

Competitive Event (supported by Piper-Heidsieck)

Lydden Legend Festival



This was a new event for 2024. Focused entirely around celebrating the glory of period rallycross and rally machinery, the Lydden Legend Festival featured on-track action for machinery from the history of rallycross, the discipline having been created at the Kent circuit in February 1967. A diverse range of classes were headlined by Group B and 4WD monsters, with star names such as multi European Rallycross Champion Kenneth Hansen and international cars making an appearance, plus machinery and drivers from the Retro Rallycross Championship were in action. Cars from across the history of rallying were also in action, and the weekend also featured a double-header of Five Nations Championship action.

Roger Albert Clark Rally



The 2023 edition of the Roger Albert Clark Rally - its 20th anniversary - was easily the best yet, as this stunning biennial event captured the hearts and imagination of a whole generation of rally fans. Across five days, competitors battled through some classic forest special stages, starting in Carmarthen and finishing in Carlisle. The fans turned out in unprecedented numbers and lined the stages in a fabulous spirit of enthusiasm and good humor. The competitors loved every minute of it, and the rally concluded with a stunning 40 mile special stage in Kielder forest, which represented the longest special stage in UK rallying for many years. More than any this was a year in which the Roger Albert Clark Rally truly came of age as one of the biggest motor sport events in the UK.

VSCC 2023 Cotswold Trial



The 2023 Cotswold Trial Weekend, organised by the Vintage Sports-Car Club (VSCC), brilliantly showcased vibrant grassroots motorsport. Traditionally a one-day event, the Trial was expanded into a full weekend, which proved to be a game-changer. The first day catered to more experienced competitors, while the second saw the introduction of a dedicated Novice Trial. The result? A hugely successful day with one-third of Sunday's competitors aged 30 or under, showing that the Club's efforts to engage younger enthusiasts are paying off.

Innovation (Supported by Bosch & Federation Skills Trust)

Goodwood Revival



History was made when the 2024 Goodwood Revival raced exclusively on sustainable fuel, marking an important moment for historic motorsport as we usher in a new era that will secure the future of this great event for years to come.

Every car and bike seen in competitive action over the three days ran on fuel with a minimum of 70 per cent sustainable components, in what was the latest initiative as part of Goodwood's Revive & Thrive ethos.

Rustival



Saturday 9 March 2024 saw the launch of Rustival, a new classic, retro and young-timer car and vehicle show hosted by YouTubers Ian and Carly from HubNut, Matt from Furious Driving and Steph from idriveaclassic.

Described as 'the UK's friendliest car show', Rustival's main motto is 'Clapped out to concours – if it has got wheels it is welcome.' The inaugural event speedily sold out, and saw some 800 cars of every age and manufacturer gather together in a friendly and welcoming atmosphere at the British Motor Museum.

HCVA's 'Action on Parts' programme



If a component fitted by a restorer or maintainer doesn't fit properly or fails prematurely, the resulting rectification can impose costs onto the installer far beyond the value of the part that failed – not to mention consequential reputational harm and customer dissatisfaction.

No-one deliberately supplies substandard parts, so the Historic & Classic Vehicles Alliance's 'Action on Parts' programme exists to collect data and initiate constructive dialogue between all parties to investigate feasible improvements as well as their commercial ramifications.

Motoring Spectacle (supported by RM Sotheby's)

Senna 30 Year Legacy at Silverstone Festival



This extraordinary display was the largest gathering of Ayrton Senna's cars and memorabilia ever assembled, a feat that may never be replicated. The collection featured 26 iconic vehicles and 12 rare memorabilia items, many of which had never been seen by the public before. The scale and significance of the collection earned it international recognition, even surpassing Monaco's own tributes to Senna.

The curation process took 10 months, with vehicles sourced from all over the world, representing every stage of Senna's career—from his early karting days to his Formula 1 glory. Among the highlights were two original karts from Senna's childhood in Brazil, three of the F1 cars he tested, as well as race-winning McLarens and Williams. The collection also featured rare Ducati motorcycles bearing his name, two McLaren Senna road cars, and the Honda NSXs he personally drove off the track.

The inaugural Inter-Club International Weekend



The inaugural Inter-club International Weekend revolutionised the 'national weekend' weekend format this Summer. This event, and the support it received, proved that the classic car club scene is 'stronger together' as over 40 clubs combined resources to put on a joint event.

Many smaller clubs have stated that they cannot afford to have a national weekend on the scale that the Inter-Club event offered. So, this was a perfect opportunity for them to come and make the most of the facilities laid on by three larger car clubs - led and coordinated by the TR Register - but without the risk of losing their identity and activities or allocating club funds to the event.

Furthermore, by 'clubbing together' and collaborating, the event achieved the critical mass of attendance needed to invest in more attractions and activities for visitors and clubs alike.

