



2024

# DONINGTON HISTORIC FESTIVAL

SAT 4/SUN 5 MAY  
DONINGTON PARK



**FEATURING:**

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



DoningtonPark

**MSVR**  
MOTORSPORT VISION RACING

For conditions of  
entry see inside

Official Souvenir Programme £10



**THE DONINGTON  
HISTORIC FESTIVAL  
IS ORGANISED BY:**  
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who have allowed us to use their  
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Jeff Bloxham, Abby Bowers, Andrew Coles,  
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Matt Welch.



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**Radio Donington 94.3FM**

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



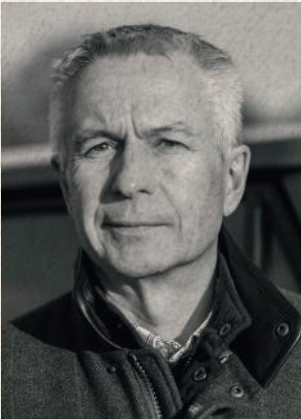


Andrew Coles

## MOTOR RACING LEGENDS 2024 SEASON

- 04 - 05 May Donington Historic Festival
- 29 - 30 June Snetterton Classic
- 27 - 28 July Oulton Park Gold Cup
- 23 - 25 August Silverstone Festival
- 26 - 29 September Spa Six Hours
- 19 - 20 October MRL Silverstone GP Meeting





**Welcome to the 13th Donington Historic Festival and to a weekend of full-on entertainment. With historic racing action spanning eight decades - from the 1920s to the 1990s - and featuring fabulous grids of sports cars, GT cars and Touring Cars, we're looking forward to two days of non-stop action, including demos, parades, pit-walks, paddock displays, a trade village and even an art exhibition!**

Of course, it's the racing that is at the heart of the Festival and we must say a huge thank you to all the race teams, drivers and owners, many of whom have travelled from far and wide to take part. It's often said but it's true, this event can only happen with the hard work put in by the volunteer marshals and officials behind the scenes, so we would like to join with all the drivers in saying thank you to them and everyone involved from MSVR here at Donington Park.

Car clubs have always been an important part of the Festival and we would like to welcome each and every one of those clubs attending this year. You can find the car club displays in the Infield and on the Melbourne Hairpin, and also watch them in the daily lunchbreak circuit parades.

This year we are celebrating the 100th anniversary of Bentley's first win at Le Mans. You can find some exciting Bentley cars on display in the paddock and see them taking part in demos on track each day in the lunchbreak. There is also a superb Bentley themed artwork exhibition in Garage 39 to mark the occasion.

2024 also marks the 60th anniversary of the Ford Mustang, so look out for them in the car club displays and parades and also in a feature line-up in the paddock. Here 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.

We have always loved running the Festival here at Donington Park, ever since the first edition in 2011. The whole team at MotorSport Vision have been huge supporters of the Donington Historic Festival and we would like to thank them for their continued support and the ongoing development of this historic venue.

And so we'll hand over to our wonderful commentators to guide you through another thoroughly enjoyable weekend and we look forward to seeing you back with us in 2025!

**Richard Grafton/Duncan Wiltshire**

**Historic Promotions**

HISTORIC  
PROMOTIONS

**Welcome to the Donington Historic Festival, one of the circuit's annual highlights and a meeting which is now firmly established as the leading classic motorsport fixture in the East Midlands. I'm certain that those of you here this weekend have two entertaining days to look forward to, with a wide range of machines taking to the track and some very strong grids.**

This is a meeting which has really cemented its place, not just in the national motorsport schedule, but also as a key date in the social calendar surrounding the historic racing scene. And much of that is down to the hard work of Historic Promotions. It's always a pleasure to work with Richard Grafton, Duncan Wiltshire, Karen Coe and the rest of the team, who work so hard to ensure this remains a real showpiece event.

Hundreds of classic cars will take to the circuit this weekend, celebrating the rich heritage of the circuit and harking back to its days as the host of Pre-War Grands Prix. From sports cars of the 1930s and earlier to saloons from the '70s and '80s, there will be a huge range of machinery on show throughout the weekend.

Away from the circuit there will be extensive car club stands in addition to special memorabilia displays and Q&A sessions with notable guests. We're also celebrating the 100th anniversary of Bentley's first win at Le Mans and displays and demonstrations have been arranged to mark the occasion.

This weekend's action leads us into a busy period for the circuit with the first of our 2024 rounds of the Bennetts British Superbike Championship following in just a fortnight's time on 17-19 May. The British GT Championship returns on 25/26 May.

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**

**MSV**



# Event Essentials

## Opening Times

Gates open at 07.30 each day and the circuit action starts at 09.05, running through to 18.40 on Saturday and 18.35 on Sunday.

### Catering

**The Garage 39 restaurant, bar and café**

Located in the heart of the paddock it 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 22 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](http://www.doningtonhistoric.com)

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

EVENT RESULTS [www.tsl-timing.com](http://www.tsl-timing.com)

VENUE WEBSITE [www.donington-park.co.uk](http://www.donington-park.co.uk)

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# Saturday 4 May 2024

Time	Race Group	Session	Duration	Race Preview	Entry List
09.05 – 09.35	Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy for pre-'56 and pre-'61 Sports Cars	Qualifying	30 mins	pg 38	pg 76
09.45 – 10.15	Historic Touring Car Challenge and Tony Dron Trophy with U2TC and Sixties Touring Car Challenge	Qualifying	30 mins	pg 42	pg 78
10.25 – 10.45	Superformance Ferrari Club Classic Series	Qualifying	20 mins	pg 46	pg 80
10.55 – 11.45	Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'61 Sports Cars	Qualifying	50 mins	pg 50	pg 82
12.00 – 13.00	<b>Royal Automobile Club Woodcote Trophy &amp; Stirling Moss Trophy for pre-'56 and pre-'61 Sports Cars</b>	<b>Race 1</b>	<b>60 mins</b>	<b>pg 38</b>	<b>pg 76</b>
13.00 – 14.00	Lunch Break / Demonstrations / Parades / Free of Charge Pitwalk		60 mins	-	-
14.00 – 14.50	Historic Touring Car Challenge and Tony Dron Trophy with U2TC and Sixties Touring Car Challenge	Race 2	50 mins	pg 42	pg 78
15.05 – 15.25	Superformance Ferrari Club Classic Series	Race 3	20 mins	pg 46	pg 80
15.40 – 18.40	Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'61 Sports Cars	Race 4	180 mins	pg 50	pg 82





# Sunday 5 May 2024

Time	Race Group	Session	Duration	Race Preview	Entry List
09.05 – 09.30	HRDC 'Gerry Marshall Trophy' Series for pre-'83 Group 1 & Group 1½ Touring Cars	Qualifying	25 mins	pg 54	pg 84
09.40 – 10.10	Pre '63 GT	Qualifying	30 mins	pg 58	pg 86
10.20 – 10.35	HRDC Dunlop Allstars for Pre-'66 Sports, GT & Touring Cars and HRDC Classic Alfa Challenge for 750-116 Alfa Romeos	Qualifying	15 mins	pg 62	pg 88
10.45 – 11.10	'Mad Jack' for Pre-War Sports Cars	Qualifying	25 mins	pg 66	pg 90
11.20 – 11.45	HRDC Jack Sears Trophy for 1958-1966 Touring Cars	Qualifying	25 mins	pg 70	pg 92
12.00 – 12.20	Superformance Ferrari Club Classic Series	Race 5	20 mins	pg 46	pg 80
12.20 – 13.20	Lunch Break / Demonstrations / Parades / Free of Charge Pitwalk		60 mins	-	-
13.20 – 14.05	HRDC 'Gerry Marshall Trophy' Series for pre-'83 Group 1 & Group 1½ Touring Cars	Race 6	45 mins	pg 54	pg 84
14.20 – 15.20	Pre '63 GT	Race 7	60 mins	pg 58	pg 86
15.35 – 16.05	HRDC Dunlop Allstars for Pre-'66 Sports, GT & Touring Cars and HRDC Classic Alfa Challenge for 750-116 Alfa Romeos	Race 8	30 mins	pg 62	pg 88
16.20 – 17.00	'Mad Jack' for Pre-War Sports Cars	Race 9	40 mins	pg 66	pg 90
17.15 – 17.35	Superformance Ferrari Club Classic Series	Race 10	20 mins	pg 46	pg 80
17.50 – 18.35	HRDC Jack Sears Trophy for 1958-1966 Touring Cars	Race 11	45 mins	pg 70	pg 92

**Please note:** Content and timings are subject to change





## START YOUR ENGINES...

...and get ready to enjoy a high-octane, action-packed weekend of historic motorsport at one of the best spectator – and driver – circuits in the country.

**Each day of DHF 2024 offers its own unique blend of world-class classic motor racing, and many of the races are two-driver, so require pit stops and driver changes, which only adds to the excitement!**

Saturday features a glorious line-up of sportscars from the 1940s to the early 1960s in Motor Racing Legends' combined Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy race, plus a bumper grid of 1960s-'80s Touring Cars in the Historic Touring Car Challenge with Tony Dron Trophy and the Sixties Touring Car Challenge with U2TC. There's Italian sportscar action with the Superformance Ferrari Club Classic, and Saturday's track action ends in stunning style, with the epic, three-hour Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'61 Sports Cars.

Sunday boasts two dedicated 'tin top' races – the HRDC Gerry Marshall Trophy and HRDC Jack Sears Trophy, for

pre-'83 Group 1 and 1½ Touring Cars and 1958-1966 Touring Cars respectively. And tin top fans are in for another treat, with the HRDC Dunlop Allstars for pre-'66 Sports, GT and Touring Cars and HRDC Classic Alfa Challenge for 750-116 Alfa Romeos. 1920s and '30s Bentleys, Morgans, Frazer Nashes and Aston Martins are among the famous marques racing wheel-to-wheel in Motor Racing Legends' 'Mad Jack' for Pre-War Sports Cars, while Ferrari enthusiasts can immerse themselves in no less than two Superformance Ferrari Club Classic races. Fans of sleek GT cars will thoroughly enjoy seeing the Pre '63 GTs unique array of two-seat GT cars built and raced in the Tourist Trophy and other high-profile events of the period.

And the track action isn't confined to the racing. This year we're celebrating the 100th anniversary of Bentley's first win at the 24 Hours of Le Mans with lunchtime track displays of significant historic racing machines from the iconic marque – including 2003 Speed 8 chassis 004/1 and 2000 EXP Speed 8 Le Mans GT prototype chassis 002/1. Watch out also for the parades of cherished classic cars owned by the members of the nearly 60 car clubs who are with us this weekend, with





dozens of Ford Mustangs from Simply Mustangs UK leading Sunday's parade to celebrate the 60th anniversary of that iconic pony car.

Head to the open-access race Paddock to get up close to all the racing cars and the historic Bentley competition car display, grab some videos of amazing engine noises and bag a selfie with your favourite machine. While there, you can also check out the Mustang 60th anniversary showcase, shop at the trade stands, visit the British Historic Kart Club's display and raise money for charity by taking a Dream Ride on local roads in one of the classic and supercars that the Sporting Bears Motor Club has brought along.

Pop into the Pitlane Suite (at the rear of the Garage 39 restaurant) for our fascinating Q&A sessions on the history of Bentley at Le Mans and the world of the BTCC, and enjoy the Art Exhibition and exhibits from the Donington Archive.

