

2023

DONINGTON HISTORIC FESTIVAL

SAT 29 - SUN 30 APRIL
DONINGTON PARK



FEATURING:

Race previews
Festival timetable
Circuit map and information
Features and displays
Full race card of entries



DoningtonPark

MSVR
MOTORSPORT VISION RACING

Official Souvenir Programme £10



Abby Bowers

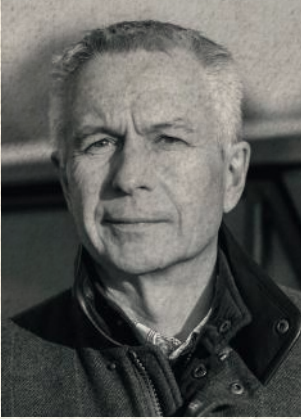
WEEKENDS ARE FOR FAMILY TIME

MOTOR RACING LEGENDS 2023 SEASON

29 - 30 April	Donington Historic Festival
29 - 30 July	Oulton Park Gold Cup
25 - 27 August	Silverstone Festival
28 - 30 September	Spa Six Hours
21 - 22 October	Silverstone Grand Prix

motorracinglegends.com

Welcome



Welcome to the 12th Donington Historic Festival and to a weekend packed full of racing and entertainment. We are delighted to feature historic racing action spanning eight decades - from the 1920s to the 1990s, featuring fabulous grids of sports cars, GT cars and Touring Cars, as well as the exciting addition of three Ferrari races, joining us for the first time this year.

We have race teams, drivers and owners who have travelled from far and wide to take part and we would like to say a huge thank you to them all, along with extending our gratitude to the volunteer marshals and officials who work so hard to make the event happen.

We are also delighted to see so many car clubs supporting the event again, with displays in the Infield and on the Melbourne Hairpin, and a daily lunchbreak circuit parade. 2023 marks the 30th anniversary of the legendary 1993 European Grand Prix at Donington Park, famously won by Ayrton Senna in the rain. To mark the occasion you can see some sensational F1 cars on display in the paddock and demonstrating on track during the lunchbreak, together with an exhibition of memorabilia from the period. Adding to the entertainment in the paddock you will also find the Sporting Bears offering rides in classic and supercars to raise funds for charity, a fascinating static display from the British Historic Kart Club and a varied selection of traders and exhibitors.

Donington Park is such a wonderful circuit, full of history and with so many great viewing locations, so that only leaves us to say a huge thank you to everyone at MotorSport Vision for their ongoing development of the site and their enthusiastic support for the Donington Historic Festival.

We hope you have a thoroughly enjoyable weekend and look forward to seeing you back with us in 2024!

Richard Grafton/Duncan Wiltshire

Historic Promotions



Welcome to the Donington Historic Festival, firmly established as the leading historic motor racing event in the East Midlands, for what I'm certain will be two superb days of retro entertainment. I hope you enjoy your weekend here at Donington Park, browsing the classic car displays and taking in the on-track spectacle.

It's always a pleasure to deal with Richard Grafton, Duncan Wiltshire, Karen Coe and all of the Historic Promotions team who work so hard behind the scenes to pull this event together. This is a real showpiece event in the UK's historic motorsport calendar and their hard work is crucial to that.

As Richard and Duncan mentioned, this year's event will mark 30 years since Donington Park's sole Formula 1 World Championship event, the 1993 European Grand Prix. And we're celebrating the occasion with some special F1 content on and off the circuit. And that's all in addition to a terrific on-track offering which features machinery from the 1920s right through to the '90s. The full details of the race programme and off-track entertainment can be found within the pages of this souvenir programme.

This event leads us into a busy summer at Donington Park, with major events coming thick and fast on two and four wheels. The Bennetts British Superbike Championship visits on 19-21 May ahead of the Intelligent Money British GT Championship a week later and the MOTUL FIM Superbike World Championship returning on 15-17 July. The traditional Convoy in the Park truck show is back on 12/13 August, whilst the venue's GP circuit hosts the Kwik Fit British Touring Car Championship for the first time in over two decades on 26/27 August.

I hope you enjoy your visit to the circuit this weekend and we look forward to welcoming you back again soon.

Jonathan Palmer

Chief Executive, MotorSport Vision



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**We would like to extend our sincere
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Radio Donington 94.3FM

Tune in to Radio Donington for live commentary, interviews and spectator information throughout the weekend.

Event Essentials

Opening Times

Gates open at 07.30 each day and the circuit action starts at 09.05, running through to 18.30 on Saturday and 18.25 on Sunday.

Catering

The Garage 39 restaurant, bar and café

Located in the heart of the paddock and will be open throughout the event

Food Stalls

A variety of food stalls are located at various points around the circuit.

Toilets

Toilet blocks are open at Hollywood, the Old Hairpin and on the infield. Other units are available at Garage 39, in the paddock and at McLeans. Please see the map at the back of this programme for full details and locations.

Service and support

First Aid

Located at the medical centre, next to Goddards, at the top end of the paddock beyond the garages and race control.

Shopping

The Trade Village, located in the heart of the race paddock, gives festival visitors the chance to shop for everything from memorabilia and art to photographs, books, clothing, models, toys and autojumble. For more details, see page 28 of this programme.

Magazines and newspaper sales

The paddock Kiosk is open throughout the event and is situated near the paddock entrance, on the right.

Information and ticket sales

Ticket sales are from the booths at the paddock Entrance. Disabled access is at the East Entrance at Coppice Gate. Information Points are available at the Megastore and Garage 39.



Radio Donington 94.3FM

Tune in to Radio Donington for live commentary, interviews and spectator information throughout the weekend.

EVENT WEBSITE www.doningtonhistoric.com

EVENT FACEBOOK [/doningtonhistoricfestival](https://www.facebook.com/doningtonhistoricfestival)

EVENT RESULTS www.tsl-timing.com

VENUE WEBSITE www.donington-park.co.uk

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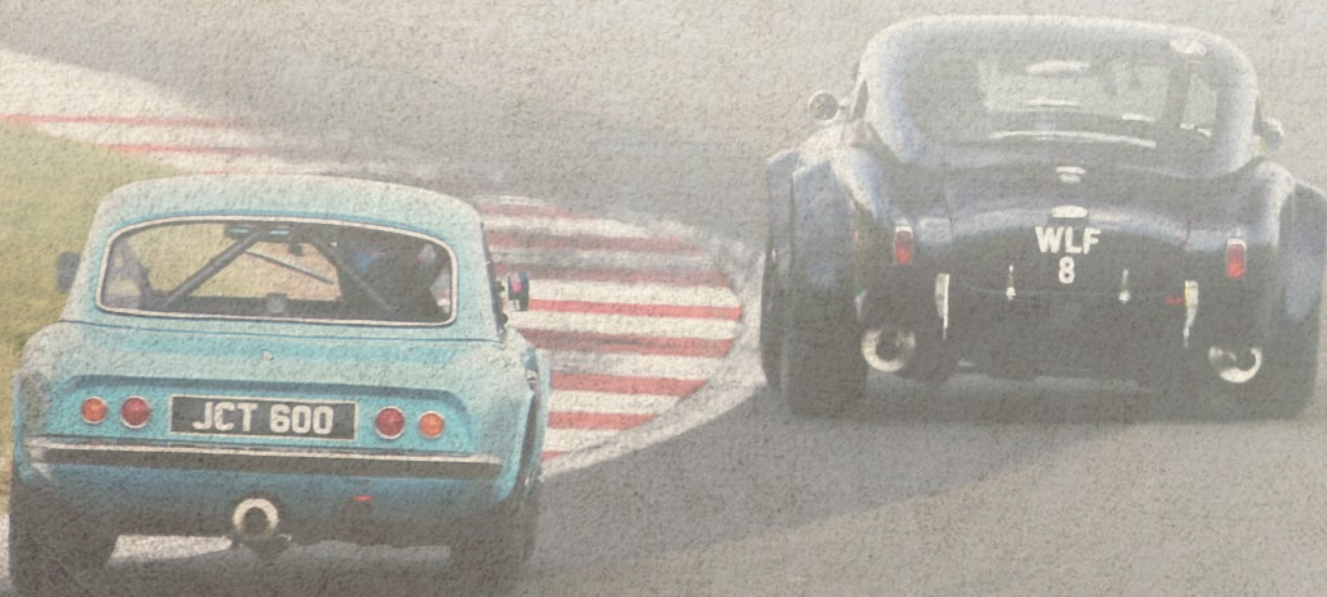


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Saturday 29 April 2023

Time	Race Group	Session	Duration	Race Preview	Entry List
09.05 – 09.35	Jaguar Classic Challenge for pre-66 Jaguar cars	Qualifying	30 mins	pg 44	pg 82
09.45 – 10.15	Historic Touring Car Challenge and Tony Dron Trophy & Sixties Touring Car Challenge with U2TC	Qualifying	30 mins	pg 48	pg 84
10.25 – 10.45	Superformance Ferrari Club Classic Series	Qualifying	20 mins	pg 52	pg 86
10.55 – 11.45	The Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'60 Sports Cars	Qualifying	50 mins	pg 56	pg 88
12.00 – 13.00	Jaguar Classic Challenge for pre-66 Jaguar cars	Race 1	60 mins	pg 44	pg 92
13.00 – 13.50	Lunch Break/F1 demo/Parades/Pitwalk		50 mins	-	-
13.50 – 14.40	Historic Touring Car Challenge and Tony Dron Trophy & Sixties Touring Car Challenge with U2TC	Race 2	50 mins	pg 48	pg 84
14.55 – 15.15	Superformance Ferrari Club Classic Series	Race 3	20 mins	pg 52	pg 86
15.30 – 18.30	The Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'60 Sports Cars	Race 4	180 mins	pg 56	pg 88



Sunday 30 April 2023

Time	Race Group	Session	Duration	Race Preview	Entry List
09.05 – 09.30	HRDC Gerry Marshall Trophy for Pre-'83 Group 1 & Group 1 ½ Touring Cars	Qualifying	25 mins	pg 60	pg 90
09.40 – 10.10	Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy for Pre-'56 & Pre-'61 Sportscars	Qualifying	30 mins	pg 64	pg 92
10.20 – 10.35	HRDC Dunlop Allstars for Pre-'66 Sports, GT & Touring Cars & HRDC Classic Alfa Challenge for 750-116 Alfa Romeo Sports, GT & Touring Cars	Qualifying	15 mins	pg 68	pg 94
10.45 – 11.10	'Mad Jack' for Pre-War Sports Cars	Qualifying	25 mins	pg 72	pg 96
11.20 – 11.45	HRDC Jack Sears Trophy for 1958-1966 Touring Cars	Qualifying	25 mins	pg 76	pg 98
12.00 – 12.20	Superformance Ferrari Club Classic Series	Race 5	20 mins	pg 44	pg 86
12.20 – 13.10	Lunch Break/FI demo/Parades/Pitwalk		50 mins	-	-
13.10 – 13.55	HRDC Gerry Marshall Trophy for Pre-'83 Group 1 & Group 1 ½ Touring Cars	Race 6	45 mins	pg 60	pg 90
14.10 – 15.10	Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy for Pre-'56 & Pre-'61 Sportscars	Race 7	60 mins	pg 64	pg 92
15.25 – 15.55	HRDC Dunlop Allstars for Pre-'66 Sports, GT & Touring Cars & HRDC Classic Alfa Challenge for 750-116 Alfa Romeo Sports, GT & Touring Cars	Race 8	30 mins	pg 68	pg 94
16.10 – 16.50	'Mad Jack' for Pre-War Sports Cars	Race 9	40 mins	pg 72	pg 96
17.05 – 17.25	Superformance Ferrari Club Classic Series	Race 10	20 mins	pg 44	pg 86
17.40 – 18.25	HRDC Jack Sears Trophy for 1958-1966 Touring Cars	Race 11	45 mins	pg 76	pg 98

Please note: Content and timings are subject to change



A Historic Spectacle!



Saturday 29 - Sunday 30 April

The Donington Historic Festival is renowned for world-class historic racing, with jam-packed grids and highly competitive drivers – and this year is no exception!

Touring Car fanatics will be over the moon with the massive turnout in Saturday's combined Historic Touring Car Challenge, Tony Dron Trophy, Sixties Touring Car Challenge and U2TC for under two-litre Touring Cars grid. And adding to the tin-top fun are three hugely entertaining races on Sunday: the HRDC Jack Sears Trophy, HRDC Gerry Marshall Trophy and a combined race for HRDC Dunlop Allstars and HRDC Classic Alfa Challenge.

If you're a GT and sports car fan, don't worry – you won't feel left out, as this weekend showcases some of the most beautiful and iconic examples, including dedicated marque races from the Jaguar Classic Challenge and Superformance Ferrari Club Classic Series. Saturday's track action is brought to a spectacular close with the epic, three-hour Royal Automobile Club Pall Mall Cup, for pre-1966 GT, Sports Racing and Touring Cars, while Sunday's combined Royal Automobile Club Woodcote Trophy for pre-56 sportscars and Stirling Moss Trophy for pre-61 sports racers grid brings together a truly stunning collection of machines. And Sunday's 'Mad Jack' for Pre-War Sports Cars sees sports cars built before 1941 battle it out in a wonderful reminder of Donington's pre-War racing past. This year we welcome a - literally - brand-new addition to the grid: Car Zero, the first of Bentley's hand-built Blower Continuation Series (see page 40).

This weekend we're celebrating the 30th anniversary of the European Grand Prix at Donington Park. Historic F1 cars will take to the track at lunchtime each day in tribute, and we also have machines on static display in the paddock, and a wonderful 1993 Grand Prix Exhibition in the Pitlane Suite, together with a Q&A Session featuring personalities that were involved in the event (located to the rear of Garage 39 Restaurant).

The open-access Paddock is where you get up close to the race cars and get to watch the preparers and teams prepare them to go out on track. Be prepared to hear some fantastic engine sounds! While in the Paddock, you can also shop at the trade stands, visit the British Historic Kart Club's display and raise money for charity by enjoying a Dream Ride on local roads in one of the classic and supercars that the Sporting Bears Motor Club has brought along.

Remember to head to the pitlane each lunchtime for the pitlane walks and a glimpse into the race garages, and don't forget to explore the Infield and Melbourne Hairpin, where you'll find displays from dozens of car clubs. Watch out for the clubs in the lunchtime parades as well, not least on the Saturday when the parade is headed by 50 Porsches brought along by the members of Porsche Club GB and The Independent Porsche Enthusiasts Club.



Don't miss

- » Eleven fabulous races featuring 14 world-class historic race series
- » Lunchtime historic Formula One car demonstrations
- » 1993 Grand Prix Exhibition - tributes to the European GP and Ayrton Senna, plus Q&A Sessions, in the Paddock and Pitlane Suite
- » Open Paddock crammed with superb historic racing cars
- » Sporting Bears Dream Rides for charity
- » Lunchtime pitlane walks and car club parades
- » Trade stands
- » Car club displays in the Infield and Melbourne Hairpin

Our Partners

The event organisers would like to thank our partners for their invaluable support for the Donington Historic Festival.



www.dunlop.eu

The Goodyear logo, featuring a blue background with the word 'GOODYEAR' in yellow, stylized letters.

www.goodyear.eu

The Historic Promotions logo, featuring a light blue background with the words 'HISTORIC PROMOTIONS' in dark blue, bold letters.

www.historicpromotions.com

The MSV logo, featuring the letters 'MSV' in bold black font with a red and white checkered flag graphic to the right.

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BENNETTS BSB RETURNS IN MAY

The Bennetts British Superbike Championship makes the first of two visits to Donington Park this season in (19-21 May) for a springtime triple-header.

The third round of the country's premier motorcycle championship will take place on the Grand Prix circuit. The first race will follow qualifying on Saturday with two more races on Sunday to round off the weekend.

The meeting will also feature a full support programme which includes a range of the UK's top national two-wheel classes.

To purchase tickets for the Bennetts British Superbike Championship at Donington Park, go to www.donington-park.co.uk. Under-13s go free.



YoungDrive!

YOUNGDRIVE! UPGRADED WITH BRAND NEW BMW 1 SERIES

Junior drivers aged 11-17 can get behind the wheel of the latest BMW 1 Series this year with YoungDrive! across five MSV circuits including Donington Park. The latest 116d M Sport will be available for children and teenagers to experience from late spring, with a planned introduction for the new cars next month.

The latest five-door hatch replaces the existing MINI One with a sporty offering, and will allow young drivers to gain some early experience at the controls of a highly desirable car. And in addition to sampling machinery from prestige manufacturer, they'll be doing so within the confines of an iconic motorsport venue.

The YoungDrive! BMW 1 Series will also be available at Brands Hatch, Oulton Park, Snetterton and Bedford Autodrome.

YoungDrive! vouchers are available to purchase now from £109, with validity for 18 months. For more information, go to www.msvdrivinggifts.com.



Donington Park



2023 CALENDAR

DONINGTON PARK HAS A SPECTACULAR CALENDAR OF EVENTS IN 2023. ALL OF OUR **SPRING AND SUMMER MEETINGS** ARE LISTED HERE, BUT FOR IN-DEPTH INFORMATION CALL US ON 0344 225 4422 OR VISIT OUR WEBSITE.

MAY

6/7 MAY	NO LIMITS CLUB BIKE CHAMPIONSHIPS
13/14 MAY	NG ROAD RACING CLUB BIKE CHAMPIONSHIPS
19/20/21 MAY	BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP
27/28 MAY	BRITISH GT AND GB4 CHAMPIONSHIPS

JUNE

3/4 JUNE	BMCRC CLUB BIKE CHAMPIONSHIPS
17/18 JUNE	BRSCC CLUB CAR CHAMPIONSHIPS
24/25 JUNE	HISTORIC SPORTS CAR CLUB CHAMPIONSHIPS

JULY

30 JUNE/1/2 JULY	MOTUL FIM SUPERBIKE WORLD CHAMPIONSHIP
8 JULY	PRE' 66 CLASSIC SPORTS AND GT CARS - EQUIPE GTS
9 JULY	VINTAGE MOTORSPORT FESTIVAL
15 JULY	MSVR CLUB CAR CHAMPIONSHIPS
16 JULY	ENDURO KA
22 JULY	BRITCAR 6 HOURS
29/30 JULY	CRMC CLASSIC MOTORCYCLE FESTIVAL

AUGUST

5/6 AUGUST	CSCC CLASSIC SPORTS CAR SERIES
12/13 AUGUST	CONVOY IN THE PARK - BRITISH TRUCK RACING
20 AUGUST	TUNERFEST MIDLANDS
26/27 AUGUST	KWIK FIT BRITISH TOURING CAR CHAMPIONSHIP



CHILDREN **UNDER 13**
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WWW.DONINGTON-PARK.CO.UK

**Please note all dates are provisional and subject to change*

DONINGTON PARK VINTAGE MOTORSPORT FESTIVAL



SUN 9 JULY 2023



ADVANCE TICKETS
AVAILABLE ONLINE **£20**
CHILDREN UNDER 13 **GO FREE**

*Discounted advance booking closes
16:00 Thursday 6 July 2023.

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DoningtonPark



BRITISH GT SUPERCARS ARE BACK NEXT MONTH

The Intelligent Money British GT Championship heads to Donington Park for its first visit of the year on 27-29 May.

An intense two-hour contest will be the highlight of Sunday's main race day, as drivers in Porsches, Lamborghinis, McLarens, Mercedes and Aston Martins battle it out, with pit stops, refuelling and driver changes.

There's mega single-seater action to look forward to also, with F1 hopefuls going wheel-to-wheel in the GB4 Championship, competitors aged 15 and upwards will take their first steps in open-wheel cars, in a strong series.

For more information and to buy tickets at advance prices for the Intelligent Money British GT Championship, go to www.donington-park.co.uk. Under-13s go free.

DONINGTON GOES GLOBAL WITH WORLD SUPERBIKES RETURN

Donington Park's showpiece international event of the year, the MOTUL FIM Superbike World Championship, will return to the site of the series' very first race weekend on 30 June-2 July.

World class riders including reigning champion Alvaro Bautista and his closest rivals, Toprak Razgatlioglu and Jonathan Rea will all be in action, whilst 2022 Bennetts BSB champ Bradley Ray will line up too.

The event will also feature World Supersport and a full package of leading national championships. Off-track, the popular Paddock Show will return, with all podium presentations, on-stage commentary during all sessions, autograph signings, competitions and much more.

Advance tickets for the MOTUL FIM Superbike World Championship are available for £65 for the full weekend with further discounts for 13-15-year-olds and free entry for under-13s. Go to donington-park.co.uk for more information and to purchase.



CHILDREN UNDER 13 GO FREE TO ALL EVENTS

FOR THE FULL CALENDAR AND MORE INFORMATION ON ALL OF OUR EVENTS, VISIT WWW.DONINGTON-PARK.CO.UK

IT'S NOT ONLY ABOUT THE RACING

There's plenty going on
at Donington Park this
weekend...



FI cars out on track

The hills around Donington Park will reverberate to the inimitable sounds of Formula One engines this weekend, as we celebrate the 30th anniversary of the 1993 European GP (see p20) with track demonstrations from some very special historic FI cars: a 1993 Benetton-Ford B193* driven by Michael Schumacher and Ricardo Patrese, the 1990 Benetton-Ford B190* driven to victory at Australia and Japan by Nelson Piquet, an ex-Ayrton Senna 1984 Toleman TG-184* and a 1998 Minardi M198 raced in period by Shinji Nakano*.

*Our thanks to owners Steve Ottavianelli, John Reaks, Alastair Davidson, James Belton, Matthew Wrigley and Tom Hartley Jr, respectively for bringing their superb FI machines along.

**For locations please
see map on page 106**

Get up close in the Paddock or take a pitlane walk

Grab your cameras and head into the Paddock to get all those great photos of race preparation, and fabulous videos of engines firing up! As well as all the cars competing here this weekend, you'll also find two iconic FI cars on static display: the 1992 McLaren MP4/7A* driven to race wins by Ayrton Senna and Gerhard Berger; and the 1993 Williams FW15C* driven to race wins by Alain Prost and Damon Hill. The lunchtime track demonstration classic FI machines will also be in the Paddock, 'resting' between demos. Watch out also for a group of classic Honda NSX supercars there, brought along by the Honda NSX Owners Club. Famously, Ayrton Senna had a hand in the development of this model, driving the prototype in 1989 while testing the McLaren Honda at Suzuka, and going on to help develop the suspension settings that made the car handle so brilliantly.

