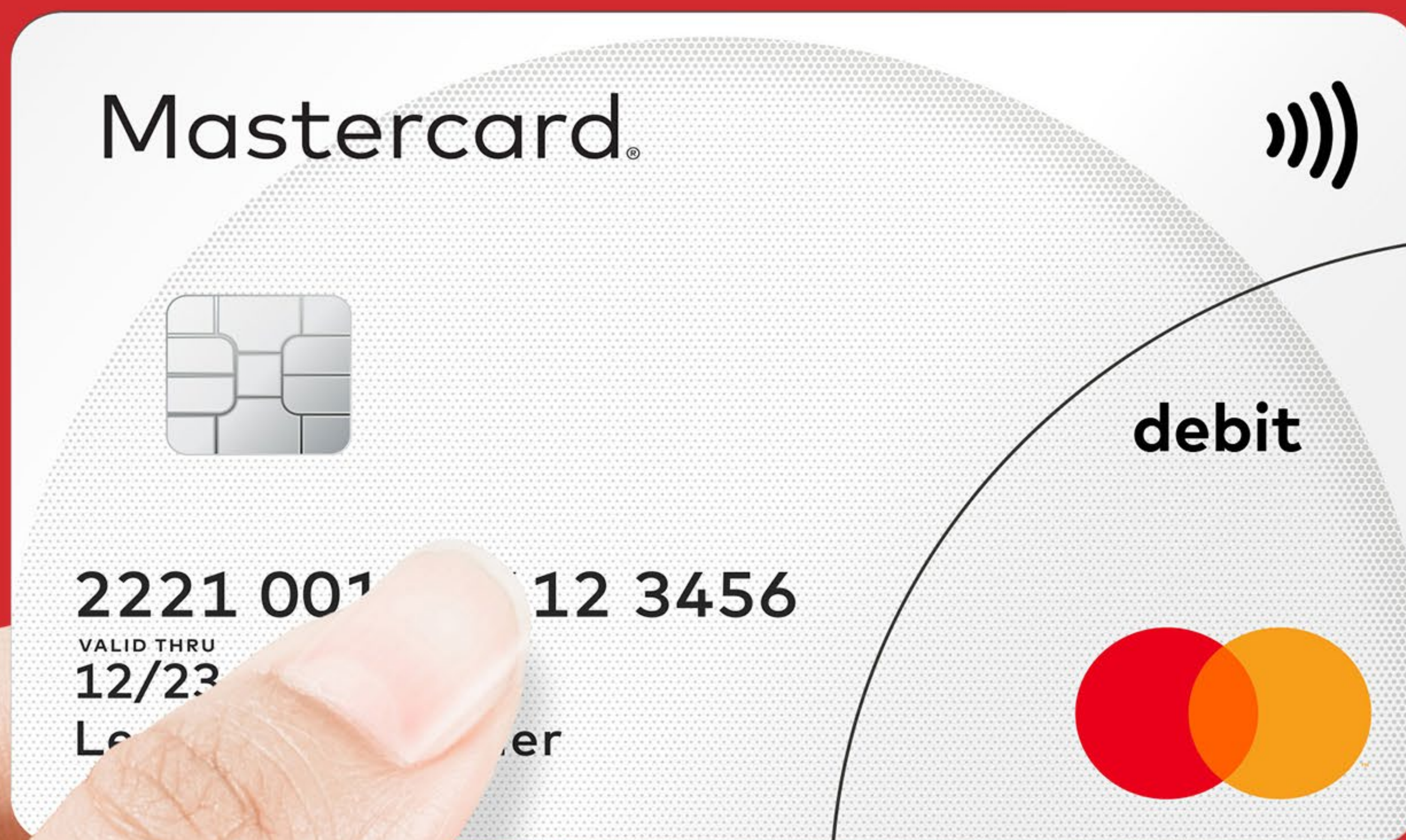
OCTOBER 16-18, 2020

GOODWOOD SPEED WEEK

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WELCOME TO SPEEDWEEK

FOREWARD BY THE DUKE OF RICHMOND

Welcome everyone to Goodwood SpeedWeek presented by Mastercard. Now, at last, we can fire up those engines and go racing, and so bring our motorsport season spectacularly back to life.

Of course, I am very sad and disappointed that you cannot be at the circuit with us but, let me assure you, it's going to be an utterly unique and memorable event and you won't miss a minute of the action on all three days.

Ironically, because we have to stage the event behind closed doors, we are able to create a spectacle that we would normally never dream of doing. As a live and interactive TV show, SpeedWeek will be brought to you in a way that has never been seen before in motorsport broadcasting. The live stream, and the ITV coverage, will be free to air and will take you right into the heart of the event with all the race action, interviews with the drivers and coverage of the new rally stages, the Shootout for the fastest lap of the circuit, and a sensational celebration of 70 years of Formula 1.

SpeedWeek combines many of the best elements of the Members' Meeting, the Festival of Speed and the Revival, plus some new and exciting content that will see the cars using parts of the circuit that are way beyond the track limits. The Shootout for fastest lap will see modern machinery on the circuit, something we've never been able to do before.

I am very excited about all the new things we're doing to bring a ground-breaking show to your homes and to race fans right around the world. We had to bring our season out of hibernation and, in many ways, this has given us an opportunity to create a whole new show that will embrace all of you who cannot be here with us this weekend.

I would like to thank all our fantastic partners who have helped us create SpeedWeek for you and stood by us so loyally during the pandemic. I hope you will all be tuned in at home and be part of this unique moment in Goodwood's motorsport history.

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Official Fuel Consumption Figures for the Range Rover Sport range (excluding PHEV) in mpg (l/100km): Combined 18.9-34.0 (15.0-8.3). CO₂ Emissions 331-218 g/km. PHEV in mpg (l/100km): Combined 73.0-88.3 (3.9-3.2). CO₂ Emissions 87-72 g/km. EV Range: Up to 25 miles. The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO₂, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment and accessories fitted. EV range figures are based upon production vehicle over a standardised route. Range achieved will vary dependent on vehicle and battery condition. Drive responsibly on and off-road.

TIMETABLE

Friday 16 October

Goodwood SpeedWeek is going to be the most interactive and immersive motorsport event ever staged. To get involved in all the action, via quizzes, polls and competitions, simply visit the Goodwood website at goodwood.com. You'll be able to predict podiums, win points, choose your favourite cars and much more.

TRACK STREAM

- 9.15 SF Edge Trophy Official Practice
- 9.45 Goodwood Trophy presented by the GSA Official Practice
- 10.15 Gerry Marshall Trophy presented by Sure Official Practice
- 10.55 St Mary's Trophy Part One Official Practice
- 11.25 The Shootout presented by Mastercard Free Practice
- 12.40 Race 1: SF Edge Trophy Part One
- 13.05 Presenter Rally Challenge
- 13.10 SpeedWeek Super Special Part One
- 13.49 Billy Fiske Bentley
- 14.00 Porsche Motorsport Pyramid
- 14.20 Race 2: Goodwood Trophy
- 14.55 Michelin Supercar Run
- 15.10 First Glance
- 15.30 Glover Trophy Official Practice
- 16.00 Porsche at Le Mans Demonstration
- 16.20 Formula 1's 70th Anniversary Demonstration
- 16.45 SpeedWeek Super Special Part Two
- 17.25 Race 3: Gerry Marshall Trophy presented by Sure
- 18.20 SpeedWeek Super Special Part Three

SPEEDWEEK STREAM

- 12.00 An Introduction to SpeedWeek
Hosts Dermot O'Leary, Sian Welby, Rory Reid and team open SpeedWeek with a bang. What is it? What is there to look forward to? And how can you get involved?
- 12.15 Cacklefest
Turn the volume up and celebrate the return of motorsport to Goodwood as every car primes its carbs and fires up at the same time. Let the South Downs echo to the sound of musical octane.
- 12.18 The Story of Speed
We look at the lure of speed, the thrill of racing and the origins of that desire. The team goes back to the dawn of motor racing to look at how it has shaped our sporting world today.
- 12.26 The History of Lotus
Goodwood and Lotus have always shared a special relationship. The team explores how it started.
- 12.40 Race 1: SF Edge Trophy
- 12.51 Women in Motorsport
With many women racing, driving and engineering cars over SpeedWeek, we look at the female inventors, pioneers and legends, with contributions from Danica Patrick, Jamie Chadwick and Michèle Mouton.
- 12.59 Audi's Quattros
A look at 40 years of the Audi Quattro, and the impact it has made on the world.
- 13.03 The Art of Rallying
Presenters Dermot O'Leary and Rory Reid have to guide WRC winner Kris Meeke and Elfyn Evans around the Super Special stages.
- 13.10 SpeedWeek Super Special Part One
- 13.31 Fashion in the 1940s
A decade of change in fashion and motoring with fashion historian Amber Butchart and Rosie Tapner.
- 13.48 The Billy Fiske story
Olympic champion bobsled driver Fiske was the first American pilot killed in WW2. His squadron flew from RAF Tangmere, and his final resting place is a stone's throw away at Boxgrove Priory. He was also a keen Bentley driver, owning a Blower Bentley that is on track this weekend.
- 13.59 The Battle of Britain
An assault on your senses: aircraft taking off from the circuit, dogfights and archive footage bring the Battle of Britain to your sitting rooms around the world. Dermot O'Leary also takes to the skies.
- 14.18 Race 2: Goodwood Trophy presented by the GSA
- 14.40 The Birth of NASCAR
Mark Webber delves into the history of NASCAR, its birth in 1948 and the influence of bootleggers.
- 14.46 Michelin Supercar Run
The latest and greatest from the most important supercar manufacturers take to the track. Look out for brand new cars from SSC, Ford, Jaguar, Porsche, McLaren and many more.
- 15.10 First Glance
From Land Rover's new Defender, to Toyota's new Supra, via the BMW M5 Lci, the Ford Mustang Mach-1 and the Polestar 1 – you won't see this many new cars in motion anywhere else in the world.
- 15.25 State of the Nation: Jim Farley
President of Ford Europe Jim Farley and The Duke of Richmond discuss the future of motoring, with an eye on the past at Ford.
- 15.36 SpeedWeek Stories: Jay Leno
From one American institution to another, Jay Leno shares his love of cars and where it came from.
- 15.40 Under the Hammer
Bonhams is auctioning off nearly 100 important collectors' motor cars at SpeedWeek. The team gets a look under the curtain ahead of the sale.
- 15.48 50 Years of the Range Rover
The story of the evolution of the Range Rover, with a very special on-track demonstration.
- 16.00 PG tips Tea Break
A catch up on the stories of the day.
- 16.05 Porsche at Le Mans Demonstration
For more information, see the demonstration pages.
- 16.20 Formula 1's 70th Anniversary Demonstration
For more information, see the demonstration pages.
- 16.30 Formula 1's 'Nearly' Champions
Mark Webber takes a look at the champions that never were, and relives some painful memories.
- 16.51 The Art of Design
While the Super Special rages over on the Track Stream, we ground ourselves back in the theme of the day, looking at two purists of excellence, Charles Rolls and Henry Royce.
- 16.58 SpeedWeek Stories: Keanu Reeves
Goodwood fan and Hollywood star Keanu Reeves talks about his love of the open road.
- 17.03 Super Special Catch Up
- 17.25 Race 3: Gerry Marshall Trophy presented by Sure

TIMETABLE

Saturday 17 October

Goodwood SpeedWeek is going to be the most interactive and immersive motorsport event ever staged. To get involved in all the action, via quizzes, polls and competitions, simply visit the Goodwood website at [goodwood.com](https://www.goodwood.com). You'll be able to predict podiums, win points, choose your favourite cars and much more.

TRACK STREAM	
8.10	St Mary's Trophy Part Two Official Practice
8.40	Stirling Moss Memorial Trophy Official Practice
9.20	Whitsun Trophy Official Practice
9.50	Richmond and Gordon Trophies Official Practice
10.20	Jaguar Head-to-Head: XK120 vs iPace vs Formula E car
10.35	BMW Motorsport Demonstration
10.55	RAC TT Celebration Official Practice
11.45	Race 4: Glover Trophy
12.15	Formula 1's 70th Anniversary Demonstration
12.35	Tom Walkinshaw Racing's Jaguar Demonstration
12.55	Driftkhana Part 1
13.35	Race 5: Whitsun Trophy
14.10	The Shootout presented by Mastercard Qualifying
15.05	Race 6: St Mary's Trophy Part One
15.35	Driftkhana Part 2
16.05	Michelin Supercar Run
16.20	First Glance
16.35	Sir Stirling Moss Tribute
16.50	Race 7: Stirling Moss Memorial Trophy