There's also action in the sky: keep your eyes peeled for a Spitfire and Hurricane from the Royal Air Force Battle of Britain Memorial Flight. This dynamic duo of warbirds will be

## Don't miss

- » Eleven fabulous races featuring 13 world-class historic race series
- » Lunchtime Bentley Le Mans Centenary track demonstrations
- » Bentley and Touring Car Q&A sessions plus Motoring Art & Donington Park Archive exhibition in the Pitlane Suite
- » Battle of Britain Memorial Flight flypasts (Saturday 13:13 / Sunday 13:18)
- » Open Paddock crammed with superb historic racing cars
- » Take a Sporting Bears Dream Ride for charity
- » Lunchtime pitlane walks and car club parades
- » Trade stands
- » Car club displays in the Infield and Melbourne Hairpin

making an appearance at 13.31 on Saturday and 13.18 on Sunday – and they're always on time!

Wander over to the Infield and the Melbourne Hairpin to visit the car club displays and to chat to the owners about their much-loved vehicles. There are dozens of clubs of all shapes and sizes on the Infield, and on the Hairpin you'll find a huge contingent from Porsche Club GB, along with the Ferrari Owners Club of Great Britain and Simply Mustangs UK.



## Our Partners

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



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## Donington Park News

To keep up-to-date with all the latest information and to buy tickets, visit [www.donington-park.co.uk](http://www.donington-park.co.uk)

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### BENNETTS BRITISH SUPERBIKES NEXT UP

There's just two weeks to go until the Bennetts British Superbike Championship revs up into the East Midlands, with the first of two visits to Donington Park coming up on 17-19 May.

OMG GRILLA Yamaha rider Ryan Vickers is the early leader, after taking both wins at MSV's Circuito de Navarra a fortnight ago. After pulling off an outstanding top speed overtaking manoeuvre late in the first race after a five way scrap for the lead, he then survived a huge last lap moment in the second race to complete the clean sweep on BSB's first ever race event visit to Spain.

Vickers' teammate Kyle Ryde and McAMS Racing Yamaha's Danny Kent were on the podium in both races, with Ryde ahead in race one and the positions reversed in the finale. The duo are tied on points in second place in the standings as a result, with Oxford Products Racing Ducati's Christian Iddon fourth after two top-six finishes, just ahead of last year's championship runner-up Glenn Irwin on the Hager PBM Ducati. 2023 champion Tommy Bridewell was on course for a first podium with Honda Racing UK in the final race, having carved through from the third row to third, until he was forced to retire.

Bennetts BSB is racing at Oulton Park this weekend, so expect the early fight to heat up even more! Advance discounted tickets are available via [www.donington-park.co.uk](http://www.donington-park.co.uk).



### MORE HISTORIC HIGHLIGHTS COMING UP AT DONINGTON PARK IN 2024

The rumbling thunder of Bernie's V8s and Historic Outlaws will bring muscle cars with plenty of attitude to Donington Park on Saturday 11 May. With relaxed regulations, expect big grids and plenty of variety, plus a full package of support races too.

A visit from the Historic Sports Car Club follows on 8-9 June with races from the Derek Bell Trophy for awesome F5000 and F2 single-seaters, plus sports, touring and GT cars spanning the 1940s to the 1970s, and retro Formula Ford too.

Pre-'66 Classic Sports & GT cars will then be next up on 6 July, with the 90 years of the Vintage Sports Car Club celebratory event the following day.

Then it's the turn of Masters Historic Racing on 3-4 August, where legendary three-litre FI cars from the 1960s, 70s and 80s will do battle, in addition to the Masters Endurance Legends for 1990s and 2000s Le Mans prototypes and GTs, plus classic sports and saloon machinery.



2024 DONINGTON PARK



DoningtonPark

# SEASON HIGHLIGHTS

**FRIDAY 17 - SUNDAY 19 MAY**

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP

**SATURDAY 25 / SUNDAY 26 MAY**

BRITISH GT & GB4 CHAMPIONSHIPS

**SUNDAY 7 JULY**

90 YEARS OF THE VSCC CELEBRATION

**FRIDAY 12 - SUNDAY 14 JULY**

MOTUL FIM SUPERBIKE WORLD CHAMPIONSHIP

**SATURDAY 27 / SUNDAY 28 JULY**

CRMC CLASSIC MOTORCYCLE FESTIVAL

**SATURDAY 3 / SUNDAY 4 AUGUST**

MASTERS RACE WEEKEND

**SATURDAY 10 / SUNDAY 11 AUGUST**

CONVOY IN THE PARK

**SUNDAY 18 AUGUST**

TUNERFEST MIDLANDS

**SATURDAY 24 / SUNDAY 25 AUGUST**

KWIK FIT BRITISH TOURING CAR CHAMPIONSHIP

**SATURDAY 7 / SUNDAY 8 SEPTEMBER**

BRITISH GT AND GB3 CHAMPIONSHIPS

**SATURDAY 14 SEPTEMBER**

VAUX VALVES - FEATURING GT CUP

**FRIDAY 27 - SUNDAY 29 SEPTEMBER**

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP

**SUNDAY 1 DECEMBER**

DONINGTON STAGE RALLY

[WWW.DONINGTON-PARK.CO.UK](http://WWW.DONINGTON-PARK.CO.UK)

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



**CHILDREN  
UNDER 13 GO FREE  
TO ALL EVENTS**



# 90 YEARS OF THE VSCC CELEBRATION

This year the Vintage Sports-Car Club enjoys its 90th anniversary and will be celebrating with a special day of automotive antiquity from a variety of priceless and powerful machines.

SUN 7 JULY 2024  
DONINGTON PARK



**ADVANCE TICKETS**

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\*Discounted advance booking closes 16:00 Thu 4 July 2024

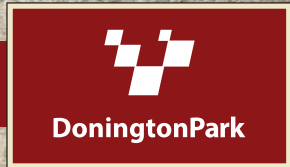
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## THE BEST OF WORLD AND NATIONAL MOTORSPORT STILL TO COME

The **British GT Championship** has a full capacity 36-car field for the 2024 season, as the UK's biggest supercar racing category heads to Donington Park at the end of this month (25-26 May) for a three hour endurance contest. The field includes machinery from McLaren, Aston Martin, Mercedes-AMG, Lamborghini, Audi, BMW, Lotus and more, with a stunning show always delivered in the East Midlands. There's support race action from GB4, as young F1 aspirants continue their burgeoning motorsport careers, plus the always entertaining contests for Ginetta Juniors, Ginetta GT Academy and the Ginetta GT Championship.

Donington's centrepiece event of the year is the summertime spectacular from the **Motul FIM Superbike World Championship** on 12-14 July. This year's title race is wide open with five different winners from the opening nine races of the year, and while Ducati's reigning champion Alvaro Bautista leads the standings courtesy of two wins, 2021 champion Toprak Razgatlioglu's switch to BMW looks to have been a shrewd one, as he's taken three victories to sit right behind the Spaniard. Local hero Alex Lowes is one of several Brits in the mix, having won twice at the Phillip Island season opener, while Jonathan Rea has found form on his new Yamaha, and took pole position at Assen. With Sam Lowes also showing well during his debut campaign, and BSB champions Scott Redding, Tarran Mackenzie and Bradley Ray also on the grid, there's plenty for the home crowd to cheer on!

**Tickets for all events are available in advance via [www.donington-park.co.uk](http://www.donington-park.co.uk).**

## DONINGTON REFURBISHED AND READY TO GO

Visitors to the venue this weekend may notice some detail changes around the site compared to previous visits. New kerbs, debris fence extensions and new Armco support posts are among the main on track upgrades, as well as new pit lane garage doors and an improved paddock PA system.

Two new semi-permanent catering units are also open at Hollywood and on the infield, and in Garage 39, a new display car is now featured; a stunning Dallara-Honda IR-05 IndyCar as driven by Justin Wilson. The Lola ChampCar, which was previously on exhibit, will be moving to the new Megastore later in the summer.

Further updates of note include new vehicles for the venue services and catering teams along with updated cutting gear for the circuit rescue unit. Those using the circuit this year can also benefit from a refurbished fuel station, which has a new canopy.



## 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](http://WWW.DONINGTON-PARK.CO.UK)



# SO MUCH TO SEE AND DO!

**The Donington Historic Festival  
isn't only about the racing...**



## **Bentley Le Mans Centenary celebrations**

This weekend we're celebrating the 100th anniversary of Bentley's first win at the 24 Hours of Le Mans with track and static displays of significant historic racing machines from the iconic marque. A 2003 Speed 8 and 2000 EXP Speed 8 Le Mans GT prototype will take to the track at **13.00 on Saturday** and **12.20 on Sunday**, and you can see them in the Paddock, along with some splendid 1920s and '30s Bentleys throughout the weekend (see page 24 for details).

## **Take in a Q&A panel session**

Learn more about Bentley's remarkable history at the Le Mans 24 Hours and get an insight into the world of Touring Cars with our Q&A sessions at **14.00 on Saturday** and **14.30 on Sunday**. (see page 36).



## **The Art of Motorsport**

Don't miss the fantastic exhibition of work from some of Britain's leading motoring artists, which you can find in the Pitlane Suite (see page 34).



## **Simulator Experience**

In Garage 39, Perfect Acceleration will be in attendance with simulators for you to experience driving the Bentley Speed 8 around the world-famous Circuit de la Sarthe. Sessions are £10 per person.

## **Look up!**

It's eyes to the skies at **13.31 on Saturday** and **13.18 on Sunday**, when we'll be treated to a flypast from two iconic aircraft - a Spitfire and Hurricane pairing from the Royal Air Force Battle of Britain Memorial Flight. This is definitely the time to have your cameras ready! *Subject to weather conditions on the day.*





## Head to the shops!

We've a wide range of stands in the Trade Village in the Paddock (see p22), so make sure you pay them a visit. You'll find everything from motoring books and photographs to accessories and memorabilia.



## Explore the Paddock and pitlane

If you want to have a look what's under the bonnet of these classic racers, this is where you need to be! The Paddock is a great place to get some terrific photos as well - fancy a selfie of you and the kids with a 1950s Aston Martin? Or perhaps a quick video of a fabulously noisy Touring Car engine roaring into life? Another excellent spot for photos and video is the Assembly Area in the Paddock near Redgate, where the grids fire up and make their way out onto the track! And look out for a real piece of Donington Park history – 'Old Tom', the 1932 steam roller which was used on the construction of the original circuit (see p36).

At lunchtime, don't miss the **pit walks**. They're free to do and you don't need to book tickets – just turn up at the pitlane gate adjacent to the Medical Centre (see map on p 100) at **13.20 on Saturday** and **12.40 on Sunday** and spend a happy 25 minutes getting behind the scenes of the racing world.

## Check out the clubs

Enjoy the lunchtime car club track parades and pay a visit to the dozens of car clubs of all sizes who have taken over the Infield this weekend (see p20).



## Take a Dream Ride with the Sporting Bears

This year's Festival visitors will be able to make a donation to benefit Loughborough's Rainbows Hospice for Children and Young People, and in return they will enjoy a 10-mile passenger ride around local roads in a very special classic or supercar, courtesy of the members of the Sporting Bears. You'll find them based just inside the entrance to the Paddock – so make sure you check them out, and hopefully go for a spin! There's a fantastic range of cars to choose from, including a Ferrari 360M Spider F1, Alfa Romeo 4C Tbi Spider, Porsche 911 Turbo 'S' cabriolet and a BMW M5 Competition. Since 1989 the Sporting Bears have raised more than £3million for charity – an outstanding achievement!