And at lunchtime, take advantage of the pitlane walks. They're free to do and give you a fantastic behind-the-scenes view of the racing world.





1993 Grand Prix Exhibition

Pop into the Pitlane Suite (accessed via the Garage 39 Restaurant), where you'll find a terrific exhibition showcasing memorabilia from the 1993 European Grand Prix at Donington Park, together with memories from spectators who were lucky enough to be at the track for the race weekend itself. We'll also have Q&A sessions with people who worked with Ayrton Senna and were involved with the 1993 Grand Prix (see page 36).

Step back in time with historic karts

We're delighted to once again welcome members of the British Historic Kart Club, with a display of their nimble little machines in the Paddock. Many Formula One World Champions cut their teeth in karting, including Ayrton Senna, who regarded karting as the purest of motorsports and named a British karter (Terry Fullerton) as his greatest motorsport adversary. Senna adopted the 1979 Brazil karting team yellow and green helmet colours for the rest of his racing career, and a faithful replica of his 1979 World Championship 'Estoril' Dap kart is on show here this weekend.



Go shopping!

In the trade village (see p42) you'll find stands selling everything from memorabilia, photographs, artwork and books to clothing and accessories.

Take a Sporting Bears classic and supercar Dream Ride

Raise money for charity while having a hugely enjoyable Sporting Bears Dream Ride. This year's Festival visitors will be able to make a donation to Loughborough's Rainbows Hospice for Children and Young People in return for a 10-mile passenger ride around local roads in a very special classic or supercar. The Sporting Bears club was formed in 1989 to enable classic and supercar owners to raise money for children's charities, and to date it has raised more than £3million. The cars scheduled to be offering Dream Rides include a McLaren 720S Spider, a Lotus Exige 350 Sport, an Aston Martin DBS Superleggera and a supercharged Ford Mustang. Sporting Bears members provide their cars and time for free, so every penny raised from the Dream Rides goes to the charity. You'll find them based just inside the entrance to the Paddock – so why not go for a spin?

Car clubs on show

In the Infield and on the Melbourne Hairpin, members from dozens of car clubs large and small have hundreds of cars on display (see p38). And watch out for the lunchtime parades when dozens of these classics take to the track. Saturday's parade will be headed by 50 Porsches from Porsche Club GB and The Independent Porsche Enthusiasts Club.



THE DAY SENNA BECAME A LEGEND

It was one of those typically British spring weekends; you know the sort. Winter one minute, signs of early summer the next, jacket weather, shorts weather, a bit of in-between. The sort of climate where you'd look out of the kitchen window and think "yeah, I'll mow the lawn next weekend..."

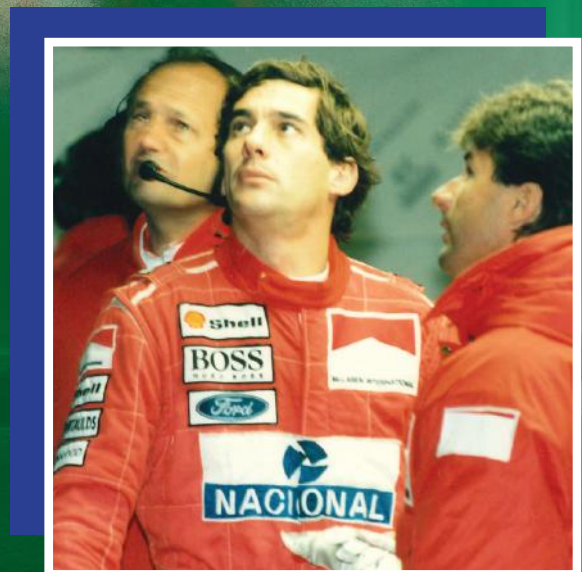
Words by **Richard Randle**
Photos by **Mick Walker**



Those were the conditions faced by the Grand Prix paddock as the intercontinental circus descended on Donington Park 30 years ago. And while race day felt closer to Christmas dinner than a backyard barbecue, one driver in particular was about to put on a show that would leave fans contemplating whether summer and sunshine was such a good thing after all.

Like most of the 1993 season, it should have been about Alain Prost and Williams Renault. The Frenchman took pole by three tenths of a second from teammate Damon Hill, with the fastest non-Williams car of Michael Schumacher, no less, more than 1.5 seconds off the pace around a 70-second lap, with Ayton Senna's McLaren a further tenth back. Prost's time of 1m10.458s remains the ultimate Donington benchmark three decades later.

Based on that performance, the Williams duo should have lapped the entire field within 46 of the 76 laps come race day. Instead Donington and Senna became a phrase that would go on to be used so often, that it should have been trademarked.



1983

And yet, within seconds of the start, Senna's task looked even harder. Crowded out off the line, he fell to fifth as Karl Wendlinger's Sauber passed both the McLaren and Schumacher on the approach to Redgate.

Then, Senna got to work. He dispatched Schumacher at Hollywood, went around the outside of Wendlinger at the Craners, and took Hill next at McLeans. In less than 30 seconds, he'd gone from fifth to second, but he wasn't done yet. Prost of all people was still ahead, and a strong exit out of the chicane set him up perfectly for a lunge up the inside of the Melbourne Hairpin.

He then streaked clear. While his first lap was remarkable his second was perhaps even better, as the inferior McLaren circulated 3.5 seconds faster than the class-leading Williamses!

But, as we started with, the British spring continued to play its part, with sunshine and showers wreaking havoc to strategies up and down the pit lane.



The 23 drivers who had survived the early laps then had to contend with being on the right tyres at the right time as it rained, dried out and then rained again. Senna went through the pit lane five times (but only changed tyres on four occasions) and during one of those, lost his sizeable lead to Prost when a wheel nut cross-threaded. But Prost was an even more frequent visitor, pitting seven times and stalling during one of them as he threw any chance of winning away.

Senna judged conditions to perfection, knowing exactly when to be on slick or treaded rubber, and took the flag 83 seconds clear of Hill while Prost took third, a lap down to his great rival.

While one Brazilian put in a drive that's rightly remembered as an all-time great performance, another showed what he was capable of too. Young Rubens Barrichello, in just his third Grand Prix for Jordan, climbed from 12th on the grid to fourth on the opening lap, and was sitting third when he ground to a halt with just six tours remaining. That retirement meant Prost stood on the podium after all, while another home hero, Johnny Herbert, took fourth for Lotus.

A few things from that Grand Prix have never been repeated. For example, no driver has since broken a lap



record while driving through the pit lane (Senna's fourth visit) while Prost's tally of seven stops in a race has still yet to be beaten.

And no circuit owner has suffered a heart attack a week before the biggest race of their business career, discharged themselves from hospital days later (against doctor's orders), finished organising a Grand Prix, beached a vintage car in the gravel during a demo on race day, passed out in the medical centre afterwards, and then presented the winner with their trophy (and the iconic Sega Cup, which after years in storage now sits proudly on display at the McLaren Technology Centre) on the podium afterwards with an oxygen bottle stuffed inside their jacket. While for most, this was the Senna Grand Prix, spare a nod to Tom Wheatcroft, the man that somehow made it all happen.

“ Senna judged conditions to perfection, knowing exactly when to be on slick or treaded rubber, and took the flag 83 seconds clear of Hill ”

THE DAY SENNA BECAME A LEGEND



CAPTURING AN ICONIC WEEKEND

Legendary motorsport photographer **Jeff Bloxham** was part of the team capturing every minute of the action for Autosport at the European GP.

"As usual in those days at Autosport I tried to get a team of my regular photographers to help cover the race. Martyn Elford and I were the two staffers, helped by Ralph Hardwick, Andrew Shaw, John Colley, Gary Hawkins and Terry West, all at different corners for the start. I was at the Old Hairpin, Martyn at Redgate, Andrew Shaw at Coppice, Ralph Hardwick at the Melbourne Hairpin.

The weekend's weather was wet (Friday), dry/sunny (Saturday) and very wet (Sunday). We all covered all the races: F1, FF, FVauxhall Euroseries and British Touring Cars that closed the meeting, and mid-way through the BTCC my waterlogged camera gave up the ghost.

For the Grand Prix, I walked down to the Old Hairpin for the start and worked my way up to the finish via Redgate during the race. Senna was in a class of his own that day, even setting fastest lap aided by going through the pit lane (which was considerably shorter than the track length) to the McLaren pit after the finish line. Senna looked happy on the podium, but pride of place and the happiest man at the track was Donington Park's owner, Tom Wheatcroft, his ambition achieved."

“ After qualifying only fourth, he drove a quite mesmeric opening lap ” Autosport



1993 EUROPEAN GRAND PRIX AT DONINGTON PARK

“This was Ayrton Senna at his most majestic.” Autosport

A few days later, Autosport magazine, its front cover featuring Ayrton Senna and a beaming Tom Wheatcroft, owner of Donington Park, was packed with race reports and features on an unforgettable occasion. Autosport has kindly given us permission to reproduce some of the pages from their 15 April 1993 issue here.

AUTOSPORT



GP
EXTRA

Pit-stop thriller!



DONINGTON

All the news from Britain's first Grand Prix of the year



Touring Cars

Shock win for Renault 19

Senna's mega drive

AYRTON MAKES TOM WHEATCROFT'S WEEKEND WITH MAJESTIC PERFORMANCE IN THE RAIN



PIT & PADDOCK

EDITED BY JAMES ALLEN



Senna piles the pressure on Benetton and Ford

Ayrton Senna has made a public plea to the Ford Motor Company for his McLaren team to be given the best engines available in its quest to beat Williams to the World Championship.

Speaking after his sensational win in Sunday's European Grand Prix at Donington, Senna said that he represents Ford's only real chance of winning Grands Prix this year.

Senna added to the pressure already being exerted by McLaren boss Ron Dennis for Ford to supply the team with its premium specification engines – currently the exclusive property of Benetton.

Senna's win – considered by many pundits to be one of his best ever – puts him 12 points clear of Williams-Renault driver Alain Prost in the World Championship. And he is now 22 points ahead of Benetton's leading driver Michael Schumacher.

Benetton has the latest specification Ford HB V8 engines with pneumatic valves. Its contract with Ford stipulates that McLaren will only be given this engine when the new Ford HB is made available to Benetton in July. Senna believes that will be too late.

Senna said: 'It is a ridiculous

situation that Ford is in with us. Ford's only chance to win Grands Prix is with McLaren. Benetton may win a race, but only if the Williams and McLarens are out. But it is stopping Ford from giving us a better engine, which is available. It is only a matter of fitting it in the back of our car.

'They are only damaging Ford by doing this and taking away some better results from McLaren with Ford.

'Ford has got two Grand Prix victories and is leading the championship after three races, with a car which is still under-developed and an engine which

is recognised as being half a second to a second down on the other specification Ford engine. I don't know how much down on power it is relative to the Renault. It is an absurd situation and I feel very frustrated by it. I just hope that someone at Ford picks this thing up and puts it right straight away.'

Last weekend Benetton's engineering director Tom Walkinshaw denied that Ford could supply McLaren with equal specification engines, saying that Benetton's contract with Ford was black and white.

He also suggested that Benetton's engine gives only

“ ‘On his slowing down lap Ayrton stopped, waving for someone to bring him a Brazilian flag. Eventually someone did, and when he set off again, it slipped from his hand. It was the only thing he did wrong all day ’” Autosport

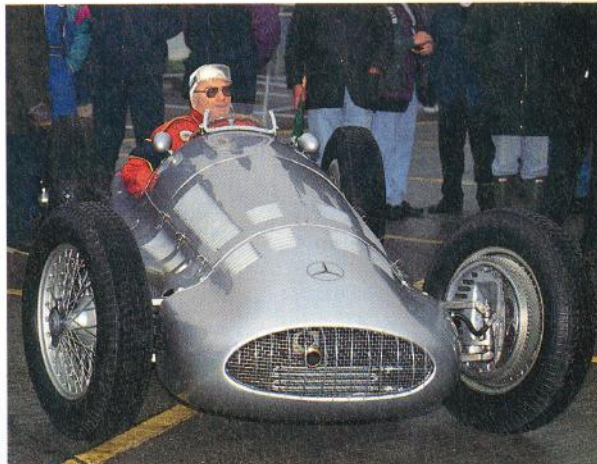


6bhp more than McLaren's unit. He admitted that last winter, when Benetton accepted McLaren's application for Ford engines, he had anticipated that McLaren would exert pressure for equal status. 'I'd do the same thing myself, if I were in Ron Dennis's position,' he said. But he added a note of concern: 'I don't want the supply of engines to McLaren to slow down the supply of the improved engine which I was

promised. I am concerned that Cosworth does not have the resources,' he said. Benetton had hoped that the new B193B would prove more competitive and ease the pressure on the team. Although Schumacher outqualified Senna at Donington last weekend, he spun off early in the race while team mate Riccardo Patrese chose a conservative race plan. ● See Ford's view, interview page 22 and Grand Prix report, page 24.



Senna was in a class of his own at Donington last weekend (top Photo: Shaw). After his dominant win (left) Senna petitioned Ford for better engines



Circuit owner Tom Wheatcroft drove his 1938 Mercedes W154 at Donington last weekend

Tom Wheatcroft aims for another Grand Prix at Donington Park next season

Tom Wheatcroft, the owner of Donington Park, is campaigning to have another race at the track next year, having fulfilled his lifetime's ambition to get Grand Prix racing back to his circuit. Last Sunday's European Grand Prix has cost Wheatcroft something in the region of £4 million in the last year. That figure includes the US\$600,000 which he had to pay the BBC to televise the event, which was not included in the normal FOCA-BBC deal because of its late addition to the calendar. Wheatcroft said at the

weekend that he will completely rebuild the pits and upgrade the facilities to modern Formula 1 standard if FOCA will keep the event on the calendar for 1994. The European Grand Prix attracted only 50,000 spectators on race day, compared to 130,000 at last summer's British Grand Prix at Silverstone. The European GP was introduced because of the withdrawal of the Japanese Autopolis circuit from the calendar when it went bankrupt. Autopolis had been due to host the Asian GP last weekend.



The Princess of Wales visited the European Grand Prix last weekend

Royal connection at Donington GP stretches over the last 55 years

The Princess of Wales and her two racing-mad sons, Prince William and Prince Harry, joined the crowds at the European Grand Prix at Donington Park last weekend. Their visit mirrors the Duke of Kent's presence at the Donington Grand Prix in 1938 – the last time Grand Prix cars raced at the circuit. The royal party visited the Williams and McLaren pits and were shown the cars. They were also taken on to

the grid as the drivers assembled before the race. Princess Diana and her sons then watched the race from a hospitality suite above the pits. Both young Princes began racing karts last year and this year will compete in Cadet karting. Prince William uses a helmet of the same design as Nigel Mansell. King Hussein of Jordan was also at Donington last weekend. He was shown around by triple World Champion Jackie Stewart.

“Lousy weather is what you get in England at this time of the year. Hence, when they announced a Grand Prix at Donington in early April, it seemed a reasonable bet that Senna, wherever he was, would be rubbing his hands. On the face of it, this was made for him” Autosport

THE DAY SENNA BECAME A LEGEND

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EUROPEAN GP

RACE REPORT **NIGEL ROEBUCK** QUALIFYING **JOE SAWARD** PHOTOGRAPHY **JEFF BLOXHAM & MARTYN ELFORD**



Above: Ayrton Senna was mesmeric at Donington, again blending strategy and incredible driving to score one of his best wins yet. Here he scythes past the race's other star, Rubens Barrichello. Photo: Hardwick

Left: Prost leads Hill, Wendlinger, Schumacher, Senna, Andretti, Berger and Alesi into Redgate. By the end of the lap, Senna led...

FIA FORMULA 1 WORLD CHAMPIONSHIP



Senna shines on a rainy day

In soaking conditions that could have been made for him, Ayrton Senna ruled the European Grand Prix at Donington Park. At the flag only second-placed Damon Hill was on the same lap as the brilliant Brazilian

This was Ayrton Senna at his most majestic. Before the race, he had said that, as at Interlagos a fortnight ago, only a wet race would give him a prayer against the Williams-Renaults.

As in Brazil, a wet race was what he got. All the way through this time. And, after qualifying only fourth, he drove a quite mesmeric opening lap, dispensing first with Michael Schumacher, then Karl Wendlinger, then Damon Hill, then Alain Prost, to lead over the line.

It was an afternoon of extraordinary weather, with endless small showers, the occasional momentary cloudburst. And while the Williams drivers never got the dry conditions in which to assert their cars' superiority, their cause was scarcely aided by a run of tyre stops which proved uncannily out of sync with what the weather gods had in mind. Prost, indeed, was to come in no fewer than seven times.

Still, in all their tribulation, Hill and Prost finished second and third, with Johnny Herbert fourth for Lotus, Riccardo Patrese salvaging something for Benetton after Schumacher had spun, and Fabrizio Barbazza taking a most unexpected point in the Minardi.

Senna apart, if the European Grand Prix had a real hero, it was surely his countryman, Rubens Barrichello, who was magnificent in the Jordan-Hart, fourth on the opening lap, and third within five of the finish. Then the fuel pressure died, and with it the points Rubens and his team so much deserved.

There was nothing for Ferrari at Donington, nor for the luckless Derek Warwick, who had the latest Footwork into the points in the late stages. And Michael Andretti's nightmare, sadly, for the moment continues. After qualifying sixth, yet again he failed to appear at the end of the opening lap, this time after tangling with Karl Wendlinger, the man largely responsible for his exit at Interlagos.

Unpalatable as Senna's behaviour may sometimes be, there is no doubting his authentic genius as a racing driver. Prior to last Sunday, Tazio Nuvolari was the last man to win a Grand Prix here; it is appropriate that beneath his name Ayrton's should sit.

QUALIFYING

The glamorous world of Formula 1 had trekked from Johannesburg in South Africa to Sao Paulo in Brazil and last week, slightly bemused, it arrived in Leicestershire.

Yes, welcome to the England ▶

THE DAY SENNA BECAME A LEGEND

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EUROPEAN GP



Left: The Saubers worked wonders during practice, JJ Lehto second quickest in the warm-up. By the end of lap one, the team was effectively out

Right: Luca Badoer failed to qualify, this tangle with Brundle on Friday not helping. Photo: Terry West



Jean Alesi tested Donington's new 'deep-pan' gravel traps on Saturday. Photo: John Colley



Herbert qualified 11th, and a canny one-stop race saw him finish fourth. Photo: Shaw

where the hotel rooms have do-it-yourself instant coffee and Corby trouser-presses; where there are fish-and-chip shops on the corners.

Although it's ringed by huge cooling towers on the horizon, Castle Donington is actually rather a nice small town. Once this area was deep in the heart of British industry in the Midlands, but the stresses of recession have caused cardiac arrest. The town is now dotted with empty industrial units and boarded-up businesses.

But it is still a small town. An example: late on Friday night the phone at the hotel rang. It was an old girlfriend from the real world outside F1. She was, she said, just down the road for the weekend. How about having dinner?

But how did she find me? It had been some years and we'd both moved house, and... 'Oh,' she said gleefully, 'it was easy. I heard there was an F1 thingy on at Donington and figured you'd be around somewhere. I rang up one hotel and they said: 'No, he'll be at the Such-and-Such Hotel'. Small town.

It might be hard for us partisan British to accept, but much of the F1 circus doesn't like coming to England's green and pleasant land. To the average homme in the rue or the uomo on the Milano

omnibus England is a place where it always rains. The girls are pale and lumpy – like most of the food – and they drink warm beer!

'What's the local speciality?' we asked in a restaurant on Thursday night. 'Pork Pies,' came the bluff reply.

The nicest thing about Donington and on this – in a most un-European display of unity everyone agreed – was that you could wander around without fear of being robbed, knifed, shot or bombed. After dangerous downtown Johannesburg and evil Sao Paulo, the most dangerous thing in and around Donington was probably the steak and kidney pie.

In general, however, the F1 visitors came with the pre-conceived notion that they were not going to have a good time. Yes, the Donington Collection is a wonderful museum, but there were many and varied fears over the safety of the track and the un-F1 facilities.

There is no question that things were rudimentary. The pits were far too small and so the F1 teams had put up their awnings and the cars were being worked on under canvas. It was from another era, but actually rather nice to remember more friendly days.

It was, lest we forget, a

last-minute race, brought in to replace the Asian Grand Prix at Autopolis in Japan.

And there was a good human interest story: Tom Wheatcroft who had fought for 22 years to get Grand Prix racing back to Donington. Tom had to pay through the nose for his dream, but he did it anyway. The safety work done since December was impressive: Redgate run-off had doubled and there were bigger gravel traps everywhere.

Donington is a super little racing track, although perhaps a bit small for F1 cars. It has silly bits but is generally regarded as challenging by the drivers. It was particularly challenging on Thursday when it was drizzly and horrid. The two Williams-Renaults dominated, without any undue dramas.

Good Friday's weather forecast was as follows: 'Rain, some heavy. Drier later with some heavy showers'. It all sounded pretty dismal.

And so it was. There was nothing good about Friday. It was a miserable bloody day with the sort of weather which makes even Dracula stay home with a nice warm cup of O positive. But out there in the drizzle were thousands of racing fans camped in the mud, happy to wallow in Donington's nostalgia and enjoy the ghosts of Edgar Jessop and other great heroes of yesteryear.

The warmest thing in the F1 paddock was Ron Dennis's smile. The McLaren boss was beaming like a lighthouse as he pondered the predicament into which he and his driver Senna have dumped the Benetton team, by out-performing the Ford works outfit with their customer engines.

The weekend would see the introduction of Benetton's all-singing, all-dancing 1993 challenger – which would, so went the theory, stop the embarrassing run of McLaren success. Judging by the unshaven faces under the Benetton awning, the mechanics had been bearing the brunt of the team's unfulfilled ambitions. They were dead on their feet, having worked more all-nighters than there were nights available to get the new cars ready.