SPEEDWEEK STREAM	
10.00	Welcome to SpeedWeek Hosts Dermot O'Leary, Sian Welby, Rory Reid and team introduce SpeedWeek and look back at Friday's highlights, as well as reminding us what we have to look forward to over the coming hours as the focus turns from the past to the present.
10.13	The Story of Mobility A look at the democratisation and mass mobilisation that the car brought to the world. From the everyday to the fantastic, we acknowledge the motor car as both a tool and an art form.
10.36	McLaren Magic The team look at the ultimate McLarens, and the manufacturer's new offering in the shape of the Elva.
10.49	SpeedWeek Design Forum Architect Norman Foster, former Chief Design Officer of Apple Jony Ive, home interior specialist Marc Newson, and Mai Ikuzawa discuss the impact of car design on our wider culture. They also select the car that best represents the democratisation of mobility.
11.00	PG tips Tea Break A catch up on the stories of the day.
11.16	State of the Nation: Akio Toyoda The President of Toyota Motor Corporation Akio Toyoda speaks about the present and future of motoring.
11.18	The Story of Gazoo Gazoo Racing is the racing arm of Toyota, that's been in the motorsport business for more than 60 years. We look back at what this remarkable company has achieved, before pitting a Toyota GR Supra against a GT4 Supra.
11.34	Fashion in the 1950s It's all about glamour and Americana, as we look through a decade of fashion and motoring.
11.39	Race 4: Glover Trophy
12.07	The Racing Mind <i>presented by Randox</i> Racing drivers are a rare breed, with a special psychological, physiological and chemical makeup. What makes a champion a champion? With the use of EEG ('electroencephalogram' if you want the full name), we see what competing does to the brain.
12.15	Formula 1's 70th Anniversary Demonstration For more information, see the demonstration pages.
12.19	The Great Rivalries Formula 1 has seen some of the sport's greatest rivalries. The team looks back at some of the most memorable.
12.38	The Racing Mind <i>presented by Randox Results</i> With data of Dermot O'Leary from Friday, and Mark Webber from earlier, we look at the differences between their two brains when out on track.
12.43	The History of Porsche One of the most successful manufacturers of all time is revealing a new model, which is put into context with an eye on the past.
12.49	Driftkhana Drift cars are on track! If you've seen these at the Festival of Speed, you will know what to expect. Supreme skill, lots of tyre smoke, and some very happy tyre manufacturers. The Driftkhana competition kicks off at 12.55 while Dermot is given an hour to master the art of drifting.
13.24	Under the Hammer Bonhams is auctioning off nearly 100 important collectors' motor cars at SpeedWeek. The team gets a look under the curtain ahead of the sale.
13.31	Race 5: Whitsun Trophy
13.57	E Sports Competition Real racers tackle Goodwood in the virtual world: the inaugural Goodwood eTrophy.
14.05	Track Guide Ahead of the Shootout qualifying, Mark Webber and Molly Pettit guide us round the fast and flowing Goodwood Motor Circuit.
14.14	The Shootout <i>presented by Mastercard Qualifying</i>
14.53	State of the Nation: Oliver Zipse BMW's Chairman of the Board of Management Oliver Zipse sits down with The Duke of Richmond to discuss the future of motoring.
15.01	Race 6: St Mary's Trophy Part One
15.30	Oliver Zipse Part Two A chance to look back at the interview and the stand-out points.
15.39	BMW Past, Present and Future The Mille Miglia, Le Mans, Formula 1 and touring cars, BMW has travelled the breadth of motor racing history. Their new M cars in First Glance will be continuing that story.
15.46	The Gang of Four One of the greatest seasons in Formula 1 history was the 1986 championship when Ayrton Senna, Alain Prost, Nigel Mansell and Nelson Piquet all had a chance of winning the title with a few rounds to go. Karun Chandhok speaks to those involved in a not-to-be-missed feature.
16.00	PG tips Tea Break A catch up on the stories of the day.
16.05	Michelin Supercar Run The latest supercars take to the track while Rolls-Royce reveals its new Ghost, and Lexus takes centre stage.
16.16	First Glance From Land Rover's new Defender, to Toyota's new Supra, via the BMW M5 Lci, the Ford Mustang Mach-1 and the Polestar 1 – you won't see this many new cars in motion anywhere else in the world.
16.34	Sir Stirling Moss This year we sadly lost the great Sir Stirling Moss. We pay tribute to arguably the greatest racer that ever lived with help from his 1960 Tourist Trophy winner – the beautiful Ferrari 250 SWB, and Mark Knopfler.
16.48	Race 7: Stirling Moss Memorial Trophy

TIMETABLE

Sunday 18 October

Goodwood SpeedWeek is going to be the most interactive and immersive motorsport event ever staged. To get involved in all the action, via quizzes, polls and competitions, simply visit the Goodwood website at goodwood.com. You'll be able to predict podiums, win points, choose your favourite cars and much more.

TRACK STREAM	
8.10	Lavant Cup Official Practice
8.40	Race 8: Richmond and Gordon Trophies
9.10	Formula 1's 70th Anniversary Demonstration
9.50	Race 9: St Mary's Trophy Part Two
10.25	Race 10: SF Edge Trophy Part Two
10.47	Car vs Motorcycle vs Drone
11.05	The Shootout <i>presented by Mastercard</i> Final Practice
12.00	Race 11: Gerry Marshall Sprint <i>presented by Sure</i>
12.30	Michelin Supercar Run
12.45	First Glance
13.00	Ford Mustang Reveal
13.08	Driftkhana
13.45	Tom Walkinshaw Racing's Jaguar Demonstration
14.20	Race 12: Lavant Cup
15.00	Lap Record Demonstration
15.05	The Shootout <i>presented by Mastercard</i> Finale
16.05	Einride Self Driving
16.20	BMW Motorsport Demonstration
16.45	Race 14: RAC TT Celebration
17.55	Porsche at Le Mans Demonstration

SPEEDWEEK STREAM	
10.00	Welcome to SpeedWeek Hosts Dermot O'Leary, Sian Welby, Rory Reid and team introduce SpeedWeek and look back at Saturday's highlights, as well as reminding us what we have to look forward to over the coming hours, as the focus turns to the future.
10.12	The Future of Broadcasting Find out what you can do to enhance your SpeedWeek viewing from home.
10.22	Race 10: SF Edge Trophy Part Two
10.37	Bentley – Past, Present and Future From the Blower Bentley to the latest autonomous concept – Bentley has always been full of new ideas. We look at its history of success and its exciting future.
10.40	The Future of Mobility What is the future of mobility? And how does that differ to what we used to think it was? To help tackle that question, a Formula E car is pitted against an electric motorcycle, and a drone.
10.53	E Sports Competition Real racers tackle Goodwood in the virtual world: the inaugural Goodwood eTrophy.
11.00	PG tips Tea Break A catch up on the stories of the day.
11.05	Shootout Final Practice
11.47	Fashion in the 1960s A decade of enormous change around the world in both fashion and motoring.
11.56	Race 11: Gerry Marshall Sprint <i>presented by Sure</i> Jonny Smith and Richard Porter of 'Smith & Sniff' get to know the competitors in the Gerry Marshall Sprint ahead of the cars heading out onto the track for the final time.
12.17	Defender Challenge Dermot O'Leary is set another challenge, this time in the Land Rover Defender.
12.28	Michelin Supercar Run
12.45	First Glance
12.59	Catch my Drift An electric drift car? Yes, you read that right – Ford's new Mustang Mach-1 may have swapped petrol for electricity, but it still makes a very useful drift car.
13.07	Driftkhana
13.20	Binaural Audio The future of sound has clearly arrived – grab a set of headphones, and let the team guide you through the wonders of binaural audio. With microphones around the Gymkhana site – you can audibly walk around the competition.
13.38	The Technology in Racing Karun Chandhok, Mark Webber and Molly Pettit look at the amazing rate of development in racing, and what the future looks like.
13.42	Jaguar's Electric Roar A fully immersive and interactive look at how much has happened between the launch of the D-type, and Jaguar's new Formula E car and iPace. While looking at the Big Cat's future, we also look back at the success of the C-type, E-type, XK120 and even the XJ-S. We enlist the help of model David Gandy and an XK120 to chart the story.
13.51	Tom Walkinshaw Racing's Jaguar Demonstration
13.56	When Racers Race A fascinating look at the psychological, physiological and chemical makeup of racers. What happens when a racer peels out of the pitlane and joins a live circuit?
14.06	The Story of Speed Racing legends talk candidly about their love of speed, and how it has shaped their careers.
14.14	Race 12: Lavant Cup A race with a difference – Mark Webber takes the outside broadcast feed, with 24 cameras, and selects which shots to view. It becomes a live race analysis hub – one of the most immersive racing experiences ever.
14.46	Design Revolution Architect Norman Foster, former Chief Design Officer of Apple Jony Ive, home interior specialist Marc Newson, and Mai Ikuzawa discuss the impact of car design on our wider culture. They also select the car that encapsulates the most revolutionary design ever.
14.56	Thrill of the Race The drivers take you behind the scenes of the sport and talk about the competition and rivalry.
15.00	Formula 1's Technology We look at the incredible technological evolution in F1, the misteps and the miraculous.
15.15	Jet Pack Training Sian Welby learns how to be a jet suit pilot for those of you considering it as a possible commute.
15.20	McLaren Configurator Rory Reid looks at the one million options on McLaren's configurator.
15.27	The Shootout <i>presented by Mastercard</i> Finale
16.00	PG tips Tea Break A catch up on the stories of the day.
16.05	Airspeeder and Einride Airspeeder is a next-generation motorsport series for electric drones – we go behind the scenes at the factory while also looking at Einride, a Swedish transport company specialising in electric, self-driving trucks. Is this the future? And how close is it?
16.15	State of the Nation: Oliver Blume German manager and CEO of Porsche Oliver Blume discusses the future of motoring with The Duke of Richmond.
16.23	The Future of Mobility With everything we've learned over the weekend, what does the future look like? Dermot O'Leary speaks to His Grace about what lies ahead.
16.36	Race 14: RAC TT Celebration

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Official Fuel Consumption Figures for the F-TYPE 21MY range in mpg (l/100km): Combined 25.4 - 29.9 (11.1 - 9.4). CO₂ Emissions 253-215g/km. The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO₂ and fuel economy figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment and accessories fitted.

*Only available on F-TYPE P450 and P575 V8 models. Optional features shown.

S.F. EDGE TROPHY
PART ONE & TWO

Friday 16 October 12:40
Sunday 18 October 10:25

1 & 10

Two five-lap races for Edwardian racing cars of a type that raced up until 1923.

One of the most popular races on the Members’ Meeting timetable, or any timetable for that matter, the S.F. Edge Trophy is filled with aero-engined leviathans. There’s a huge difference in size (some 27 litres!) between the smallest and largest cars. The race is named after Selwyn Francis Edge (1868–1940), who was a keen racer and record breaker.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1923	Alfa Romeo RLTF	Ellie Mann	Christopher Mann
2	1924	Bugatti Type 13 ‘Brescia’	Alex Ames	Margaret Diffey
3	1909	Benz 200HP ‘Blitzen Benz’	Auto & Technik Museum Sinsheim	Ben Collings
4	1914	Sunbeam Tourist Trophy	Nicholas Pellett	Nicholas Pellet
5	1921	GN Touring Sports	Justin Maeers	Justin Maeers
6	1917	Hudson Super Six	Ian Balmforth	Ian Balmforth
7	1903	Mercedes 60hp	Ben Collings	Gareth Graham
8	1923	Alfa Romeo RLS ‘Targa Florio’	Tony Best	Tony Best
9	1916	Sunbeam ‘Indianapolis’	Julian Majzub	Julian Majzub
10	1913	Monarch GP	Pittaway Duncan	Simon Diffey
11	1907	Mors GP	Niall Dyer	Niall Dyer
12	1911	SCAT Type C Racer Targa Florio	Andrew Howe-Davies	Andrew Howe-Davies
13	1912	Talbot 12HP Sporting Model	David Jones	John Polson
14	1912	Sunbeam 25/30	Richard Black	Marcus Black
15	1917	Hudson Super Six	James Collins	James Collins
16	1912	Sunbeam 12/16	Richard Black	Clive Press/Richard Black
17	1913	Theophile Schneider Aero	Nicholas Hildyard	Hughie Walker
18	1913	Vauxhall 30/98	Julian Ghosh	Rob Hubbard
19	1910	Fiat S61	William Evans	William Evans
20	1910	Wolseley 16/20	William Twelvetrees	William Twelvetrees
21	1914	Vauxhall A/D Type	Jack Bond	Jack Bond
76	1911	Fiat S76 Pittaway	Duncan Pittaway	Duncan Pittaway
200	1905	Darracq 200hp	Mark Walker	Mark Walker



1913 THEOPHILE SCHNEIDER AERO

Derived from a Theophile Schneider GP car, the 100bhp, 10-litre, four-cylinder Hall Scott A7 Aero engine had a reputation for catching fire. One of the the quickest cars on the grid in Hughie Walker’s hands, the Theophile will be right at the front, challenging for the lead.



THE RECORD BREAKERS

There are three Land Speed Record holders sharing the grid: The 1911 Fiat S76 (that’s usually driven from its home in Bristol to Goodwood), the 1905 Darracq 200hp and the 1909 200hp ‘Blitzen Benz’. The records were: 109.65mph in 1905 for the Darracq (km record), 114.8mph in 1909 for the Benz (mile record) and 116.2mph in 1911 for the S76 (mile record).

GOODWOOD TROPHY

presented by **The Goodwood Supporters’ Association**

Friday 16 October 14:20

2

A 20-minute race for Grand Prix and Voiturette cars of a type that raced between 1930 and 1951.