## Keep an eye on the karts

We're delighted to welcome the members of the British Historic Kart here again this weekend, with a static display in the Paddock of the sort of nimble little machines which put many of the biggest names in Formula One on track to greatness.



**For locations please see map on page 100**



# CLUBS GALORE!

Almost 60 clubs are joining us this year, and we are delighted to welcome them all 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 brought along such a range of vehicles for us all to enjoy.



## An A-Z of motoring...

From Abarth to Z Club, our club displays literally form an A-Z of motoring. One-make clubs, multi-marque clubs and even clubs dedicated to just one model... there's a fantastic spread for you to explore.

You'll find dozens of clubs over in the Infield and, whether you're a fan of 70s sportscars, stately saloons or elegant GT machines, you should find something to suit. Chat to the owners about their prized vehicles and enjoy a nostalgia-fest as you spot the cars you remember from the roads of your youth. As an added bonus, you'll also get a fabulous view of the race action while you're in the Infield!



Head to the Melbourne Hairpin, where you'll find a huge gathering of Porsches from Porsche Club GB and a select gathering of Italy's finest from the Ferrari Owners Club of Great Britain (watch out for the Prancing Horses on Saturday's club parade). You'll also find our 'anniversary' club – Simply Mustangs UK – who are celebrating the 60th anniversary of the Ford Mustang (see page 30) and who will be leading Sunday's club track parade. They've also curated a terrific historic Mustang display in the Paddock, showcasing some very special cars including a 1964 Convertible, so don't miss that!







# DONINGTON HISTORIC FESTIVAL

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

- Abarth Club East Midlands
- Alfa Romeo Owners Club UK
- Amber Valley Classic Car Club / Droop Snoot Group
- Aston Martin Owners Club
- AstonOwners.com
- Austin Healey Club
- BMW Car Club GB - Central Region
- Boundless Classic Vehicle Group
- Burton Car Club
- Classic Corvette Club East Anglia
- Classic Yorkshire
- Club Audi
- Club Calibra
- Club Lotus
- Fairthorpe Sports Car Club
- Ferrari Owners Club of Great Britain
- Gay Classic Car Group
- Grantham Classic Car Club
- GT40 Enthusiasts Club
- GTROC
- Jaguar Drivers Club
- Jaguar E-type Club
- Jaguar Enthusiasts Club
- Jaguar XJS Club
- Jaguar XK Club
- Land Rover Series 123 Club
- Leicester & Rutland TSSC
- Lincoln MGOc
- Littlejohn Classic Car & Motorcycle Club
- Lotus Drivers Club
- Mercedes-Benz Club
- MG Owners Club
- Morgan Sports Car Club
- Mustang Owners Club of Great Britain
- MX-5 Owners Club
- Nissan Figaro Owners Club
- North West Kit Car Owners Group
- North Yorkshire Lotus Owners Club
- NSX Club Great Britain
- Porsche 924 Owners Club
- Porsche Club GB
- Reliant Sabre & Scimitar Owners Club
- Renault Owners' Club
- Simply Mustangs UK
- The Furnace Motor Club
- The Independent Porsche Enthusiasts Club
- The Rover P6 Club
- TR Drivers Club
- TR Register Car Club
- TT Owners Club
- TVR Car Club
- UK S2000 Owners Club - S2KUK
- VW Corrado Club of Great Britain
- X1/9 Owners Club
- Z Club of Great Britain



# DONINGTON HISTORIC FESTIVAL

## TRADE VILLAGE

We are delighted to welcome the following companies and organisations to the trade village (see map on page 100 for location). The event promoters would like to thank them for their support.

AMS UK & The Cool Camel – [www.thecoolcamel.com](http://www.thecoolcamel.com)  
Anglo American Oil Company – [www.aaoil.co.uk](http://www.aaoil.co.uk)  
British Historic Kart Club – [www.britishhistorickartclub.com](http://www.britishhistorickartclub.com)  
Car Crazy of Bawtry  
Chaters Motoring Booksellers – [www.chaters.co.uk](http://www.chaters.co.uk)  
Classic Motoring Enamels – [www.classicmotoringenamels.co.uk](http://www.classicmotoringenamels.co.uk)  
Derby HO Racing Club DHORC – [www.dhorc.co.uk](http://www.dhorc.co.uk)  
Dunlop/Goodyear – [www.dunlop.eu](http://www.dunlop.eu) [www.goodyear.eu](http://www.goodyear.eu)  
Elite Racing Transmissions – [eliteracingtransmissions.com](http://eliteracingtransmissions.com)  
Garage Style Ltd – [www.garagestyleltd.com](http://www.garagestyleltd.com)  
HP Tyres – [www.hptyres.com](http://www.hptyres.com)  
Image Post Ltd – [www.oildrumfurniture.info](http://www.oildrumfurniture.info) and  
[www.ebay.co.uk/str/imagepostltdcarprints](http://www.ebay.co.uk/str/imagepostltdcarprints)  
Keith's Cars of Derby – [www.ebay.co.uk/str/sonofthecornershop](http://www.ebay.co.uk/str/sonofthecornershop)  
Millingtons Models – [www.diecastmodelstore.co.uk](http://www.diecastmodelstore.co.uk) and  
[www.ebay.co.uk/str/millingtonsmodelsandcollectables](http://www.ebay.co.uk/str/millingtonsmodelsandcollectables)  
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Spencer Elton – [www.spencerelton.co.uk](http://www.spencerelton.co.uk)  
Sporting Bears Motor Club – [www.sportingbears.co.uk](http://www.sportingbears.co.uk)  
Stand 21 UK – [www.stand21.co.uk](http://www.stand21.co.uk)  
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**BENTLEY**

# BLAZING A TRAIL AT LE MANS

**This weekend we celebrate the 100th anniversary of Bentley's first-ever win at the Le Mans 24 Hours.**

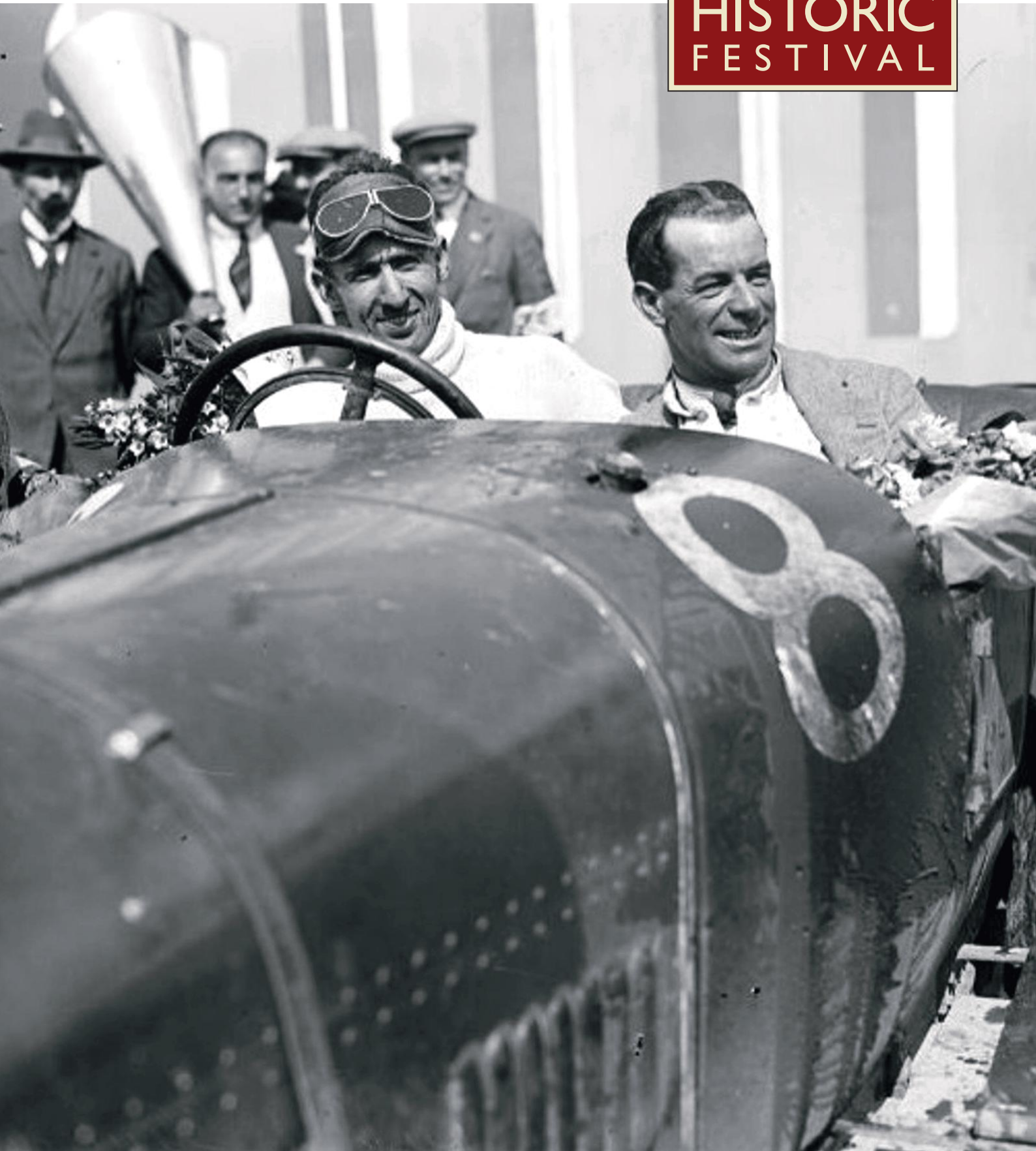
Since 1923, the Le Mans 24 Hours race has been used by manufacturers as a showcase for the durability, performance and technological strengths of their products. In the iconic race's early years, no manufacturer enjoyed more success than Bentley. The British marque first took victory there in 1924 and then, in an astonishing achievement, did so again over four consecutive years from 1927 to 1930.

100





# DONINGTON HISTORIC FESTIVAL



*Victorious John Duff and Frank Clement at  
Le Mans, 1924 (image:Alamy)*





L to R: John Duff, W.O. Bentley and Frank Clement at Le Mans (image: Bentley Motors)

# The early years

The prototype for Bentley's first car, the four-cylinder 3 Litre, was introduced at the 1919 Olympia Motor Show and the first production model built in 1921. Ettore Bugatti famously once disparagingly called it 'the fastest racing lorry in the world'. Technologically advanced, it was one of the earliest production cars to boast an overhead camshaft and four valves per cylinder.

The first Bentley to take part in the Le Mans 24 Hours was a privateer entry, a 3 Litre owned and driven by John Duff with his team-mate, the Bentley test driver Frank Clement, in the inaugural 1923 race. Company founder W.O. Bentley didn't initially support Duff's decision to enter the new race, commenting: "I think the whole thing's crazy. Nobody will finish. Cars aren't designed to stand that sort of strain for 24 hours."

However, he had a last-minute change of mind and travelled to France to act as pit crew.