Benetton was the wild card, but the general opinion was that if it was wet Senna would fly in his McLaren, if it was dry no one would see the Williams-Renaults.

Everyone wanted to see how the Benettons would fit into the pattern. Certainly, in terms of straight-line speed the B193Bs were a lot quicker than the other Ford-powered cars – and they weren't running any less wing.

Rain is the great equaliser in F1, of course, and so Bad

Friday's left everyone guessing as to the real levels of competitiveness. It was a day when more or less everyone fell off at some point, notable hits being registered by the two Lotus drivers. Herbert did the back of his 107B and Alessandro Zanardi gave the mechanics a bit of rebuild variety by stuffing the front end of his car.

Later on Andrea de Cesaris had the Mummy and Daddy of shunts at McLeans, turning the monocoque of his Tyrrell into a colander with holes where the suspension mountings had been ripped out. It was one dead car, but Andrea was unharmed.

Of the rest there were spins for Andretti (an impressive high-speed double 360 in the Craner Curves), Hill, Schumacher, Wendlinger, Thierry Boutsen and so on. Even Prost went off.

At the end of the morning session Senna was ahead of Schumacher, Prost, Gerhard Berger (the Ferraris were better in the wet), Andretti, Warwick in the new Footwork FA14 and Herbert.

The nasty conditions continued in the afternoon with the rains coming and going and conditions changing all the time. If you picked a good moment, you could get a good time. Initially there was a battle between Alesi and Schumacher and then Andretti joined the fight. In the next minutes Schumacher made a mess of it and shunted, while Senna blithely took a whole second off Andretti's best. And then Barbazza went third quickest.

The times were up in the mid-1m24s but gradually they came down. Senna and Prost contrived to get in one another's way and there were various other excitements. By the half-hour mark Senna had just one lap of his 12 available left. His bolt was shot.

So too was Riccardo Patrese's, who had to hurry through his laps to give his car to Schumacher.

When it comes to weather forecasting Ayrton and McLaren are rather more reliable than the London Weather Centre, and on cue the rains increased – as did those departing the tarmac at unusual angles. With 15 minutes to go, a further obstacle was added when Martin Brundle's Ligier ran into the back of Luca Badoer's Lola at Coppice.

'He didn't know I was there because of the spray,' said Martin. 'He suddenly saw me and braked and I hit him.' Martin was very cool in the circumstances because a wheel-over-wheel shunt would probably have had him into the Donington Collection.

There were only a few drivers now with qualifying laps

SCHUMACHER

'We've reached the position we wanted, ahead of the McLarens'

remaining and with the rains coming and going it was tough. Hill did a good job to take second to Senna, while Schumacher bravely skated to seventh.

At the end of the session, Prost came out and Senna departed the pits. He could not complete a full lap but neither did he get in Prost's way as some feared he might after their earlier adventures. In fact Senna pulled off with a hydraulic failure. 'I'm glad it happened when I did and not earlier when I was at full speed,' he mused.

And so with a few last-minute spinners, the session dragged itself to a miserable close, leaving Senna a tenth ahead of Hill, but not confident he could stay there without rain on Saturday. Prost was third followed by JJ Lehto's Sauber, Berger, Schumacher, the impressive Jordan of Barrichello and Brundle's Ligier.

The paddock cleared quickly as everyone rushed off looking for somewhere warm and dry.

The weathermen had said that Saturday would be better and they must have been tipped off by McLaren because they were right. It was a lovely clear, crisp day with a blue sky and a chill in the air.

Friday's times were, of course,

completely meaningless as the front-runners worked their way through the 1m14s into the 1m13s and the 1m12s. Towards the end of the session Prost left everyone speechless with a lap of 1m10.716. Hill chipped down to 1m11.175s, and Senna beat Schumacher to third in the 'Formula Ford' fight.

The afternoon session was going to be all or bust and the heroes were quick to go out and get laps in the bank. At first it was Lehto leading the way, but then Schumacher carved the mark down to the low 1m12s.

After 15 minutes Senna could do no better than a 1m12.661s and quickly went back in for a think. Then it was Prost's turn and very quickly pole became a dream for all but the Frenchman and his team mate Hill. Alain's best was a 1m10.458s.

Senna tried again but a 1m12.385s was not encouraging. Then it was Hill's turn. Damon chipped down to 1m11.315s.

Elsewhere on the track Jean Alesi went off, flew briefly and gave himself a thrill by landing on two wheels in the gravel.

Patrese was also in trouble, his Benetton breaking down with gearbox problems.

Hill's second run was better and Damon did a good job to post a 1m10.762s lap with about eight minutes to go. As Damon ▶



The Ligiers suffered from lack of grip, as Mark Blundell showed during the warm-up. Both he and team mate Brundle spun out of the race

THE DAY SENNA BECAME A LEGEND

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EUROPEAN GP

went in, so Alain, Ayrton and Michael Schumacher came out for their final blasts.

The Fordsters put on a thrilling duel, swapping times at they quibbled over third on the grid: Michael took it, then Ayrton snatched it back. Next time round Schumacher won it again and Ayrton could do nothing about it – a slide at the final corner left him a hundredth short. But to put it into perspective, we should not forget that they were battling some 1.5s off Prost's pole time.

Alain's final run was not spectacular: 'I didn't want to make a competition against

RACE

It was in April 1973, 20 years ago to the month, that Ronnie Peterson spun away the lead to Jackie Stewart in the International Trophy at Silverstone. He had been caught out by a snow storm.

England's early-season non-championship F1 races, a thing of the far past now, were traditionally beset by lousy weather, because lousy weather is what you get in England at this time of the year. Hence, when they announced a *Grand Prix* at Donington in early April, it seemed a reasonable bet that

remember. Although it wasn't actually raining at two o'clock, there was no question of going to the grid on anything other than wets.

Poor Lehto, second in the warm-up, had an ignition switch failure on his Sauber, and he had no alternative but to start his race from pitlane in the T-car – which had been set up for the lanky Wendlinger, and did not fit him. To complete the picture, JJ opted to begin on slicks figuring that there was nothing to be lost. Even that decision was wrong.

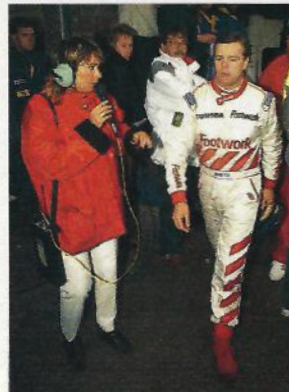
Traction control was obviously going to be of paramount importance at the green light, those with it likely to step off rather more smartly than those without. In that context, row two looked interesting, for Senna had it, and Schumacher did not.

To put it mildly, these two do not constitute a mutual admiration society, and away from the grid Michael swerved left, trying to block Ayrton. Momentarily, it worked. Into Redgate Prost and Hill were smoothly first and second, with Wendlinger third, Schumacher fourth, Senna fifth, Andretti sixth.

Senna dealt with Schumacher out of the corner, and then, in a move of astonishing confidence and audacity, proceeded to go by Wendlinger through the Craner Curves – on the outside! It took a bit of believing, but into the Old Hairpin Senna was third, and gaining on Hill, whom he duly passed at Coppice.

That left only Prost with whom to deal. Half-way round the lap Alain looked relatively secure in the lead, but his gearbox was playing up, he said, and twice he found himself in neutral rather than the next gear up.

Down to the hairpin at Melbourne, Senna was right up with him, outbraking neatly down the inside. The opening minute had been breathtaking, but somehow you felt the race already over.



Left: Derek Warwick was in sight of some much needed points when the all-new Footwork-Mugen stopped with gearbox problems. Photo: Hawkins

Alain Prost made seven stops for tyres during the race, and was lapped by Ayrton Senna in the closing stages. Photo: Gary Hawkins



Damon,' he explained, 'and I knew he was the only one who could catch me. It is important to be on pole and I am pleased to have Damon beside me because our main competition is on the second row.'

Next up were Schumacher and Senna, split by a smidgeon, Michael giving Benetton something to brighten up the horizon: 'We've reached the position we wanted,' the German said, 'ahead of the McLarens. We haven't done much testing and the set-up is nowhere near perfect yet, but we are in good shape all things considered.'

But Dennis put Benetton's speed down to a McLaren mistake: 'We got it wrong,' he said. 'Ayrton should have been able to get into the the low 1m11s.'

Row three was a bit of a worry, an accident in search of a corner to happen at, with Karl Wendlinger and Michael Andretti having something of a history after the shunt in Brazil a fortnight ago.

Behind Karl's Sauber one second covered 12 cars so we knew that even if the race up front was dull, we were guaranteed a right old knees-up in the midfield.

It would all depend on the weather of course, and the weathermen were walking around with black clouds over their heads...

Senna, wherever he was, would be rubbing his hands. On the face of it, this was made for him.

Certainly he felt that way last Friday, for the weather was awful, and he was duly fastest. But Saturday gave a glimpse of what spring can be, and in these circumstances Prost and Hill were unapproachable – indeed, Schumacher was able to pip Senna for third on the grid. Ayrton was cheered, however, by forecasts that Sunday would be wet.

And it was so. In the warm-up, though, it was Hill who set the fastest time, followed by an impressive Lehto, and the McLarens of Senna and Andretti, their times as good as identical.

The best guess was that there would be a deluge at around lunchtime, with drying conditions through the afternoon. The best guess was awry. At midday it was possible to furl umbrellas; and it never did dry through the afternoon.

'If it's dry tomorrow,' a Goodyear man had said on Saturday evening, 'we don't expect it to be a pitstop race. Most people believe they can make it without a change.'

That would have been a first in the era of the new, narrower, tyres, but in the event it wasn't dry, and the European Grand Prix proved to be more of a pitstop race than anyone could

For Andretti and Wendlinger, sadly, it was. Michael is of the American school of racing drivers, of course, which means he is prepared to admit his mistakes. And he did so now: 'I tried to take him, but I guess he hadn't seen me – I braked hard, but couldn't avoid him...'

'Overtaking is impossible at the place he tried,' commented Wendlinger. 'Michael apologised for his mistake, but this doesn't change much for me. I'm totally frustrated about what happened.'

The early pattern of the race was set on the opening lap, as expected, for overtaking at Donington is not easily. On the greasy surface, Senna briefly motored away, pulling out a lead of seven seconds after only four laps. After that, it stabilised, then began to reduce a little: the track, clearly, was beginning to dry.

Not quite enough for Brundle, however. After only six laps, Martin was in for slicks, and after nine laps he was facing backwards, stalled. 'It was the right decision, changing to slicks,' he said, 'but maybe I made it a lap or two too early.' Yes.

It was altogether a bad day for Ligier, for not long afterwards Blundell spun into a sandtrap, after an over-ambitious stab at outbraking Fittipaldi's Minardi.

Right: Damon Hill and Rubens Barrichello were in their fifth and third Grands Prix respectively, yet they were fighting for second place like pros who had done it all their lives. Hill was rewarded with second place, while Rubens's run to glory was cruelly cut short just six laps from home



1993 EUROPEAN GRAND PRIX AT DONINGTON PARK

FIA FORMULA 1 WORLD CHAMPIONSHIP

Lap 10 was when Herbert came in for slicks, and he was to stay on them to the finish, which was some feat in light of how conditions would fluctuate through the day. He deserved those three points.

The really startling performance, though, was coming from Barrichello, who had run a convincing fourth from the first lap on, headed only by Senna, Prost and Hill. Behind him were various luminaries, including Alesi, Schumacher, Berger and Patrese. A remarkable ninth at this point was the brave Barbazza, ahead of Alliot, Zanardi and Warwick.

Although the Ferraris had gone far better than expected, neither was to make the finish, each car losing hydraulic fluid, Berger's from the active suspension system, Alesi's from its semi-automatic transmission system.

'My car became more and more difficult to drive,' said Gerhard, 'because there was a fault in the left front actuator. I thought it was better to stop.' Jean was to get as high as second at one point, and was highly disappointed. The car had otherwise, he said, gone extremely well.

The important pitstops began on lap 18, when Senna came in for slicks, remaining stationary

Michael Andretti looked comfortable and quick during qualifying, but his wretched season continued, as his first lap jinx kept his 100% record. He tried to pass Karl Wendlinger at Coppice, both were out on the spot — Andretti apologised. Photo: Andrew Shaw



for 8.3s, and losing the lead to Prost for only a single lap, Alain himself coming in next time round. Hill and Schumacher had stopped at the same time as Senna, and after everything had settled down again, it was Senna in the lead, five seconds clear of Prost, with Hill a couple more behind.

Now it began to rain again. After only three laps on his slicks, Prost was in once more for more wets, and on lap 24 Hill followed suit. Senna came in on lap 28, but did not lose the lead in the process.

The rain stopped almost at once, but gone from the proceedings was Schumacher,

who had spun into a sandtrap, and was highly apologetic to his team: 'I'm sure they feel I've let them down, and all I can do is try to make up for it at Imola...'

Now the situation in the pits became almost farcical. Lap 33 saw Prost back in again, for slicks, and next time around Senna and Hill did the same. This time, however, there was a disruption in the flow of smooth stops, a problem with the left rear wheel keeping Senna immobile for 20 seconds. By the time he rejoined, Prost had gone through, and now led by almost seven seconds.

More rain. Unbelievable, perhaps, but true. Williams

brought in Prost on lap 38, and Hill on lap 41, each going back out on wets once more.

Crucially, though, McLaren did not call in Senna at this point, and soon the policy proved correct, for the Williams-Renaults, on wets, were able to make no impression on the slick-shod McLaren — indeed, little by little, Senna began to extend his lead. The track was drying again...

Lap 48: Prost in again, for the fifth time, this time for slicks. The stop was disastrous, Alain stalling as he tried to leave. The clutch, he said, was 'becoming difficult'.

With the car jammed in gear, it was an eternity before the mechanics were able to free it, then fire up the engine once more. By the time he went back out, the pole position man had been lapped by Senna.

Lap 50: Hill also in for slicks. Now he, too, was a lap back, the only man as yet unlapped the astonishing Barrichello.

'The whole race,' Damon said, 'was like a nightmare. An awful race — the worst you'd ever want to be in, because you had no idea what was going to happen next. It seemed that whatever we did was the wrong thing at the wrong time.'

Nor were the Williams pit crew through for the day. Not ▶



THE DAY SENNA BECAME A LEGEND

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EUROPEAN GP

0 Hill

Williams-Renault

Second quickest to team mate Prost in Thursday testing, but had trouble on Friday morning with locking brakes which left him stranded out on the circuit. Despite this, Damon was second quickest to Senna in the wet afternoon session, ahead of Prost. Second to Prost in both Saturday sessions and alongside him on the front row. Fastest in the warm-up. Second to Prost on the first lap until overtaken at Coppice by Senna. He then ran third until his first pitstop on lap 17. Had five further pitstops, but finished the race in second place having unlapped himself by passing Senna on lap 64.

2 Prost

Williams-Renault

Alain was quickest in Thursday testing but slower in the rain on Friday, lining up third overnight. Fastest in both Saturday sessions and on pole for the 23rd time in his career. Led from the start but passed by Senna at the Melbourne Hairpin on the first lap. Chased Senna until pitting on lap 19. Pitted again on laps 22, 33, 38, 48, 53 and 69. The stop on lap 48 was a disaster because the engine stalled. Also complained of a gearbox problem. Despite all this, he finished third.

3 Katayama

Tyrrell-Yamaha

Sixteenth on Friday morning but had to share his car with de Cesaris in the afternoon because of Andrea's accident. Went out at the end of the session again but was held up by Prost and then spun. Ended up 23rd fastest overnight. Spun again on Saturday afternoon but lined up 18th on the grid. Suffered clutch trouble from the start and retired on lap 11 with clutch failure.

4 De Cesaris

Tyrrell-Yamaha

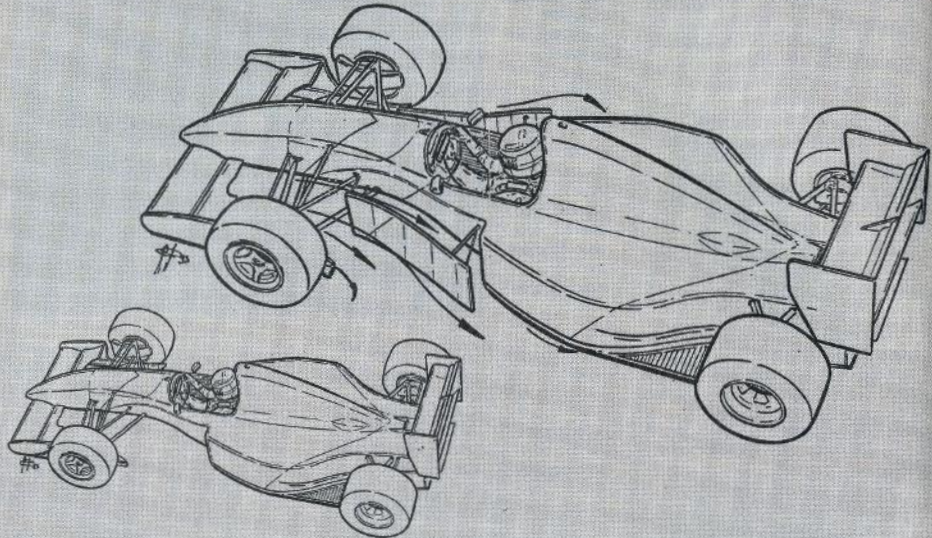
Crashed heavily at McLeans on Friday morning, destroying the chassis and had to share Katayama's car in the afternoon, when he could do no better than 21st quickest. Used the spare on Saturday, but was unhappy throughout the day and only 25th on the grid. Made a great start to run 17th early on. Pitted for the first time on lap 16. Ran into Alliot (who had just lapped him) on lap 28 and had to pit again. Pitted three more times on laps 31, 39 and 49. Retired on lap 55 with gearbox failure while running 13th.

5 Schumacher

Benetton-Ford

Using the new B193B Michael was second fastest on Friday morning. Spun off in the afternoon and took over Patrese's car late in the session, taking seventh on the provisional grid. Despite gearbox trouble and a loose exhaust he was fourth fastest on Saturday morning and in the afternoon he fought for third on the grid with Senna, eventually winning the battle by 0.099s. Pushed back to sixth on the first lap of the race, pitted to change from wets to slicks on lap 17 and spun off on lap 22.

McLAREN



McLaren ran with its air dams (copied by Benetton), in conjunction with a bigger cord rear wing, as opposed to the slim wings used in Brazil

6 Patrese

Benetton-Ford

Eleventh quickest on Friday morning but complained of traffic in the afternoon, a misunderstanding with the team and the lack of traction control. Had to hand his car over to Schumacher and 13th overnight. Complained of a poor set-up on Saturday morning and stopped out on the track in the afternoon with gearbox trouble but improved to 10th. Drove a steady race with four pitstops to finish fifth.

8 Senna

McLaren-Ford

Fastest on Friday morning in the wet and took provisional pole in the afternoon, although his car stopped out on the track at the end of the session with hydraulic failure. In the dry on Saturday he could not match the Williamses and was beaten to third on the grid in a shootout with Schumacher's more powerful Benetton. The team reckoned it had made a mistake on set-up. Drove an inspired first lap, taking the lead at the Melbourne Hairpin. Pitted on laps 16, 28 and 34, but put himself a lap ahead of everyone on lap 55. Pitted two laps later and again on lap 66, but came home the winner.

afternoon to be only 17th because he went out at the wrong time. Happier with the new car but felt it needed development on the gearbox. Improved to 14th on the grid on Saturday but frustrated that he was not further forward. Drove a steady race early on until he pitted on lap 14. Decided to stay out on slicks and this paid off, Derek climbing to sixth before retiring with gearbox failure on lap 66.

10 Suzuki

Footwork-Mugen

Had a gearbox problem on Friday morning and had a spin in the afternoon which left him 25th overnight. Spun off again on Saturday morning when the cockpit began to smoke. Without much setting-up time he could do no better than 23rd on the grid. Spun again in the warm-up. Ran at the tail of the field, surviving one spin, until he retired on lap 30 with gearbox failure.

11 Zanardi

Lotus-Ford

Went off early on Friday morning, hitting the wall after the Old Hairpin and badly damaging the front of his car. This was repaired but Alessandro did not get out until half an hour into the afternoon session. Without a decent set-up he did well to line up 20th overnight. Improved on Saturday to take 13th on the grid. Ran 10th early on but pitted early for slicks. Stopped again three times but survived to finish eighth.

12 Herbert

Lotus-Ford

Doing well on Friday morning until he spun off at McLeans and hit the wall, damaging the rear end. This was repaired for the afternoon, but Johnny was not out at the right time and had to make do with 12th position overnight. Sixth on Saturday morning and disappointed

7 Andretti

McLaren-Ford

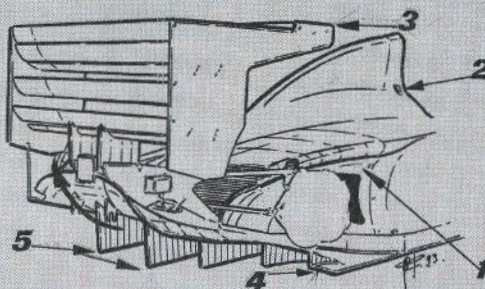
Fifth on Friday morning despite a couple of spins but frustrated by traffic in the afternoon and was 11th fastest. Had a new engine for Saturday and seventh in the morning, improving to take sixth on the grid. Spun off in the warm-up. Made a good start but crashed into Wendlinger at Coppice and retired.

9 Warwick

Footwork-Mugen

Using the new FA14 and quick on Friday morning, lining up sixth. Disappointed in the

BENETTON



The new Benetton B193B features many subtle changes, notably the rear of the sidepods (1) which curl under themselves to a far greater extent than previously. The central part of the chassis around the fuel tank (2) is slimmer to improve the air flow to the rear wing. On Friday the team tried a 'Footwork' double rear wing (3). The rear diffuser is also different with a horizontal step (4) at each edge, while there are now six underside vertical plates (6), with the two central ones being longer and deeper, creating a central 'tunnel'

RUNNERS AND RIDERS

not to be able to do better than 11th on the grid. Ran eighth early on, pitting early for slicks. Decided to stay out and rose through the field, as others popped in and out of the pits, to finish fourth.