Festival of the Unexceptional 10th Anniversary



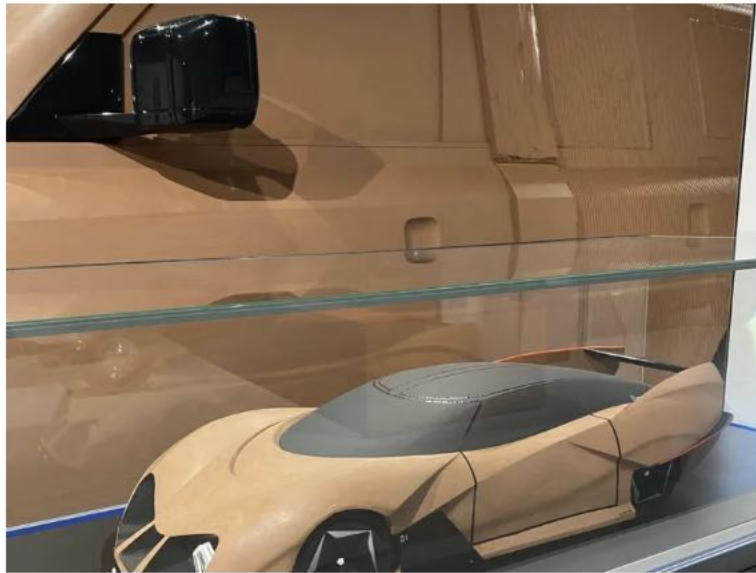
'FOTU' as it has become known, is the friendliest, most inclusive and sometimes the most emotional motoring event on the calendar. It celebrates the cars that aren't expensive, and generally weren't very exclusive, but those that really mattered to real people: the cars on everyone's driveways that took us to school, to work and on holiday. You can appreciate the design of a Ferrari or the engineering of a Lotus, but many people remember the feel of the vinyl seats of their dad's Cortina or the smell of the interior of their family Cavalier.

Every year, Hagerty find the most extraordinary cars and celebrate those that were one everywhere but are now so rare. FOTU has spawned a network of true enthusiasts who are totally committed to this part of our motoring heritage and there is nothing like it. 2024 marks its 10th anniversary.

With 2,000 cars and over 4,000 people at FOTU 2024 there was nothing unexceptional about the number and variety of average automobiles and fans *d'ordinaire* occupying the grounds of Grimsthorpe Castle. From its beginnings in 2014 as a gathering of unremarkable automobiles in a field, the Festival of the Unexceptional has grown into the biggest bash for bangers in Britain.

Museums & Collections (supported by Lockton)

British Motor Museum



It's been a very busy year for the British Motor Museum, with a number of major new exhibitions and initiatives including: the introduction of the Adopt a Car scheme; *From Sketch to Street* - a new, groundbreaking exhibition which explores the art and engineering involved in historic British car design, while inspiring hope for the industry's future: the reconstruction of Herbert Austin's office, some three years after it was painstakingly packaged up from inside the Longbridge plant; the 'rescue' of several MG Rover prototypes which were threatened with being destroyed; a new Learning Hub learning and education space for pupils with special needs, and the launch of Rustival, a brand-new family-friendly showhosted by YouTubers Ian and Carly from HubNut, Matt from Furious Driving and Steph from idriveaclassic.

National Motor Museum



2024 saw the launch of a new permanent exhibition at the National Motor Museum. *Streets Ahead: Motoring in Mid-Century Britain*, showcases a typical street from the decades following the Second World War. Complimenting this was "*We Had One of Those!*", a brand-new interactive experience designed to evoke fond memories and stories. Another innovation for 2024 was Beaulieu's first ever Bikers' Day. The sounds and smells of historic bike start-ups filled the air as some awesome machines were brought out from the Museum and revved into life. The Museum also hosted its first event 'on tour'. Bowcliffe Hall in West Yorkshire, owned by car collector Jonathan Turner, was the venue in August for an unofficial concours that included three prized gems from Beaulieu: its 1903 Napier, 1920 Sunbeam 350hp and ex-Graham Hill Lotus 49. The Museum also celebrated the 50th anniversary of the famous Monorail and welcomed a temporary visitor – the Bremer, the first British four-wheeled motor car with an internal combustion engine.

The Tyrrell Shed at Goodwood



At just 6m x 21m, this is certainly the smallest 'museum' we have ever received a nomination for. Or perhaps it's a collection - of automobilia and memorabilia including the materials of the building itself? The Goodwood team - starting with an idea from Doug Nye - have managed something quite remarkable, bringing Ken Tyrrell's shed lock, stock and barrel - and nut, bolt, oil cans and old wasp nest - from Weybridge, where it was facing demolition, to Goodwood. The shed, painstakingly recreated as it was before its move, contents and all, now has a permanent home there, safe for future generations to be able to enjoy and to experience a time when Formula 1 teams didn't need a building the size of a row of superstores to be able to craft the machines which won on the track.