One of the most beautiful races of the weekend, the Goodwood Trophy reflects pre-War Grands Prix, when ERAs filled many of the grids. One of the most famous, ERA ‘Remus’, won the first race at the first Goodwood Revival in 1998. Despite the war, many of these cars raced well into the late 1940s, until the likes of the Ferrari 340 arrived.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1938	Alfa Romeo 308C	Julian Majzub	Julian Majzub
2	1937	Alta 61 IS	Ian Baxter	Ian Baxter
4	1935	ERA A-Type R4A	Nicholas Topliss	Nicholas Topliss
5	1936	ERA B-type R5B ‘Remus’	Charles McCabe	Gary Pearson
6	1933	Bentley ‘Barnato Hassan Special’	Jörg Lemberg	Jörg Lemberg
7	1935	ERA B-type R7B	Stephanie & Francesca Wilton	Julian Wilton
8	1936	Bentley ‘Pacey Hassan Special’	William Medcalf	William Medcalf
9	1936	ERA B-type R11B	David Morris	David Morris
10	1935-type	ERA B-Type ‘AJM1’	Ben Fidler	Ben Fidler
11	1935	ERA B-type R1B	Michael Gans	Michael Gans
12	1936	Frazer Nash Shelsley Single Seater	Martin Lewis	Geraint Lewis
13	1925	Bugatti Type 35	Duncan Pittaway	Duncan Pittaway
14	1937	MG ‘Bellevue’ Special	Michael Barber	Tom Hardman
16	1939	Parnell Challenger	Duncan Ricketts	Duncan Ricketts
17	1936	Parnell-MG K3	Roland Wettstein	Roland Wettstein
18	1925	Bugatti Type 35B	Chris Hudson	Chris Hudson
19	1935	Frazer Nash Shelsley	Andrew Hall	Andrew Hall
20	1931	Bugatti Type 51	Edmund Burgess	Stephen Gentry
26	1948	Talbot-Lago Type 26C	Klaus Lehr	Klaus Lehr
32	1935	Riley TT Sprite	James Baxter	James Baxter
33	1934	ERA A-type R3A	Richard Skipworth	Mark Gillies
39	1926	Bugatti Type 35B	Orlando Williams	Bo Williams
51	1934	Bugatti Type 51	Tim Dutton	Tim Dutton
58	1936	Maserati 6CM	Nigel Griffiths	Ewen Sergison
70	1935	Maserati 4CM	Michael Birch	Simon Edwards
73	1945	Bugatti Type 73C	Tom Dark	Tom Dark
93	1948	Alvis Goodwin Special	Alex Vassbotten	Alex Simpson



1935 ERA R1B

Michael Gans’ ERA R1B was originally driven by Brit Dick Seaman, who would go on to win the 1938 German Grand Prix. The 1935 season, and this ERA, helped to secure Seaman’s rising reputation in the motor racing world, with wins in the Coppa Acerbo at Pescara, the Prix de Berne and the Masaryk Grand Prix in Brno, Czechoslovakia.



1936 MASERATI 6CM

Nigel Griffiths’ 6CM, driven by Ewen Sergison, was Italy’s answer to the ERA and the 1.5-litre Voiturette rules. This car, chassis 1532, was raced by Count ‘Didi’ Trossi, who won four times in five races in 1936, including one in the torrential rain at the Nürburgring.

GERRY MARSHALL TROPHY

presented by **Sure**

Friday 16 October 17:25

3

A 45-minute, two-driver race for Group 1 saloons of a type that raced between 1970 and 1982.

The race for Group 1 cars is named after Gerry Marshall, one of the most renowned British saloon car drivers of all time, who spent much of his time going sideways. The Trophy and Sprint (held on Sunday) are always highlights at the Members’ Meeting and represent the only occasion you will see cars built after 1966 race on the Goodwood Motor Circuit.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1977	Triumph Dolomite Sprint	Valentine Lindsay	Chris Harris/Orlando Lindsay
2	1979	Chevrolet Camaro Z28	David Clark	David Clark/Emanuele Pirro
3	1979	Ford Capri III 3.0S	Nick Jarvis	Nick Jarvis/Patrick Blakeney-Edwards
4	1979	Ford Capri III 3.0S	Mark Fowler	Mark Fowler/Stuart Graham
5	1980	Ford Capri III 3.0S	Richard Meins	Richard Meins/Rob Huff
6	1980	Rover 3500 SD1	Robert Brooks	James Wood/Neel Jani
7	1970	Chevrolet Camaro Z28	John Young	Jack Young/Gordon Shedden
8	1979	Ford Capri III 3.0S	Mike Whitaker	Mike Whitaker/Mike Jordan
10	1973	Triumph Dolomite Sprint	Martin Overington	Martin Overington/Anthony Reid
12	1980	Rover 3500 SD1	Adam Brindle	Adam Brindle/David Brabham
15	1970	Ford Mustang Boss 302	Craig Davies	Craig Davies/Jason Plato
16	1981	Rover 3500 SD1	Nick Jarvis	Stig Blomqvist/Tom Blomqvist
17	1970	Ford Mustang Boss 302	Bill Shepherd Mustang Ltd.	Fred Shepherd/André Lotterer
21	1974	Chevrolet Camaro Z28	Oliver Bryant	Grahame Bryant/Dario Franchitti
25	1977	BMW 530i	The Sadler Family	Nicholas Padmore/Nicolas Minassian
27	1981	Ford Escort RS2000	Kerry Michael	Kerry Michael/Mark Blundell
28	1978	Chevrolet Camaro Z28	Grant Reid	Jack Tetley/Tom Kristensen
33	1978	Ford Capri III 3.0S	Ludovic Lindsay	Ludovic Lindsay/Charlie March
36	1982	Volkswagen Scirocco GTI	Jim Morris	Jim Morris/Tom Shephard
40	1979	Volkswagen Mk1 Golf GTI	Mark Wilson	Mark Wilson/Sam Tordoff
41	1980	Ford Fiesta	Phillip Jose	Tom Burgess/Karun Chandhok
56	1977	Vauxhall Magnum DTV	Tom Alexander	Tom Alexander/Adrian Willmott
60	1979	Mini 1275GT	Swiftune	Nick Swift/Andrew Jordan
63	1978	Mini 1275GT	Lawrence Warr	Lawrence Warr/Tim Harvey
72	1980	Mini 1275GT	Jason Brooks	Jason Brooks/Colin Turkington
75	1980	Ford Capri III 3.0S	Jonathan White	Jonathan White/Guy Smith
77	1982	Austin Metro HLS 1300	Malcolm Harrison	Malcolm Harrison/Patrick Watts
78	1978	Mini Clubman Estate	Mark Burnett	Mark Burnett/Richard Meaden
96	1974	Vauxhall Firenza	Gregor Marshall	Gregor Marshall/Matt Neal
123	1978	Ford Capri III 3.0S	Ric Wood	Ric Wood/Adam Morgan



1978 MINI CLUBMAN ESTATE

The Estate is inspired by the Special Saloon campaigned with great success by the Marshall & Fraser Racing Team in the 1970s. Underneath the skin, it is exactly the same as the 1275GT, although running on SU carburettors rather than a Weber.



1978 CHEVROLET CAMARO Z28

Grant Reid’s Cevrolet Camaro was on pole for the 1978 Spa 24 Hours with Loek Vermeulen, Hans Deen and Henny Hemmes at the wheel. The latter would later go on to become the Dutch Touring Car champion. The car sadly retired with driveshaft problems.

GLOVER TROPHY

4

Saturday 17 October 11:45

A 20-minute race for 1.5-litre Grand Prix cars of a type that raced between 1961 and 1965.

The Glover Trophy was a non-championship F1 race held at Goodwood between 1949 and 1966. Winners included Jim Clark, Stirling Moss and John Surtees. The year the circuit closed, in 1966, marked the ‘return to power’ in F1, with 3-litre engines being allowed. Nothing can beat the 1.5-litre screamers for their cigar-shaped beauty, though.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
4	1962	Lotus-Climax 24	Andrew Beaumont	Andrew Beaumont
5	1964	Lola-Ford T54	Patrick Jamin	Patrick Jamin
6	1965	Cooper-BMC	Cooper Car Company Ltd.	Chris Helliwell
7	1962	Lotus-Ford 20/22	Sam Wilson	Simon Diffey
8	1961	Lotus-Climax 21	Mark Shaw	Mark Shaw
11	1964	Brabham-Ford BT10	Malcolm Cook	Malcolm Cook
12	1965	Brabham-Ford BT14	Alan Baillie	Mike O’Brien
14	1962	Cooper-Climax T60	Richard Wilson	Richard Wilson
17	1964	LDS-Climax F1	Alan Baillie	John Milicevic
20	1961	Lotus-Climax 21	Alex Morton	Alex Morton
21	1961	Lotus-Climax 21	Dan Collins	Dan Collins
22	1962	Lotus-Climax 24	Stephan Jöbstl	Andrew Willis
25	1962	Lotus-Climax 25	John Bowers	Andy Middlehurst
26	1964	BRM P261	Andrew Wareing	Andrew Wareing
29	1962	Lotus-Climax 25	Nick Fennell	Nick Fennell
32	1961	Lotus-Climax 18/21	Bernardo Hartogs	Bernardo Hartogs
37	1962	Lotus-BRM 24	Alan Baillie	Sam Wilson
44	1961	LDS-Alfa Romeo	Greg Thornton	Greg Thornton
56	1961	Cooper-Climax T56	John Clark	John Clark
66	1963	Cooper-Climax T66	Sid Hoole	Sid Hoole
72	1965	Brabham-Ford BT14	Tom De Gres	Stuart Roach
91	1964	Cooper-Ford T71/73	Chris Drake	Chris Drake



1962 LOTUS-CLIMAX 25

John Bowers’ Lotus 25, chassis R4, is a very special car having been used by double world champion Jim Clark during his 1963 World Championship season, winning seven of the 10 races that year. Regular driver Andy Middlehurst is a multiple winner of the Glover Trophy at the Goodwood Revival and will be one to watch this weekend come rain or shine.



1962 COOPER-CLIMAX T60

Richard Wilson’s T60 won the 1962 Monaco GP with Bruce McLaren at the wheel McLaren had started third but was in the lead by the end of the first lap. Hill got past, but his engine came to a grinding halt eight laps from the end, handing the victory to McLaren.

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WHITSUN TROPHY

Saturday 17 October 13:35

5

A 20-minute race for unlimited sports prototypes of a type that raced up to 1966.

The cars in the Whitsun Trophy are the quickest to race at Goodwood, with some of them reaching speeds in excess of 170mph down the Lavant Straight. The V8 sports prototypes, the first examples of rear-engined endurance machines, are like those that competed at the circuit in the Whitsun Trophy in the final few years before closure in 1966.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1964	Lotus-Ford 30	Kai Nichlauson	Marco Werner
2	1963	Lotus-Ford 23B	Marshall Bailey	Tim Bailey
3	1963	Lotus-Ford 23B	Nick Adams	Nick Adams
4	1965	McLaren-Chevrolet M1B	Frédéric Fatien	Frédéric Fatien
5	1965	Lola-Chevrolet T70 Spyder	Grant Reid	Anthony Sinclair
7	1963	Lotus-Ford 23B	Chris Goodwin	Chris Goodwin
9	1964	Lotus-Ford 23B	Nick Fennell	Nick Fennell
11	1962	Lotus-Ford 23C	Edward Thurston	Edward Thurston
13	1965	Ford GT40	Shaun Lynn	Shaun Lynn
18	1966	Lola-Chevrolet T70 Spyder	Marshall Bailey	Marshall Bailey
20	1968	Porsche 910	Rainer Becker	Rainer Becker
23	1965	Ford GT40	James Cottingham	James Cottingham
28	1966	McLaren-Ford M1B	Gareth Williams	Gareth Williams
29	1963	Cooper-Ford T61 ‘Monaco’	Keith Ahlers	Keith Ahlers
36	1967	Porsche 910	Uwe Bruschnik	Jürgen Rudolph
37	1965	Ford GT40	Philip Walker	Gordon Shedden
44	1963	Lotus-Ford 23B	Jim Morris	Jim Morris
45	1962	McKee-Chevrolet ‘Mahrya’	Greg Thornton	Greg Thornton
46	1966	Lola-Chevrolet T70 Spyder	Mike Whitaker	Mike Whitaker
52	1964	Crossle-Oldsmobile Mk5S	Simon Jackson	Simon Jackson
66	1964	Elva-BMW Mk7S	Niall McFadden	Niall McFadden
72	1966	Ford GT40	Richard Cook	Richard Cook
83	1965	Lola-Chevrolet T70 Spyder	Justin Maeers	Justin Maeers
96	1965	McLaren-Chevrolet M1B	John Spiers	John Spiers
97	1965	McLaren-Chevrolet M1A	Andrew Wareing	Andrew Wareing
117	1965	Lola-Chevrolet T70 Spyder	Ian Simmonds	Ian Simmonds
160	1964	Elva-BMW GT160	Michael Birch	Michael Birch



1967 PORSCHE 910

This works 910 was entered by Scooter Patrick and Gerhard Mitter in the 1967 Sebring 12 Hours. It finished third overall, and won the 2-litre class, before racing at Spa and serving as the T car at the Nürburgring.



1962 MCKEE-CHEVROLET ‘MAHRYA’

This wonderfully original car was converted to Can-Am Group 7-style in 1966. The paintwork was done by George Barris, who was better known for his *Back to the Future*, *Ghostbusters* and Batmobile creations. The car was raced extensively in period, even by David ‘Salt’ Walther who crashed a lot, before appearing in the *Dukes of Hazzard*.

ST MARY’S TROPHY

PART ONE

Saturday 17 October 15:05

6

A 20-minute race for saloon cars of a type that raced between 1960 and 1966.