14 Barrichello Jordan-Hart

Impressive throughout practice and qualifying setting the eighth fastest time on Friday, running a 'Footwork' rear wing. Switched to a standard wing in the dry on Saturday and slipped back to 12th on the grid, his best position to date. Drove a startling first lap to move up to fourth place and stayed there until pitting on lap 18. Pitted again on laps 28, 35, 38, 55 and 56, and ran second between laps 49-55. Retired on lap 71 while running third.

15 Boutsen Jordan-Hart

Replacing Ivan Capelli, Thierry had a brief test at Silverstone before going to Donington. Had some problems fitting his tail frame into the car. On Friday he used a standard rear wing and a manual gearbox and was 19th fastest, despite a spin. On Saturday he held the same position, philosophical about his inability to fit the chassis. Ran a manual gearbox in the race and struggled all afternoon with back pain because of the seating position. Life was made even more difficult by a sticking throttle. Retired on lap 67, deciding it was too dangerous to continue.

19 Alliot Larrousse-Lamborghini

Quick in testing on Thursday, setting the seventh quickest time of the day. Spun off early on Friday morning and had no time to set-up his car for the afternoon when he could do no better than 18th. Quick again on Saturday morning but disappointed in the afternoon to be only 15th on the grid having gone the wrong way on settings. Fifth fastest in the warm-up. Had moved up to 10th when he pitted for slicks on lap 14. Stayed out and moved up to seventh before being taken out by de Cesaris on lap 28.

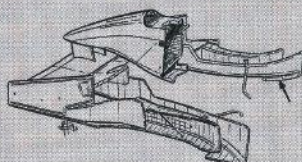
20 Comas Larrousse-Lamborghini

Was a solid 12th fastest on Friday morning but spun into a sandtrap early in the afternoon session which left him 22nd overnight. Struggling on Saturday morning and could do no better than 17th in the afternoon. Struggled on full tanks at the tail of the field. Pitted four times, speeding up as the race went on and moved up to ninth by the finish.

21 Alboreto Lola-Ferrari

Had a brake problem on Friday and lost a lot of time in the pits. When he finally went out the rain was bad and Michele was only 24th overnight. On Saturday Michele could only hold on to his position. Ran at the tail of the field, pitting on lap 21 then staying out to finish 11th.

FOOTWORK



The new Footwork FA14 has a different nose profile to last year. It retains the raised nose, but the front wing is now attached with two upright sections to improve front-end downforce. The team has retained the unusual 'double' front wing end-plates which extend further back than any other cars and feature small skirts behind the front wheel axis, as allowed in the rules

22 Badoer Lola-Ferrari

Failed to qualify after a tale of woe involving being hit by Brundle on Friday and spinning off on Saturday.

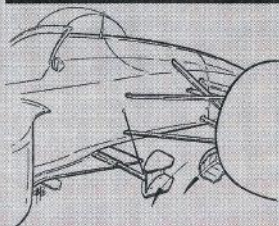
23 Fittipaldi Minardi-Ford

Minardi has modified its hydraulic systems since Brazil and the M193 was handling a lot better. Christian had a spin on Friday afternoon when he was only 16th on the overnight grid. Things were better on Saturday morning but in the afternoon he had a grip problem on his first set of tyres. At the end of the session he made a mistake on the number of laps available to him and lifted off on his last flying lap and remained sixteenth on the grid. Survived several incidents and four stops to finish seventh.

24 Barbazza Minardi-Ford

Happy with his car on Friday and an impressive 13th fastest in the morning session. In the afternoon he was 14th fastest, despite being less happy with the settings. Because of an engine mounting problem he switched to the spare for Saturday and was happy apart from a stiff gearchange. Slipped to 20th on the grid having qualified with fourth gear refusing to stay engaged. Drove a splendid first lap to run 12th, moving up eighth before he stopped on lap 18. Stopped again on lap 30 when

SAUBER



The Sauber team tried new air deflectors which are attached to the chassis. They are designed to push the air disrupted by the wheels away from the main flow around the rear of the car and help to reduce drag

seventh and decided to stay out thereafter, speeding up and slowing down depending on the rain. A fine sixth.

25 Brundle Ligier-Renault

Ninth fastest on Friday morning and retained the position in the afternoon despite having a spin and crashing into the back of Badoer at Coppice. In the dry the car had no grip and Martin slipped to 22nd on the grid. Pitted for slicks after just six laps. Spun off and stalled two laps later.

26 Blundell Ligier-Renault

Mark was 10th quickest in the damp conditions on Thursday but slipped gradually back during the weekend to be 21st on the grid, after several excursions. Chose wet settings for the race and moving slowly up when he went off into a sandtrap while trying to overtake Fittipaldi on lap 21.

27 Alesi Ferrari

Things were better at Ferrari with the handling improving but the drivers still complaining of a lack of engine power. In the wet, however, Jean was able to shine, setting the fifth fastest time on Friday despite not feeling well. In the dry on Saturday Jean could do no better than ninth on the grid. Did well early on to run fifth before his first stop on lap 16. Pitted again on laps 30 and 35 and briefly ran second before retiring with active problems on lap 36.

28 Berger Ferrari

Did well in the wet on Friday and sixth on the overnight grid. In the dry on Saturday he slipped to eighth, complaining that the active suspension system was inconsistent. Ran seventh until his first stop on lap 14. Retired six laps later with a hydraulic fluid leak.

29 Wendlinger Sauber

Had a variety of spins in practice but worked his way forwards, qualifying 10th overnight and improving to fifth on the grid on Saturday, despite a brake problem in the morning. Made a fine start to be third in the first corner but then overtaken by Senna. Hit by Andreotti at Coppice and retired on the spot.

30 Lehto Sauber

Was right on the pace throughout qualifying, setting the fourth fastest time on Friday afternoon but slipping back to seventh in the dry on Saturday. Found an electrical problem on the grid and so started in the spare from the pitlane. This was prepared for Wendlinger and was on slicks. It was the wrong decision. Found the car impossible to drive and stopped on lap 14.

■ Joe Saward

◀ by some way. Lap 53 saw Prost in yet again, this time for a new left rear tyre, for he felt sure he had a puncture. And now the situation was this: Senna had at least one lap on everybody, and led Hill, Barrichello, Prost, Herbert and Warwick. All on slicks.

It began to rain again. Truly it did. And hard this time. Barrichello, who had changed to slicks on lap 55, was back a lap later for more wets, and on lap 57 even Senna thought he might like some. Into pitlane he came, but the crew was not ready for him, so he continued on through – and this, given the lap distance saved by Donington's pit entry road, was to prove the fastest lap of the race! Officially, anyway. Most folk saw that as a complete nonsense.

A lap later the rain had eased, and now Senna decided wets weren't necessary, after all. With more than a lap's lead, however, he felt he could back off a little, and Hill, charging along in second place, unrolled himself on lap 63. 'I thought if I could get by Ayrton, it might help protect my second place from Alain,' he said. Given the personalities involved, it was smart thinking.

The rain returned in the closing laps. Really. On lap 66 Senna stopped for wets, and on 68 and 69 Hill and Prost did the same. By now the Williams mechanics were obliged to fit used sets...

There were two lots of heartbreak in the late stages. Warwick had driven a typically valiant race in the Footwork, and looked sure to collect at least one point, but with nine laps left he pulled off with gearbox failure. There were the usual sympathetic cheers, of course, but Derek has been used to those for most of his career.

No one could quite believe it, though, when Barrichello stopped, on lap 71. 'Everything had been great from the beginning – the way the car was working, the pitstops, all my overtaking moves. Then the low fuel pressure light came on, and soon afterwards the engine stopped.' This was more than cruel for the young fellow and his team, but Jordan and Hart are progressing well, you can say that. To say nothing of Barrichello.

Senna, of course, won consummately, with Hill a fine second again, Prost a disappointed third.

On his slowing down lap Ayrton stopped, waving for someone to bring him a Brazilian flag. Eventually someone did, and when he set off again, it slipped from his hand. It was the only thing he did wrong all day. ■

THE DAY SENNA BECAME A LEGEND

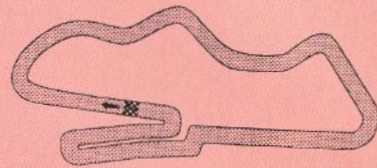
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EUROPEAN GP



April 11, 1993 FIA Formula 1 World Championship, round 3 Sega European Grand Prix

Circuit: Donington Park
Winner: Ayrton Senna,
McLaren-Ford MP4/8,
102.901mph
Fastest lap: Senna
McLaren-Ford MP4/8,
1m18.029s, 115.331mph*



* = time set on lap driven through pitlane without stopping. This is 200m shorter than the track length

Number of laps: 76 laps of a 2.499-mile circuit
Weather: Cold, damp/wet
Distance: 189.982 miles

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
1	8	Senna	McLaren-Ford MP4/8	76	1h50m46.570s
2	0	Hill	Williams-Renault FW15C	76	1h52m09.769s
3	2	Prost	Williams-Renault FW15C	75	
4	12	Herbert	Lotus-Ford 107B	75	
5	6	Patrese	Benetton-Ford B193B	74	
6	24	Barbazza	Minardi-Ford M193	74	
7	23	Fittipaldi	Minardi-Ford M193	73	
8	11	Zanardi	Lotus-Ford 107B	72	
9	20	Comas	Larrousse-Lamborghini LH93	72	
10	14	Barrichello	Jordan-Hart 193	70	fuel pressure
11	21	Alboreto	Lola-Ferrari T93/30	70	
R	9	Warwick	Footwork-Mugen FA14	66	gearbox
R	15	Boutsen	Jordan-Hart 193	61	stuck throttle
R	4	De Cesaris	Tyrrell-Yamaha 020C	55	gearbox
R	27	Alesi	Ferrari F93A	36	active leak
R	10	Suzuki	Footwork-Mugen FA14	29	gearbox
R	19	Alliot	Larrousse-Lamborghini LH93	27	accident
R	5	Schumacher	Benetton-Ford B193B	22	accident
R	26	Blundell	Ligier-Renault JS39	20	accident
R	28	Berger	Ferrari F93A	19	active leak
R	30	Lehto	Sauber-Ilmor C12	13	driver gave up
R	3	Katayama	Tyrrell-Yamaha 020C	11	clutch
R	25	Brundle	Ligier-Renault JS39	7	accident
R	7	Andretti	McLaren-Ford MP4/8	0	accident
R	29	Wendlinger	Sauber-Ilmor C12	0	accident

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
1 Prost	2	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
2 Hill	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
3 Schumacher	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4 Senna	8	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
5 Wendlinger	29	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
6 Andretti	7	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
7 Lehto	30	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	
8 Berger	28	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
9 Alesi	27	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
10 Patrese	6	11	11	24	24	24	24	24	24	19	19	19	19	19	19	19	19	19	19	19	19	19	19	
11 Herbert	12	9	9	24	11	11	11	19	19	19	12	12	12	12	12	12	12	12	12	12	12	12	12	
12 Barrichello	14	24	24	9	9	9	9	11	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
13 Zanardi	11	19	19	19	19	9	9	11	11	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
14 Warwick	9	23	23	23	23	23	15	15	15	23	23	23	23	23	23	23	23	23	23	23	23	23	23	
15 Alliot	19	3	3	25	25	25	15	23	23	26	26	26	26	26	26	26	26	26	26	26	26	26	26	
16 Fittipaldi	23	25	25	3	3	3	15	26	26	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
17 Comas	20	4	4	4	4	4	4	4	4	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
18 Katayama	3	26	15	15	15	26	25	20	20	20	20	10	10	10	10	10	10	10	10	10	10	10	10	
19 Boutsen	15	26	26	26	26	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
20 Barbazza	24	10	10	20	20	10	10	30	30	30	30	21	21	21	21	21	21	21	21	21	21	21	21	
21 Blundell	26	20	20	30	30	10	30	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	
22 Brundle	25	30	30	10	10	30	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	
23 Suzuki	10	21	21	21	21	21	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
24 Alboreto	21	21	21	21	21	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
25 deCesaris	4																							

■ Started from pit lane

1993 GRAND PRIX EXHIBITION

MEMORIES AND MEMORABILIA IN THE PITLANE SUITE

This weekend, head over to the 1993 Grand Prix Exhibition in the Pitlane Suite (entrance via Garage 39 Restaurant – see map on page 106), where you'll find a fabulous exhibition of artwork, memorabilia and personal memories, all celebrating Ayrton Senna and the 1993 European Grand Prix. **The exhibition opens at 11am each day.**



SWAROVSKI CRYSTALS AYRTON SENNA REPLICA HELMET

One unmissable exhibit is a full-sized replica of the helmet Ayrton Senna won when he secured his first FIA Formula One World Championship, at Suzuka in 1988, embellished with a staggering 49,104 Swarovski crystals. Created by crystal artist Tracy Stokes, this stunning item took some 1,800 hours to produce. STOKESI and SENNA BRANDS will be producing a limited series of 10 further Ayrton Senna crystal helmets, each one commemorating a particular race in Senna's illustrious career. One helmet will be on permanent display at the Ayrton Senna Museum in Sao Paulo, Brazil.

Q&A SESSIONS

(located in the 1993 GP Exhibition)

At **16:00 on Saturday**, in the Pitlane Suite, Andrew Marriott will be interviewing Ayrton Senna's F3 championship-winning team manager Dick Bennetts (pictured) and quadruple BTCC Champion Colin Turkington. **Sunday at 13:00**, he will host a Q&A with a panel consisting of Dick Bennetts, former McLaren Chief Designer Neil Oatley and David Scott, Clerk of the Course for the 1993 European Grand Prix at Donington Park.



F193



As well as the exhibition and Q&A sessions in the Pitlane Suite, we're also celebrating the 30th anniversary of that famous race this weekend with live-action historic F1 demonstrations out on track each lunchtime and two iconic historic F1 machines on static display in the Paddock (see page 18 for more details).

1984 Toleman TG-184



1990 Benetton-Ford B190



1992 McLaren MP4_7A



1993 Williams FW15C



1993 Benetton-Ford B193



1998 Minardi M198



JOIN THE CLUB!

More than 60 clubs are joining us this year, and we're delighted to welcome them to Donington Park!

Every year dozens of car clubs congregate here for the Donington Historic Festival. It's a very special feature of the event, and we would like to thank the club organisers and members who have 'clubbed together', bringing along such a range of vehicles for us all to enjoy.



Head into the Infield...

Make your way over to the Infield where you'll find clubs of all shapes and sizes with everything from family saloons to sleek sports cars. It's a great place to relive your memories of the roads of your childhood – and to spot the cars your parents or grandparents (or you!) drove back in the day. Don't forget to have a chat with the owners – they've brought their cherished machines along to show them off to us all and they'll be delighted if you want to know more. And make sure you wave when they drive round the track in the lunchtime parades – with Saturday's parade headed by 50 Porsches from Porsche Club GB and The Independent Porsche Enthusiasts Club.

... and hop along to the Hairpin

When you're in the Paddock, make your way to the Melbourne Hairpin, where you will find members of the Ferrari Owners Club GB and Simply Mustangs UK, all displaying their powerful motor cars with pride. You'll also find display parking for visitors arriving in pre-2000 cars but who are not here with a club – enjoy!





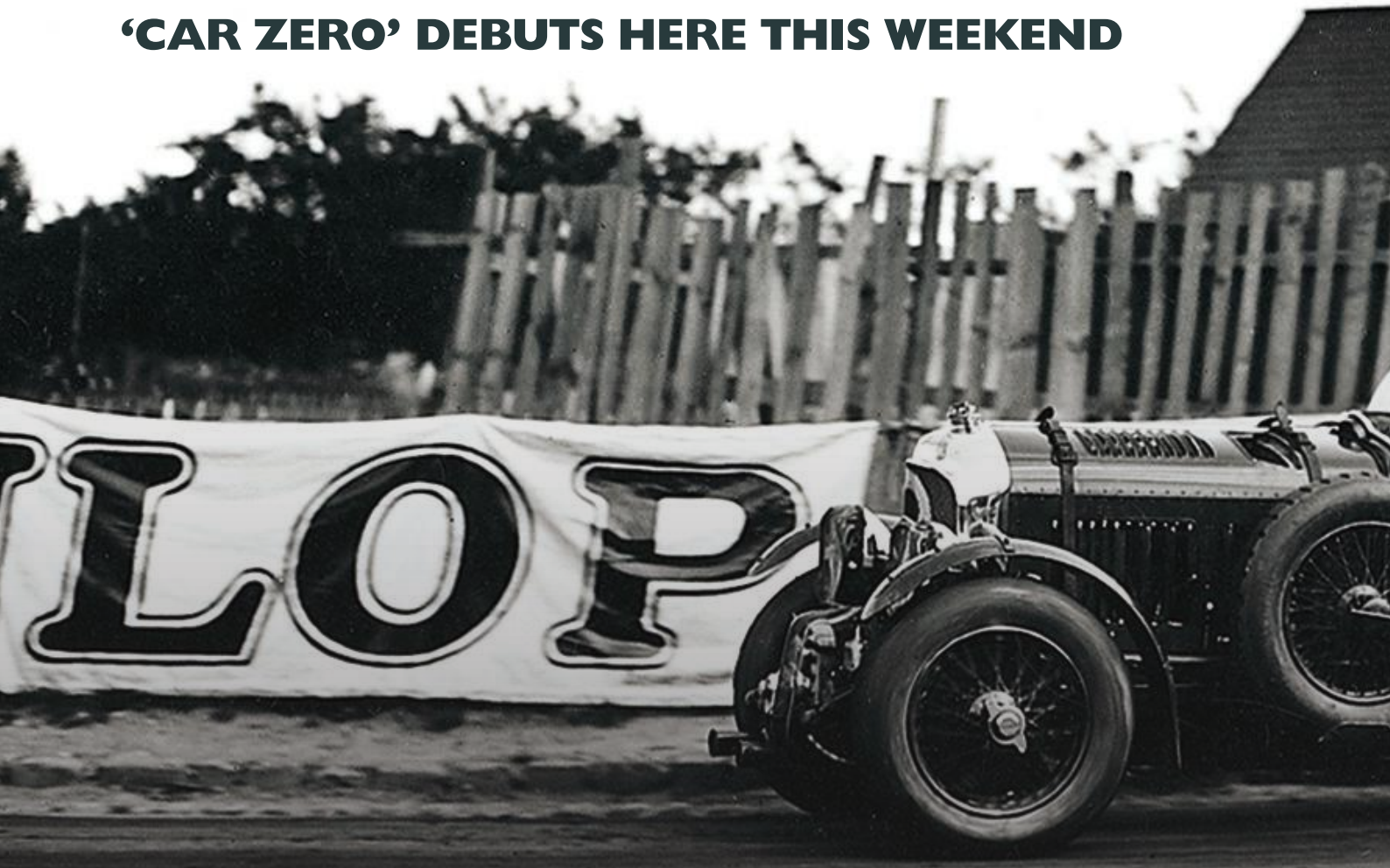
THE FOLLOWING CLUBS ARE
REGISTERED TO ATTEND THIS YEAR'S
DONINGTON HISTORIC FESTIVAL

DONINGTON HISTORIC FESTIVAL

131 Mirafiori
750 Motor Club
Abarth Club East Midlands
Alfa Romeo Owners Club
Amber Valley Classic Car Club
Aston Martin Owners Club
Austin Healey Club
Blackpool Thunder
Boundless CVG
Burton Car Club
Chesterfield MG Group
Classic Corvette Club UK
Club Alpine Renault
Club Audi
Club Lotus
Corrado Club of Great Britain
Fairthorpe Sports Car Club
Ferrari Owners Club of Great Britain
Ford AVO Owners Club
Gay Classic Car Club
Grantham Classic Car Club
GT40 Enthusiasts Club
GTROC
Honda NSX Owners Club
International Jaguar XK Club
Jaguar Drivers Club
Jaguar Enthusiasts' Club
JEC North Staffs Region
Jaguar E-type Club
Jaguar XKCC Car Club
Jaguar XJS Club
Lancia Montecarlo Consortium
Leicester & Rutland TSSC
Lincoln MG Owners Club
Little John Classic Car and Motorcycle Club
LMC Drivers Club
Lotus Grand Tourers
Marcos Owners Club
Mercedes-Benz Club
MGF Register of the MG Car Club
MG Owners Club
Midget & Sprite Club
Morgan Sports Car Club
Mustang Owners Club GB
MX5 Owners Club
North West Kit Car Owners Group
North Yorkshire Lotus Owners Club
NSX Forum
Porsche 924 Owners Club
Porsche Club GB
Porsche Enthusiasts Club (TIPEC)
Renault Owners Club
Rover P6 Club
S2KUK - UK S2000 Owners Club
Simply Mustangs UK
Skidmark MOC
Sunbeam Lotus Owners Club
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TVR Car Club
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Z Club of Great Britain

THE CONTINUATION OF A LEGEND

'CAR ZERO' DEBUTS HERE THIS WEEKEND



Sunday's 'Mad Jack' race for Pre-War Sports Cars brings together the oldest cars in the meeting – some of which have already achieved their centenary – in a spirited and highly competitive display of historic motorsport. And this year we are delighted to welcome a brand-new addition to the grid; Car Zero, the first of Bentley's hand-built Blower Continuation Series, the first Pre-War continuation series ever created.

For many enthusiasts, the imposing 'Blower' Bentley is the iconic racing Bentley of the pre-war years, forever linked with the image of its driver, the dashing Bentley Boy Sir Henry (Tim) Birkin. In 1929 Birkin commissioned the production of a series of 4 ½ Litre Bentleys, powered by a supercharger developed by independent engineer Amherst Villiers. Power increased from around 130 bhp to 240 bhp in racing tune with the supercharger installation. The 4 ½ Litre Supercharged went like a rocket, earning Bentley a legion of fans at every race it entered.

The Blower's finest hour arrived in the 1930 French Grand Prix at Pau; amid a field of Bugatti Grand Prix cars, Birkin wrestled the huge Bentley to a heroic 2nd place. At a startline weight of around 1,800 kg, Birkin's Blower was almost certainly the heaviest car ever entered in a Grand Prix, a roadgoing tourer among purpose-built racing cars.