Duff's car set fastest lap in the race, in spite of only having rear brakes, but the fuel tank was holed by flying stones, and he had to run four miles back to the pits. Frank Clement grabbed a bicycle (legend has it that he stole it from a policeman!) and cycled against the race traffic along the course back to the car, repaired the fuel tank and resumed the race. He would later comment on that famous bike ride "It was absolutely terrifying. I thought they were going to mow me down every minute." The privateers finished fourth, in a performance which persuaded W.O. Bentley that his cars were more than capable of withstanding the rigours of the event.

July 9, 1926. The Motor 51

## The PATH OF PROGRESS of the WORLD'S FINEST SPORTING CAR

**BENTLEY**

"Bentley a le droit de revendiquer présentement le titre de champion du monde de la route"  
Extract from the Paris Journal "L'Auto"  
17/6/29

**BROOKLANDS 1922**  
British Double 12 hour Record ... 86.79 m.p.h.

**LE MANS 1924**  
24 hour Grand Prix d'Endurance (1st) 57.5 m.p.h.

**MONTLHERY 1925**  
24 hour World's Record Class D ... 95.63 m.p.h.

**MONTLHERY 1927**  
24 hour Grand Prix de Paris (1st) ... 82.3 m.p.h.

**LE MANS 1927**  
24 hour Grand Prix d'Endurance (1st) 61.36 m.p.h.

**ULSTER 1928**  
Tourist Trophy Race  
Fastest time 71.16 m.p.h.

**LE MANS 1928**  
24 hour Grand Prix d'Endurance (1st) 69.1 m.p.h.

**BOULOGNE 1928**  
Georges Boillot Cup  
Fastest time 65.76 m.p.h.

**BROOKLANDS 1929**  
J.G.C. Double Twelve Race  
Fastest time 81.39 m.p.h.

**MONTLHERY 1929**  
24 hour International Class C Record ... 89.57 m.p.h.

**1929 LE MANS 1st 2nd 3rd 4th Grand Prix d'Endurance**  
75.0 m.p.h.  
**RIDGE-WHITWORTH CUP - 1st**

Northern Sales Depot & Service Branch, Newcastle-on-Tyne.

**BENTLEY MOTORS LTD.**  
CORK STREET, LONDON, W.1.

World Experts: Boote Ltd., Piccadilly, W.1.

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS. C17



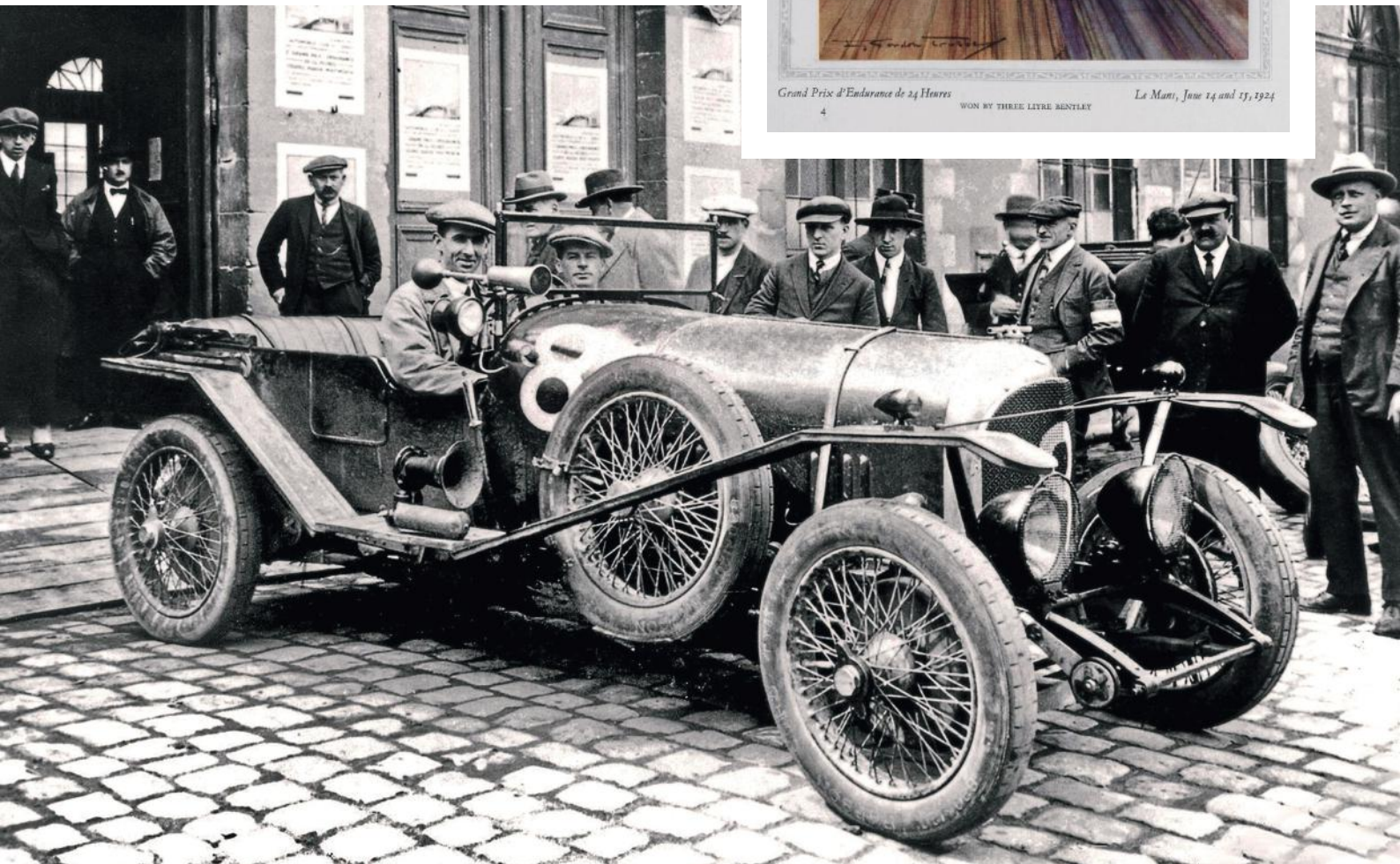
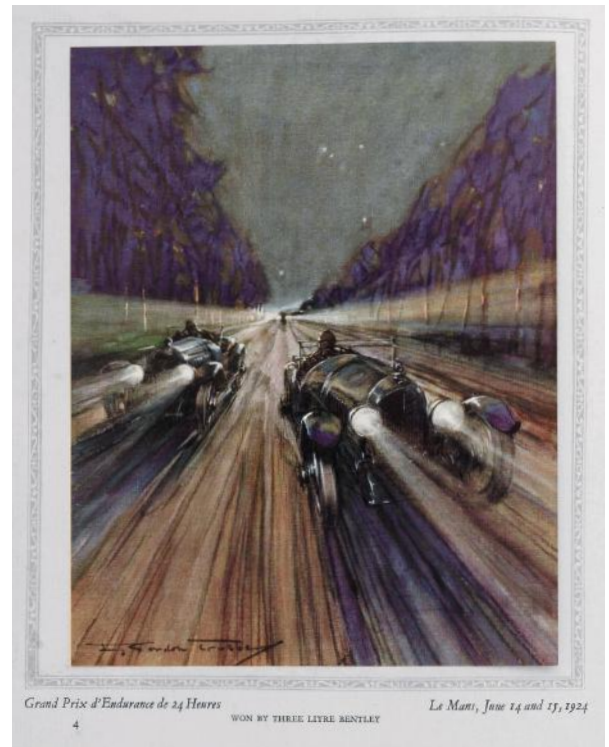
# A run of victories

The following year W.O. Bentley provided works support to John Duff, who once again paired up with Frank Clement as a private entrant in the Le Mans Grand Prix of Endurance. This time, his 3 Litre was equipped by the factory with front-wheel brakes and a comprehensive selection of stone guards. And it won the race.

*The Brooklands Gazette* of July 1924 reported: 'The Bentley was the only British car amongst some forty competitors, and its outstanding performance throughout the race provided a notable tribute to British engineering in general, and to Bentley design and workmanship in particular. Magnificently driven by Duff and Clement, the Bentley maintained a thrilling struggle with some of the best representatives of French automobile science throughout the twenty-four hours that the race occupied. This event is indeed appropriately named, a trial of endurance, for it is difficult to imagine a more exacting test under road conditions than this gruelling struggle of speed throughout a day and a night.'

Bentley entered works teams in the epic race from then on. The company was forced to retire from the 1925 and '26 races but would go on to win Le Mans with another 3 Litre in 1927 and with a 4½ Litre in 1928. In 1929 a Bentley Speed Six won there, with 4½ Litre models finishing in second, third and fourth place, and in 1930 Speed Sixes finished first and second. This win record for a marque remained unbeaten until Jaguar matched it in 1957, and Ferrari in 1962.

Bentley's domination of the Le Mans 24 Hours ensured that the names of the marque's 'gentlemen drivers' – the Bentley Boys – John Duff, Frank Clement, Dudley Benjafield, Sammy Davis, Woolf Barnato, Bernard Rubin, Henry Birkin and Glen Kidston became enshrined in motorsport history. Such is the strength of Bentley's association with Le Mans that its flagship model was named after the track's Mulsanne straight and, in 2019, the town of Le Mans returned the compliment, renaming one of its main thoroughfares Rue des Bentley Boys



John Duff and Frank Clement in Le Mans town, 1924 (image:Alamy)



# Bentley returns to Le Mans

By 1931 Bentley had withdrawn from motorsport and did not return to Le Mans for 70 years when, in 2002, it fielded two EXP Speed 8s, with Butch Leitzinger, Eric van de Poele and Andy Wallace winning their class and finishing third overall. That trio of drivers returned to La Sarthe the following year, where they finished fourth, famously sporting white jumpsuits and period leather race helmets on the podium, in tribute to the original Bentley Boys.

*Autosport* proclaimed 'In a display of supremacy more reminiscent of a lost era of British racing, a Bentley saw off the Audis for a historic return to the Le Mans winners' circle'... 'one of the most dominant displays at the world's biggest sportscar race. Ever'... 'The Speed 8s were driven flat out for the best part of 24 hours, yet experienced not a single major mechanical problem between them and completed the race with only the most minor hiccups.'

Victory came in 2003. Not only did Bentley win the Le Mans 24 Hours, it did so while repeating the result of 1930, with a one-two finish. Dindo Capello, Tom Kristensen and Guy Smith took first place ahead of Mark Blundell, David Brabham and Johnny Herbert. In doing so Bentley set yet another Le Mans record - the longest gap between two victories for one marque, 73 years!



Image courtesy of Autosport



Bentley on its way to victory at Le Mans, 2003 (image: Bentley Motors)





## Bentley Le Mans Q&A panel sessions at DHF 2024

Learn more about Bentley's assault on Le Mans from 2001 to 2003 at our Q&A panel session in the Pitlane Suite **14.30 on Sunday**. 2003 Le Mans-winning Bentley driver Guy Smith will be joined by Howden Haynes, Data Engineer for Team Bentley over that period, to talk all things Le Mans (see page 36).

## On track and on display at Donington Park

In pole position for this weekend's Bentley celebrations is the 2003 Speed 8 chassis 004/1, which will be seen in track demonstrations each day. The first of five Speed 8 chassis built, this car played a pivotal role in that 2003 Le Mans victory. After undergoing extensive testing sessions at the start of that year, it made its racing debut at the 2003 Sebring 12 Hours. There it qualified second and finished fourth in the exceptionally capable hands of Tom Kristensen, Dindo Capello and Guy Smith. Chassis 004/1 then headed for La Sarthe, where it set the fastest time in qualifying for the Le Mans 24 Hours. It was replaced for the race by chassis 004/5, which went on to achieve Bentley's first victory there since 1930.