There is never a dull moment in the St Mary’s Trophy races, with part two being held on Sunday. The first instalment sees professional drivers behind the wheel, with tin-top stars, sports car drivers and even a nine-time Le Mans winner in Tom Kristensen. David and Goliath battles rage through the field with Lotus Cortinas and Minis battling it out against the Studebaker, Jaguar Mk2s and Galaxies.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1965	Ford-Lotus Cortina Mk1	Jeremy Carr	Matt Neal
2	1964	Austin Mini Cooper S	Jason Stanley	Gordon Shedden
3	1965	Morris Mini Cooper S	Martin Overington	Anthony Reid
4	1965	Austin Mini Cooper S	Nick Jarvis	Tom Blomqvist
5	1965	Alfa Romeo GTA	Martin Halusa	Emanuele Pirro
7	1965	Austin Mini Cooper S	John Cooper	Karun Chandhok
12	1961	Jaguar Mk2	Anthony Williams	Ross Hyett
19	1965	BMW 1800 TiSA	Tim Layzell	Marino Franchitti
23	1965	Ford-Lotus Cortina	James Taylor	Alex Lynn
27	1964	Ford-Lotus Cortina Mk1	Kerry Michael	Mark Blundell
28	1964	Morris Mini Cooper S	Leigh Dale	Rob Huff
29	1964	Dodge Dart	Chris Wilson	TBC
31	1960	Jaguar Mk2	Trade-Air Ltd.	Tiff Needell
32	1963	Studebaker Lark Daytona 500	Adrian Willmott	Nicolas Minassian
33	1965	Alfa Romeo Giulia 1600 GTA	Roderick Jack	Neel Jani
34	1965	Alfa Romeo 1600 GTA	David Hart	Tom Kristensen
36	1965	Alfa Romeo Giulia Sprint GTA	Nikolaus Ditting	Jochen Mass
63	1965	Austin Mini Cooper S	William Medcalf	Tim Harvey
66	1965	Austin Mini Cooper S	Niall McFadden	Michael Cullen
68	1960	Jaguar Mk2	Richard Butterfield	Stuart Graham
71	1964	Ford-Lotus Cortina	Guy Smith	Guy Smith
76	1963	Morris Mini Cooper S	Nick Swift	Alex Brundle
77	1964	Austin Mini Countryman	Mark Burnett	Richard Meaden
78	1965	Ford-Lotus Cortina Mk1	Mike Jordan	Andrew Jordan
83	1963	Ford Galaxie 500	Michael Steele	André Lotterer
92	1963	Ford Galaxie 500	Bill Shepherd	Stig Blomqvist
95	1965	Plymouth Barracuda	Duncan Pittaway	Rowan Atkinson
99	1963	Ford Galaxie 500	Ian Dalglish	Sam Tordoff
134	1965	BMW 1800 TiSA	William Norman	Colin Turkington



1963 FORD GALAXIE

Bill Shepherd’s Galaxie is one of only four Holman Moody-prepared factory lightweights. The car was driven by Bo Ljungfeldt in the 1963 Tour de France, before Alan Mann took it over to do brake development work for the GT40 and a round of the Swedish Touring Car Championship.



1960 JAGUAR MK2

The Trade-Air Ltd. Mk2 was built in 1960 and allotted to the Jaguar experimental department as a test vehicle. Before becoming a drag car with a 7-litre engine, it raced in the European Touring Car Championship.



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STIRLING MOSS MEMORIAL TROPHY

Saturday 17 October 16:50

7

A one-hour, two-driver race for closed-cockpit GT cars of a type that raced up to 1963.

Formerly known as the Kinrara Trophy, the most glamorous grid on the Revival race programme has been renamed in honour of the late, great Sir Stirling Moss. To reflect the earlier RAC TTs, some smaller capacity cars like the TVR, Elites and MGB join the E-type and SWB stalwarts. Like the Kinrara, the Stirling Moss Memorial Trophy will race into dusk.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1961	Jaguar E-type	Gregor Fiskén	Gregor Fiskén/Franchitti Marino
2	1961	Alfa Romeo Giulietta SVZ	Nick James	Nick James/Julien Draper
3	1960	Ferrari 250 GT SWB/C	Max Werner	Max Werner/Moritz Werner
4	1957	Porsche 356A Coupé	Thomas Pead	Thomas Pead/TBC
5	1960	Aston Martin DB4GT	Tom Alexander	Tom Alexander/Adrian Wilmott
7	1961	Jaguar E-type	Ian Dalglish	Ian Dalglish/James Turner
8	1962	Lotus Elite	David Clark	David Clark/Roger Wills
9	1961	Jaguar E-type	Marc Gordon	Marc Gordon/TBC
10	1961	Jaguar E-type	Tim Snowdon	Nick Maton/Jack Tetley
12	1961	Jaguar E-type FHC	Richard Meins	Rob Huff/Richard Meins
14	1961	Ferrari 250 GT SWB/C	Racing Team Holland	John Hugenholtz/Dario Franchitti
15	1959	Lotus Elite	Michael Gans	Michael Gans/TBC
19	1963	TVR Grantura MkIII	Tim Layzell	Tim Layzell/Richard Meaden
20	1961	Jaguar E-type	Gary Pearson	Gary Pearson/Alex Brundle
21	1960	Austin Healey 3000 Mk1	Christiaan van Lanschot	Christiaan van Lanschot/Karsten Le Blanc
36	1961	Jaguar E-type	Justin Cottingham	James Cottingham/TBC
42	1960	Lotus Elite	Michael Birch	Michael Birch/Richard Bradley
48	1962	Chevrolet Corvette C1	Peter James	Peter James/Alan Letts
63	1960	Ferrari 250 GT SWB	Roderick Jack	Roderick Jack/TBC
65	1963	AC Cobra	Martin Hunt	Martin Hunt/Patrick Blakeney-Edwards
66	1962	Jaguar E-type	Niall McFadden	Niall McFadden/Paddy Shovlin
90	1961	Jaguar E-type FHC	Mark Midgley	Mark Midgley/John Young
111	1962	Jaguar E-type FHC	Oliver Bryant	Oliver Bryant/Phil Keen
142	1961	Ferrari 250 GT SWB/C SEFAC	Martin Halusa	Martin Halusa/Lukas Halusa
146	1961	Austin Healey 3000 Mk1	Michael Darcey	Michael Darcey/Richard Woolmer
179	1961	Jaguar E-type	David Gooding	David Gooding/Nigel Greensall
217	1964	MG B	Ed Foster	Ed Foster/Nicholas Padmore
600	1953	Porsche 356	Graham Stapleton	Tim Sugden/Sam Tordoff



1960 FERRARI 250 GT SWB

Commissioned by German racer Helmut Felder, Roderick Jack's 250 GT SWB was completed in the spring of 1960. The car was raced all over Germany that year, before being sold to Peter Nöcker who won the 1963 ETCC. Its best result was a class win in the 1962 Nürburgring 1000km, when Nöcker shared the car with Wolfgang Seidel and Erich Bitter.



1961 JAGUAR E-TYPE FHC

Richard Protheroe was Jaguar's valued privateer who owned and raced three CUT 7s with great success. This car finished fourth in the Sussex Trophy and third in the Silverstone Daily Express Trophy. 'Dick' was sadly killed in a practice session for the 1966 Oulton Park TT.

RICHMOND & GORDON TROPHIES

Sunday 18 October 08:40

8

A 20-minute race for front- and rear-engined 2.5-litre Grand Prix cars that raced between 1954 and 1960.

This race straddles the move to rear-engined F1 machines in the late 1950s. The Cooper T43 was the first design with an engine in the back, even if it wasn’t a new idea – the pre-War Auto Unions had a similar design. Such was the performance advantage, though, everyone had to quickly follow suit or be left at the back of the grid in their front-engined machines.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1959	Lotus-Climax 16	Philip Walker	Miles Griffiths
4	1960	Ferrari 246 Dino	Tony Smith	Tony Smith
6	1959	JBW-Maserati	Marshall Bailey	Timothy Bailey
7	1961	Cooper-Climax T53 ‘lowline’	Nicholas Topliss	Nicholas Topliss
8	1959	Cooper-Climax T51	Malcolm Cook	Malcolm Cook
9	1958	Cooper-Climax T45	Mark Daniell	Mark Daniell
10	1959	Cooper-Climax T51	Tom Dark	Tom Dark
12	1960	Cooper-Climax T53 ‘lowline’	Rudi Friedrichs	Rudi Friedrichs
17	1958	BRM Type 25	Charles McCabe	Rob Hall
18	1960	Lotus-Climax 18	John Chisholm	John Chisholm
20	1960	Cooper-Climax T53 ‘lowline’	Giorgio Marchi	William Nuthall
22	1955	Connaught B-type	Spike Milligan	Spike Milligan
23	1961	Lotus-Climax 18	Andrea Stortoni	Andrea Stortoni
24	1955	Maserati 250F	Niall Dyer	Simon Diffey
25	1958	BRM Type 25	Albert Streminski	Albert Streminski
30	1960	Scarab-Offenhauser	Julian Bronson	Julian Bronson
38	1960	Ferrari 246 Dino	Richard Wilson	Richard Wilson
39	1957	Cooper T43	Cliff Gray	Cliff Gray
40	1959	Cooper-Maserati T51	Stephan Jöbstl	Stephan Jöbstl
43	1957	Cooper-Climax T43	Charles Gillett	Edward Williams
49	1961	Lotus-Climax 18	Andrew Beaumont	Andrew Beaumont
70	1959	Lotus-Climax 16	Marshall Bailey	Marshall Bailey
71	1960	Ferguson-Climax P99	Michael Rolt	Stuart Rolt
77	1958	Cooper-Climax T51	Paul Griffin	Paul Griffin
91	1960	Cooper-Climax T53 ‘lowline’	Chris Drake	Chris Drake



1959 LOTUS-CLIMAX 16

Phillip Walker’s 16 was raced by double world champion Graham Hill. While it struggled to get results in period (Hill managed a seventh in the Dutch Grand Prix), modern development and Miles Griffiths at the wheel has created a potent combination.



1961 COOPER-CLIMAX T53 ‘LOWLINE’

The 1960 successor to the successful T51 had the driver seated lower, and in a flatter profile, hence the ‘lowline’ nickname. The car was a success straight out of the factory, and Stirling Moss won his last race in this car, the Warwick Farm 100 in Australia in February of 1962, a short time before his career-ending crash at Goodwood.

ST MARY’S TROPHY

PART 2

Sunday 18 October 09:50

9

A 20-minute race for saloon cars of a type that raced between 1960 and 1966.

The second part of the St Mary’s Trophy is when the owners get a chance to race. The St Mary’s Trophy result is an agregate one, though, so finishing positions in both races are equally as important, and everything comes down to this race. Previous overall winners vary from a Lotus Cortina to a BMW 1800 TiSA, via an Alfa Romeo 1600 GTA and a Ford Fairline Thunderbolt, so all bets are off.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1965	Ford-Lotus Cortina Mk1	Jeremy Carr	Henry Mann
2	1964	Austin Mini Cooper S	Jason Stanley	Jason Stanley
3	1965	Morris Mini Cooper S	Martin Overington	Robert Spencer
4	1965	Austin Mini Cooper S	Nick Jarvis	Rob Jarvis
5	1965	Alfa Romeo GTA	Martin Halusa	Andreas Halusa
7	1965	Austin Mini Cooper S	John Cooper	Charlie Cooper
12	1961	Jaguar Mk2	Anthony Williams	Grant Williams
19	1965	BMW 1800 TiSA	Tim Layzell	Tim Layzell
23	1965	Ford-Lotus Cortina	James Taylor	Oliver Taylor
27	1964	Ford-Lotus Cortina Mk1	Kerry Michael	Kerry Michael
28	1964	Morris Mini Cooper S	Leigh Dale	Nicholas Padmore
29	1964	Dodge Dart	Chris Wilson	Chris Wilson
31	1960	Jaguar Mk2	Trade-Air Ltd.	Nigel Webb
32	1963	Studebaker Lark Daytona 500	Adrian Willmott	Adrian Willmott
33	1965	Alfa Romeo Giulia 1600 GTA	Roderick Jack	Roderick Jack
34	1965	Alfa Romeo 1600 GTA	David Hart	Oliver Hart
36	1965	Alfa Romeo Giulia Sprint GTA	Nikolaus Ditting	Nikolaus Ditting
63	1965	Austin Mini Cooper S	William Medcalf	William Medcalf
66	1965	Austin Mini Cooper S	Niall McFadden	Jonathan Lewis
68	1960	Jaguar Mk2	Richard Butterfield	Richard Butterfield
71	1964	Ford-Lotus Cortina	Guy Smith	Peter Smith
76	1963	Morris Mini Cooper S	Nick Swift	Nick Swift
77	1964	Austin Mini Countryman	Mark Burnett	Mark Burnett
78	1965	Ford-Lotus Cortina Mk1	Mike Jordan	Mike Jordan
83	1963	Ford Galaxie 500	Michael Steele	Ben Mitchell
92	1963	Ford Galaxie 500	Bill Shepherd	Bill Shepherd
95	1965	Plymouth Barracuda	Duncan Pittaway	Duncan Pittaway
99	1963	Ford Galaxie 500	Ian Dalglish	Ian Dalglish
134	1965	BMW 1800 TiSA	William Norman	Wesley Butcher



1964 AUSTIN MINI COUNTRYMAN

After the homolgation for racing was found for the Mini Countryman, Mark Burnett set about building this (quite rotten) car up to Appendix K regulations. Amazingly, the transformation took just 16 weeks and the car was raced at the 2019 Members’ Meeting with great success.



1965 BMW 1800 TISA

Well-known artist Tim Layzell’s latest purchase was originally registered in Finland (hence the Finnish number plate). It’s been a regular at Goodwood in recent years, and was driven by Eddie Cheever.

GERRY MARSHALL SPRINT

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11

A 15-minute race for Group 1 saloons of a type that raced between 1970 and 1982.

While the Gerry Marshall Trophy was a 45-minute affair, the Sprint is exactly that – a 15-minute dash to the chequered flag. Most of the drivers this time are the owners of the cars, who race them regularly, so don’t expect the speeds to be any slower than when the cars were filled with professionals. If the Mustangs hold together, they’re tough to beat in the dry.