The story continues...

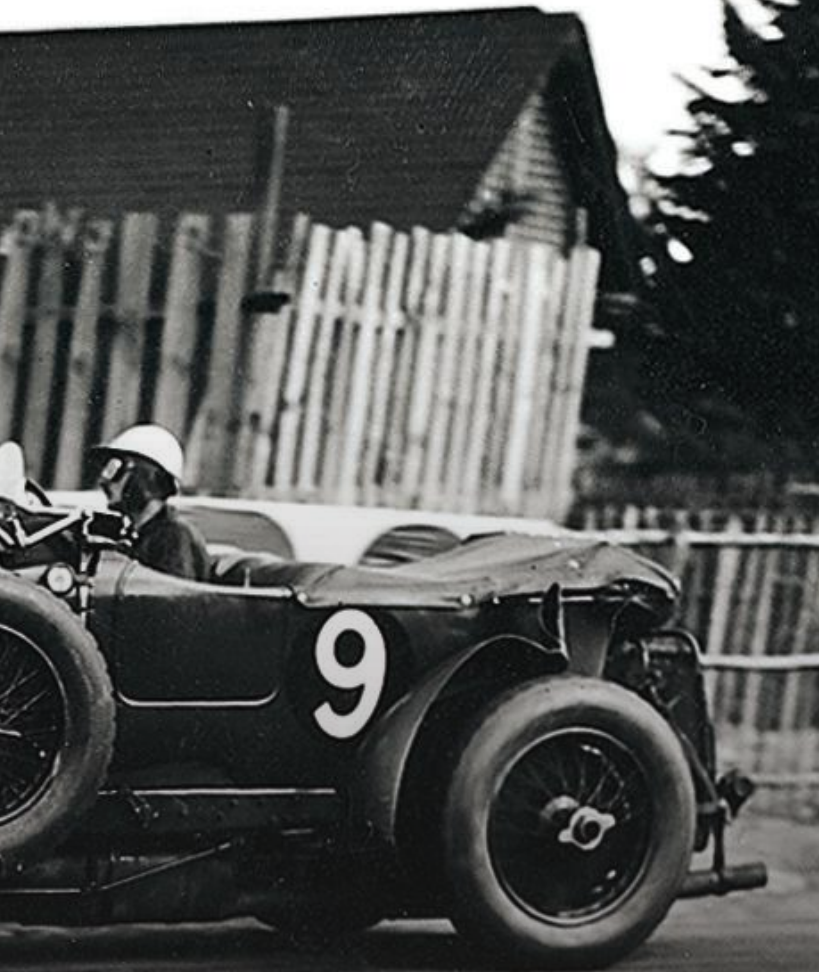
Bentley's Blower Continuation Series has been built by hand using a combination of modern laser-scanned data and original drawings. Both the blueprints and the 3D data were taken from the 1929 4½-litre supercharged Team Car #2 – the most famous Bentley in the world, and one of the icons of the Bentley Heritage Collection.

93 years after that car competed at Le Mans (and elsewhere), Car Zero will assume the original Blower's mantle and race to win – including at the Circuit de la Sarthe, in what will be the first Bentley works car to race at Le Mans since the Speed 8's victory in 2003.

Modifications to allow Blower Car Zero to go racing have been minor, and safety-related. They include the installation of a rain light, wing mirrors, towing points, a fire extinguisher and a battery isolation switch. The car also now holds an Historic Technical Passport (HTP), that certifies the car as eligible to compete in FIA-sanctioned events for historic vehicles.

Completing its purpose of engineering validation while honouring its genealogy, Car Zero is set to invoke the history of its ancestor taking to tracks in the UK, France and Belgium in three races that will test its performance and endurance. The 'Mad Jack' at the Donington Historic Festival is the first of these races.

We would like to thank Bentley Motors for the archive images of the original Team Blower #2 racing at Le Mans and the shots of Car Zero at the Goodwood Motor Circuit.



To prepare for its racing debut, Car Zero recently completed a six-hour endurance test at full race pace at the Goodwood Motor Circuit. Driven by Stuart Morley, the car performed flawlessly throughout the test, covering 380 miles and averaging 83 miles per hour.

You can see Car Zero in action during the 'Mad Jack' for Pre-War Sports Cars on Sunday with qualifying at 10:45-11.10 and the race at 16:10-16:50.



DONINGTON HISTORIC FESTIVAL

TRADE VILLAGE

We are delighted to welcome the following companies and organisations to the trade village (see map on page 106 for location). The event promoters would like to thank them for their support.

AE Racing - www.aeracing.co.uk

AMS UK & The Cool Camel - www.thecoolcamel.com

Anglo American Oil Company – www.aaoil.co.uk

British Historic Kart Club - www.britishhistorickartclub.com

Car Art by Chan - www.carartbychan.com

Car Crazy of Bawtry

Classic Motoring Enamels - www.classicmotoringenamels.co.uk

Derby HO Racing Club DHORC - www.dhorc.co.uk

Dunlop/Goodyear - www.dunlop.eu www.goodyear.eu

Elite Racing Transmissions - eliteracingtransmissions.com

English Classics - www.leatherdrivinghelmets.com

Forever Beads - www.foreverbeadsonline.co.uk

Hampson Auctions www.hampsonauctions.com

HP Tyres - www.hptyres.com

Image Post Ltd - www.oildrumfurniture.info and
www.ebay.co.uk/str/imagepostltdcarprints

Lewis Parfitt

Lou Boileau Photography - www.louboileau.com

Millingtons Models - www.diecastmodelstore.co.uk and
www.ebay.co.uk/str/millingtonsmodelsandcollectables

Old Hall Performance www.oldhallperformance.com

Popbangcolour - www.popbangcolour.com

Second Skin - www.secondskin.co.uk

Shimmer Products - www.shimmerproducts.co.uk

Spencer Elton - www.spencerelton.co.uk

Sporting Bears Motor Club – www.sportingbears.co.uk

Stand 21 UK - www.stand21.co.uk

Woodford Trailers - www.woodfordtrailers.com





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Danny Winstanley won the 2022 Donington Historic Festival edition of the Jaguar Classic Challenge in his 1963 E-type by a country mile of 25.6 seconds



Jaguar Classic Challenge
for pre-'66 Jaguar cars

Big Cats Roar into Donington Park

QUALIFYING  Saturday 09:05 – 09:35

RACE 1  Saturday 12:00 – 13:00

The opening race of the weekend, the Jaguar Classic Challenge, will see full claws-out action as a stunning field of Pre-'66 Jaguars in various guises prowl around the legendary corners of the Donington Park circuit.

Supported by Jaguar Classic, the series is a key member of the Motor Racing Legends stable, as the flag drops for the first race of its ninth season.

Katarina Kyvalova and Rob Hall were in the top ten in this gorgeous Pre-'63 spec E-type in last year's Jaguar Classic Challenge at Donington Historic Festival



Gary Pearson leads the field into Coppice, 2022 Jaguar Classic Challenge, Donington Historic Festival



Danny Winstanley takes victory in the 2022 Jaguar Classic Challenge at Donington Historic Festival

► The series is open to racing Jaguars built before 1966 including C- and D-types, Mk 1 and Mk 2, XK120 and XK140 as well, of course, as the ubiquitous E-type which dominates this weekend's entry.

If you're an E-type enthusiast, you'll be spoilt for choice as lightweight and semi-lightweight examples mix it up with fixed-head coupés.

Twelve months ago, Danny Winstanley kept the potent pairing of Gary Pearson and Alex Brundle at bay here by moving ahead of them at the start to win by a healthy 25.6 seconds. Danny returns this weekend and will hope to repeat his victory, particularly as he put his 2022 season to bed with a win at the MRL Silverstone GP meeting.

Jonathan Mitchell was set for the final step on the podium last year, having progressed through the grid until he was thwarted by the safety car when two cars kissed at the bottom of the Craner Curves. Simon Hadfield closed in on Mitchell in Joaquin Folch's raider and passed him to take third place. Jonathan returns this year, and will be gunning for the podium although the potent pairing of Lucas Bscher and Callum Lockie may have something to say about that.

Ian Simmonds was on the grid at Le Mans last year in his 1963 E-type, a support grid to the Le Mans Classic event - a feature race for the series. 2023 is another big year as the series will enjoy another feature race slot, this time at Silverstone Festival on 25th – 27th August, the 'Big Cat Challenge', and this race could give some big clues as to who will be the big contenders come August.

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Tony Best driving with son, Charlie Jones-Best leads Niall McFadden and another father and son combo, Dominic and Daniel Reinhard through McLeans, all in Jaguar E-types, 2022 Donington Historic Festival, Jaguar Classic Challenge.



“

If you're an E-type enthusiast, you'll be spoilt for choice as lightweight, semi-lightweight examples mix it up with fixed-head coupés.

”



Gary Pearson side by side with Phil Keen in Jon Minshaw's 1964 'Lightweight' 2022 Jaguar Classic Challenge, Donington Historic Festival

DONINGTON
HISTORIC
FESTIVAL



RIC WOOD MOTORSPORT
.com

Historic Touring Car Challenge and Tony Dron Trophy for '70s and '80s Touring Cars & Sixties Touring Car Challenge with U2TC for under two-litre Touring Cars

Four decades of Touring Car history in real life!

QUALIFYING  Sunday 09:45 – 10:15

RACE 2  Saturday 13:50 – 14:30

The Historic Touring Car Challenge and Tony Dron Trophy for '70s and '80s touring cars is a spirited grid of noise and colour showing evocative liveries from a golden era. They will gleam against the backdrop of the immaculate Donington Park, where so many of the period races in which these machines featured took place such as the British Touring Car Championship, (indeed the track hosted the BTCC season opener only last weekend), European Touring Car Championship and British Saloon Car Championship, and this one-hour race combines two of Motor Racing Legends' series to present a fabulous grid.

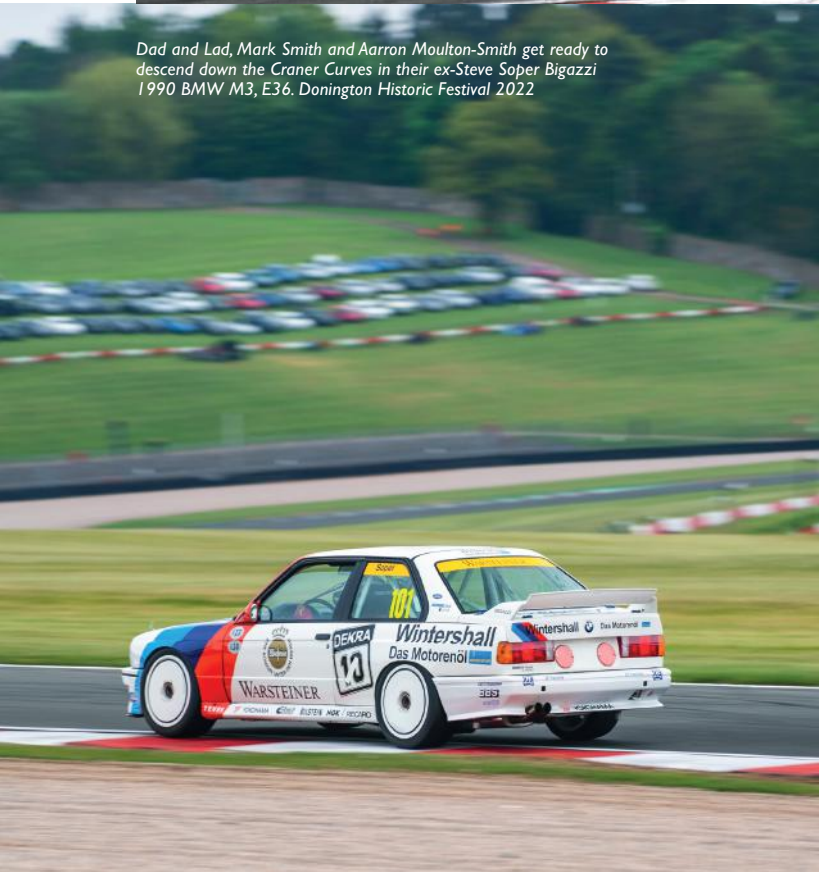
The Historic Touring Car Challenge (HTCC) is for Group A cars up to 1990, Group 2 cars up to 1981 and Group 5 cars up to 1969 and includes a dedicated category for pre-'86 Group A cars. The series covers everything from Ford 'Cologne' Capris, RS 1800 Escorts and 'Batmobile' BMWs, through to SD1 Rovers and Jaguar XJSs, to BMW M3s and Ford Sierra Cosworth RS500s. The Tony Dron Trophy (TDT) is a stand-alone series for Group 1 and '1½' Touring Cars. Named in honour of '70s Touring Car ace and Le Mans 24 Hours driver, the late Tony Dron, the series is for Touring Cars running to FIA Group 1 Regulations or to British Saloon Car Championship Group 1½ Regulations between 1970 and 1981. The series sees Ford Capris and Mk 2 Escorts wheel-to-wheel with Triumph Dolomite Sprints, Chevy Camaros, Alfa Romeos and Mk 1 Golf GTIs.

Pedal to the metal as the 2022 Historic Touring Car Challenge and Tony Dron Trophy grid barrel into Redgate on the first lap.

David Pittard and Rob Hall (lead no 4, Lotus Cortina) had a scintillating battle for victory with Andy Wolfe / Julian Thomas (white Lotus Cortina) and Max and Andrew Banks, Alfa Romeo GTA (in middle)



Dad and Lad, Mark Smith and Aaron Moulton-Smith get ready to descend down the Craner Curves in their ex-Steve Soper Bigazzi 1990 BMW M3, E36. Donington Historic Festival 2022



James Slaughter is a Motor Racing Legends regular in his 1978 Ford Capri Mk III and won the overall 2022 Tony Dron Trophy

▶ Joining them is the lively grid of the U2TC series for pre-'66 tin-tops and the Sixties Touring Car Challenge that showcases under 2-litre Touring Cars from Group 2 and Group 1 Touring Cars from 1966 to 1969. Starting thirty seconds behind the later cars, this grid takes us back to the days when the BTCC was known as the British Saloon Car Championship and Formula One stars including Jim Clark, Dan Gurney, Graham Hill, Jack Brabham and Jacky Ickx would gleefully turned out to play alongside Jack Sears, Jeff Uren, John Whitmore and Frank Gardner. You can expect to see Mk 1 and Mk 2 Lotus Cortinas, BMW 1800s and 2002s, Alfa Romeo GTA variants, early Mk 1 Ford Escorts and a host of other small-engined cars having a whale of a time around Donington Park.

Last year's races for the four series were electric. In the HTCC Ric Wood dominated the race in his Nissan Skyline 'Godzilla', after David Tomlin retired his Ford RS500 on the first lap with a hub failure. Wood was always in control to win 53.7 seconds ahead of 2021's victors Middlehurst and Bailey at the flag. This year the Nissans will have to undertake an extended pit-stop to the rest of the grid's 60 second mandatory stop, so Ric will have to fight hard to repeat his victory. Look out for Tristan Judge's number 22 car; the red and white chequer liveried BMW 635CSi which celebrates forty years of competition at Donington Park as it participated in the Donington ETCC race on 1 May 1983. The car qualified in 12th place but was a non-finisher. Originally a genuine works-prepared Group A car, it was used by a privateer; Giuseppe Briozzo, at Donington. Happy Donington birthday to the car!

James Slaughter returns with his Frank and Jean liveried 1979 Mk III Ford Capri with which he won the overall MRL Tony Dron Trophy and the Tricentrol cup in 2022. He's a hot favourite for victory in the Group 1 and '1 1/2' Touring Car ranks.

No-one will forget last year's U2TC and STCC race in a hurry. The 60-minute race was a breathtaking display of brilliance with constant changes in lead, cars side by side into corners and dare devil overtaking manoeuvres. After the pit stops Rob Hall (Lotus Cortina) had to fight his way back towards the podium places and the last nine laps were dominated by a full bore battle between him and Julian Thomas in the Andy Wolfe Lotus Cortina. Hall threatened all the while before Thomas took a scary excursion across the grass – GT driver, David Pittard and Hall ultimately coming out on top ahead of Wolfe/Thomas and the Banks brothers in their Alfaholics GTA.

Combining all of the above into one grid promises to be spectacular and we are thrilled to welcome such a bustling entry to this year's Donington Historic Festival. It's sure to be one of the key races of the weekend, so take your seats and enjoy 50 minutes of unadulterated Touring Car fun!

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HISTORIC TOURING CAR CHALLENGE AND TONY DRON TROPHY FOR '70S AND '80S TOURING CARS & SIXTIES
TOURING CAR CHALLENGE WITH U2TC FOR UNDER TWO-LITRE TOURING CARS // RACE PREVIEW



Battle of the Banzai! Jonathan Bailey and Andy Middlehurst were the overall victors of the Historic Touring Car Challenge in 2022, their green Kyoseki is an original Nismo works car. Here they are racing hard with Simon Garrad's Taisan car which retired with a gear selector issue in the 2022 edition of the race.

“

It's sure to be one of the key races of the weekend, so take your seats and enjoy 50 minutes of unadulterated Touring Car fun!

”



Sean and Daniel Brown were fourth in 2022 in their 1990 Ford Sierra Cosworth RS500 that Sean contested in period

DONINGTON
HISTORIC
FESTIVAL





Superformance Ferrari
Club Classic Series

Prancing Horses

QUALIFYING  Saturday 10:25 – 10:45

RACE 3  Saturday 14:55 – 15:15

RACE 5  Sunday 12:00 – 12:20

RACE 10  Sunday 17:05 – 17:25

The Ferrari Owners Club of Great Britain has a proud history of running its own motorsport competitions, be it track racing or hillclimbing.

We have been running races for classic sports cars for 20 years which, as far as we can tell, is the only one-make series in world motorsport dedicated to classic Ferraris.

Tim Shearman
(328 GTB) ahead of
William Moorwood
(308 GT4)

Chris Compton Goddard (355 Challenge)



Race start at Donington in 2022



Richard Fenny (308 GT4)

► For 2023 there is a new headline sponsor, and the series is named the Superformance Ferrari Club Classic (SFCC). The events are run as a race series and not a formal championship, with prizes being awarded to class winners on a race-by-race basis.

The Series is open to all road going Ferraris built before 1997 except for the exotic turbo cars such as the F40. A particular aim is to get as many different models racing as possible and with close competition within the individual classes. The individual classes are decided on the engine size with a further split such that Classes 3 and 5 are very similar to the original roadgoing specification and classes 2,4 and 6 are allowed a limited range of modifications.

The Donington Historic Festival is the first event of the 2023 SFCC season. Cars to look out for include the first appearance of the 355 Spider piloted by Colin Sowter, surely the only open-top racing 355. Front runners will include the very quick 355 Challenge of Wayne Marrs, while perennial rivals Tim Mogridge and Tris Simpson will certainly be hoping for a place on the podium.

In Group 4 we have the return to regular racing of the very quick 328 GTB of Gary Culver and the welcome inclusion of Robin Biesbroek, who shows the true spirit of an owner-driver as he has driven his 348 Challenge on the road to enter from Holland.

Further back down the grid, look out for some close racing between the 308GTBs and the 308 GT4s. These cars have all been racing for many seasons and have in the past all been very evenly matched.

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Race start at Donington in 2022

“

A particular aim of the series is to get as many different models racing as possible and with close competition within the individual classes

”



Nick Taylor (Mondial T)

LETTER IN THE WORLD.

DONINGTON
HISTORIC
FESTIVAL

Donington Park





The Royal Automobile Club Pall Mall Cup
for pre-'66 GT and Touring Cars, pre-'63
GTs and pre-'60 Sports Cars

Historic racing at the next level

QUALIFYING  Saturday 10:55 – 11:45

RACE 7  Saturday 15:30 - 18:30

Since the inaugural Royal Automobile Pall Mall Cup race in 2020, the three-hour endurance series has become firmly established as a true challenge in historic racing. Its unique format, which includes 'in pit' refuelling, truly tests the mettle of driver and machine. The series also provides a rare opportunity to compete at two of the UK's best circuits, first off, this season-opening race at Donington and then at the Silverstone GP circuit in mid-October. On the basis of the results of the two races at the end of the season, the prestigious Pall Mall Cup is awarded by the Royal Automobile Club to the most successful team.

Pall Mall Cup races are open to pre-'66 GT, Sports and Touring Cars, with categories for pre-'63GTs and Fifties Sports Cars. Races are run in a scratch format and competing cars must be driven by two drivers, with three driver teams also welcomed. Each team is allocated a pit garage for the race and their mandatory refuel is undertaken in the pit box outside, with mechanics wearing fireproof clothing.

The 2022 Royal Automobile Club Pall Mall Cup grid thunders into Redgate corner at the start of the race



Martin Melling, Mark Burton and Jason Minshaw were tenth in the 2022 Pall Mall Cup at Donington Historic Festival



Sam and John Tordoff are regulars on the Pall Mall Cup grid in their 1965 Lotus Elan as well as other endurance races such as Spa Six Hours



James Thorpe, Phil Quaife and Sean McInerney won Class 3c in their 1965 Porsche 911 in 2022

► There is no specified pit window for this race. However, no car may be out on track for more than 80 consecutive minutes. It is therefore entirely up to each team when to pit but, to comply with the time limitations, each car must make at least two stops during the race – one of these can be for the refuelling stop.

You can always guarantee that the Pall Mall Cup certainly throws up a grid of variety! 1950s sports cars have claimed victory on two previous occasions as well as Jaguar E-types and Shelby Daytona Cobras. Smaller capacity cars have a dominant showing, with nimble Lotus Elans and two-litre Porsches scoring class finishes. Mustangs, Falcons and similar American Touring Cars are welcome in Class 4b. Last year Class 5 was introduced to accommodate under 2 litre pre-'66 GTP cars such as Ginetta G4 and Porsche 904. You don't have to have an AC Cobra for the Pall Mall Cup, a humble MGB is a popular and effective weapon of choice.

The 'Big' Healeys will be coming to blows in Class 2a for Pre '63 GT Cars up to 3000cc and a scintillating duel between Crispin Harris/James Wilmoth, Christiaan van Lanschot/Karsten Le Blanc is lined up.