2000 EXP Speed 8 Le Mans GT prototype Chassis 002/1 (image: Bentley Motors)

EXP Speed 8 chassis 002/1 will also take to the track. One of the development cars for Bentley's 2001 assault on the Le Mans crown, it was tested by James Weaver at Snetterton and Monza in 2000 and was filmed at Le Mans in December that same year before being run at Silverstone in January 2001 before preparation of the first of the race chassis.

And don't miss the 1920s and '30s Bentleys battling it out here in the 'Mad Jack' for Pre-War Sports Cars on Sunday. The race pays tribute to Richard 'Mad Jack' Shuttleworth, winner of the first-ever Donington Grand Prix in 1935 in an Alfa Romeo Tipo P3. Famed for his exploits in racing cars and as a daredevil aviator, 'Mad Jack' would have made the perfect Bentley Boy. You can also see a fine selection of these vintage machines on display alongside their 2001 and 2003 'equivalents' in the Paddock throughout the weekend.







# FORD MUSTANG 60 YEARS

**On 17th April 1964, at the New York World's Fair, Ford introduced a car that would create an entirely new market segment, the 'pony car'.**

The Mustang was the brainchild of Lee Iacocca, a Ford Sales Executive who saw a market for a sporty, affordable, fun car aimed at the huge post-War baby-boomer market. Affordability was a key element - Ford's internal documents noted 'we still had to keep in mind that a large segment of the market we were aiming at was made up of young people who were just getting started in life and had good potential and fancy tastes in durable goods - but relatively little ready cash.'



Mustang—exciting new car from Ford Motor Company... show stopper at the World's Fair

We show you how easily you can make the Mustang your own. You can choose from a wide range of colors and finishes. You can choose from a wide range of options. You can choose from a wide range of accessories. You can choose from a wide range of financing plans. You can choose from a wide range of dealers. You can choose from a wide range of locations. You can choose from a wide range of times. You can choose from a wide range of ways. You can choose from a wide range of things. You can choose from a wide range of everything.

Ford built means better built







Images: Ford Archive



**The concept car...**

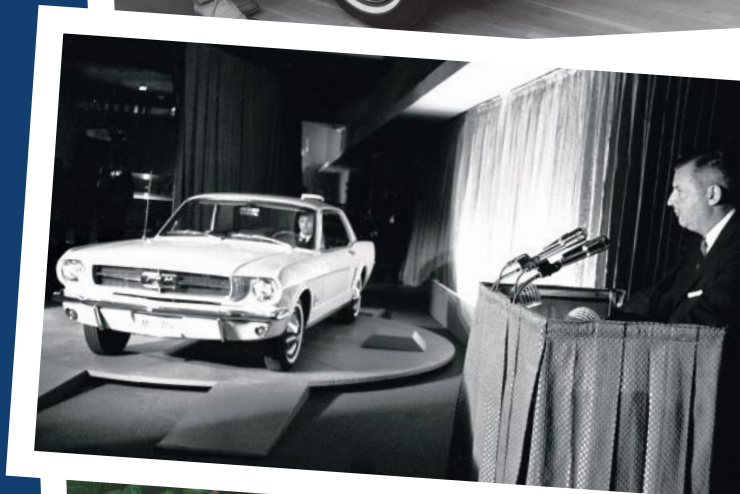
A two-seater Mustang I concept car was unveiled at the United States Grand Prix at Watkins Glen in 1962, where it led the Drivers' Parade of Honour. The final design was decided by a competition held between designers at the Ford Studio, Lincoln-Mercury Studio and Corporate Projects Studio. They were given just two weeks to come up with clay models of their designs. Seven were considered, with one clearly standing out, Ford Studio's small white car with jaunty red wheels.

The next step was to create a market research vehicle – the four-seater Mustang II, based on this winning design. It debuted at Watkins Glen in 1963, with the company describing the model internally as: "Personality: demure enough for church-going, racy enough for the dragstrip, modish enough for the country club."

**'Mustang Mania' arrives**

The launch press conference at the World's Fair in April 1964 attracted a huge media audience. And Ford left nothing to chance, becoming the first major car manufacturer to buy advertising time on all three major US networks to promote the new car. The ads were seen by more than 29 million viewers. The result was 'Mustang Mania'. Four million people visited Ford showrooms on the first weekend the cars arrived in the dealerships, with one Chicago dealer having to lock the doors of the Mustangs on display as so many people were trying to get into the cars at the same time.

Ford had planned for 100,000 sales in the Mustang's first year. It sold 22,000 on the first weekend and more than half a million in the first year. Featuring four seats, a long hood and short deck styling, the Mustang was available with a number of straight six and V8 engines, with trim levels to suit all budgets. This was a recipe that Mustang would follow for the next 60 years.







FORD  
**MUSTANG**  
60 YEARS



The first-generation Mustang ran from the 1965 model up to 1973. Perhaps the most famous Mustang of all time was the Highland Green GT390 that fictional Detective Frank Bullitt drove in San Francisco. It set the tone for Mustang becoming not only a big screen star but a cultural icon, with the car being featured in hundreds of feature films and music videos over the next six decades. On the racetrack, Carroll Shelby turned the sedate 'secretary's car' into a winning race machine with his GT350. Roadgoing versions of the GT350 and later GT500 only added to the Mustang's pedigree.

**Moving with the times**

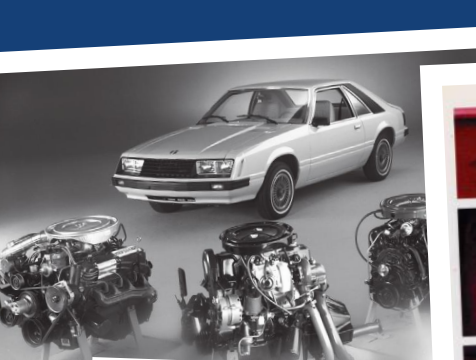
But times were changing. Insurance rates were starting to kill off pony car sales. Then there was the looming oil crisis of the mid-Seventies. The Mustang needed to adapt and adapt it did. The Mustang II was launched for the 1974 model year. Sales took off again and the Mustang II's first year was the third best-selling of all Mustangs.

1979 saw the launch of the new 'Fox Body' Mustang. Still small and relatively light, the Fox took on a very European look in terms of styling, and many of the traditional cues such as the triple red taillights were missing. The Fox was the longest-running generation, on sale for 14 years.

The SN95 was introduced for the 1994 model year and utilised a heavily updated Fox platform, now called Fox-4. However, the Euro-inspired styling of the Fox was ditched, and the Mustang went back to its roots with much more retro-inspired styling featuring those triple taillamps and even simulated side scoops.

For the 2005 model year, Ford introduced a completely new Mustang known as the S197. The heavily retro styling-influenced car harked back to the glory days of the late 60s, but was new top to bottom, even if it looked like a Mustang from 45 years prior! Carroll Shelby was back, too, and put his name to new variants of the GT500.

2014 saw the Mustang world celebrate 50 years of an icon and Ford debuted another all-new Mustang. The S550 was launched with an all-new look both inside and out. This time, the car wouldn't remain just an American legend, it was going global with sales all over the world, including RHD markets. In 2018 Ford celebrated the production of the ten millionth Mustang. And today we celebrate 60 years of uninterrupted Mustang production, and we now have a seventh generation of pony car, the S650.



Simply Mustangs UK was established eight years ago as a group to bring together like-minded Mustang owners in the UK to celebrate their favourite pony car. Priding itself on its all-inclusive nature, every Mustang from the past 60 years is welcome into the group. Meets, shows and events are what Simply Mustangs do best and many of our members class the group as their Mustang family.



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# BENTLEY CAPTURED IN

# ART

# FORM IN THE 2024

## EXHIBITION

This weekend, head over to the Pitlane Suite (entrance via Garage 39 Restaurant – see map on page 100), and you'll be able to enjoy a tremendous exhibition of artwork celebrating Bentley. The display has been curated by journalist and commentator Andrew Marriott - who is on 'mike duty' this weekend - in association with Rupert Whyte of Historic Car Art, who are based locally just down the road in Ticknall.

Not Bentley-related, but absolutely unmissable, we also have one of crystal artist Tracy Stokes' extraordinary, full-sized replicas of the helmet Ayrton Senna wore when he secured his first F1 World Championship, in 1988, embellished with an astonishing 49,104 Swarovski crystals. One of these was a huge hit at last year's exhibition and is back by popular demand!

### A BENTLEY 'BRUSH' WITH SPEED Andrew Marriott previews this year's Art Exhibition.

Some of Britain's best known motoring artists are exhibiting at this year's Donington Historic Festival and the theme is very much Bentley. Following on from last year's successful Senna art show, this year the exhibition has been expanded with more artists and works.

Several artists are featuring the epic pre-War Bentley Le Mans events. Popular water colourist Neil Collins has two renditions of the 1930 race, John Ketchell, one of Britain's best-selling painters, has featured the 1927 race, and there is a marvellous work of a Blower Bentley by the late Barry Rowe, known for his wonderful use of light and shade.

Veteran Isle of Man-based artist Peter Hearsey is showing two of his romantic works of Bentleys in country scenes, plus a racing painting. And a relative newcomer to the pro art scene, 24-year-old Harry Gravett, will have a couple of brand-new works of current Bentley models. This crayon artist is thought to be Britain's youngest car designer and works for an independent Surrey design studio.

Robin Bark is one of Britain's leading car sculptors, and his cast and beautifully finished metal desktop works always sell well. Centre stage this weekend is a limited-edition Bentley Continental. There are also a number of Bentley-themed posters on display.

Richard Wheatland, best known for his Brooklands paintings, will display another Birkin blower painting - this one of the car retiring from the 1932 British Empire Trophy – and for non-Bentley fans he has a great Donington scene, Nuvolari in the Auto Union, on his way to victory in the 1938 Donington Grand Prix.

In 2023, the stand-out artist was the emerging talent of Emma Capener. For Emma, who is from Wrexham, it was the first national showing of her exquisite pencil renditions. Since then, her career has taken off and a Capener work was recently presented to Sir Jackie Stewart. Emma has two impressive works on display - a James Hunt helmet portrait and the famous 'Breadvan' Ferrari 250 in its workshop.

We hope you find time during the packed racing programme to check out the art and maybe even take home something you will cherish for many years.



James Hunt by Emma Capener



Bentley at Le Mans 1927 by John Ketchell



Crystal artist Tracy Stokes' Senna replica helmet



Richard Wheatland's painting of Nuvolari at the Donington GP in 1938

The exhibition opens at 11am each day





Pre '66 GTs in the Royal Automobile Club Pall Mall Cup • Pre-War Sports Cars  
• Pre '63 GTs • Historic Touring Cars • RAC Woodcote Trophy & Stirling Moss  
Trophy • HRDC Gerry Marshall Trophy • HRDC Allstars and Classic Alfas • HRDC  
'Jack Sears Trophy' 1958-1966 • GT4 Challenge

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29/30 JUNE 2024



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# Q&A

## TAKE IN A Q&A SESSION

What better way to learn about something than to hear it from the experts? 2003 Le Mans-winning Bentley driver Guy Smith – who is also racing at the Festival - will take part in a Q&A session in the Pitlane Suite at the back of the Garage 39 restaurant alongside internationally-renowned race engineer Howden Haynes. Howden famously engineered his way to multiple Le Mans victories with Audi and had a starring role in the 'Truth in 24' film, but prior to that was Data Engineer for Team Bentley during their 2001-2003 Le Mans campaign. They will be joined by Shaun Lynn, owner of the EXP Speed 8 and Speed 8 being demonstrated on track here this weekend, and the trio will give the audience the lowdown on Bentley's return to the epic endurance race after a gap of 70 years. In addition, Touring Car fans can find out more about the world of Touring Cars, at the Q&A session with 2012 World Touring Car Champion and 2020 Scandinavian Touring Car Champion Rob Huff. Like Guy, Rob is also racing here this weekend.