Outstanding Journalism (Royal Automobile Club)

Giles Chapman – Watt’s the Story (The Automobile)



Giles Chapman’s beguiling story about James Watt for *The Automobile* tells the tale of someone who grew up as “a carefree petrolhead” to find a variety of fascinating roles on the periphery of the burgeoning post-war UK car industry. Giles Chapman weaves the details of these adventures into an entertaining tale about the kind of willing, unassuming character essential to the UK motor industry 70 years ago, who probably couldn’t exist today.

Andrew Nahum – PCV (The Automobile)



Andrew Nahum’s story of Philip Conrad Vincent (PCV) published in *The Automobile* manages to weave a thorough examination of the character of an eccentric and enigmatic central figure into the story of one of Britain’s most iconic motorcycle marques, to show what made it very different from all the rest. In a motorcycle scene packed with shoulder-to-shoulder rivals like BSA, Triumph, AJS and Matchless, for a few years the Vincent company ploughed a separate furrow at the top of the market.

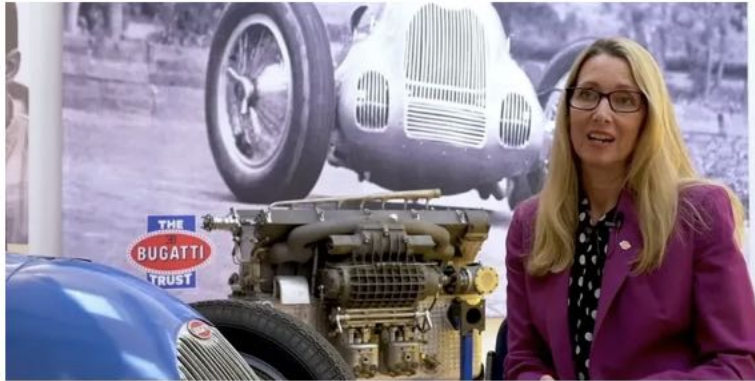
Damien Smith – Alain Prost (Motor Sport)



For his profile of Alain Prost for *Motor Sport*, Damien Smith first succeeded in winning excellent access to Prost, a notoriously reluctant subject, then in framing well-prepared, well-targeted questions that make it clear to his interviewee that he is a well-briefed interviewer who cares about detailed answers, and can be trusted with them. The result is a comprehensive and stylishly-written story, packed with fresh quotes and information. The resulting piece adds much to our knowledge of Prost, especially in the modern era.

Personal Endeavour (supported by Motul)

Angela Hucke



It's almost impossible to pick out an individual noteworthy endeavour by this finalist - because everything she does for the Bugatti Trust and Museum is done to a level which makes it a significant Personal Endeavour. Growing up in the world of Bugattis, her father being the renowned Uwe Hucke, Angela's knowledge and passion of the marque is unmatched, this and more is reflected throughout the Bugatti Trust and well beyond. Prior to joining The Bugatti Trust in 2016 as Curator, Angela had been a proactive Trustee, supporter and friend to the Trust for many years. The educational programmes she has helped to run at the Bugatti Trust ensures Bugatti's heritage is recognised, respected, understood but also importantly its relevance today.

Nigel Parrott



This year has seen Nigel Parrott celebrate the 45th anniversary of NP Veteran Engineering, the company he founded in 1989. Nigel has dedicated the last 45 years of his life to the Veteran Car Movement in the UK, Europe and Worldwide and has been a stalwart in the Veteran Car Club, with over 120 clients cars running in the annual London to Brighton Run each November.

Nigel is known for his willingness and dedication to go the extra mile for his clients, many of whom have become friends. His lifetime has been dedicated to the conservation of not only these historic vehicles but also the heritage and traditional working methods that were used in the cars time period. Whether this is blacksmithing, machining, woodworking or diagnostics, Nigel is a recognised authority in the Veteran Car scene.

Dominic Taylor-Lane



Dominic Taylor-Lane is the founder and MD of Association of Heritage Engineers (AoHE), the motive heritage network, a NFP membership organisation supporting and promoting businesses, individuals, education and apprenticeships. He is a passionate advocate for all of heritage engineering and a classic car enthusiast. Always keen to 'stay ahead of the curve' Dominic most recently was asked to draw up a framework for a potential new Parliamentary advisory group to be called the 'Advanced Fuels Alliance'. He organised the first industry seminar 'forward thinking' on sustainability and sustainable fuels at Brooklands Museum and put together the sustainable theme for Kop Hillclimb 2024. AoHE also co-hosted the Coventry Concours as a part Motofest 2024, the motoring event which has the second largest UK public attendance after the British Grand Prix.