The Ward family Ginetta is a regular feature on the grid since GTP cars under 2 litres were invited to join the ranks in 2022.

Jaguar E-types are a dominant force in the Pall Mall Cup, populating Class 4: Pre '66 Cars (GT, GTS & Touring Cars) over 2000cc. Steve Skipworth and Nigel Armstrong run their Pre '63 white and green liveried car against Martin Melling and Jason Minshaw in their sleek styled '62 low-drag car. Matt Walton's Ecurie Ecosse blue car is back on-track following a sabbatical.

Representatives of the Lotus marque always play a strong hand in the field and the Elites and Elan 26Rs entered include a few Spa Six Hours raiders, such as Simon Evans and James Littlejohn and Stephan Jobst/Andy Willis/George McDonald with father and son Sam and John Tordoff.

The MGBs of Class 3b (Pre '66 Cars (GT, GTS & Touring Cars) 1601 – 2000cc – Front-engined) are popular with drivers of all levels of experience and never fail to be highly competitive against the larger capacity cars - endurance being their forte. BMW specialists, the Smith family, make their endurance race debut with their plucky MGB. Father Mark will share with AmSpeed racing sons, Arran and James to muscle in with the fellow MGB-paired teams of Guy Harman/Ben Colburn, Can Bitirim/Dave Gardener and finally father and son Simon and Alex Drabble with Julian Draper.

TVRs are quickly proving to be a 'weapon of choice' and young raider Harry Barton partnered with marque specialist Oliver Reuben will be a hard pairing to undo in their 200 Griffith, but 2022 Royal Automobile Club Pall Mall Cup winners, Malcolm Paul and Rick Bourne will be throwing down the gauntlet in their Grantura MkIII.

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THE ROYAL AUTOMOBILE CLUB PALL MALL CUP FOR PRE-'66 GT AND TOURING CARS, PRE-'63 GTS AND PRE-'60 SPORTS CARS // RACE PREVIEW



Wolfgang Friedrichs and Simon Hadfield graced the 2022 Pall Mall Cup grid with the Aston Martin Project DP214

“

You can always guarantee that the Pall Mall Cup certainly throws up a grid of variety!

”



Karsten Le Blanc and Christiaan Van Lanschot fend off Robert Barrie and Steve Monk in their Lotus Elan S1

DONINGTON
HISTORIC
FESTIVAL





HRDC Gerry Marshall Trophy
for pre-'83 Group 1 and 1½
Touring Cars

Bygone Touring Car heroes

QUALIFYING  Sunday 09:05 – 09:30

RACE 6  Sunday 13:10 – 13:55

This second 45-minute, pitstop race from the HRDC embraces a later era of Touring Cars, which featured so many bygone Touring Car heroes: Gerry Marshall, Tony Lanfranchi, Tony Dron and Barrie 'Whizzo' Williams, to name but a few.

For many enthusiasts spectating at Donington, this era is still relative to their attendance in the day when mighty Rover SD1s were set upon by the blistering pace of 3-litre Capris and the clutches of Triumph Dolomites often disrupted the outcome of many Gp.1 races. The popularity of these cars was heightened by the fact that they were ostensibly the same models that could be bought from a local car showroom, albeit without the flamboyance of their race liveries, which was not seen on their racing saloon counterparts of the 1950s-60s.

The Coates/Dawson RS2000
heads for a Top Ten finish
with the HRDC



David Clarke's bellowing Camaro is also a Goodwood regular.



HRDC 'WILLHIRE' class stars – Father and Son David and Jake Margalies in their respective Alfa Romeo GTV6s



Jerry Bailey's Toshiba Rover SD1 will be hunting for a podium!

► The HRDC has a well-deserved reputation for putting together evocative grids and this Series is no exception. With some 37 cars arriving at Donington, it promises to field some of the most exciting Touring Car racing to be seen at this historic festival.

Class 'B' will see the might of Robert Oldershaw's Rover SD1 hoping to take the lead from the similar cars of Jerry Bailey and the very quick Michael Whitaker (Jnr). But this trio will have their work cut out if they are to beat the Capri of Graham Scarborough (a period adversary of Gerry Marshall), which leads a cluster of a dozen rival Capris!

Headlining Class 'C' sees the pairing of Gerry Marshall's son Gregor and current GT ace Alex Kapadia in Gregor's Vauxhall Firenza. This class embraces the diversity of a Mazda RX7, Ford Escort RS2000s and a clutch of flamboyantly liveried Dolomite Sprints.

Class D sees Ford Fiestas, Toyota Corollas and Golf GTis, led by Goodwood winner and HRDC Series sponsor, Jim Morris in his father's period BTCC GTi.

As in period, many BTCC races had a 'Production' class. And so, the HRDC 'WILLHIRE' class embraces these less modified cars within this Series, offering an accessible, yet still competitive, entry to this evocative era of Touring Cars. Whichever class you choose to follow, all will be racing their hearts out here at Donington!

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Gregor Marshall's Vauxhall Firenza evokes memories of this father, Gerry Marshall.

“

With some 37 cars arriving at Donington, it promises to field some of the most exciting Touring Car racing to be seen at this historic festival.

”



John Young's Volvo's livery was voted one of the best at Goodwood Members Meeting!



Jonathan Abecassis leads a group of 'Woodcooters' through the chicane in his 1955 Austin Healey 100/4, behind is Nigel Webb's Jaguar C-type and the David Reed and Peter Snowdon Aston Martin DB2.



Royal Automobile Club Woodcote Trophy
& Stirling Moss Trophy for pre-'56 and
pre-'61 Sports Cars

Where the greatest cars come to be raced

QUALIFYING  Sunday 09:40 – 10:10

RACE 7  Sunday 14:10 – 15:10

Sixty minutes of splendour lie in-store at the Donington Historic Festival when the Royal Automobile Club Woodcote Trophy & the Stirling Moss Trophy take to the track for their opening race of the 2023 season.

Featuring the crème de la crème of 1950s sports car racing history the race is contested by genuine Le Mans cars, Mille Miglia legends and stars of the Sports Car Club of America (SCCA) Championship, plus much more.

Fred Wakeman in his 1955 Cooper T38 exits the Goddards chicane with Peter Ratcliffe, 1958 Lister Knobby in his mirrors, Royal Automobile Trophy Woodcote Trophy and Stirling Moss Trophy 2022 Donington Historic Festival.



Paul Pochciol gets the thumbs up from his team after his pit stop in his Jaguar C-type, Royal Automobile Trophy Woodcote Trophy and Stirling Moss Trophy 2022 Donington Historic Festival.



Richard Pilkington's stunning 1957 Maserati 300S that he shared with daughter, Tania in the 2022 Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy at Donington Historic Festival.

► The Royal Automobile Club Woodcote Trophy welcomes back many familiar car and driver combinations such as last year's overall Royal Automobile Club Woodcote Trophy victors, Malcolm Paul and Rick Bourne in their Lotus Mk X, the Jaguar D-types of Ben Eastick with Karl Jones, and John Pearson. Drum-braked machines of the early 1950s are represented by the likes of the Aston Martin DB2 of David Reed and Peter Snowden.

Rick Willmott in the Jaguar XK140 Gomm Special features in the largest capacity drum braked class and is joined by the Allard J2X Le Mans that caused quite a stir last autumn when it won the Woodcote Trophy first time out at the MRL Silverstone GP meeting. And Richard Wilson's stunning Maserati 250S - another previous Woodcote Trophy victor - makes a welcome return to the grid.

A legion of Listers will head up proceedings in the Stirling Moss Trophy, John Spiers will be looking to repeat his 2022 victory in this race in his Lister Jaguar Knobbly and partnered with Ollie Hancock they will be hard to touch, but Tarek Mahmoud, Chris Clarkson and Richard Hudson/Stuart Morley, also in Lister Knobbly's will bring the challenge to Spiers' potent black beast.

Fresh out of the box is Mark Lewis's Lotus XV, no stranger to the Stirling Moss grid, Mark has ground-up restored this car for a fresh assault on the Trophy but he has good company on the grid with Stephan Jöbstl, Richard Wilson and Michael Birch in their examples of Hethel's finest sports-car export. Olivier Gonzalez travels from Belgium to race his 1957 Lotus XI. Ben Adams' Lola Mk1 revels in Donington's challenging undulations, with John Chisholm joining in a similar machine and Nicholas James debuting his recently acquired Cooper T39 Bobtail.

And this is only the first contest of a four-race season, the Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy will also feature at the Oulton Park Gold Cup (29th -30th July), Silverstone Festival (25th -27th August) and MRL Silverstone GP Meeting (21st - 22nd October).

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ROYAL AUTOMOBILE CLUB WOODCOTE TROPHY & STIRLING MOSS TROPHY FOR
PRE-'56 AND PRE-'61 SPORTS CARS // RACE PREVIEW



On the prow, Ben Eastick's Jaguar D-type with Nigel Webb's Jaguar C-type to finish 14th (Eastick) and 15th (Webb), Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy 2022 Donington Historic Festival

“

The 2021 debut DHF race saw an endurance race that had it all! There was action from the off for the capacity fifty-car grid.

”



John Spiers, Stirling Moss Trophy Lister Jaguar Knobbly laps Stephen Bond's 1955 Lister Bristol Flat Iron, Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy 2022 Donington Historic Festival.

DONINGTON
HISTORIC
FESTIVAL





HRDC Dunlop Allstars for pre-'66 Sports, GT and Touring Cars and HRDC Classic Alfa Challenge for 750-116 Alfa Romeos

Anglo-Italian shining stars

QUALIFYING  Sunday 10:20 – 10:35

RACE 8  Sunday 15:25 – 15:55

The format of this race is split into two groups with the HRDC 'Dunlop Allstars' fielding the classes for pre-'66 Sports, GT & Touring Cars whilst the HRDC 'Classic Alfa Challenge' embraces all the Alfa Romeos, which run in three classes: CORSA (Full race), MONZA (Historic) and NORD (Production).

Jamie Boot is a regular HRDC winner with his TVR Griffiths.



Matt Moore's bellowing Cobra is one to watch!



Andrew Moore's TR4 battles with David Alexander's gorgeous Alfa Romeo Sprint GT



The cheeky OUMF Sebring Sprite punches higher than its weight!

► If variety is the keyword at Donington today, you can be sure that this HRDC race will deliver in spades! V8-powered Cobras vying with similarly powered TVRs go wheel to wheel with mighty Mustangs. Lotus Elans fight off the attentions of equally-powered Lotus Cortinas while a group of BMC A-Series powered racers, squabble amongst themselves for position in this enthralling 30-minute 'Sprint' race. But let us not dismiss the competitiveness of the Alfa Romeos with exotica in the form of evocative GTAs, GTAMs and ex-BTCC Alfettas which trade places with derivative models such as Giulia Sprint GTs, Berlinas and AlfaSud offshoots.

In the Allstars 'GT' classes of this race you will see cars ranging from Ginetta G4s, Gilburn GTs, Turner Mk.2s Lotus Elans and 26Rs to Speedwell Sprites, TVR Griffiths and AC Cobras, while the uber competitive 'TC' Touring Cars classes field Lotus Cortinas, Mini Coopers, Ford Mustangs, plus Austin A40, Jowett Jupiter and Jaguar XK150. Without doubt, heading the Allstars grid will be David Methey in his mighty AC Cobra and multiple Allstars winner, Jamie Boot in his awesome TVR Griffiths. But their command of the race is not totally assured with the addition of Matt Moore and Mike Whitaker in their respective Cobra and Griffiths racers!

In the Classic Alfa Challenge 'MONZA' class, take a close look at the Giulia Sprint GTA of Andrew Bergbaum. This is a genuine 'Jolly Club' team car, which has an illustrious period race history. Also worthy of attention is the newly acquired GTAM evocation of Gavin Watson, which has just arrived from Italy and taking its U.K racing debut here at Donington, running in the 'CORSA' class. But taking the fight to the front of this combined grid will be Chris Snowdon in the ex-BTCC Napolina Team Alfetta GTV – a period racer with an exceptional story behind it and one that is sure to want to win again!

ENTRY LIST: PAGE 94

HRDC DUNLOP ALLSTARS FOR PRE-'66 SPORTS, GT AND TOURING CARS AND HRDC CLASSIC ALFA CHALLENGE FOR 750-116 ALFA ROMEO'S // RACE PREVIEW



Mike Whitaker will be gunning for a win in his TVR Griffith!

“

If variety is the keyword at Donington today, you can be sure that this HRDC race will deliver in spades!

”



Sports, GT & Touring Cars - what a great mix!

DONINGTON
HISTORIC
FESTIVAL



Sue Darbyshire drove to a fabulous fourth place overall in her all conquering 1929 Morgan Aero Supersports, 'Mad Jack' for Pre-War Sports-Cars, Donington Historic Festival 2022



The 'Mad Jack' for
Pre-War Sports Cars

Pre-War magnificence celebrates 'Mad Jack' Shuttleworth

QUALIFYING



Sunday 10:45 – 11:10

RACE 9



Sunday 16:10 – 16:50

It's time to welcome the magnificent machines of the 'Mad Jack'. These pre-war head turners of the 1920s and 30s are of a type that raced in period here at Donington Park when the 'Donington Grand Prix' ran between 1935 and 1938 and attracted entries from all over the continent including the domineering German Auto Unions.

Those early races also featured Italian Alfa Romeos – notably that driven by the legend who gives this race his name, Richard 'Mad Jack' Shuttleworth, the winner of the first-ever Donington Grand Prix race.

Richard Hudson in his 1924 Bentley 3 1/4 litre 'Mad Jack' for Pre-War Sports-Cars, Donington Historic Festival 2022



► The daredevil aviator and racing driver drove his Alfa Romeo Tipo P3 to victory here in 1935 and this 45-minute, two-driver race absolutely embodies the spirit of that era. The fact that Donington Park is the only active race circuit in the UK with a Pre-War race history makes this hugely entertaining crowd-pleaser even more special.

All the famous Pre-War marques are represented with one exception - sadly, no Alfa Romeo this year. We welcome Alvis, Aston Martin, Bentley, Bugatti, Invicta, Lagonda, MG, Riley, Talbot and a host of others. Bentley Motors exercise their continuation 'Blower', car Zero (see p26), its first time on track before it contests two other significant events this year including our next Pre-War race at Belgium's thrilling Spa-Francorchamps circuit early in October.

There is a notable turnout of Aston Martins this weekend, including Jonathon Lupton's 1933 Team Car that has an enviable co-driver in the line-up. Darren Turner is no stranger to Aston Martins, having been a factory driver for many years, notching up Le Mans wins and FIA World Endurance Championship accolades in cars seventy odd years newer than the stunning 1465cc machine that you see him in today. Darren made his debut in the car last summer and has been relishing the challenge. It's great to see him back in the car for another season.

Gareth Burnett won last year's DHF race in the Alta Sports. He would be the favourite for victory again, but his team-mate, Michael Birch, will be hoping to reverse the misfortune he encountered when his Talbot didn't make the race due to a mechanical issue, so expect to see the pea green Talbot breathing down the Alta's neck! Sue Darbyshire is exceedingly plucky in her diminutive Morgan Super Aero three-wheeler, she will be right in the fight, and no doubt ahead of the hard-fighting pack of Bentleys that dwarf her nimble little machine.

ENTRY LIST: PAGE 96



The 2022 'Mad Jack' Pre-War Sports Car field head out for their qualifying session.



Fred Wakeman is all chains and sprockets in his 1928 Frazer Nash Super Sports, 'Mad Jack' for Pre-War Sports-Cars, Donington Historic Festival 2022

Richard Hudson leads the charge out of Goddards in his 1924 Bentley 3 1/4 litre, 'Mad Jack' for Pre-War Sports-Cars, Donington Historic Festival 2022



“

The fact that Donington Park is the only active race circuit in the UK with a Pre-War race history makes this hugely entertaining crowd-pleaser even more special.

”



Bo Williams in his 1926 Bugati Type 35B 'Mad Jack' for Pre-War Sports-Cars, Donington Historic Festival 2022



HRDC Jack Sears Trophy for
1958-1966 Touring Cars

Iconic Touring Cars

QUALIFYING  Sunday 11:20 – 11:45

RACE II  Sunday 17:40 – 18:25

This long-running historic Touring Car series has the unique distinction of embracing the iconic Touring Cars from their formative days which evolved into what we now know as the BTCC.

Here you will see cars from the late 1950s through to the mid-'60s battling in their respective classes throughout an epic 45-minute race which embraces a compulsory pit-stop between 15 – 30-minutes of the event. Some teams will be made up of two drivers, while others run a single driver. Be sure to check their track positions after the pit window closes – as it is often here when the balance of fortune can change dramatically in this exciting race; the efficiency of a pit stop can often win or lose the race!



The Minis are often giant-slayers in this grid!



Mike Jordan (Austin GT40) at the front of the pack at Redgate



James Colburn three-wheeling his American Austin A40

► Of the front-runners in this weekend's race, we will see no less than ten Lotus-Ford Cortinas, including Goodwood Members Meeting 'Jim Clark Trophy' winner, David Dickenson in his Jordan Racing Team prepared car. Will Goodwood front runners, Mike Gardiner and Josh Cook, Pete Smith, and Ambrogio Perfetti be able to turn the tables in the Alan 'MANN' class here at the Donington Historic Festival?

The performance of these Lotus twin-cam cars is mesmerising – but we cannot rule out the ultimate horsepower of the V8-powered leviathans in the Jack 'SEARS' class. Matt Moore's thundering 'Purple Peril' makes its race debut with the HRDC. Will this Ford Galaxie 500's 7-litres take the race to the Cortinas? Or will it be the charismatic driving style of single-seater ace Dave Coyne, in his newly fettled Ford Mustang, show everyone the way through the Craner Curves? But we still have the flies in the ointment of the larger capacity '60s runners in the form of a swarm of eight Cooper 'S' Minis running in the John 'RHODES' class! Jeff Smith, Tom Bell, Jo Polley and Richard Colburn are among these front wheel drive aces who will be determined to play havoc amongst the bigger cars!

There is always a special place for the '50s cars. Ranging from Ben Colburn's 3-litre Austin 'Jack Sears' Westminster to Nick Leston's Riley 1.5 – a homage to his father Les 'LESTON', to whom this class is dedicated. Entertainment is guaranteed!

ENTRY LIST: PAGE 98



A jam-packed grid

“

The performance of these Lotus twin-cam cars is mesmerising - but we cannot rule out the ultimate horsepower of the V8-powered leviathans

”

Mike Jordan (Austin GT40) leads Grant Williams (ex-Works Jaguar Mk. I) into the Donington chicane





THE RACER



Pit talk from the HRDC

HRDC FEATURE RACE OULTON PARK GOLD CUP MEETING

29-30 July 2023



HRDC 'JACK SEARS TROPHY'

for 1958-1966 Touring Cars, 45-mins pitstop race for 1 or 2-drivers

ENTRIES ARE NOW OPEN

JOIN THE BEST TEAM IN HISTORIC RACING!

COMPETITION ENQUIRIES: JULIUS THURGOOD 07850 361159 • direct@juliusthurgood.co.uk • www.hrdc.uk



Entry Lists

DONINGTON
HISTORIC
FESTIVAL



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90

HRDC Gerry Marshall Trophy for pre-'83 Group 1 and 1½ Touring Cars

92

Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy for pre-'56 and pre-'61 Sports Cars

94

HRDC Dunlop Allstars for pre-'66 Sports, GT and Touring Cars and HRDC Classic Alfa Challenge for 750-116 Alfa Romeos

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The 'Mad Jack' for Pre-War Sports Cars

98

HRDC Jack Sears Trophy for 1958-1966 Touring Cars



DoningtonPark



Radio Donington 94.3FM

Tune in to Radio Donington for live commentary, interviews and spectator information throughout the weekend.