## MEET 'OLD TOM'!

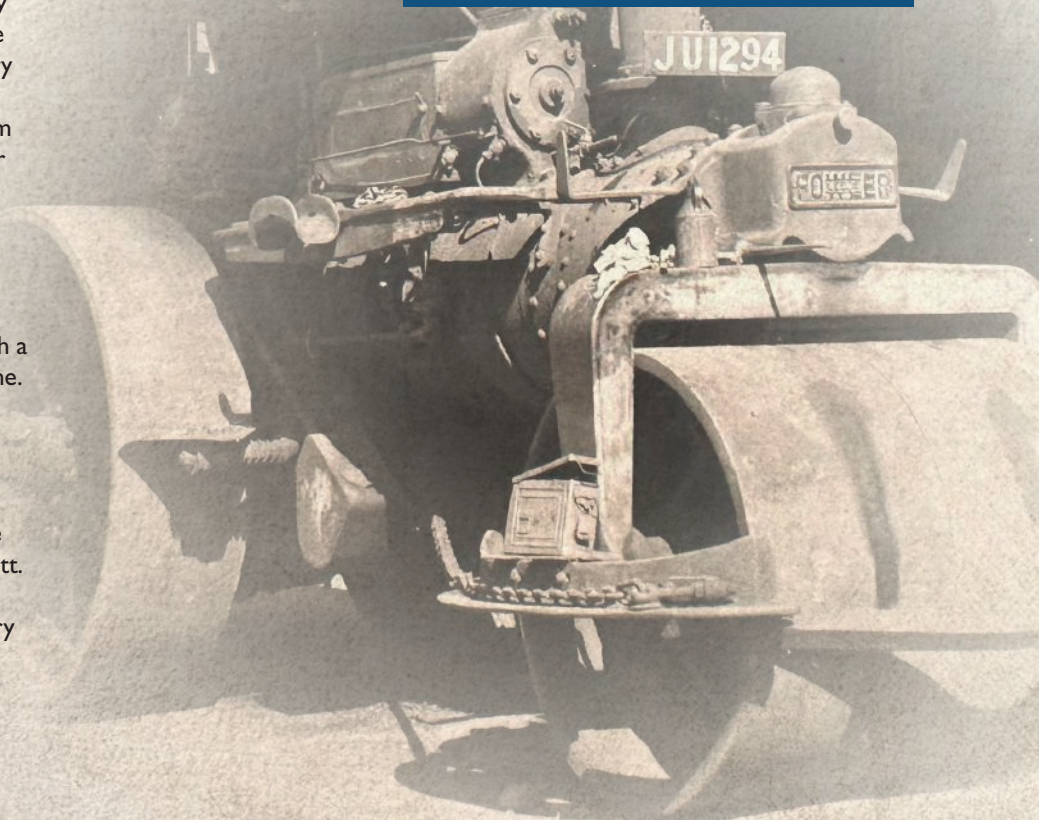
The Donington Park memorabilia isn't only on show in the Pitlane Suite. Head into the Paddock and, opposite the 60th anniversary display of classic Ford Mustangs, you'll find 'Old Tom', a Fowler 8-ton class DNA steam roller which was built in 1932 to the order of J. G. Shields of Donington Park for his Breedon & Cloud Hill Lime Works. It was used on internal roadways on the estate and quarry and the construction of the first Donington racing circuit. Sold into preservation in 1959, it remained local with a Mr Yarnell and then JT Beeby of Rempstone. In 1976 the roller passed to engineer and noted sidecar racer Robin Williamson of Langham, who fully restored it. Now 'Old Tom' is in the hands of Robin's daughters Alice Lisserman and Emma Mills and in the custody of Kevin Mills and family of Morcott. We are delighted to have this splendid mechanical piece of Donington Park history here this weekend.

## DIP INTO THE DONINGTON ARCHIVES

Also in the Pitlane Suite, you'll find pictures and memorabilia from the Donington Historic Archive. Donington Park is the oldest UK motorsport circuit still in operation. Racing started here in 1931, using the narrow roads that accessed the then Donington Hall estate. In 1933 the track was made permanent, and famously welcomed pre-War Grand Prix racing including the legendary Auto Union Silver Arrows driven by Bernd Rosemeyer and Tazio Nuvolari.



**Saturday:** 14.00 - Rob Huff  
**Sunday:** 14.30 - Guy Smith,  
Howden Haynes, Shaun Lynn







# Become part of the Ferrari Family



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Sharing your passion since 1967*



DONINGTON  
HISTORIC  
FESTIVAL

*Listers, Lotus, Jaguar and Coopers thunder into Redgate Corner for the opening lap of the Donington Historic Festival 2023 Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy.*



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

Featuring the crème de la crème of 1950s sports car racing history, the Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy opens proceedings for this year's Donington Historic Festival for a stunning sixty-minutes. The race will be contested by genuine Le Mans cars, Mille Miglia legends and stars of the Sports Car Club of America (SCCA) Championship, plus much more.





**QUALIFYING**  Saturday 09:05 – 09:35

**RACE 1**  Saturday 12:00 – 13:00

The Royal Automobile Club Woodcote Trophy is for Sports Cars built prior to 1956, the majority running drum brakes and representing a pioneering era in motorsport as competition got back up to full-strength after wartime, when innovation and the thirst to compete grasped every workshop o'er the land. One such car of this ilk is Charles Angrave's and Richard Hodson's Lotus MkVI which lay dormant for 30 years and was unearthed and reassembled in October 2022. Rudi Friedrichs has overall Woodcote Trophy victories to his name and numerous class wins – he'll be looking to get his tally rolling for the new season this weekend.

The first outing of the season for the later (Pre '61 Sports Racing Cars) Stirling Moss Trophy is set to be a classic, with a mighty line-up of Lotus, Lister and Cooper. Andrew





The Pearson brothers' Jaguar D-type takes its pit stop



Malcolm Paul, Lotus MkX, leads Belgian racer Olivier Gonzalez in his Lotus XI



The cockpit of Stephen Bond's Lister Bristol Flat-Iron

- Guy Smith netted his first Stirling Moss Trophy win at the close of last season in his ex-Tony Marsh Cooper Monaco. He will be quick out of the traps at Donington but will be harried by John Spiers in his Lister Jaguar Costin and last year's race victors - Oliver Crosthwaite and Nick Finburgh - also in a Cooper Monaco. 2023 overall Stirling Moss Trophy victors, Richard Hudson and Stuart Morley, are not only quick but raucous in their Chevrolet-powered boisterous white Lister Knobbly.

Competition in the Lotus stakes is high, with Olivier Gonzalez making the trip over from Belgium in his Lotus XI, joined by the pairing of Malcolm Paul and Rick Bourne, Sandy Watson and Dafyd Richards and Richard Postins and former BTCC racer Mat Jackson in similar cars. Richard Wilson will be trying to blast them all into the weeds in his larger capacity, and later built, Lotus XV!

This race gets underway before lunchtime so don't slip off to get a sandwich – make sure you are installed for this 60-minute thriller which kicks off at midday.

### **ENTRY LIST: PAGE 76**



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



*Nigel Webb's Jaguar C-type (no.37) was raced by Duncan Hamilton in 1952 and 1953 at Le Mans.*

“

*The race will be contested by genuine Le Mans cars, Mille Miglia legends and stars of the Sports Car Club of America (SCCA) Championship*

”



*Robbi Bernberg and Paul Ugo's Cooper Monaco challenges the Stephen Bond/Cliff Wright Lister Bristol Flat-Iron.*





RIC WOOD MOTORSPORT .com

Historic Touring Car Challenge and Tony  
Dron Trophy with U2TC and Sixties Touring  
Car Challenge

# *Four decades of Touring Car History In Real Life!*





The 2023 Historic Touring Car Challenge and Tony Dron Trophy Race in full flight – Tom Houlbrook at the fore in his 1993 BMW E30 M3.

QUALIFYING



Saturday 09:45 – 10:15

RACE 2



Saturday 14:00 – 14:50

Four eras of evocative Touring Cars will rouse Donington Park for a 50-minute thrash! Donington is synonymous with Touring Car racing, in fact the British Touring Car Championship got their 2024 season underway here only last weekend.

**U2TC** is for pre-'66 tin-tops and the **Sixties Touring Car Challenge** series is for Group 2 and Group 1 Touring Cars from 1966 to 1969. Starting thirty seconds behind the later cars, the Sixties Touring Car Challenge (STCC) with U2TC evokes the days of the British Saloon Car Championship when Formula One stars including Jim Clark, Dan Gurney, Graham Hill, Jack Brabham and Jacky Ickx would gleefully turn out to play alongside Jack Sears, Jeff Uren, John Whitmore and Frank Gardner. The Lotus Cortinas



Paddy Showlin (37) leads David Dickinson (44) and Peter Chambers (red) in the Ford Lotus Cortina dominated U2TC with Richard Dutton's Ford Escort trying to sneak through.



Richard Dutton



Anticipation builds In the Assembly Area

► of David Dickinson, Jonathan Mitchell and Jake Giddings will be having a whale of a time around Donington Park and Harry Barton is lightning fast in his BMW 1800Tii.

Named in honour of '70s Touring Car ace and Le Mans 24 Hours driver, **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 rapturous Rover SD1s of father and son racers Mike Whitaker Senior and Junior headline the Tony Dron Trophy for which Mike Snr was recently awarded the 2023 MRL Tony Dron Series victory. They are joined by the SD1 of Adam Brindle and Paul Martin in his Ford Capri.

### 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. Stand by your beds for the euphoric thunder of the Nissan Skylines as they wrestle with the Donington Park curves – Jonathan Bailey's ATJC Championship Kyoseki liveried car will be warring with Ric Wood's Calsonic car but the Bayerische Motoren Werke will be snapping at their heels. Former BMW works driver, Steve Soper, joins Toby Partridge in an E30 M3 - the model known as the most successful Touring Car in the world, having netted 1,400 race wins and numerous championship titles.

**ENTRY LIST: PAGE 78**



HISTORIC TOURING CAR CHALLENGE AND TONY DRON TROPHY WITH U2TC  
AND SIXTIES TOURING CAR CHALLENGE // RACE PREVIEW



David Tomlin crossed the line in P2 in his Batibouw Ford Sierra RS500 but Jonathan White's AXIA Nissan Skyline in its striking early 1990s original livery sadly had a few issues in the 2023 edition of the race.

“

*Four eras of evocative Touring Cars will rouse  
Donington Park for a 50-minute thrash!*

”



Mike Whitaker's Patrick Motorsport won the Tony Dron Trophy in 2023 whilst the Simon Evans / James Littlejohn Ford Capri RS2600 was 4th in the Historic Touring Car Challenge.