Sunday 18 October 12:00

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1977	Triumph Dolomite Sprint	Valentine Lindsay	Orlando Lindsay
2	1979	Chevrolet Camaro Z28	David Clark	David Clark
3	1979	Ford Capri III 3.0S	Nick Jarvis	Nick Jarvis
4	1979	Ford Capri III 3.0S	Mark Fowler	Mark Fowler
5	1980	Ford Capri III 3.0S	Richard Meins	Richard Meins
6	1980	Rover 3500 SD1	Robert Brooks	James Wood
7	1970	Chevrolet Camaro Z28	John Young	Jack Young
8	1979	Ford Capri III 3.0S	Mike Whitaker	Mike Whitaker
10	1973	Triumph Dolomite Sprint	Martin Overington	Martin Overington
12	1980	Rover 3500 SD1	Adam Brindle	Adam Brindle
15	1970	Ford Mustang Boss 302	Craig Davies	Craig Davies
16	1981	Rover 3500 SD1	Nick Jarvis	Stig Blomqvist
17	1970	Ford Mustang Boss 302	Bill Shepherd Mustang Ltd.	Fred Shepherd
21	1974	Chevrolet Camaro Z28	Oliver Bryant	Grahame Bryant
25	1977	BMW 530i	The Sadler Family	Nicholas Padmore
27	1981	Ford Escort RS2000	Kerry Michael	Kerry Michael
28	1978	Chevrolet Camaro Z28	Grant Reid	Jack Tetley
33	1978	Ford Capri III 3.0S	Ludovic Lindsay	Ludovic Lindsay
36	1982	Volkswagen Scirocco GTI	Jim Morris	Jim Morris
40	1979	Volkswagen Mk1 Golf GTI	Mark Wilson	Mark Wilson
41	1980	Ford Fiesta	Phillip Jose	Tom Burgess
56	1977	Vauxhall Magnum DTV	Tom Alexander	Adrian Willmott
60	1979	Mini 1275GT	Swiftune	Nick Swift
63	1978	Mini 1275GT	Lawrence Warr	Lawrence Warr
72	1980	Mini 1275GT	Jason Brooks	Jason Brooks
75	1980	Ford Capri III 3.0S	Jonathan White	Jonathan White
77	1982	Austin Metro HLS 1300	Malcolm Harrison	Malcolm Harrison
78	1978	Mini Clubman Estate	Mark Burnett	Mark Burnett
96	1974	Vauxhal Firenza	Gregor Marshall	Gregor Marshall
123	1978	Ford Capri III 3.0S	Ric Wood	Ric Wood



1977 VAUXHALL MAGNUM DTV

This spectacular Vauxhall Magnum DTV was raced by Peter Brock and Gerry Marshall in the 1977 Spa 24 Hours race. Having only qualified 28th, Brock and Marshall – after a fantastic final stint from the latter, overtaking the Esso Uniflo Capri with 30 minutes to go, finished a remarkable second overall and first in the under 2.5 litre class.



1978 FORD CAPRI III 3.0S

This ex-Fabergé Racing, and ex-Stuart Graham car competed in the British Saloon Car Championship in 1978 and ‘79. It went on to race in the Thundersaloon Championship, before heading to France and competing in European historic meetings.



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Fuel economy and CO₂ results for Ghost. Mpg (l/100km):
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Figures are for comparison purposes and may not reflect real-life driving results, which depend on a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. All figures were determined according to a new test (WLTP). The CO₂ figures were translated back to the outgoing test (NEDC) and will be used to calculate vehicle tax on first registration. Only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedure.

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LAVANT CUP

12

A 20-minute race for sports cars and production sports-racing cars of a type that raced between 1952 and 1960.

Arguably the most beautiful era of sports cars is represented in the Lavant Cup with Jaguar C- and D-types, a Maserati 250S and 300S and the stunning Maserati Tipo 61 ‘Birdcage’. 1950s sports car racing was dominated by Jaguar, with five Le Mans wins during the decade, and it’s the D-types that will be the ones to beat in the Lavant Cup.

Sunday 18 October 14:20

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
2	1956	Jaguar D-type	Steve Brooks	Steve Brooks
3	1952	Jaguar C-type	Stefan Ziegler	Sam Hancock
4	1959	Hagemann-Sutton	Kay Hafner	Max Werner
5	1955	Maserati 300S	Martin Halusa	Lukas Halusa
6	1959	Tojeiro-Jaguar	James Cottingham	James Cottingham
8	1955	Austin Healey 100S	Ross Warburton	Paul Woolmer
9	1954	Lagonda V12 Le Mans	Tom McWhirter	Darren McWhirter
10	1955	Mercedes-Benz 300SL ‘Gullwing’	Hans Kleissl	Jochen Mass
11	1955	Cooper-Jaguar T38	Frederic Wakeman	Frederic Wakeman
12	1955	Jaguar XK140 ‘Gomm’	Rick Wilmott	TBC
15	1958	Alton-Jaguar Sports	John Burton	John Burton
16	1958	Lister-Jaguar ‘flat iron’	James Thorpe	James Thorpe
17	1955	Jaguar D-type	John Pearson	John Pearson
18	1957	Maserati 250S	Richard Wilson	Richard Wilson
20	1955	Austin Healey 100S	Karsten Le Blanc	Karsten Le Blanc
22	1957	Sadler-Chevrolet Mk2	Julian Majzub	Julian Majzub
23	1955	Jaguar D-type	Joe Macari	Joe Macari
24	1955	Aston Martin DB3S	Joe Macari	Alex Lynn
25	1959	Cooper-Climax T49 ‘Monaco’	Paul Griffin	Paul Griffin
26	1954	Cooper-Jaguar T33	Katarina Kyvalova	Katarina Kyvalova
27	1956	Jaguar D-type	Stefan Ziegler	Martin Stretton
28	1957	Ferrari 500 TRC	David Cottingham	David Cottingham
33	1952	Jaguar C-type	Trade-Air Ltd.	Nigel Webb
38	1954	HWM-Cadillac	Matthew Collings	Richard Woolmer
57	1959	Lola-Climax Mk1	Bonhams	Ben Adams
61	1959	Maserati Tipo 61 ‘Birdcage’	Nick Mason	Marino Franchitti
77	1959	Cooper Climax T49 ‘Monaco’	Tarek Mahmoud	Tarek Mahmoud
117	1959	Lotus-Climax 17	Ian Dalglish	Ian Dalglish
545	1955	HWM-Jaguar	Gregor Fiskén	Gregor Fiskén



1956 JAGUAR D-TYPE

This ex-Ecurie Ecosse car raced at Goodwood on six occasions, winning twice, including the Goodwood Trophy in 1956. Its period drivers include the likes of Ron Flockhart, Desmond Titterton, Peter Hughes and John Lawrence. It also won at Oulton Park and Snetterton.



1955 ASTON MARTIN DB3S

A car with a wonderful and varied history, this DB3S raced in the Goodwood Nine Hour, finished second at the 1956 12 Hours of Hyeres and then set an Australian Land Speed Record of 143.19mph on a dirt road.

ROYAL AUTOMOBILE CLUB
TT CELEBRATION

14

Sunday 18 October 16:45

A one-hour, two-driver race for closed-cockpit GT cars and prototypes in the spirit of the RAC TT races held from 1960 to 1964.

The Royal Automobile Club Tourist Trophy was held at Goodwood seven times between 1958 and 1964. Graham Hill would win two of them, while Moss would emerge victorious in four. The ‘new’ RAC TT at Goodwood is the centrepiece of a Revival race weekend, and it will no doubt be the same at SpeedWeek.

CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
1	1964	AC Cobra	Grahame Bryant	Oliver Bryant/Andrew Smith
2	1964	Chevrolet Corvette Sting Ray	Nick Jarvis	Nick Jarvis/Stig Blomqvist
3	1963	AC Cobra	Malcolm Young	Malcolm Young/Anthony Reid
4	1963	Jaguar E-type lightweight	Carlos Monteverde	Gary Pearson/Alex Brundle
7	1963	Lister-Jaguar coupé	Frederic Wakeman	Frederic Wakeman/André Lotterer
8	1964	Sunbeam Lister Tiger	Tony Eckford	Chris Beighton/Nigel Greensall
9	1965	Chevrolet Corvette Sting Ray	Craig Davies	Craig Davies/Jason Plato
11	1964	AC Cobra	Frederic Wakeman	Patrick Blakeney-Edwards/ Gordon Shedden
12	1962	Jaguar E-Type ‘semi-lightweight’	Tony Best	Edward Thurston/David Brabham
14	1961	Jaguar E-type FHC	Richard Meins	Richard Meins/Rob Huff
15	1964	Porsche 904 Carrera GTS	Heiko Ostmann	Heiko Ostmann/Marco Werner
17	1963	Jaguar E-type Lightweight ‘lowdrag’ coupé	Lukas Halusa	Lukas Halusa/Emanuele Pirro
19	1962	Tojeiro-Buick GT	Till Bechtolsheimer	Damian Faulkner/TBC
20	1963	Jaguar E-type Lightweight	John Spiers	John Spiers/Tiff Needell
22	1961	Jaguar E-type	Stewart Hamilton	John Young/Matt Neal
23	1965	AC Cobra	Russell Jones	Joe Twyman/Edward Jones
24	1963	AC Cobra Le Mans Coupé	Shaun Lynn	Shaun Lynn/Marino Franchitti
26	1965	Lotus Elan 26R Shapecraft	Robin Ellis	Robin Ellis/Alex Lynn
27	1965	Porsche 904 Carrera GTS	David Clark	David Clark/Neel Jani
30	1963	Chevrolet Corvette Sting Ray	Marco Attard	Marco Attard/Tom Ingram
35	1965	Porsche 904 Carrera GTS	Rainer Becker	Rainer Becker/Stuart Graham
36	1963	AC Cobra	Nicholas Sleep	Nicholas Sleep/Guy Smith
46	1965	TVR Griffith 400	Mike Whitaker	Mike Whitaker/Mike Jordan
47	1963	AC Cobra	Bill Shepherd	Bill Shepherd/Romain Dumas
68	1963	AC Cobra	Gregor Fiskén	Gregor Fiskén/Dario Franchitti
71	1962	Jaguar E-type FHC	Nikolaus Ditting	Nikolaus Ditting/Jochen Mass
72	1963	AC Cobra	Adrian Willmott	Adrian Willmott/Andrew Jordan
76	1964	Bizzarrini-Chevrolet 5300GT	David Hart	David Hart/TBC
100	1964	Porsche 904 Carrera GTS	Afschin Fatemi	Afschin Fatemi/Richard Attwood



1962 TOJEIRO-BUICK GT

A precursor to the Lola-Ford GT, this rear-engined Le Mans GT car was Ecurie Ecosse’s first successful Anglo-American effort. Ordered by team director David Murray, and designed by John Tojeiro, it raced at Le Mans and took the lap record at Monza. It was raced by Jackie Stewart and Jack Fairman.



1963 AC COBRA

Gregor Fiskén’s car was the works Le Mans entry in 1963, driven by Ninian Sanderson and Peter Bolton. Managed by a certain ‘S Moss’, it won the 4-litre class, finishing seventh overall. It was timed at 161mph on the Mulsanne!



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TIMED SPRINT

Friday 16 October 11:25
Saturday 17 October 14:10
Sunday 18 October 11:10, 15:05

1

Never before has a shootout taken place at the Goodwood Motor Circuit on this scale. There have been the GRRC Sprints, but the winners of those are usually fast road cars. With Formula 1 cars, saloons, road cars, prototypes and, of course, the blisteringly quick Volkswagen I.D. R, the SpeedWeek Shootout presented by Mastercard is going to be like nothing you've seen before. If the weather stays dry, track records will fall...

2020 EVORA 410 SPORT

The 410 Sport is the most extreme Evora to roll out of Lotus Cars' gates and with its 186mph top speed, it's the fastest Lotus you can get your hands on. While the car is now 10 years old, Lotus has spent that time honing every aspect of the Evora.

Entrant: Lotus Cars Ltd.
Driver: TBC

2020 EXIGE 430

A 0-60mph time of 3.2 seconds and a top speed of 174mph from its 3.5-litre supercharged V6 will mean that this little Exige will keep more expensive supercars on their toes.

Entrant: Lotus Cars Ltd.
Driver: TBC



ROAD CARS



2020 SSC TUATARA

Only 100 carbon-fibre Tuataras will be built and, while it uses a 5.9-litre, twin-turbo V8 rather than electric power, it packs a punch with an eye-watering 1750bhp (more than a Bugatti Chiron) and a 0-62mph time of only 2.5 seconds.

Entrant: SSC North America
Driver: TBC



2020 FORD MUSTANG MACH-E 1400

With 1400hp, 1000kg of downforce and instant power from its electric motors, this prototype is the result of 10,000 hours of collaboration by Ford Performance and RTR Vehicles.

Entrant: Ford Motor Company Ltd.
Driver: Vaughn Gittin Jr.



2020 FORD GT

Harking back to the GT40's four Le Mans wins, Ford's latest GT is all about the aerodynamics, even if the turbo V6 engine still puts out 647bhp. The original Ford GT came out in 2005 and in 2016 it won its class at Le Mans.

Entrant: Ford Motor Company Ltd.
Driver: Richard Westbrook



2015 LEXUS LF-A

The LF-A was developed between 2000 and 2004, but production didn't start until 2010. However, it was worth waiting for as it rewrote many of the supercar rule books and produced the best noise this side of a V12 Matra.

Entrant: Lexus UK
Driver: TBC

GTs



1979 PORSCHE 935

Built to Group 5 regulations, the 935 was a formidable racer. It won the 1979 24 Hours of Le Mans 24 Hours, amongst many other sports car races. Of the 370 races it entered, it won a quite astonishing 123 of them.

Entrant: Kai Nichlauson
Driver: Marco Werner



2019 AUDI R8 GT2

Audi's R8 LMS comes in both GT3 and GT2 specifications. This GT2 version is being driven by Blancpain GT Series driver Frederic Vervisch. A potential class winner even against the might of Porsche's GT3 Cup car and Ferrari's 488.

Entrant: Audi Sport Customer Racing, **Driver:** Frederic Vervisch



2020 PORSCHE 911 CARRERA GT3 CUP

Nearly 500bhp and 480Nm of torque make the 1200kg Cup car a formidable opponent. It normally races against identical cars, but how will it fare against the Audis and Ferraris?

Entrant: Porsche Cars GB
Driver: Harry King



2020 TOYOTA SUPRA GT4

After competing in the Nürburgring 24 Hours, the orders for the customer Supra came flooding in. It may lack the power of some of the other cars in this class, but don't discount it.

Entrant: Speedworks Motorsport
Driver: Sam Smelt

2019 AUDI R8 LMS GT3

While the GT3 version lacks the outright speed of the GT2, it has won numerous races and championships around the world. Such is the strength of the underlying car, the R8 LMS has been competing in international GT racing for over 10 years.