Jaguar Classic Challenge for pre-'66 Jaguar cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
4	D	John Young	GB	Jack Young	GB	Jaguar E-type	1962	3800	White
5	D	Lucas Bscher	DE	Calum Lockie	GB	Jaguar E-type	1965	3800	Green
9	D	Marc Gordon	GB	Nick Finburgh	GB	Jaguar E-type	1961	3800	Silver
25	D	John Burton	GB	–	–	Jaguar E-type	1961	3800	Blue
33	D	Paul Kennelly	GB	–	–	Jaguar E-type Roadster	1962	3781	Red/Silver
55	D	Martin Melling	GB	Jason Minshaw	GB	Jaguar E-type FHC	1962	3800	Grey
66	D	Niall McFadden	IR	–	–	Jaguar E-type	1962	3800	Green
12	E	Tony Best	GB	Charlie Jones-Best	GB	Jaguar E-type Semi-Lightweight	1962	3781	Grey
17	E	Julian Barratt	GB	Tom Barclay	GB	Jaguar E-type	1964	3871	Silver
21	E	Graeme Dodd	GB	James Dodd	GB	Jaguar E-type	1962	3800	Green
27	E	John Pearson	GB	Gary Pearson	GB	Jaguar E-type	1963	3781	Gun Metal
28	E	Myles Poulton	GB	Peter Fisk	GB	Jaguar E-type	1963	3800	Grey
57	E	Jonathan Mitchell	GB	–	–	Jaguar E-type Semi Lightweight	1961	3800	Grey
72	E	Jamie Boot	GB	–	–	Jaguar E-type	1964	3800	BRG
78	E	Danny Winstanley	GB	–	–	Jaguar E-type semi-lightweight	1962	3781	White
89	E	Matthew Wrigley	GB	–	–	Jaguar E-type	1963	3781	Silver
147	E	Guy Grant	GB	Mark Hales	GB	Jaguar E-type	1964	3800	Grey
155	E	Alistair Dyson	GB	–	–	Jaguar E-type Lightweight	1962	3800	Green
36	F	Ian Simmonds	GB	–	–	Jaguar E-type	1963	3800	White
121	F	Grahame Bull	GB	Alan Bull	GB	Jaguar E-type	1963	3800	Orange

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS D RESULTS

1 ST	2 ND	3 RD
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CLASS E RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS F RESULTS

1 ST	2 ND	3 RD
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CLASS D: E-type Jaguars - Pre '63 Spec

CLASS E: E-type Jaguars - 'Lightweight' Spec

CLASS F: E-type Jaguars - 'Lightweight' Spec - minimum weight of 1100Kg



Historic Touring Car Challenge and Tony Dron Trophy for '70s and '80s Touring Cars



RIC WOOD MOTORSPORT.com

NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
66	HTCC 2B	Nick Whale	GB	Alistair MacKinnon	GB	Ford Escort Mk II	1975	1998	Yellow
377	HTCC 2B	Ian Guest	GB	Frank Guest	GB	Ford Escort RS1800	1975	1975	White
11	HTCC 2C	P Blakeney-Edwards	GB	Gregor Fisken	GB	BMW CSL	1973	4398	Orange
75	HTCC 2C	Simon Evans	GB	James Littlejohn	GB	Ford Capri RS2600	1972	2997	Blue
93	HTCC 2C	Simon Alexander	GB	-	-	BMW CSL 3.0	1973	3498	Blue/White/Red
22	HTCC 3C	Tristan Judge	GB	-	-	BMW 635CSi	1983	3430	White
87	HTCC 3C	Jamie Sturges	GB	-	-	BMW E28 M535i	1987	3468	Red
8	HTCC 4B	Darren Fielding	GB	-	-	BMW E30 M3	1990	2500	White
10	HTCC 4B	Mark Smith	GB	Colin Turkington	GB	BMW M3 E30	1989	2500	White/Blue/Red
25	HTCC 4B	Nick Bartlett	GB	-	-	BMW E30 M3	1986	2460	White w. Fina Livery
61	HTCC 4B	Tom Houlbrook	GB	-	-	BMW E30 M3	1993	2500	White
84	HTCC 4B	Steve Jones	GB	-	-	BMW E30 M3	1988	2498	Red
23	HTCC 4C	Graham Pattle	GB	Mark Burton	GB	Holden Commodore	1989	4980	Red
117	HTCC 4C	David Tomlin	GB	-	-	Ford RS500	1990	2000	White
55	HTCC 5C	Jonathan Bailey	GB	Andy Middlehurst	GB	Nissan Skyline	1993	2600	Green
74	HTCC 5C	Jonathan White	GB	-	-	Nissan Skyline GTR	1991	2568	Silver
123	HTCC 5C	Ric Wood	GB	-	-	Nissan Skyline GTR	1990	2600	Blue
79	HTCC INV	John Pearson	GB	Gary Pearson	GB	Vauxhall Cavalier Ecosse	1993	2000	Blue/White
3	TDT TD2C	Raphael De Borman	B	Olivier Meurens	B	Ford Capri 3.0S Belga	1982	3000	White (Esso)
7	TDT TD2C	James Slaughter	GB	-	-	Ford Capri Mk III	1979	2997	White
19	TDT TD2C	Michael Whitaker (Jnr)	GB	-	-	Rover SDI	1979	3528	Blue
81	TDT TD2C	Mike Whitaker	GB	-	-	Rover SDI	1980	3495	Blue/Yellow/White
45	STCC B	Svein Aannestad	NOR	-	-	Alfa Romeo GT Junior 1300cc	1969	1294	Red
1	STCC C	Richard Dutton	GB	Neil Brown	GB	Ford Escort Mk I	1969	1595	White/Red
5	U2TC C	Peter Chambers	GB	-	-	Lotus Cortina	1965	1600	Red
33	U2TC C	Paddy Shovlin	IE	-	-	Ford Lotus Cortina	1965	1600	Green/White
44	U2TC C	David Dickinson	IE	-	-	Lotus Cortina	1965	1600	Green/Gold
51	U2TC C	Ambrogio Perfetti	NOR	-	-	Lotus Cortina	1965	1600	Blue
57	U2TC C	Mike Gardiner	GB	Josh Cook	GB	Ford Lotus Cortina	1963	1598	White/Purple Stripe
72	U2TC C	Jon Wood	GB	James Pickford	GB	Ford Lotus Cortina	1962	1588	White/Blue
166	U2TC C	Niall McFadden	IRE	-	-	Ford Lotus Cortina	1965	1600	White/Green
18	U2TC D	Harry Barton	GB	-	-	BMW I800tii	1969	1999	White
62	U2TC D	Alun Edwards	GB	-	-	Alfa Romeo Giulia Sprint GT	1964	1962	Red

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS HT2B RESULTS

1 ST	2 ND	3 RD
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CLASS HT2C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS HT3C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS HT4B RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS HT4C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS HT5C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS TD2C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS STCC B RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS STCC C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS U2TC C RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS U2TC D RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS HT2B: Group 2 under 2500cc
CLASS HT2C: Group 2 over 2500cc
CLASS HT3C: Group A pre '85 Over 2500cc
CLASS HT4B: Group A Post '85 under 2500cc
CLASS HT4C: Group A Post '85 Over 2500cc
CLASS HT5C: G

CLASSTD2C: Group 1½ Under 4000cc
CLASS STCC B: Under 1300cc
CLASS STCC C: Under 1600cc
CLASS U2TC C: Under 1600cc
CLASS U2TC D: Under 2000cc

Superformance Ferrari Club Classic Series



**FERRARI
CLUB CLASSIC**

A FERRARI OWNERS' CLUB OF
GREAT BRITAIN RACING SERIES



NO.	CLASS	DRIVER(S)	NAT	CAR	CC	YEAR	COLOUR
11	Group 2	Robert Pulleyn	GB	308 GTB	3000	1977	Blue
25	Group 2	Richard Fenny	GB	308 GT4	3000	1977	Red
29	Group 2	William Moorwood	GB	308 GT4	3000	1977	Red/Yellow
35	Group 2	Richard Atkinson-Willes	GB	308 GT4	3000	1977	Blue
50	Group 2	Jago Keen	GB	308 GTB	3000	1981	Blue
308	Group 2	Nick Whittaker	GB	308 GT4	3000	1979	Blue/Cream
5	Group 3	Chris Butler	GB	328 GTB	3200	1986	Black
22	Group 3	Timothy Shearman	GB	328 GTB	3200	1986	Red
33	Group 3	Pauline Goodwin	GB	328 GTB	3200	1987	Red
67	Group 3	Robert Greaves	GB	328 GTB	3200	1986	Red
72	Group 3	James Cartwright	GB	328 GTB	3200	1987	Red
88	Group 3	Andy Riddoch	GB	328 GTB	3200	1987	Red
3	Group 4	Nick Cartwright	GB	328 GTB	3200	1986	Red
21	Group 4	Robin Biesbroek	NL	348 Challenge	3400	1993	Yellow
28	Group 4	Myles Poulton	GB	328 GTS	3200	1986	Red
34	Group 4	Gary Culver	GB	328 GTB	3200	1987	Red
38	Group 4	Paul Ugo / Charlie Ugo	GB	328 GTB	3200	1987	Blue
55	Group 4	Tony Claringbould	GB	Mondial T	3400	1994	Red
57	Group 4	Nick Taylor	GB	Mondial T	3400	1989	Black
71	Group 4	George MacFarlane	GB	328 GTB	3200	1986	Red
4	Group 5	Tim Mogridge	GB	F355 Challenge	3500	1998	Red
17	Group 5	Nicky Paul-Barron	GB	F355 Challenge	3500	1996	Red/White
26	Group 5	Colin Sowter	GB	F355 Spider	3500	1995	White
27	Group 5	Ray Ferguson	GB	F355 Berlinetta	3500	1996	Yellow
46	Group 5	Tristan Simpson	GB	F355 Challenge	3500	1995	Red
8	Group 6	Vance Kearney	GB	F355 Challenge	3500	1995	White
44	Group 6	Chris Compton-Goddard	GB	F355 Challenge	3500	1996	Blue
60	Group 6	Wayne Marrs	GB	F355 Challenge	3500	1996	Red


GROUP 2: Lightly modified cars up to 3 litres


GROUP 3: Unmodified cars over 3 litres


GROUP 4: Lightly modified cars over 3 litres


GROUP 5: Unmodified cars over 3.4 litres

GROUP 6: Lightly modified cars over 3.4 litres

QUALIFYING 
Saturday 10:25 – 10:45

RACE 3  Saturday 14:55 – 15:15

RACE 10  Sunday 17:05 – 17:25

RACE 5  Sunday 12:00 – 12:20

STARTING GRID RACE 3



RESULTS - RACE 3

OVERALL RESULTS	1 ST	2 ND	3 RD
GROUP 2 RESULTS	1 ST	2 ND	3 RD
GROUP 3 RESULTS	1 ST	2 ND	3 RD
GROUP 4 RESULTS	1 ST	2 ND	3 RD
GROUP 5 RESULTS	1 ST	2 ND	3 RD
GROUP 6 RESULTS	1 ST	2 ND	3 RD

STARTING GRID RACE 5



RESULTS - RACE 5

OVERALL RESULTS	1 ST	2 ND	3 RD
GROUP 2 RESULTS	1 ST	2 ND	3 RD
GROUP 3 RESULTS	1 ST	2 ND	3 RD
GROUP 4 RESULTS	1 ST	2 ND	3 RD
GROUP 5 RESULTS	1 ST	2 ND	3 RD
GROUP 6 RESULTS	1 ST	2 ND	3 RD

STARTING GRID RACE 10



RESULTS - RACE 10

OVERALL RESULTS	1 ST	2 ND	3 RD
GROUP 2 RESULTS	1 ST	2 ND	3 RD
GROUP 3 RESULTS	1 ST	2 ND	3 RD
GROUP 4 RESULTS	1 ST	2 ND	3 RD
GROUP 5 RESULTS	1 ST	2 ND	3 RD
GROUP 6 RESULTS	1 ST	2 ND	3 RD

The Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'60 Sports Cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	DRIVER 3	NAT.	CAR	YEAR	CC	COLOUR
20	1A	Rudiger Friedrichs	D	Gary Pearson	GB	–	–	Jaguar C-type	1953	3400	BRG
16	2A	Florian Nicolai Brandt	D	Darren Dunne	GB	–	–	TVR Grantura MK IIa	1961	1587	White
207	2A	Crispin Harris	GB	James Wilmoth	GB	–	–	Austin-Healey 3000	1960	2991	Red
21	2A	Christiaan van Lanschot	NL	Karsten Le Blanc	NL	–	–	Austin-Healey 3000	1960	2912	Green
68	2A	Marc Gordon	GB	Nick Finburgh	GB	–	–	Lotus Elite	1961	1220	Green
147	2A	Robert Ingram	AUS	Iain Rowley	GB	–	–	Lotus Elite Series 2	1961	1216	Green/Yellow
66	2B	Niall McFadden	IRE	–	–	–	–	Jaguar E-type	1962	3800	Green
70	2B	Steve Skipworth	GB	Nigel Armstrong	GB	Ivor Dunbar	GB	Jaguar E-type DHC	1962	3781	White/Green
175	2B	Matt Walton	GB	–	–	–	–	Jaguar E-type	1961	3781	Blue
5	3A	Stephan Jöbstl	A	Andy Willis	GB	George McDonald	GB	Lotus Elan 26R	1965	1558	Black
75	3A	Simon Evans	GB	James Littlejohn	GB	–	–	Lotus Elan 26R	1964	1594	Yellow
84	3A	Steve Jones	GB	Chris Atkinson	GB	–	–	Lotus Elan 26R	1965	1558	Grey
85	3A	Stephen Bond	GB	Cliff Gray	GB	–	–	Lotus Elan 26R	1965	1558	Red
261	3A	Robin Ellis	GB	Julian Thomas	GB	–	–	Lotus 26R Shapecraft	1964	1594	Blue
600	3A	John Tordoff	GB	Andrew Jordan	GB	Mike Jordan	GB	Lotus Elan	1965	1600	Blue
4	3B	Can Bitirim	GB	Dave Gardner	GB	–	–	MG B	1965	1798	Red/Grey
26	3B	Simon Drabble	GB	Julien Draper	GB	Alex Drabble	GB	MG B	1964	1840	Green
36	3B	Mark Smith	GB	Arran Moulton-Smith	GB	James Moulton-Smith	GB	MG B	1964	1800	Blue
47	3B	Malcolm Paul	GB	Rick Bourne	GB	–	–	TVR Grantura Mk III	1963	1840	Red
126	3B	Guy Harman	GB	Ben Colburn	GB	–	–	MG B	1965	1800	White
3	4A	Erich Stahler	D	Andy Newall	GB	–	–	Shelby Cobra	1963	4300	Blue
17	4A	Guy Grant	GB	Mark Hales	GB	–	–	Jaguar E-type	1964	3800	Grey
18	4A	Harry Barton	GB	Oliver Reuben	GB	–	–	TVR 200 Griffith	1965	4837	Grey
55	4A	Martin Melling	GB	Jason Minshaw	GB	Mark Burton	–	Jaguar E-type Low Drag	1962	3800	Blue
73	4A	Chris Clarkson	GB	David Smithies	GB	Jack Chatham	GB	Austin-Healey 3000 Mk I	1959	2963	Green/White
6	5	Steve Ward	GB	Josh Ward	GB	–	–	Ginetta G4R	2021	1720	Grey

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS 1A RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 2A RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 2B RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 3A RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 3B RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 4A RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 5 RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS 1A: Pre-'61 Sports Cars drum braked

CLASS 2A: Pre-'63 GT up to 3000cc

CLASS 2B: Pre-'63 GT over 3000cc

CLASS 3A: Pre-'66 (GT, GTS & Touring Cars) up to 2000cc (up to 1600cc)

CLASS 3B: Pre-'66 (GT, GTS & Touring Cars) up to 2000cc (1601cc - 2000cc) Front-engined

CLASS 4A: Pre-'66 Cars (GT, GTS & Touring Cars) over 2000cc GT & GTS cars

CLASS 5: GTP Cars under 2000cc

HRDC Gerry Marshall Trophy for pre-'83 Group 1 and 1½ Touring Cars



NO.	CLASS	DRIVER	DRIVER 2	CAR	YEAR	CC	COLOUR
27	A	John Young	Jack Young	Chevrolet Camaro	1971	5700	White/Black
1	B	Alex Drabble	Julien Draper	Ford Capri	1979	2998	White
3	B	Raphael de Borman	Olivier Meurens	Ford Capri	1982	3000	White
6	B	Mike Whitaker Snr	–	Rover SD I	1979	2998	Red/Autosport
7	B	Alex Thistlethwayte	–	Ford Capri	1979	3000	Red/Bastos
14	B	John Spiers	Ollie Hancock	Ford Capri Hermetite	1976	2990	Hermetite
18	B	Riorden Welby	Jack Moody	Rover SD I	1981	3528	White
19	B	Michael Whitaker	–	Rover SD I	1979	3528	Blue
22	B	Jerry Bailey	TBA	Rover SD I	1982	3500	White
24	B	Graham Scarborough	–	Ford Capri	1981	3000	Yellow
30	B	Ben Colburn	–	BMW 3.0Si	1972	2996	Yellow
35	B	Tom Waterfield	Ben Mitchell	Ford Capri	1983	2998	White/Grey
48	B	Richard Butterfield	Tom Butterfield	Ford Capri 3.0S	1980	3000	Red/Gold
50	B	Mark Thomas	David Thomas	Ford Capri	1977	3000	White
52	B	Robert Oldershaw Jnr	–	Rover SD I	1981	3500	Blue/Yellow
71	B	James Slaughter	–	Ford Capri 'Frank & Jean'	1978	2995	White
130	B	Peter Fisk	–	Opel Commodore GS/E	1975	2784	White/Blue
961	B	Neil Merry	–	Ford Capri	1981	2994	Red
2	C	Alasdair Coates	–	Ford Escort RS2000	1974	1973	Green
29	C	Peter Smith	Guy Smith	Ford Escort RS2000	1981	1973	White
33	C	Ken Clarke	Tim Clarke	Triumph Dolomite Sprint	1976	1998	Black/White
34	C	Tim Clarke	Ken Clarke	Triumph Dolomite Sprint	1976	1998	White/Yellow
42	C	Beau Parry	Jason Minshaw	Ford Escort RS2000	1980	1993	Orange
46	C	Colin Sowter	–	Triumph Dolomite Sprint	1973	2000	Yellow
96	C	Gregor Marshall	Alex Kapadia	Vauxhall Firenza	1974	2279	Silver/Orange
141	C	Paul Clayson	Chris Snowdon	Alfa Romeo GTV6	1982	2498	White/Green
21	D	Richard Colburn	–	Ford Fiesta	1979	1300	Blue/White/Orange
36	D	Tom Shephard	Paul O'Neill	VW Scirocco	1982	1600	White
39	D	Mark Wilson	–	VW Golf Gti	1979	1600	Black/Red/White
40	D	Matt Green	David Green	Toyota Corolla GT Coupe	1982	1598	White/Red
44	D	Jim Morris	Mat Jackson	VW Golf GTi	1979	1600	Black
45	D	Svein Aannestad	–	Alfa Romeo GT Junior	1970	1300	Red
23	WILLHIRE	Jake Margalies	–	BMW 318i	1982	1800	Red
68	WILLHIRE	Jon Wagstaff	Paul Wallis	Alfa Romeo 2000GTV	1972	1962	Red
76	WILLHIRE	David Erwin	–	Alfa Romeo 2000GTV	1974	1962	Red/Green
99	WILLHIRE	David Margalies	–	Alfa Romeo GTV6	1981	2500	Blue/White
196	WILLHIRE	Jonny Horsfield	Frank Horsfield	Alfa Romeo Alfetta GTV	1979	1985	White

STARTING GRID



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS A RESULTS

1 ST	2 ND	3 RD
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CLASS B RESULTS

1 ST	2 ND	3 RD
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CLASS B RESULTS

1 ST	2 ND	3 RD
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CLASS D RESULTS

1 ST	2 ND	3 RD
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CLASS WILLHIRE RESULTS

1 ST	2 ND	3 RD
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CLASS A: Pre-'61 Sports Cars drum braked

CLASS B: 2501-4000cc

CLASS C: 1601-2500cc

CLASS D: Up to 1600cc

CLASS WILLHIRE: Invited Production TC

Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy for pre-'56 and pre-'61 Sports Cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
31	WT1	Paul Griffin	GB	–	–	Connaught ALSR	1954	1474	Green
85	WT2	Stephen Bond	GB	Cliff Gray	GB	Lister Bristol Flat Iron	1955	1971	Silver
53	WT3	David Reed	GB	Peter Snowdon	GB	Aston Martin DB2	1952	2992	Maroon
78	WT3	Richard Wilson	GB	–	–	Maserati 250S	1957	2490	Red
10	WT3a	Malcolm Paul	GB	Rick Bourne	GB	Lotus Mk X	1955	1991	Red
20	WT4	Rudiger Friedrichs	D	–	–	Jaguar C-type	1953	3400	BRG
68	WT4	Marc Gordon	GB	Read Gomm	CA	Jaguar XK140	1961	3442	Grey
72	WT4	Erich Stahler	D	Andy Newall	GB	Allard J2X Le Mans	1952	5416	Red
84	WT4	Rick Willmott	GB	–	–	Jaguar XK140 Gomm Special	1955	3400	Green
9	WT4a	Benjamin Eastick	GB	Karl Jones	GB	Jaguar D-type	1955	3442	BRG
17	WT4a	John Pearson	GB	Gary Pearson	GB	Jaguar D-type	1955	3442	Green
37	WT4a	Nigel Webb	GB	John Young	GB	Jaguar C-type	1952	3442	Light Green
144	WT4a	Paul Pochciol	GB	James Hanson	GB	Jaguar D-type	2021	3442	BRG
111	WT5	Nick Crewdson	GB	–	–	Turner Ardun	1951	4880	Winchester Blue
18	SMT1	John Chisholm	GB	Sam Wilson	GB	Lola Mk I	1960	1216	Blue
19	SMT1	Florian Nicolai Brandt	D	–	–	Elva MkV	1959	1219	White
41	SMT4	Dafyd Richards	GB	–	–	Lotus XI	1956	1500	Blue
139	SMT4	Olivier Gonzalez	B	–	–	Lotus XI	1957	1490	Red
3	SMT5	Robi Bernberg	GB	Paul Ugo	GB	Cooper Monaco T49	1959	2000	Blue
5	SMT5	Stephan Jobstl	A	Andy Willis	GB	Lotus XV	1959	1965	Green
14	SMT5	Ollie Crosthwaite	GB	Nick Finburgh	GB	Cooper Monaco T49	1959	2000	Green
21	SMT5	Michael Birch	GB	Gareth Burnett	GB	Lotus XV	1958	2000	Green
2	SMT6	Richard Hudson	GB	Stuart Morley	GB	Lister Knobbly	2013	5562	White
15	SMT6	John Burton	GB	–	–	Jaguar Alton	1958	3781	Red
73	SMT6	Chris Clarkson	GB	–	–	Lister Knobbly	2013	3781	Green
77	SMT6	Tarek Mahmoud	LBN	–	–	Lister Knobbly	2015	3781	Silver
152	SMT6	John Spiers	GB	Ollie Hancock	GB	Lister Jaguar Knobbly	2014	3781	Black

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS WT1 RESULTS

1 ST	2 ND	3 RD
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CLASS WT2 RESULTS

1 ST	2 ND	3 RD
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CLASS WT3 RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS WT3a RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS WT4 RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS WT4a RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS WT5 RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS INVITATION RESULTS

1 ST	2 ND	3 RD
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CLASS SMT1 RESULTS

1 ST	2 ND	3 RD
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CLASS SMT4 RESULTS

1 ST	2 ND	3 RD
-----------------	-----------------	-----------------

CLASS SMT5 RESULTS

1 ST	2 ND	3 RD
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CLASS SMT6 RESULTS

1 ST	2 ND	3 RD
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CLASS WT 1: Drum Brakes under 1500cc

CLASS WT2: Drum Brakes under 2000cc

CLASS WT3: Drum Brakes under 3000cc

CLASS WT3a: Disc Brakes under 3000cc

CLASS WT4: Drum Brakes over 3000cc

CLASS WT4a: Disc Brakes over 3000cc

CLASS WT5: Invitation

CLASS SMT 1: Drum Brakes under 2000cc

CLASS SMT4: Drum Brakes under 1500cc

CLASS SMT5: Disc Brakes under 2000cc

CLASS SMT6: Drum Brakes over 2000cc

HRDC Dunlop Allstars for pre-'66 Sports, GT and Touring Cars and HRDC Classic Alfa Challenge for 750-116 Alfa Romeos