Superformance Ferrari  
Club Classic Series

# *Ferrari Fever*

The Ferrari Owners Club of GB has a proud history of running their own motorsport competitions, be it track racing or hill climbing. We have been running races for classic sports cars for over 20 years which, as far as we can tell, is the only one-make series in world motorsport dedicated to classic Ferraris.





*Jim Cartwright leads in a very wet race last year*

**QUALIFYING**  Saturday 10:25 – 10:45

**RACE 3**  Saturday 15:05 – 15:25

**RACE 5**  Sunday 12:00 – 12:20

**RACE 10**  Sunday 17:15 – 17:35

The Series is open to all roadgoing 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 series is not run as a formal championship, but prizes are awarded to winners of their class on a race-by-race basis. Our lead sponsor is the well-known Ferrari parts supplier Superformance and they give their name to the series, hence the title of Superformance Ferrari Club Classic

The Donington Historic Festival is our first event of the 2024 season and there will



Chris Butler 328 GTB



Post race chat in park ferme



► be plenty of enthusiasm from all the racers to get back on track. When the racing starts inevitably the front runners are likely to be the most modern cars and, in dry conditions, the 355s can be expected to prevail. Donington is a particularly rewarding circuit to race on, with a number of challenging corners and, if track conditions change and become wet, the power advantage of the 355s can be nullified. This happened last year, when Gary Culver won the first race on a slippery surface in his modified 328 GTB and the third race in the midst of an April shower was won by Jim Cartwright in his unmodified 328 GTB.

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

### ENTRY LIST: PAGE 80



Tim Shearman 328 GTB





Close racing down the Craner Curves

“

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

”



William Moorwood 308 GT4 and Robin Biesbroek 348 Challenge





Royal Automobile Club Pall Mall Cup for  
pre-'66 GT and Touring Cars, pre-'63 GTs  
and pre-'61 Sports Cars

# *Historic Racing at the Next Level*





*Eric Stahler and Andrew Newall qualified P6 in their AC Cobra in the 2023 Royal Automobile Club Pall Mall Cup race*

**QUALIFYING**  Saturday 10:55 – 11:45

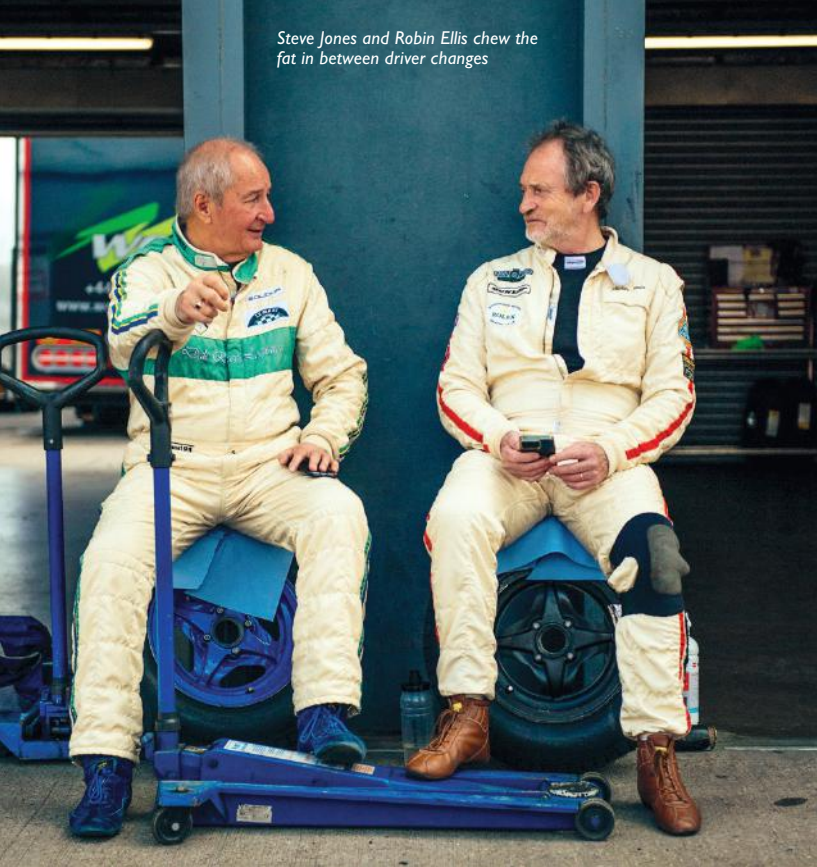
**RACE 4**  Saturday 15:40 – 18:40

Time to rise to the challenge! When motor racing resumed after World War Two, longer-distance contests were the norm. Sebring, Nurburgring, Goodwood and, of course, Le Mans, were the pinnacle of the sport. Rolling into the 1960s, closed cock-pit GTs like the Jaguar E-type, AC Cobra and Shelby Daytona Cobra took on the mantle, and Touring Car races also evolved into a longer format. Today the Royal Automobile Club Pall Mall Cup pays homage to this format for pre-1961 Sports Racing Cars and GT and Touring Cars of the pre-1966 era.





Martin Melling and Jason Minshaw were tenth in the 2023 Royal Automobile Club Pall Mall Cup race



Steve Jones and Robin Ellis chew the fat in between driver changes



Marc Gordon in his Lotus Elite fends off the Stahler/Newall AC Cobra

► But it is no less of a contest now than it was back in the day, as we welcome all of the competitors lining up for this gruelling three-hour race. It is unique, in that the Pall Mall Cup allows in-race refuelling. Each team is allocated a pit garage for the race and their mandatory refuel is undertaken in the pit box outside and mechanics must wear fireproof clothing. Cars can be shared by two or three drivers but no one driver is allowed to be behind the wheel for more than 80 minutes.

Following this weekend there is another race at Snetterton on the 300 circuit at the end of June and an end-of-season showdown at Silverstone on the Grand Prix circuit in October. On the basis of the results of the three races at the end of the season, the prestigious Pall Mall Cup is awarded by the Royal Automobile Club to the most successful team.

This edition of the Pall Mall Cup has in the main attracted cars from the later periods but the Pre '63 class will see a great Austin-Healey battle between the legendary Clarkson/Smithies and Pangbourn equipe vs. Doug Muirhead and Jeremy Welch. Marc Gordon and Nick Finburgh are an accomplished duo in the perky green and white Lotus Elite. The smaller capacity classes will feature the likes of the Lotus Elan 26Rs and Elites, while the MGBs will be having a whale of a time in what currently looks like a family affair featuring the Wiltshire brothers George and Freddie and father and son Simon and Alexander Drabble.

Shelby Cobras and Shelby Daytona Cobras are always at the fore and competition will be fierce, with Tom Hartley partnered by Andrew Jordan, Frederic Laurent with David Cuff and Jeremy Cottingham with Harvey Stanley. The Jaguar E-types will give them a run for their money, with short odds on John Spiers with Gary Pearson or Richard Meins with Rob Huff to take victory. More recently the Pall Mall Cup has become the domain of the TVR - Harry Barton and Oliver Rueben return to defend their 2023 title but will face a stiff challenge from Series debutants Kyle and Kane Tilley.

## ENTRY LIST: PAGE 82



THE ROYAL AUTOMOBILE CLUB PALL MALL CUP FOR PRE-'66 GT AND TOURING CARS, PRE-'63 GTS AND PRE-'61 SPORTS CARS // RACE PREVIEW



Jaguar E-types aplenty lead the charge in the 2023 Royal Automobile Club Pall Mall Cup race

“

*It is no less of a contest now than it was back in the day as we welcome all of the competitors lining up for this gruelling three-hour race.*

”



Crispin Harris and James Wilmoth are regular competitors in historic endurance races in their plucky Austin-Healey 3000





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








*Hustling the Donington chicane*

**QUALIFYING**  Sunday 09:05 – 09:30

**RACE 6**  Sunday 13:20 – 14:05

**This comparatively newly introduced series for these sensational Touring Cars has been a hit from its first outing at Snetterton, back in June 2022.**

Adopting the HRDC's spectator-pleasing format as an optional one or two-driver, pitstop race, the series has brought back the epic battles that featured the all-time great drivers of this period: the flamboyant Gerry Marshall, the irrepressible Tony Lanfranchi, the super-smooth Stuart Graham plus so many other icons of the sport: Gordon Spice, Vince Woodman, Andy Rouse, Barrie Williams to name but a few.

Entered this weekend in the dominant 'Class B' category will be the sensational Patrick Motorsport SD1 Rovers from Mike Whitaker and Myles Poulton, the latter having just acquired





Colburn's BMW in iconic Lanfranchi livery



Tight squeeze at the sharp end!



Driven hard!

► his version of these bellowing V8 leviathans. They will have their hands full with a clutch of 3-litre Capris – two in particular driven by period Touring Car drivers, Graham 'Skid' Scarborough and ex-1973 Production Touring Car champion, Ivan Dutton, who will be pedalling his original Gp.1 race-winning 'Century Oils' Capri with his son, Tim. But both better watch out for the young Charles Rainford in the Faberge 33 Capri – that boy is quick!

Gerry Marshall's son, Gregor (who is the HRDC Series Ambassador) will be out in Class 'C' with his rare Vauxhall Firenza 'Droopsnoot' – emulating his father's lasting connection with the Vauxhall marque. Gregor will have to contend with the hard-charging Alasdair Coates in his newly built Escort RS2000. This should prove to be an interesting battle! Talking of interesting battles; Father and Son, Richard and Ben Colburn, will be running their cheeky Fiestas here – that will be well worth watching out for who comes out on top.

The 'Willhire' class for Production Touring Cars is well supported. Whilst not as modified as their Gp.1 counterparts, this class is hotly contested. David Margalies usually tops the class with his rapid Alfetta GTV6 but Jonny Horsfield's 4-cylinder GTV version keeps David on his mettle. Worth a mention is Jason Tuthill who is joining us again at Donington in his original Gerry Marshall Production Touring Car Triumph Dolomite – such a privilege to see these original cars still being driven hard in competition.

Fast charging, competitive and sporting an iconic array of period sponsorship liveries, the HRDC 'Gerry Marshall Trophy' is truly a step back in time to a memorable high-point in Touring Car history – don't miss this race!

## ENTRY LIST: PAGE 84





Seeing double?

“

*Fast charging, competitive and sporting an iconic array of period sponsorship liveries, a step back in time to a memorable high-point in Touring Car history*

”



Gregor Marshall flying the Vauxhall banner





*Pre 63 GT*



Pre-'63 GT

Pre '63 GT makes its highly anticipated return to the Donington Historic Festival. It's been a long four years since we enjoyed seeing this sophisticated race in action, which attracts a unique array of two-seat GT cars built and raced in the Tourist Trophy and other high-profile events of the period.





*Father and son Jon and Jack Minshaw dominated the last Pre '63 GT race here at Donington Park back in 2019 in their Jaguar E-type. This year Jack is partnered by his uncle Guy*

**QUALIFYING**  Sunday 09:40 – 10:10

**RACE 7**  Sunday 14:20 – 15:20

It's a most distinguished grid featuring prized machinery from a seminal era in motorsport, when Ferrari 250SWB, the ubiquitous Jaguar E-type, early AC Cobra, Aston Martin, Lotus Elite and Austin-Healey lined-up with Porsche, Alfa Romeo, Morgan, Triumph and rarer breeds such as Ogle, Turner and Reliant.