Entrant: Audi Sport
Driver: Tom Kristensen



SINGLE SEATERS



1973 SHADOW-COSWORTH DN1

Designed by Tony Southgate, the DN1 was raced in 1973 by the likes of Brian Redman, Jackie Oliver, Jean-Pierre Jarier and Graham Hill, and in the early part of '74.

Entrant: Daryl Taylor
Driver: TBC



1976 MCLAREN M23

The writing was on the wall when Denny Hulme put the M23 on pole fresh out of the factory at the 1973 South African Grand Prix. Over the next four seasons it notched up 16 wins. It may well be out-gunned in this class, but don't write it off.

Entrant: Martin Halusa
Driver: TBC



1982 LOTUS-COSWORTH 91

After the McLaren MP4/1, the 91 was the second F1 car to be made from carbon fibre. It was a simpler design to previous Lotus cars and Elio de Angelis used it to win the Australian Grand Prix. It will certainly be vying for a class podium, and will push the A11.

Entrant: Greg Thornton
Driver: Greg Thornton



1989 ARROWS-FORD A11

Designed by Ross Brawn, the A11 managed several top-six finishes in the 1989 season with Derek Warwick and Eddie Cheever, with a podium in the US GP. Padmore is a Goodwood lap record holder so expect quick times and a possible win.

Entrant: Jean-Lou Rihon
Driver: Nicolas Padmore

SALOONS



1974 FORD COLOGNE CAPRI RS3100

In 1974 the Ford Motor Company set its sights on the European Touring Car Championship, and built the RS3100 to beat the BMW CSLs. That battle will rage once again at SpeedWeek.

Entrant: *Richard Kent*
Driver: *Richard Kent*



1975 BMW 3.0 CSL 'BATMOBILE'

The 1970s battle between BMW and Ford in the ETCC attracted big names from Formula 1 and will be remembered as a golden era of touring cars. We recreate a little slice of that in 2020.

Entrant: *Peter Mullen*
Driver: *Patrick Blakeney-Edwards*



1989 BMW M3 E30

BMW won the 1988 ETCC manufacturers' title, Ford won in '89. The advantage swung back and forth, with both manufacturers using ever-increasing budgets, creating one of the great touring car battles of all time.

Entrant: *Mark Smith*
Driver: *TBC*



1989 FORD SIERRA COSWORTH RS500

Ford's RS500 managed a Spa 24 Hours win, Bathurst 1000km wins and various touring car titles. It will have to beat one of its arch rivals in the M3 E30 to triumph in the saloon class.

Entrant: *Craig Davies*
Driver: *Craig Davies*

1995 FORD MUSTANG GT-S1

Built for the 1995 GTS-1 class of the SCCA Trans-Am championship, the Mustang is powered by a 750hp V8. Oliver Bryant and the GT-S1 are always dramatic on the Festival of Speed Hillclimb.

Entrant: *Oliver Bryant*
Driver: *Oliver Bryant*



1992 NISSAN SKYLINE GT-R R32

Such was the R32's success as a Group A touring car, the Australians nicknamed it 'Godzilla'. It won the Spa 24 Hours, and it won the 1990, '91 and '92 Group A championships in Australia.

Entrant: *Ric Wood*
Driver: *Jake Hill*



2012 CHEVROLET CAMARO

While this Sprint Cup car packs 850bhp from its 5.8-litre V8, Tetley will have his hands full thanks to the Camaro's 1550kg weight. Who will triumph? Trans-Am vs V8 Supercar vs NASCAR?

Entrant: *Jack Tetley*
Driver: *Jack Tetley*



2013 HOLDEN COMMODORE

Built and co-developed by Walkinshaw Racing, the 2013 Holden saw off stiff competition from Nissan, Ford and Mercedes-Benz in the International V8 Supercar Series. Can it beat a 1990s Trans-Am car round Goodwood, though?

Entrant: *Ric Wood*
Driver: *Ric Wood*



2014 EURONASCAR RC01

This RC01 is from the official European NASCAR series. French rally driver Jérôme came up with the idea back in 2008 and is a regular on the Goodwood Festival of Speed Hill in this grunty V8 monster with 400bhp.

Entrant: *Jérôme Galpin*
Driver: *Jérôme Galpin*



2020 TOYOTA COROLLA

Multiple BTCC race winner Tom Ingram has been using the Corolla to great effect this season, with two wins and three further podiums. It lacks the power of the V8 Supercar, and NASCARs, but it could well be a class winner despite that.

Entrant: *Speedworks Motorsport*
Driver: *Tom Ingram*

PROTOTYPES



2019 VOLKSWAGEN I.D.R

The current outright record holder on the Festival of Speed Hill is going to take some beating, not just by the other cars in the prototype class, but by everything in the Shootout. The question is, will it set a new lap record on one of its runs?

Entrant: Volkswagen AG
Driver: Romain Dumas



1970 FERRARI 512M

The 917's great rival in the early 1970s couldn't quite match it, but it did win the 1970 12 Hours of Sebring. It's giving away a good 15 years of development to the other cars in this class, but the noise from that V12 is worth the entry alone.

Entrant: Carlos Monteverde
Driver: Gary Pearson



1987 JAGUAR XJR-9

Having been out on track in the TWR demonstration, this XJR-9 will now have a chance to stretch its 7-litre V12. Experienced racer Richard Meins will have his work cut out, especially with a nine-time Le Mans winner in his class.

Entrant: Richard Meins
Driver: Richard Meins



1995 PORSCHE WSC-95

This Porsche gave Tom Kristensen his first Le Mans 24 Hours win back in 1997, alongside Michele Alboreto and Stefan Johansson. This will be the first time he's got behind the wheel of it since, so expect some fireworks and very quick times.

Entrant: Carlos Monteverde
Driver: Tom Kristensen



2001 DALLARA SP1 LMP

A regular competitor in the Festival of Speed Shootout with James Cottingham driving, the SP1 LMP is as fast as it sounds. It managed a 51.47-second climb in 2019, finishing first in class, but the SpeedWeek opposition will prove tougher.

Entrant: James Cottingham
Driver: Max Girado



2012 PEUGEOT 908 HDI FAP

Don't let the quiet whistle of the diesel make you think that the 908 isn't as fast as its petrol-powered siblings in the prototype class – the 908 should pick up the silverware if the I.D. R falters, especially with quick Nic behind the wheel.

Entrant: Kriton Lendoudis
Driver: Nicolas Minassian

Bonhams

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Goodwood Speedweek

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As a founding Partner to Goodwood, Bonhams is delighted to support the Duke of Richmond and conduct an auction of high-quality Collectors' Motor Cars as part of the brand-new and unique Speedweek event. As can be seen, entries are already being consigned and space is limited.



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SPEEDWEEK SUPER SPECIAL

TIMED RALLY SPECIAL STAGES

Thursday 15 October 18:00, 20:00
Friday 16 October 13:10, 16:45, 18:20

2

The Goodwood Motor Circuit’s first Super Special stages will be taken on by a myriad of rally machines. With no spectators on site, the cars can make use of areas never touched by a racing wheel. The track itself, the perimeter road, the tunnel... nowhere is out of bounds. With everything from a flame-spitting 1974 Lancia Stratos to a current Volkswagen Polo GTI R5, there’s everything to play for in this timed competition.



1974 LANCIA STRATOS
The Bertone-designed Lancia Stratos HF Group 4 car replaced the Fulvia, and became the car to beat in the WRC. It won 18 rallies, plus three championships between 1974-76, fending off competition from Fiat, Alpine, Ford and Opel.

Entrant: Max Girado
Drivers: Max Girado/Marcus Willis



1980 TOYOTA RA40
Toyota’s first WRC win had come via the Corolla and Hannu Mikkola in 1975, with the RA40 being launched in March 1980. Soon after, though, Audi arrived with its four-wheel-drive Quattro, and moved the rallying goal posts.

Entrant: Ben Mellors
Drivers: Alex Lee/Ben Mellors



1981 FORD ESCORT MK2
Both the 1979 and ‘81 WRC championships fell to Björn Waldegård and Ari Vatanen in Escort R1800s – one of the great rally cars of the era. It wasn’t until Sébastien Ogier and the Fiesta in 2017 and ‘18 that Ford would win another championship.

Entrant: Jason Lepley
Drivers: James/Jason Lepley



1983 AUDI QUATTRO A1
The second generation of Quattro, the A1, arrived for the 1983 WRC season. It won the Swedish and Portuguese rallies. The A2, Sport Quattro and Sport Quattro S1 E2 followed, making the Quattro one of the most successful rally cars of all time.

Entrant: Adam Marsden
Driver: Adam Marsden



1985 QUATTRO S1 E2
The Audi Sport Quattro S1 E2 was introduced at the end of 1985. Despite a more aggressive aerodynamic package, and more power, it couldn’t keep up with the Peugeot 205s. In 1987, the car won Pikes Peak with Walter Röhrl.

Entrant: David Kedward
Drivers: David Kedward/Paula Kedward



1985 LANCIA DELTA S4
The S4, with four-wheel drive and a mid-mounted engine, competed in the WRC in 1985 and ‘86, until the Group B cars were banned. While it only won five rounds, it set the tone for the late 1980s when Lancia was almost unbeatable.

Entrant: John Saunders
Drivers: Tony Hart/John Saunders



1986 MG METRO 6R4
The MG Metro took advantage of the Group B regulations and launched in February 1984. It was a formidable machine, but with reliability problems, its best WRC finish was a third-place finish in the 1985 Lombard RAC.

Entrant: Martin Overington
Driver: TBC



1986 MG METRO 6R4
Retaining just two body panels from the original Metro, the 6R4 was designed in conjunction with Williams GP Engineering. The performance results were staggering: 1.2 seconds to 30mph, 3.2 to 60mph and 8.2 to top 100mph.

Entrant: Stuart Larbey
Drivers: Stuart/Simon Larbey



1986 FORD RS200 EVO
After the unsuccessful Escort RS 1700T, Ford needed a four-wheel-drive Group B car. Despite great balance, the car lacked power and a third in the 1986 Rally of Sweden with Kalle Grundel was the car’s best finish before the end of Group B.

Entrant: James Avis
Drivers: James Avis/Julian Avis



1986 PEUGEOT 205 T16 E2
This E2 version is arguably the zenith of Group B cars. Introduced for the 1986 season (the previous version won the ‘85 title), it won six rallies and both the drivers’ and manufacturers’ titles. Group B was stopped at the end of the season.

Entrant: David Kedward
Driver: Lee Kedward



1990 PEUGEOT 205 GTI

Peugeot’s 205 GTI was built to Group A specification and launched in 1984 with just 150bhp, compared to the 500bhp plus of the Group B machine. It didn’t wipe the board like it’s sister car, but it did mark up some notable results.

Entrant: *Tom Williams*
Driver: *TBC*



1991 SUBARU LEGACY RS

The precursor to the Impreza was campaigned by Subaru from 1990 until ‘93. Whilst it struggled to match the Lancias and Toyotas, it won the 1993 New Zealand Rally when Colin McRae manged to hold off Francois Delecour for a maiden, and only, win.

Entrant: *Martyn Spurrell*
Driver: *Martyn Spurrell*



1992 TOYOTA CELICA

One of the great rally cars from Toyota, the ST185 – which followed the ST165 and preceeded the ST205 – won 16 WRC events and WRC drivers’ titles with Carlos Sainz in 1992, Juha Kankkunen in 1993 and Didier Auriol in 1994.

Entrant: *Toyota Europe,*
Drivers: *Gary Le Coadou/Bill Paynter*



1993 LANCIA DELTA INTEGRALE

One of the most successful cars of all time, the Integrale won the manufacturers’ title on six occasions between 1987 and 1992. The success of it reportedly meant a 42% surge in road car sales in ‘87.

Entrant: *John Saunders*
Driver: *Tim Bendle*



1996 SUBARU IMPREZA

Arguably one of the most recognisable rally cars of all time, the Prodrive-run Subaru Impreza reached fame at the hands Colin McRae, who won his WRC title in the car in 1995. The Impreza also won Subaru three constructors’ titles between 1995 and 1997.

Entrant: *Ryan Champion*
Drivers: *Ryan/Gemma Champion*



1997 FORD ESCORT

While the Cosworth didn’t win the WRC, it was victorious in eight rounds as a Group A car between 1993 and ‘96, and two more in WRC spec the following two years. The Escort, after nearly two decades of work, was replaced by the Focus.

Entrant: *Nick Jarvis*
Driver: *Stig Blomqvist*



2001 FORD FOCUS WRC

By 2001, the Focus had won four WRC events and it was clear that the car was going to be competitive. A total of 44 WRC victories between 1999 and 2010 is proof of that. Despite all those wins, it only won two manufacturers’ titles in that time.

Entrant: *David Wright*
Drivers: *David Wright/Michael Wilkinson*



1997 SUBARU IMPREZA

The smaller and nimbler Impreza – compared to the Legacy – first appeared at the 1993 1000 Lakes Rally, driven by Ari Vatanen and Markku Alén. It was an immediate success, with a second-place finish thanks to Vatanen.

Entrant: *Steve Rockingham*
Driver: *Steve Rockingham*



2008 MITSUBISHI EVO X

The 10th and final generation of the Lancer Evolution was launched in 2007/08. Earlier versions were very successful in the WRC, but Mitsubishi pulled out after the 2005 season. The car still competes in the Group N category, though.

Entrant: *George Lepley, Drivers:*
George Lepley/Tom Woodburn



2019 FORD FIESTA R5

Filling the Focus’ shoes was always going to be a difficult task, but the Fiesta’s WRC career started in 2013 with the WRC2 and ERC seasons. Success followed in both, but its crowning glory were back-to-back titles for Ogier in the WRC in 2017 and ‘18.