NO.	CLASS	DRIVER	CAR	YEAR	CC	COLOUR
HRDC Classic Alfa Challenge						
29	CORSA	Chris Snowdon	Alfa Romeo Alfetta 2000GT	1975	1998	Red
41	CORSA	Richard Ibrahim	Alfa Romeo Alfasud Sprint	1984	1712	Red
99	CORSA	Gavin Watson	Alfa Romeo 1750 GTAm	1971	1984	Blue
56	MONZA	David Alexander	Alfa Romeo Giulia Sprint GT	1966	1570	Red
76	MONZA	Andrew Bergbaum	Alfa Romeo Giulia Sprint GTA	1966	1600	White
101	MONZA	Ciprian Nistorica	Alfa Romeo Giulia Spider	1965	1590	Red
13	NORD	Gary Holman	Alfa Romeo 33QV	1989	1712	Black
105	NORD	Steve Monk	Alfa Romeo Giulia Berlina	1972	1978	Green
116	NORD	Frank Horsfield	Alfa Romeo Giulietta 116	1978	1995	White
144	NORD	David Churchill	Alfa Romeo Giulia Ti	1967	1962	Red/Black
196	NORD	Jonny Horsfield	Alfa Romeo Alfetta GTV	1979	1985	White
HRDC Dunlop Allstars						
2	GT	Clive Golding	Turner Mk.2	1962	1600	White/Red
8	GT	Geoff Turrall	Triumph TR3A	1959	2138	Black
11	GT	Ding Boston	Austin Healey Sebring Sprite	1962	1380	Grey
24	GT	Mike Lamplough	Gilbern GT1800	1964	1800	White
26	GT	Simon Drabble	MGB Roadster	1964	1840	Green
44	GT	Chris Blewett	Ginetta G4	1963	1000	Yellow
126	GT	Colin Sowter	Lotus Elan S2	1965	1600	White
171	GT	Andrew Giles	Lotus Elan 26R	1964	1594	Grey
179	GT	Samuel Ashby	Austin Healey Speedwell Sprite	1961	1293	Green
261	GT	Simon Haughton	Lotus Elan S2	1964	1558	White/Black
511	GT	Richard Locke	MGB Roadster	1963	1840	Green/Orange
77	GTA	David Methley	AC Cobra	1965	4700	Green
86	GTA	Mike Whitaker Snr	TVR Griffiths	1964	4727	Blue
172	GTA	Jamie Boot	TVR Griffiths	1965	4700	Wasabi Green
289	GTA	Matthew Moore	AC Cobra	1965	4700	Silver
3	TC	Peter Hallford	Ford Mustang	1965	4785	Yellow
9	TC	Neil McArthur	Wolseley Hornet	1965	1293	Red/White
12	TC	Grant Williams	Jaguar Mk.2	1962	3800	Indigo Blue
16	TC	Ellis Bardsley	Austin A35	1959	1293	Blue/White
49	TC	Michael Whitaker	Ford Mustang	1965	4727	White / Black
51	TC	Ambrogio Perfetti	Lotus Ford Cortina Mk. I	1963	1598	Blue
52	TC	Alice Locke	Mini Cooper S	1963	1293	Blue
53	TC	Julian Crossley	Jowett Jupiter	1953	1500	Green
55	TC	Alistair Dyson	Ford Lotus Cortina Mk. I	1963	1600	White
68	TC	Marc Gordon	Jaguar XK150S FHC	1958	3781	Green
72	TC	Roy Alderslade	Lotus Ford Cortina Mk. I	1963	1598	White/Green
121	TC	Jim Ayling	Mini Cooper S	1962	1293	White
155	TC	Christopher Edmunds	Morris Mini Cooper S	1964	1293	Blue
199	TC	Robert Burdett	Austin A40 Speedwell	1959	1293	Red/White
306	TC	Jo Polley	Austin Mini Cooper S	1964	1293	Magenta
551	TC	Jeff Smith	Austin Mini Cooper S	1964	1293	Dark Blue

STARTING GRID



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS CORSA RESULTS

1 ST	2 ND	3 RD
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CLASS MONZA RESULTS

1 ST	2 ND	3 RD
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CLASS NORD RESULTS

1 ST	2 ND	3 RD
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CLASS GT RESULTS

1 ST	2 ND	3 RD
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CLASS GTA RESULTS

1 ST	2 ND	3 RD
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CLASS TC RESULTS

1 ST	2 ND	3 RD
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CLASS CORSA: ALFAS Modified race cars
CLASS MONZA: ALFAS Historic race cars
CLASS NORD: ALFAS Production race cars

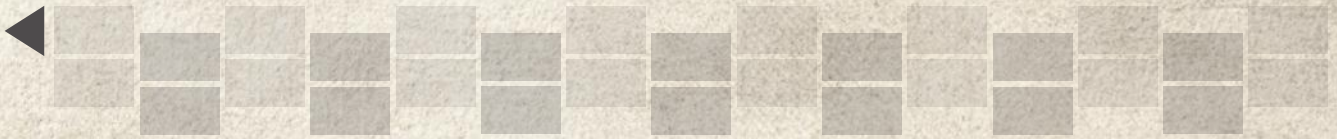
CLASS GT: ALLSTARS Under 2.5 litre pre-'66 GTs
CLASS GTA: ALLSTARS Over 2.5 litre pre-'66 GTs
CLASS TC: Pre-'66 Touring Cars

The 'Mad Jack' for Pre-War Sports Cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
35	PW1	Sue Darbyshire	GB	Duncan Wood	GB	Morgan Super Aero	1929	1260	Black
37	PW1	Jonathon Lupton	GB	Darren Turner	GB	Aston Martin Team Car	1930	1465	Green
71	PW1	Nigel Dowding	GB	–	–	Riley Brooklands	1929	1087	Red
2	PW2	Vivian Bush	GB	–	–	Bentley 3 Litre	1925	3300	White
21	PW2	Jonathan Bailey	GB	–	–	Bugatti 35C	1927	2000	Yellow
46	PW2	Duncan Wiltshire	GB	William Elbourn (Jnr)	GB	Bentley 3 Litre	1928	2996	Blue
98	PW2	Kerry Wilson	GB	Sam Morton	–	Alvis Silver Eagle	1930	2148	Aluminium
3	PW3	Steve Ward	GB	Josh Ward	GB	Bentley 4.5 litre	1927	4398	Green
9	PW3	Richard Hudson	GB	–	–	Bentley 3/4½	1925	4398	Blue
10	PW3	Jock Mackinnon	GB	–	–	Bentley Tourer	1924	4574	Dark Blue
22	PW3	Clive Morley	GB	–	–	Bentley 3/4½	1926	4398	Green
84	PW3	William Elbourn	GB	William Elbourn (Jnr)	GB	Bentley 3/4½	1927	4396	Green
85	PW3	James Morley	GB	–	–	Bentley	1927	3995	Green
100	PW3	Stuart Morley	GB	–	–	Bentley Blower	2022	4500	Black
144	PW3	Paul Pochciol	GB	–	–	Bentley Tourer	1924	4500	Green
4	PW4	Edward Bradley	GB	–	–	Aston Martin Ulster	1935	1495	Red
29	PW4	Richard Iliffe	GB	–	–	Riley Kestrel Sports	1934	1496	Blue
7	PW5	Heinz Stamm	CH	–	–	Aston Martin 2 Litre Speed	1937	1949	Black
17	PW5	Robert Blakemore	GB	Nigel Armstrong	GB	Aston Martin Speed Model	1936	1950	Red
19	PW5	David Ozanne	GB	–	–	Aston Martin 2 Litre Speed Model	1938	1950	Black
27	PW5	Peter Dubsy	A	–	–	Aston Martin 15/98 2-seater	1937	1950	Red
70	PW5	Gareth Burnett	GB	–	–	Alta Sports	1939	1960	RAF Blue
75	PW5	Steve Skipworth	GB	James Dean	GB	Aston Martin Speed Model	1938	1949	Red
105	PW6	Dan Balfour	GB	–	–	Talbot 105	1934	2969	Burgundy
8	PW7	Rudiger Friedrichs	D	–	–	Alvis Firefly Special	1933	4387	Black
20	PW7	Michael Birch	GB	–	–	Talbot AV105 Brooklands	1933	3400	Green
78	PW7	John Burton	GB	–	–	Jaguar SS 100	1936	3500	Black
81	PW7	Max Sowerby	GB	–	–	Talbot Lago T23	1939	3996	Midnight Blue

STARTING GRID



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS PW1 RESULTS

1 ST	2 ND	3 RD
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CLASS PW2 RESULTS

1 ST	2 ND	3 RD
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CLASS PW3 RESULTS

1 ST	2 ND	3 RD
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CLASS PW4 RESULTS

1 ST	2 ND	3 RD
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CLASS PW5 RESULTS

1 ST	2 ND	3 RD
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CLASS PW6 RESULTS

1 ST	2 ND	3 RD
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CLASS PW7 RESULTS

1 ST	2 ND	3 RD
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CLASS PW1: Vintage Under 1500cc

CLASS PW2: Vintage Under 3000cc

CLASS PW3: Vintage Over 3000cc

CLASS PW4: Post-Vintage Under 1500cc

CLASS PW5: Post-Vintage Under 2000cc

CLASS PW6: Post-Vintage Under 3000cc

CLASS PW7: Post-Vintage Over 3000cc

HRDC Jack Sears Trophy for 1958-1966 Touring Cars



NO.	CLASS	DRIVER	DRIVER 2	CAR	YEAR	CC	COLOUR
12	COOMBS	Grant Williams	–	Jaguar Mk.2	1961	3800	Indigo Blue
48	COOMBS	Richard Butterfield	Tom Butterfield	Jaguar Mk.2	1961	3800	Grey
68	COOMBS	Marc Gordon	–	Jaguar XK150S FHC	1958	3781	Green
211	COOMBS	Simon Lewis	Guy Connew	Jaguar Mk.1	1958	3400	Cream
11	LESTON	Ding Boston	–	Riley 1.5 OUMF	1959	1860	Grey
17	LESTON	Matthew Wilkins	–	Austin A40 Speedwell	1959	1293	Blue
25	LESTON	Alistair Dyson	Nick Dyson	Ford Zephyr Mk.2	1959	2600	White
55	LESTON	Ben Colburn	–	Austin A105 Westminster	1958	3000	Grey
77	LESTON	Nick Leston	Oliver Leston	Riley 1.5	1959	1860	Black/Grey
80	LESTON	Geoff Cook	–	Standard 10	1954	1280	Grey
144	LESTON	Sharlie Goddard	Iain Daniels	Sunbeam Rapier	1963	1725	Blue
199	LESTON	Robert Burdett	–	Austin A40 Speedwell	1959	1293	Red/White
5	MANN	Pete Chambers	–	Lotus Ford Cortina Mk.1	1963	1598	Red
31	MANN	Paul Wallis	Jon Wagstaff	Alfa Romeo Giulia Sprint GT	1965	1985	Red
33	MANN	Paddy Shovlin	–	Lotus Ford Cortina Mk.1	1963	1598	Orange
42	MANN	Paul Chase-Gardiner	–	Alfa Romeo GTA	1965	1590	White
44	MANN	David Dickenson	–	Lotus Ford Cortina Mk.1	1965	1598	Green/Gold
50	MANN	John Ure	Nick Wigley	Lotus Ford Cortina Mk.1	1965	1557	Cream
51	MANN	Ambrogio Perfetti	–	Lotus Ford Cortina Mk.1	1963	1598	Blue
56	MANN	David Alexander	Richard Fores	Alfa Romeo Giulia Sprint GT	1966	1570	Red
57	MANN	Mike Gardiner	Josh Cook	Lotus Ford Cortina Mk.1	1965	1558	White/Purple
66	MANN	Niall McFadden	–	Lotus Ford Cortina Mk.1	1963	1598	White
72	MANN	Roy Alderslade	–	Lotus Ford Cortina Mk.1	1963	1598	White/Green
122	MANN	David H Jones	Jon Harmer	Volvo Amazon	1963	1800	Claret/Blue
146	MANN	Jerry Bailey	–	Lotus Ford Cortina Mk.1	1965	1558	Green
147	MANN	Neil Brown	Richard Dutton	Lotus Ford Cortina Mk.1	1964	1598	White/Red
172	MANN	Jon Wood	James Pickford	Lotus Ford Cortina Mk.1	1963	1594	White/Blue
198	MANN	Mark Burton	Graham Pattle	Lotus Ford Cortina Mk.1	1965	1600	Green
711	MANN	Peter Smith	Guy Smith	Lotus Ford Cortina Mk.1	1964	1599	White/Green
2	RHODES	Julian Crossley	Edward Crossley	Morris Mini Cooper S	1959	1293	White
21	RHODES	Richard Colburn	–	Morris Mini Cooper S	1963	1293	Red
34	RHODES	Tom Bell	Joe Ferguson	Austin Mini Cooper S	1965	1293	White
52	RHODES	Alice Locke	Richard Locke	Mini Cooper S	1965	1293	Blue
98	RHODES	John Davies	Mike Davies	Austin Mini Cooper S	1964	1293	Red/Black
155	RHODES	Christopher Edmunds	–	Morris Mini Cooper S	1964	1293	Blue
306	RHODES	Jo Polley	–	Austin Mini Cooper S	1965	1293	Magenta
551	RHODES	Jeff Smith	–	Austin Mini Cooper S	1964	1293	Dark Blue
4	SEARS	Dave Coyne	Mark Wright	Ford Mustang	1965	4700	White
30	SEARS	Matthew Moore	Mark Daniell	Ford Galaxie 500	1963	7000	Purple
49	SEARS	Michael Whitaker	–	Ford Mustang	1965	4727	White / Black
65	SEARS	Alex Thistlethwayte	–	Ford Mustang	1964	4700	Blue
73	SEARS	Chris Clarkson	David Smithies	Ford Falcon Sprint	1964	4700	Blue/White
111	SEARS	Larry Tucker	Laurie Tucker	Ford Shelby GT350R	1965	4727	Blue/White

STARTING GRID



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS COOMBS RESULTS

1 ST	2 ND	3 RD
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CLASS LESTON RESULTS

1 ST	2 ND	3 RD
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CLASS MANN RESULTS

1 ST	2 ND	3 RD
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CLASS RHODES RESULTS

1 ST	2 ND	3 RD
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CLASS SEARS RESULTS

1 ST	2 ND	3 RD
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CLASS COOMBS: Pre-'66 Historic Jaguar Touring Cars

CLASS LESTON: Pre-'60 Touring Cars

CLASS MANN: Pre-'66 Under 2-litre Touring Cars

CLASS RHODES: Pre-'66 BMC A-Series Touring Cars

CLASS SEARS: Pre-'66 Over 2-litre Touring Cars

Event Officials

Motorsport UK Steward Ian Hattersley
Event Stewards Michael Cartwright,
Brian Poulter
Senior Clerk of the Course David Scott
Clerks of the Course Bob Banthorpe,
Nigel Tanser, Glynn Lee
Assistant Clerk of the Course
Sue Tanser
Event Secretary Scott Pucknell
Chief Scrutineer Loyd Gerken
HRDC Eligibility Scrutineer Nigel Jones
Chief Medical Officer Naveen Kangokar
(Sat) Loet van der Heijden (Sun)
Chief Flag Marshal Roy Salisbury
Deputy Chief Flag Marshal Alan Crook
Chief Paddock Marshal Sue Markey
Chief Pit Marshal Paul Shillaker
Chief Start line Marshal Tom Bannister
Chief Timekeeper Gethin Rees
Chief Marshal Fay Crook
Marshals/Event Officials
Members of the BMMC, BARC & BRSCC
and other Motorsport UK recognised Clubs
Ambulances Inter-County Paramedic Ltd
Rescue Units MSV/Donington ES &
BARC NW
Commentators Alistair Douglas,
Joe Bradley, Andrew Marriot
Safety Car Paul Forster, Adrian Munday
Recovery Mick Avery
Paddock Manager James Hodgson

This event will be held under the following Motorsport UK Permit numbers: Interclub: I28880
National: I28881
National Endurance: I28883



Organising Club

Founded in 2006, MotorSport Vision Racing (MSVR) has grown into one of the UK's leading race organisers, running many of the country's best racing championships and series, as well as a host of major events.

MSVR administers nearly 30 car championships and series including the UK's leading single-seater category, the GB3 Championship, and its feeder GB4 Championship. The club's varied portfolio includes series for GT cars, saloons and sports cars too, while in recent years MSVR has added sprinting for novice competitors.

In addition to overseeing race series and championships, MSVR is a renowned event organiser. The club is the sporting organiser for UK rounds of the ABB FIA Formula E World Championship, Fanatec GT World Challenge Europe powered by AWS, and Masters Historic Racing, plus many rounds of the British GT Championship, which is co-headlined by GB3 and GB4. MSVR also looks after a number of MSV's own festival events, including American SpeedFest, Festival Italia, the Brands Hatch Festival of Porsche and the Mini Festivals. In previous years MSVR has overseen the UK rounds of AIGP, WTCC, FIA Formula Two, DTM and International GT Open. Adding a different flavour, MSVR has also partnered with Chris Evans' CarFest festivals (in aid of children's charities), overseeing the track activity at the events since 2013.

The paddock

At Donington Park, spectators can get right up to the cars and drivers in the paddock – all at no extra cost, since the paddock is open to everyone. For live race timing and full results, visit www.tsl-timing.com and tune into Donington FM (94.3FM) for all the latest news.

Flag Signals

Red/Green Lights or National Flag denotes start



BLUE (stationary): Another competitor is following close behind.

BLUE (waved): Another competitor is trying to overtake you.



WHITE: A service car or slow-moving car is on the circuit. The white flag will be waved to indicate the sector of the track that the slow-moving vehicle is in, and held stationary while the vehicle is in the next sector.



GREEN: Waved all clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.



RED: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or startline, obeying marshals' instructions and being prepared to stop should the track be blocked.



BLACK AND WHITE DIAGONALLY DIVIDED (with competitor's number): Warns a driver his driving is unsatisfactory and he may be black-flagged.



YELLOW (stationary): Take care, danger; slow down, no overtaking.



YELLOW (waved): Danger, slow down sufficiently to ensure that full control of the vehicle can be retained; no overtaking.



YELLOW (Double Waved): Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action, including stopping if necessary. No overtaking.



YELLOW WITH VERTICAL RED STRIPES: Take care; slippery surface.



BLACK (with competitor's number): Competitor to stop on the next lap and report to the clerk of the course.



BLACK WITH ORANGE DISC (with competitor's number): A warning of apparent mechanical failure that might not be obvious to the driver. The car must call at its pits on its next lap.

BLACK AND WHITE CHEQUERED: Signal for the winner and end of the race. Light signals are used for starting races.

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Motor Racing is dangerous and persons attending the meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods and vehicles.

PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including making copies of the recording or reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain, or otherwise dealing with it in whole or in part is strictly forbidden. Use of privately owned camcorders for private viewing purposes only is not permitted by the circuit owners without prior permission. Furthermore, the Promoters reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

SPECTATOR NOTICES

Please do not leave litter about the grounds - take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public **ANIMALS ARE NOT ADMITTED.** This is most important.

PROHIBITED AREA NOTICES

The public are not admitted to the areas where these notices are displayed. The fences are there for protection and any person caught trespassing or wilfully damaging trees, fences etc., will be prosecuted by the Promoters.

ENQUIRY OFFICE

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property, should be directed to the Circuit Office.



Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.

DoningtonPark

GARAGE 39

OPEN ALL DAY SERVING BREAKFAST,
LUNCH, HOT DRINKS, CAKES AND MORE

FIND US IN THE RACE PADDOCK. SEE MAP ON PAGE 106 FOR LOCATION.



REFUELLING STATION

The UK's finest motorsport restaurant will be serving a wide range of hot and cold meals, keeping you refuelled throughout the weekend

GARAGE 39 BAR

Quench your thirst or relax into the night with a big choice of soft and alcoholic beverages from the Garage 39 bar



COFFEE CORNER

Grab a quick fix here! Teas, coffees, soft drinks, snacks, cakes and more are all available just inside the restaurant. Thanks a latte!

GARAGE 39
OPENING TIMES

FRIDAY 28 APRIL

Opens 07.30
Bar closed 23.00

SATURDAY 29 APRIL

Opens 07.30
Food until 20.00
Bar closed 23.00

SUNDAY 30 APRIL

Opens 07.30
Food until 19.00
Bar closed 19.00



DoningtonPark



THE RACER



Pit talk from the HRDC

HRDC FEATURE RACE OULTON PARK GOLD CUP MEETING

29-30 July 2023



HRDC 'GERRY MARSHALL TROPHY SERIES'

For Pre-'83 Gp.1 & Gp.1½ Touring Cars, 45-mins pitstop race for 1 or 2-drivers

ENTRIES ARE NOW OPEN

JOIN THE BEST TEAM IN HISTORIC RACING!

COMPETITION ENQUIRIES: JULIUS THURGOOD 07850 361159 • direct@juliusthurgood.co.uk • www.hrdc.uk



DONINGTON HISTORIC FESTIVAL

VENUE GUIDE

DONINGTON PARK // 29-30 APRIL 2023



MAP KEY

Not all facilities are available at every event

Parking	Helicopter Pad	1 Circuit Office	7 Goddards Hospitality
Disabled Parking	Pedestrian Tunnel	2 Ticket Sales	8 Megastore
Toilets	Vehicle Tunnel	3 Garage 39 Restaurant & Bar	9 Western Paddock
Disabled Toilets	First Aid	4 Medical Centre	10 Aston Barclay Auctions
Baby Changing	Grandstand	5 Pit Garages	11 Launch Pad
Refreshments	Cash Point	6 Redgate Hospitality Suites	12 Superbike Factory

VIEWING KEY

Hollywood Grandstand	Silver Hospitality
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DoningtonPark





GO **GOOD YEAR**



READY FOR ANYTHING



BRAKING



HANDLING



GRIP

EAGLE F1 ASYMMETRIC 6