Restoration (Supported by Bicester Heritage)

1927 Bentley 3 Litre Boat Tail Speed
Model – Julian Parker LTD



This superb Bentley was unveiled at this year's Concours of Elegance at Hampton Court Palace, fresh from a three-year restoration by Julian Parker LTD on behalf of the Jaques family. The chief challenge in conserving and restoring this car was the extreme rarity of the coachwork. Just three glass plate images remained of the original coachwork, and these were tracked down by Dr Clare Hay and proved invaluable. The restoration was commissioned by the car's owner, Chris Jaques, a lifelong enthusiast and collector, who was passionate about the restoration and determined to provide the very best outcome for this motorcar. Sadly, Chris Jaques passed away before the restoration was complete. His children understood the significance of this project for their father and so were equally determined to ensure that it would be completed in the manner that had been established. The result is, quite simply, impeccable.

1965 'Lady Brown' Aston Martin DB5
– RS Williams



The story of DB5/1962/R is as unique as the car itself. Originally registered to Aston Martin Lagonda Ltd, this DB5 was first owned by Lady Brown, the wife of Aston Martin's then-chairman, David Brown. True to his personal taste, the car was finished in Roman Purple – a colour handpicked by David Brown himself.

Over the years, the car passed through some interesting hands, including a record label owner in London who, during his ownership, had connections to a certain Swedish band known for their "super trooper" hits, adding a musical touch to its already fascinating history.

Recently, DB5/1962/R underwent an extensive two-year restoration by Aston Martin specialist RS Williams. The team worked meticulously to retain as many of the original aluminium body panels as possible, even going the extra mile to source authentic parts, like the period-correct AML fire extinguisher – a rarity in itself.

1939 ERA E-Type GP2 – Tip Top
Engineering



Chassis no GP2 was the second and final E-type ERA. Conceived and laid down in 1939, as a 1.5 Litre Grand Prix challenger, its racing debut was delayed, due to WW2, until 1946 when it was entered into earliest Grand Prix races at Silverstone, the Isle of Man and also the Indianapolis 500. Despite showing potential in period, including a new lap record at Monthlery in 1948, the car often had troubled outings and had failed to finish. When it was finally retired in the early 1950s it had the claim of being the least campaigned ERA and, consequently, is also probably the least known today. In December 2021 the car passed to its current owner. It was released from the Silverstone Museum with a promise made to the curators that it would be fully restored to be raced once again.

Tip Top Engineering accepted the restoration challenge and, after much careful research, agreed to return it to its original specification. It already has two recent hill-climbs and two races on its current log book and it can certainly now claim to be fully completed and ready to continue its history and prove its potential in the contemporary, and very competitive, world of historic racing.

Photo: Neil Kirby

Young Achiever (Supported by StarterMotor)

Tom Cowling (age 27)



Tom Cowling has been creating and posting videos about classic cars for several years now. Tom's YouTube channel Tom // Drives has more than 21,000 subscribers and over the past year he has used his profile to research and raise awareness of the plight of the MG Rover PR1, PR2, PR3, MGTF Coupe, TCV and RDX60 prototypes which were languishing outside the old Longbridge factory in a poor state. His detective work tracking them down and his videos charting his progress and revealing their condition caught the imagination of the classic car community and he galvanised his supporters and harnessed the power of social media as he lobbied the media and MG Motor UK tirelessly for their preservation. The cars are now in the care of the British Motor Museum, which is restoring them and has started putting them on display.

Catherine Ruff (age 28)



Catherine sought out her own vacancy as a machinist with Kingsbury Racing Shop whilst visiting the Bicester Heritage site. She is almost entirely self taught at CNC turning and has independently learnt and developed her CNC milling work to include complex 4-axis programming and operating. Whilst many machinists operate programs or pre set machines, Catherine works almost entirely from 2D drawings and occasional models to recreate high quality parts for vintage Bentleys, the Bentley Motors continuation cars and many racing cars. With 10.5K followers on her Instagram she is paving her own way in a world hugely dominated by males, inspiring other young women during Scrambles and other events on site. She's a true inspiration to young women in the engineering and vintage auto world.

Max Edleston (age 27)



Having started out at Haymarket as a junior photographer a few years ago, Max has stepped up to become the lead photographer at Classic & Sports Car this year, following the departure of more senior photographers. He has created the magazine's photographic style in the process, creating the photos for 9 of the magazine's 12 covers in 2024. He has been overseas multiple times with the magazine, including fantastic work in California that gained the attention of Ford CEO Jim Farley, and will be used in C&SC's promotional material for years.