Entrant: *Rhys Yates*
Drivers: *Rhys Yates/James Yates*



2020 VOLKSWAGEN POLO GTI R5

Successor to the Volkswagen Polo R WRC, and built to R5 regulations, the Polo GTI made its debut in the 2018 Rally Catalunya, driven by Petter Solberg. However, the car wasn’t desitined for the WRC. Instead, it is used by privateers in WRC2, where it has been very successful.

Entrant: *Osian Pryce*
Drivers: *Osian Pryce/Jessica Hockly*



2020 TOYOTA GR YARIS ‘O’

Toyota’s ‘O’ cars act as the last course car through a stage before the competitors. While not part of the rally, they are proper machines and act as a demonstration run. For fans lining the stage, it’s an alarm bell that the action is starting.

Entrant: *Toyota Motor Europe*
Drivers: *Jari Matti Latvala, Kris Meeke*



2020 TOYOTA GR YARIS ‘O’

The GR Yaris is a ground-up new car, developed by Toyota’s racing arm: Gazoo Racing. It’s based on the company’s successful experience with the championship-winning Yaris WRC, which won the 2018 manufacturers’ title.

Entrant: *Toyota Motor Europe*
Driver: *Elfyn Evans*

Entrant: *Oliver Mellors, Drivers:*
Oliver Mellors/Max Freeman



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3

Since the inaugural F1 World Championship in 1950, we have witnessed some of the greatest drivers, cars and moments in the history of motorsport. It has also been a hot bed of technical development – front-engined to rear-engined, spaceframe to monocoque, the advancement of aerodynamics, and ever more powerful engines, building up to the turbo-hybrids of the modern era. We pay homage to those special moments and cars.



1955 MASERATI 250F

During the ‘50s, the 250F won eight Grands Prix and was only truly outclassed when the rear-engine revolution began in 1958. One of the most beautiful F1 cars of all time, it was still being used in the late-’50s by privateers such as Maria Teresa de Filippis.

Entrant: Niall Dyer
Driver: Simon Diffey



1959 COOPER-CLIMAX T51

The T51 was the first rear-engined car to win a drivers’ world championship when Jack Brabham claimed two wins with the car in 1959 at Monaco and Aintree. It changed Formula 1 forever.

Entrant: Tom Dark
Driver: Tom Dark

1960 FERRARI 246 DINO

The Ferrari 246 Dino was the last front-engined hurrah in Formula 1. It won the drivers’ title for Brit Mike Hawthorn in 1958, and Phil Hill’s victory at the Italian Grand Prix at Monza in 1960 was the last by a front-engined car.

Entrant: Tony Smith
Driver: TBC



1960 LOTUS-CLIMAX 18

The 18 was the car that put Colin Chapman firmly on the Formula 1 map. Despite its diminutive size, the 18 won in its first season, and regularly beat more powerful rivals, as Stirling Moss did in this chassis at Monaco in 1961, when he held off the faster Ferraris.

Entrant: Teifon Salisbury
Drivers: Jackie Stewart/Mark Webber



1962 LOTUS-CLIMAX 25

The first fully stressed monocoque chassis was nigh on unbeatable in the hands of Jim Clark, and propelled him to the 1963 title in this chassis, R4. The 25 won 14 Grands Prix, and was still competing in 1967 such was its revolutionary design.

Entrant: John Bowers
Driver: Andy Middlehurst



1968 LOTUS-COSWORTH 49B

Another leap forward for Chapman’s team and F1, the 49 was introduced in 1967, winning on its debut with Jim Clark. The car was the first to use a stressed-member drivetrain.

Entrant: Chris Dinnage
Driver: Dan Collins



1970 TYRRELL-COSWORTH 001

Reportedly costing £22,000 to build, the 001 was Ken Tyrrell’s first F1 car after winning the title with a Matra in 1969. The 003 would take Jackie Stewart to his second title in ‘71.

Entrant: Adam Tyrrell, Drivers: Adam Tyrrell/Jackie Stewart



1970 LOTUS-COSWORTH 72

After the tragic death of Rindt at Monza, Emerson Fittipaldi won the US GP, aged just 23, in only his fourth GP, securing Rindt’s posthumous world championship in the process.

Entrant: Classic Team Lotus
Driver: TBC

1973 LOTUS-COSWORTH 72

Chapman does it again: The 72 had inboard brakes, side-mounted radiators in the sidepods, and more advanced aerodynamics. Introduced halfway through the 1970 season, the 72 would go on to win 20 Grands Prix over a five-year span, 1970-74.

Entrant: *Classic Team Lotus Ltd.*
Driver: *Emerson Fittipaldi*



1974 MCLAREN-COSWORTH M23

The M23 was one of McLaren's most successful Formula 1 cars, winning 16 Grands Prix, a constructor's title and two drivers' world championships for Emerson Fittipaldi and James Hunt.

Entrant: *McLaren International Ltd., Driver: Rob Garofall*



1976 MCLAREN-COSWORTH M23

While James Hunt got the headlines in 1976 thanks to his down-to-the-wire championship win at a wet Fuji, his team-mate Jochen Mass raced this chassis that year to two podium finishes.

Entrant: *Martin Halusa*
Driver: *Martin Halusa*



1976 LOTUS-COSWORTH 77

Built for the 1976 season and powered by the faithful Cosworth DFV, the 77 became the 'best of the rest' behind Ferrari and McLaren, winning the final round of the season in Japan.

Entrant: *Kai Nichlauson*
Driver: *Marco Werner*



1979 LOTUS-COSWORTH 79

The 79 arguably changed the face of F1 more than any other car with its clever use of ground-effect aero. Almost unbeatable in 1978, it won both championships for Lotus and Mario Andretti.

Entrant: *Classic Team Lotus Ltd.*
Driver: *Andrew Beaumont*



1982 LOTUS-COSWORTH 91

After several overcomplicated and uncompetitive cars, Lotus went back to basics with the 91. Its successor would pioneer active suspension, but Elio de Angelis did win with the 91 in 1982.

Entrant: *Greg Thornton*
Driver: *TBC*



1982 WILLIAMS-COSWORTH FW08

Despite the majority of the grid using carbon fibre chassis, Patrick Head stuck with aluminium honeycomb. It worked well for Keke Rosberg, who won the drivers' title in 1982 with the car.

Entrant: *Williams F1*
Driver: *Karun Chandhok*



1983 BRABHAM-BMW BT52

With ground-effect cars banned shortly before the '83 season, Gordon Murray rushed to design the BT52. Piquet sealed his second title with the car, and his son drives it this weekend.

Entrant: *BMW Group Classic*
Driver: *Pedro Piquet*



1985 LOTUS-RENAULT 97T

By 1985, every Formula 1 car was turbo-charged, and the season was pivotal for Ayrton Senna, signed by Lotus from Toleman. The 97T would give the Brazilian his first two F1 wins, before the team brought out the 98T for 1986.

Entrant: *Classic Team Lotus Ltd.*
Static display



1986 WILLIAMS-HONDA FW11

The FW11's results speak volumes for the Frank Dernie design – 18 Grands Prix wins, two constructors' titles and one drivers' title for Nelson Piquet in the two years that it was raced.

Entrant: *Williams Heritage*
Static display



1986 MCLAREN-TAG MP4/2C

By '86 and the title fight between Prost, Senna, Mansell and Piquet, the MP4/2C was an old design with four championship wins. It had one more to give: Prost's drivers' title in '86.

Entrant: *McLaren International Ltd., Static display*



1988 MCLAREN-HONDA MP4/4

Driven by champions Alain Prost and Ayrton Senna, the MP4/4 was one of the most dominant F1 cars of all time, winning 15 of the 16 races that year, and both world championships.

Entrant: McLaren Racing Ltd.
Static display



1991 MCLAREN-HONDA MP4/6

The first turbo era came to an end in 1988, but Honda-powered McLarens remained the team to beat. The MP4/6 would become the last car to win a world championship with a V12. It was also the last of three championships for the great Ayrton Senna.

Entrant: McLaren Racing Ltd.
Driver: Ben Barnicoat



1999 FERRARI F399

Similar to the previous season's F300, the F399 brought Ferrari its first constructors' title since 1983, with six wins from 16 races. It would mark the dawn of Ferrari's dominance over the coming years.

Entrant: Joe Macari
Static display



2009 FERRARI F60

The start of the 2009 season was an entirely Brawn GP affair. However, by mid-season, other teams were catching up. Ferrari's F60 managed to score five podiums later that year, and a victory in the Belgian Grand Prix.

Entrant: Scuderia Ferrari
Driver: Marc Gené



2009 BRAWN-MERCEDES BGP 001

The team with the greatest record in Formula 1: It raced for one year and won both titles. The hastily put-together Brawn made use the double diffuser and a strong Mercedes engine.

Entrant: Ross Brawn
Driver: Jonathan Kennard



2017 MERCEDES-BENZ F1 W08 EQ POWER+

Mercedes' domination in recent years has been absolute. It returned to F1 in 2010, and has won both titles every year since '14. The W08 won 12 GPs thanks to Hamilton and Bottas.

Entrant: Mercedes-Benz AMG
Petronas, Driver: Esteban Gutiérrez

TOM WALKINSHAW RACING

PERFORMANCE DEMONSTRATION

4

Saturday 17 October 12:35
Sunday 18 October 13:45

A talented driver in his own right, Tom Walkinshaw’s greatest successes came as a team boss. One of his high points was the Jaguar sports car programme in the late 1980s and early ‘90s, which started back in 1982 by entering an XJS into the ETCC, and finished with two Le Mans wins in 1988 and ‘90. While Walkinshaw was ruthless, “he gave you everything,” according to TWR driver Martin Brundle. Thirty years on from his final Le Mans win, we celebrate his sports car success.



1985 JAGUAR XJR-6
In its first full season, the Jaguar XJR-6 won once, at Silverstone in May, and came within a place (at Fuji) of winning both the Team and Drivers’ championships for Derek Warwick. Unlike its rivals, it ran with a normally aspirated V12.

Entrant: Henry Pearman
Driver: Dario Franchitti



1987 JAGUAR XJR-9
Upgraded from an XJR-8, this 9 was intended for the shorter rounds of the 1987 season, and won on its debut at Jarama. It went on to win at Monza and Fuji that season, helping TWR-Jaguar claim its first World Sportscar Championship in 1987.

Entrant: Shaun Lynn
Driver: Shaun Lynn



1987 JAGUAR XJR-8/9
Chassis 287 was the car that took Raoul Boesel to the 1987 championship, the first for TWR-Jaguar, and for a British car since Aston Martin in 1959. Goodwood fans will recognise it from Justin Law’s ‘spirited’ runs in the FOS Shootout.

Entrant: Henry Pearman
Driver: Henry Pearman



1987 JAGUAR XJR-9
This XJR-9 started life as an XJR-8, its debut was at Le Mans in 1987, finishing fifth. It was destined to be a T car for the rest of the season, but was forced back into service at the Spa 1000km, which it won with Johnny Dumfries, Martin Brundle and Raul Boesel.

Entrant: Richard Meins
Driver: Richard Meins



1989 JAGUAR XJR-10
Despite dominating the ‘88 season with the V12 XJR-9, Walkinshaw needed a lighter engine. Step forward the V6 from the MG Metro 6R4. The XJR-10’s greatest success came in the 1989 IMSA GT season, when Jan Lammers won two rounds.

Entrant: Zak Brown
Static display



1989 JAGUAR XJR-11
The Tony Southgate-designed XJR-11 was based on the previous XJR-8/9 cars. It went up against the Sauber-Mercedes C8s and C9s, but unreliability cost it results. This car did score the XJR-11’s only win at Silverstone in 1990.

Entrant: David Hart
Driver: David Hart



1989 JAGUAR XJR-10
Realising that the V12 was too heavy, Walkinshaw turned to turbo power, this being the first model to use the V6. The 3-litre XJR-10 raced in America in IMSA. Meanwhile, the XJR-11, with its 3.5-litre V6, was used in the WSC.

Entrant: Richard Eyre
Driver: Richard Eyre



1991 JAGUAR XJR-15
Sixteen race-going XJR-15s were built for the 1991 Jaguar Sport Intercontinental Challenge, a three-race series that supported the Formula 1 Grands Prix at Monaco, Silverstone, and Spa-Francorchamps.

Entrant: Valentine Lindsay
Driver: Valentine Lindsay



1991 JAGUAR XJR-15
The ‘road-going racer’ XJR-15 was based on the Le Mans-winning XJR-9, designed by Tony Southgate. The road-going version attracted the likes of racers Derek Warwick, Bob Wollek and Vern Schuppan as buyers.

Entrant: Valentine Lindsay
Driver: David Bradbury



1988 JAGUAR XJR-9
This is the sixth and final XJR-9 built by TWR in 1988 and replaced that year’s Le Mans winner. Its best finishes were second and third that year with Johnny Dumfries and Jan Lammers. Its racing career was halted after a big crash in 1989.

Entrant: James Thorpe
Driver: Philip Quaife



1990 JAGUAR XJR-12
Originally an XJR-9, this XJR-12 is arguably one of the most successful Group C chassis– it led Le Mans for seven hours, finished second in the following year’s race, and helped Martin Brundle to the 1988 World Sportscar Championship title.

Entrant: Gary Pearson
Driver: Gary Pearson

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Porsche Taycan 4S official WLTP combined energy consumption 21.0-26.0 kWh/100km, WLTP combined CO₂ emissions 0g/km. Figures shown are for comparability purposes only and may not reflect real life driving conditions, which will depend upon a number of factors including any accessories fitted, variations in weather, topography and road conditions, driving styles, vehicle load and condition, and state of battery charge.



PORSCHE

PORSCHE AT LE MANS

PERFORMANCE DEMONSTRATION

Friday 16 October 16:00
Sunday 18 October 17:55

5

Fifty years ago, Porsche won the Le Mans 24 Hours for the first time with the 917, Richard Attwood and Hans Hermann. Over the next five decades, the German manufacturer has eclipsed all others, with 18 further victories, the most recent being in 2017 with the 919 Hybrid. To mark the 50th anniversary of that famous win, the history of Porsche at Le Mans is celebrated with everything from a 1958 718 RSK to the 2015 919 Hybrid.

1958 PORSCHE 718 RSK

The 718 made its racing debut at the 1957 Le Mans 24 Hours. The following year, the car won its class and finished third overall. This chassis is the one Roberto Mières and Antonio von Döry used to win the 1959 1000km of Daytona.

Entrant: Robert Westerman
Driver: Robert Westerman



1965 904 CARRERA GTS

After Porsche's F1 effort, the 904 marked its return to sports car racing. It won its class at races all over the world, including at Le Mans in 1964 and '65. Famed for its reliability, it was a strong competitor. This car finished 11th at Le Mans in '64.

Entrant: David Clark
Driver: David Clark



1967 PORSCHE 910

Lacking power, the 910 struggled at the faster circuits such as Le Mans, but it still finished sixth overall in 1967, one place behind the longtail 907 version. This car finished third overall in the 1967 Sebring 12 Hours, winning the 2-litre class.

Entrant: Uwe Bruschnik
Driver: Uwe Bruschnik



1969 PORSCHE 917K

This chassis is the one Richard Attwood and Hans Hermann used to win the 1970 Le Mans 24 Hours, the first outright Le Mans victory for Porsche, the car that started it all. The cold and wet race was one of attrition, with well over 35 non-finishers.

Entrant: Fica Frio Ltd.
Driver: Richard Attwood



1974 911 RSR 3.0

The RSRs were a staple at Le Mans for many years and this car competed twice, with a best finish of sixth overall and second in class as a privately run car in 1975. It was driven by Jean Blaton, or 'Beurlys', Nick Faure and John Cooper.

Entrant: Howard Donald
Driver: Howard Donald



1981 PORSCHE 935 K3

Introduced in 1976 as the factory racing version of the 911 Turbo, the 935 soon became almost unbeatable in sports car racing, winning the 1979 Le Mans 24 Hours outright. This car's best result was second at the 1981 Lime Rock 200 Miles.

Entrant: Kai Nichlauson
Driver: Marco Werner



1981 PORSCHE 936/81

After the success of the 917, it took Porsche until 1976 to release its successor, the 936. It was worth the wait, though, as fresh out of the factory, it won the Le Mans 24 Hours. It repeated the success in 1977 and '81, each time with Jacky Ickx.

Entrant: Porsche Museum GOH,
Drivers: Richard Meaden/Chris Harris



1983 PORSCHE 956

The 956 marked the start of an era of Porsche dominance in sports car racing, particularly at Le Mans where it won every race between 1981 and '87. This car was driven by Michael and Mario Andretti, and Phillipe Alliot to third in 1983.

Entrant: Becker Rainer
Driver: Becker Rainer



1984/85 PORSCHE 956B

The upgraded 956 Group C car was launched for the 1984 season. This chassis, number 117, won Le Mans that year with Klaus Ludwig and Henri Pescarolo, only to go on and win the following year with Ludwig, Paolo Barilla and John Winter.

Entrant: Shaun Lynn
Driver: Shaun Lynn



1985 PORSCHE 962

The 962's first race was the 1984 24 Hours of Daytona with Mario and Michael Andretti sharing the driving duties. While the car had engine and gearbox problems, it did lead for 127 laps, a sign of the success to come in the future...

Entrant: Henry Pearman
Driver: Henry Pearman



1988 PORSCHE 962

Built as a replacement for the 956, the 962 arrived at the end of the 1984 season. Such was its success, it was still being raced in the mid-1990s. It won three times at Le Mans – in 1986, '87 and '94, the latter being the modified Dauer 962 version.

Entrant: Martin Overington
Driver: TBC



1995 PORSCHE WSC-95

Modified by Porsche from a Jaguar XJR-14 to originally run in IMSA, this chassis gave Tom Kristensen his first Le Mans win in 1997. The car also won the previous year, with Davy Jones, Alex Wurz and Manuel Reuter behind the wheel.

Entrant: Carlos Monteverde
Driver: Tom Kristensen



1998 911 GT1-98

Fresh out of the box, the 911 GT1-98 was up against Mercedes-Benz CLK-LMs, Toyota GT-Ones, Nissan R390 GT1s and BMW V12 LMs at Le Mans. Despite this, the GT1-98 beat them all at Le Mans in 1998, finishing first and second.

Entrant: Porsche Museum GOH
Driver: Neel Jani



2015 919 HYBRID

Heralding a return to the top flight of sports car racing after more than a decade away, the 919 Hybrid broke Audi's dominance, winning Le Mans three years in a row between 2015 and '17. Porsche stepped away from prototypes at the end of '17.

Entrant: Porsche Museum GOH
Driver: André Lotterer/Neel Jani



2020 PORSCHE 911 RSR

The 911 RSR has been the flagbearer of Stuttgart's endurance division since the retirement of the 919 prototype, securing the GTE manufacturer's title for Porsche in the 2018-19 FIA World Endurance Championship.

Entrant: Porsche Museum GOH
Driver: TBC

GOODWOOD DRIFTKHANA

DRIFT COMPETITION

Saturday 17 October 12:55, 15:35
Sunday 18 October 13:05

6

The Driftkhana is judged on speed, accuracy and flamboyance... The cars will start on the grid, head towards the chicane, before going into the chicane paddock, past the ticket office and tunnel, up to the turning circle at Gate 2 and then back onto the track. The competitive element is a combination of the time it takes from start to finish, plus a second penalty for each of the 20 sensors that the cars don't trigger. There are also penalties for every style mark missed out of a possible 20 points.



CAR NO.	YEAR	MAKE & MODEL	ENTRANT	DRIVER
61	1992	Nissan Skyline R32 GT-R	Martin Richards	Martin Richards
157	1994	Nissan Silvia S13 200SX	George Barclay	George Barclay
11	1997	Nissan Skyline R33 GT-R	Tessa Whittock	Tessa Whittock
	1997	Nissan 200sx S14	Axel Hildebrand	Axel Hildebrand
	2001	Nissan Silvia S15	Piotr Wiecek	Piotr Wiecek
	2001	Nissan Silvia S15	Conor Shanahan	Conor Shanahan
	2008	BMW E92 M3	James Deane	James Deane
74	2012	Toyota GT86	Paul Smith	Paul Smith
	2017	Nissan GT-R	Steve Biagioni	Steve Biagioni
	2019	Ford Fiesta R5	Rhys Yates	Rhys Yates
	2019	Peugeot 208 T16 R5	Kevin Furber	Kevin Furber
	2020	Volkswagen Polo GTI R5	Osian Pryce	Osian Pryce
	2020	Ford Fiesta ERX	Ford Motor Company Ltd	
	2020	Ford Mustang Mach-E 1400	Ford Motor Company Ltd	

SUPERCAR RUN

DEMONSTRATION

Friday 16 October 14:55
Saturday 17 October 16:05
Sunday 18 October 12:30

7

With so many car shows around the world closing their doors, the opportunities to see the latest supercars are becoming rarer. With all the greatest machines from the most important manufacturers being driven quickly, it's no surprise that the supercars draw such a crowd at the Festival of Speed. The SpeedWeek entry list is filled with the most stunning supercars you can buy. You will never have seen anything like it on the circuit before.

ENTRANT	CAR
Aston Martin Lagonda Ltd	2020 Aston Martin DBS
Aston Martin Lagonda Ltd	2020 Aston Martin DB11 AMR
Aston Martin Lagonda Ltd	2020 Aston Martin Vantage Roadster
Aston Martin Lagonda Ltd	2020 Aston Martin Vantage Coupe
Audi (UK) Ltd	2020 Audi R8 Greenhell
Automobili Lamborghini S.p.	2019 Lamborghini Aventador SVJ Coupé
Automobili Lamborghini S.p.	2020 Lamborghini Huracan EVO RWD
Bentley Motors Ltd	2020 Bentley Continental GT V8
Dallara	2020 Dallara Stradale
Ferrari North Europe Ltd	2020 Ferrari 812 Superfast
Ferrari North Europe Ltd	2020 Ferrari F8 Spider
Ferrari North Europe Ltd	2020 Ferrari F8 Tributo
Ferrari North Europe Ltd	2020 Ferrari Monza
Ferrari North Europe Ltd	2020 Ferrari Roma
Ford Motor Company Ltd	2020 Ford GT
Jaguar Land Rover	2020 Jaguar F-type
Jannarelly	2020 Jannarelly Design-1
Lanzante Ltd	1986 Porsche 930 TAG
Lanzante Ltd	2020 Lanzante XP1 Prototype
Lexus UK	2020 Lexus LC500 Convertible
Lexus UK	2020 Lexus LFA
Lotus Cars Ltd	2020 Lotus Evija
Lotus Cars Ltd	2020 Lotus Evora 410 Sport
Lotus Cars Ltd	2020 Lotus Exige 430
McLaren Automotive Ltd	2020 McLaren 12C
McLaren Automotive Ltd	2020 McLaren 765LT
McLaren Automotive Ltd	2020 McLaren Elva
McLaren Automotive Ltd	2020 McLaren P1
McLaren Automotive Ltd	2020 McLaren 600 LT Spider
McLaren Automotive Ltd	2020 McLaren 620R
McLaren Automotive Ltd	2020 McLaren 720S GT3
McLaren Automotive Ltd	2020 McLaren GT
McLaren Automotive Ltd	2020 McLaren Senna
Porsche Cars GB	2020 Porsche 911 Turbo S
Porsche Cars GB	2020 Porsche Taycan Turbo S
Porsche Cars GB	2020 Porsche 911 Carrera S Aerokit
Rolls-Royce Motor Cars Ltd	2020 Rolls-Royce Wraith Black Badge
Singer Vehicle Design	2020 Porsche 911 Reimagined by Singer - DLS
Zenvo Automotive	2021 Zenvo TSR-S



2020 LOTUS EVIJA

Lotus’ new electric hypercar has an impressive set of figures with a quite astonishing 1973bhp from its four electric motors. The mid-mounted 2000kw lithium-ion battery pack will propel the car to 60mph in fewer than three seconds.



2020 JANNARELLY DESIGN-1

The £85,000 Design-1 is a throwback to when supercars were simpler, lighter and more engaging. The ingredients back up the claim: A steel spaceframe chassis, a normally aspirated 3.5-litre V6 engine and a six-speed manual gearbox.



2020 FERRARI ROMA

The absolutely stunning Ferrari Roma uses an all-aluminium chassis and a 3.9-litre twin-turbo V8 that produces an ample 612bhp and 561lb ft of torque. Top speed is just shy of the 200mph mark, and 60mph is reached in only 3.4 seconds.

FIRST GLANCE

DEMONSTRATION

Friday 16 October 15:10
Saturday 17 October 16:20
Sunday 18 October 12:45

8

Nowhere else in the world will you see this many brand-new cars in one place. Not only will the presenters lift the lid on many of the cars in the First Glance paddock, you will also get to see them in action on the Goodwood Motor Circuit. From Aston Martin’s new DBX to the Einride Pod (the first all-electric, totally autonomous transport vehicle), the First Glance paddock is a great opportunity to catch a glimpse of the future.

ENTRANT	CAR
Aston Martin Lagonda Ltd	2020 Aston Martin DBX
Aston Martin Lagonda Ltd	2020 Aston Martin DBX
Automobili Lamborghini S.p.	2020 Lamborghini Urus
Bentley Motors Ltd	2020 Bentley Bentayga V8
Bentley Motors Ltd	2020 Bentley Flying Spur V8
Bentley Motors Ltd	2020 Bentley EXP 100 GT
BMW UK Ltd	2020 BMW M440i
BMW UK Ltd 2020	2020 BMW M5 Lci
Einride AB	2020 Einride Pod AET
Ford Motor Company Ltd	2020 Ford Mustang Mach-1
Ford Motor Company Ltd	2020 Ford Mustang Mach-E 1400
Ford Motor Company Ltd	2020 Ford Puma ST
Jaguar Land Rover	2020 Jaguar F-Pace PHEV
Jaguar Land Rover	2020 Jaguar i-Pace
Jaguar Land Rover	2020 Jaguar XF MCF
Jaguar Land Rover	2020 Land Rover Defender 110
Jaguar Land Rover	2020 Land Rover Defender 90
Lexus UK	2020 Lexus UX300e
Lexus UK	2020 Lexus RC F Track Edition
Lotus Cars Ltd	2020 Lotus Elise 250 Cup
Lotus Cars Ltd	2020 Lotus Evora 410 Sport
Polestar AB	2019 Polestar 1
Polestar AB	2020 Polestar 2
Porsche Cars GB	2020 Porsche 718 Boxter GTS 4.0
Porsche Cars GB	2020 Porsche Cayenne GTS Coupe
Porsche Cars GB	2020 Porsche Panamera 4S E-Hybrid
Porsche Cars GB	2020 Porsche Taycan Turbo S
Toyota Motor Europe	2020 Toyota GR Supra
Toyota Motor Europe	2020 Toyota GR Supra
Toyota Motor Europe	2020 Toyota GR Yaris
Toyota Motor Europe	2020 Toyota GR Yaris
Volkswagen AG	2020 Volkswagen ID.3



2020 POLESTAR

Polestar is a company that breaks with tradition, and the latest machine sticks to that principle. The car even ‘remembers you’ via the Polestar app, so if you share it with someone else, it defaults to your saved settings when you open its door.



2020 EINRIDE POD AET

The Einride Pod is made by the eponymous Swedish transport company based in Stockholm. The Pod is the manufacturer’s answer to the future of transport and haulage – an autonomous solution powered by electricity.



2020 LEXUS UX300E

The sub-£50,000 UX300E is Lexus’ first fully electric production car that will reach customers next year. The front-mounted motor produces 201bhp and the energy comes from a 54.3kWh underfloor lithium-ion battery, offering a range of 196 miles.