Whilst all four races on the Pre '63 GT calendar are of importance, the pinnacle of the season is the Royal Automobile Club Historic Tourist Trophy where machines from the Pre '63 GT ranks will race for the most coveted of trophies in historic motorsport. This race takes place at Silverstone Festival on the August Bank Holiday.

The renaissance has attracted strong interest, with many old friends returning, and many new faces joining the grid for the first time.



# e Ultimate Driving



No tail-end Charlie – the Ferrari 250 SWB of Dumoulin/Thibault.



Nial McFadden's Jaguar E-type (Pre '63 GT DHF 2019)



Former BTCC racer Sam Tordoff in his lovely Porsche 356, Pre '63 GT DHF 2019.

► The race will be dominated by British flag bearing Le Mans racers like 'DD', the Austin-Healey 3000 of well-known combination Karsten Le Blanc and Christiaan van Lanschot that contested a hattrick of Le Mans in 1960, '61 & '62. They are joined by five further Austin-Healeys, including Doug Muirhead's dual-purpose 100/6 that appeared at Le Mans with Jim Clark and has also participated in three RAC Rallies. Gregory Heacock's Austin-Healey Sebring Sprite was driven at Sebring by Sir Stirling Moss and raced by his sister Pat Moss. Two familiar cars lead a battalion of Jaguar E-types, those of Gregor Fisker and Jack Minshaw both have multiple Goodwood Kinrara Trophy wins under their belt. Jack shares with his uncle, Guy, and completing the Minshaw trio is Jason, who partners regular Jaguar racer, Martin Melling, in his Fixed Head Coupe.

There are four classes in Pre '63 GT and bolstering Class A for the under 1300cc cars is NASCAR and Sports Car racer Kyle Tilley, who lines up with brother Kane in their 1959 Lotus Elite. Class B for cars under 2000cc features Steve Wright and Ian Clarke's Porsche 356 Super and Gareth Evans's Sunbeam Alpine. It's going to be an absolutely thrilling 60-minutes and it's only a few weeks until the next round at Snetterton Classic, taking place over the last weekend in June.

## ENTRY LIST: PAGE 86





Chris Milner and Nigel Greensall made the podium for third place in the 2019 edition of Pre '63 GT at DHF.

“

*The renaissance has attracted strong interest, with many old friends returning, and many new faces joining the grid for the first time.*

”



Wolfgang Friedrichs's stunning Aston Martin DB4GT finished second overall in the 2019 edition of Pre '63 GT at DHF.





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







Another full HRDC grid!

**QUALIFYING**  Sunday 10:20 – 10:35

**RACE 8**  Sunday 15:35 – 16:05

Arguably one of the most exciting race formats of the Donington Historic Festival is this 30-minute 'sprint' race that evokes the 'allcomers' races that were a mainstay of Club racing in the 1950s and '60s.

By running pre-'66 Sports, GT and Touring Cars together on the same grid, the 'Dunlop Allstars' really does deliver excitement and diversity of marques and models. Debuting his awesome and unique Chevy V8 powered Gilburn GT, Mike Lamplough will be put to the test as Mike Whitaker and Matt Moore join him in the big engine 'GTA' class in their respective TVR Griffiths and AC Cobra. But outright horsepower may not stop the race-winning advances of Gerry Buggy in his super-quick Lotus Elan 26R.





Snowdon's Alfa in determined fashion



Alfas are always in the mix



Moore's Cobra in contention

► But GT cars may not be the Bookies' favourite for this race, as the Jordan Racing Team-prepared Lotus Cortinas of David Dickenson and Pete Chambers are on this grid and both have a proven race-winning pedigree in these finely tuned Touring Cars. A worthy side bet may well be placed on the progress of Tom Grindall's Ford Mustang – Tom is quick and if this newly-built car stands up to the competition, you may well see his Custard Yellow V8 aiming for the sharp end of the grid!

Joining the 'Dunlop Allstars' will be a den of Alfa Romeos contesting the HRDC 'Classic Alfa Challenge'. Running in a separate category, some of these Italian beauties have the ability to win the overall event. James Colburn is the hot favourite in his ex-Chris Rea Sprint GT but his younger brother, Ben, has been hard at work developing the potential of his stunning GTAm. Both should be front runners but there is a catch... the highly experienced 'Alfisti' Chris Snowdon will be running in the ex-Peter Hilliard BTCC Alfetta GTV! Preparer Richard Melvin has been hard at work over the winter, tweaking this original and venerable race car. Who will win? Make sure you watch the race and find out!

With such an eclectic grid, at circuit capacity of 40 historic cars, this race is surely set to serve up some of the most exciting racing at this fabulous event! Make sure you are there for the start!

**ENTRY LIST: PAGE 88**





The famous 'Windmill' MG

“

*With such an eclectic grid, at circuit capacity of 40 historic cars, this race is surely set to serve up some of the most exciting racing at this fabulous event!*

”



Slippery GTs!





The 'Mad Jack' for Pre-War Sports Cars


*An Exceptional  
Pre-War Extravaganza  
lies in store!*





*A battalion of Bentleys in the 2023 'Mad Jack' race for Pre-War Sports Cars. Steve Ward heads the trio in his Bentley 4.5 litre*

**QUALIFYING**  Sunday 10:45 – 11:10

**RACE 9**  Sunday 16:20 – 17:00

We welcome one of the largest grid of Pre-War cars to have graced Donington Historic Festival for some time. It's an absolute feast, representing a huge number of marques from a very special period in motorsport.

The race is named in honour of Richard 'Mad Jack' Shuttleworth, who was the winner of the first-ever Donington Grand Prix race in 1935. The circuit then went on to host four incredible Pre-War Grand Prix races up to 1938, attracting the big teams from the Continent including the formidable German Auto Unions and the Italian Alfa Romeo team. It's a time of myth and legend and it's fantastic to see so many enthusiastic Pre-War racers out. But who can blame them, when Donington Park is the only motor racing venue in the UK that hosted racing before the War, and yet is still operational in the present day.



Jonathan Bailey's historic Bugatti 35C at full bore



► Richard 'Mad Jack' Shuttleworth was a daredevil aviator and was victorious in an Alfa Romeo Tipo P3 – and this weekend Christopher Mann flies the il Tricolore on his glorious 1931 Alfa Romeo 8C Monza, heading up a scintillating Class 5 (for cars over 2000cc) which includes some brutish machinery and likely podium favourites like the Talbots of Michael Birch and Dan Balfour, Trevor Swete's S-type Invicta and Robert Lewis's Lagonda V12 Le Mans.

Robert Beebee's Frazer Nash TT Replica is a very special car, as it was the first of this model to come out of the factory. It raced at Brooklands in period and held the 1.5 litre record at Shelsley Walsh Hill Climb in 1936. It will be joined by Clive Fidgeon and Eddie Williams in another TT Replica with Brooklands history and another special 'Nash - the stunning Frazer Nash BMW 328 of Vijay Mallya. Aston Martins play a strong hand in various guises, with one of the largest representations of the marque on the Pre-War grid for some time, featuring Team Cars, Ulsters, International Speed Model and the 'Red Dragon'.



Stuart Morley was at the helm of the Bentley Motors Bentley Blower continuation car at DHF 2023.

Tim Dutton and Jonathan Bailey's Type 44 Bugatti will come fresh from the Grover Williams Trophy at Goodwood Members Meeting, and never underestimate the Morgan Super-Aero of plucky racer, Sue Darbyshire, which typically overhauls many of the larger cars in the race.

The race is 40 minutes long with a pit window after fifteen minutes, so don't miss the frantic pit-stops where cars only have to be stationary for 15 seconds to change the driver and speed towards the chequered flag. Look out for the RAF blue Alta of Gareth Burnett who has dominated Motor Racing Legends' Pre-War Races for some time – will he be the victor?

Classes are split between cars that have FIA Historic Technical Passports and those that don't.



Rob Blakemore and Nigel Armstrong's Aston Martin Speed Model

**ENTRY LIST: PAGE 90**





Vivian Bush (Bentley 3 litre) gives Clive Morley a run for his money (Bentley 3 4/2 litre)

“

We welcome one of the largest grid of Pre-War cars to have graced Donington Historic Festival for some time.

”



Clive Morley (green Bentley 3/4 1/2 litre) heading for 3rd on the podium slices past Nigel Dowding (Riley Brooklands)



DONINGTON  
HISTORIC  
FESTIVAL



HRDC Jack Sears Trophy for  
1958-1966 Touring Cars







Full grid? – Of course!

**QUALIFYING**  Sunday 11:20 – 11:45

**RACE II**  Sunday 17:50 – 18:35

The HRDC returns to the Donington Historic Festival with the ever-popular ‘Jack Sears Trophy’ in its regular format as an optional one or two-driver, pitstop race.

Such is the following of this long-established race series, that spectators will again see a full 40-car grid made up of the iconic car makes and models that formed the early days of what was to evolve into the BTCC. The British Saloon Car Championship, as it was originally titled, saw the introduction of production saloon car racing in the UK as a mainstream race series. The HRDC emulates the content seen in this supremely successful series with a full range of cars from 1958-1966.

In this weekend’s race, the early cars, running in the ‘LESTON’ class, are headed up by the



The 'Les Leston' Riley 1.5



Pete Chambers is always at the sharp end



Minis always feature here

► powerful Austin Westminster of Ben Colburn, partnered by the irrepressible FI pundit, Tony Jardine. But Ben's brother, James, is driving solo in his quick Standard Vanguard – a rare 6-cylinder version. What will the outcome be in this sibling rivalry contest? Of historical note, Nick Leston will be racing with his son, Oliver, in their Riley 1.5 - a homage to Nick's father, the incomparable Les Leston – the racer who introduced protective clothing to motorsport and an extremely successful racer in his own right.

The younger cars are split between classes named after the true greats of period Touring Car racing. MANN: naturally accommodating the legendary Lotus Ford Cortinas – watch out for Mike Gardiner and Josh Cook, past outright winners here at Donington. RHODES: with a swarm of entertaining Mini Coopers, the father and son Dorlin team will be quick. SEARS: Fielding the big guns – the powerful V8s! Young Michael Whitaker has been dominant in recent races. COOMBS: The all-Jaguar class in honour of the man that put Jaguar Touring Cars on the map – featuring the HRDC's Welsh Wizard, Grant Williams in his ex-Works Mk.2. And finally, ALEY: celebrating the man who introduced the roll cage to motorsport – Alex Williams in his Team Willment replica Anglia will be the man to watch here.

If historic Touring Car racing captures your imagination – this race is definitely one not to be missed here at the Donington Historic Festival!

**ENTRY LIST: PAGE 92**





Lotus Cortinas hunt in packs

“

*Spectators will again see a full 40-car grid made up of the iconic car makes and models that formed the early days of what was to evolve into the BTCC*

”



Redgate traffic jam!





# THE RACER



Pit talk from the HRDC

## HRDC 'GERRY MARSHALL TROPHY' AT BRANDS HATCH

SUNDAY 26th MAY 2024



**FINAL  
CALL  
FOR  
ENTRIES!**

### MASTERS HISTORIC FESTIVAL BRANDS HATCH GRAND PRIX CIRCUIT

HRDC 'GERRY MARSHALL TROPHY' SERIES FOR PRE-'83 GP.1 & GP.1½ TOURING CARS

45-MINS OPTIONAL 1 OR 2-DRIVER PITSTOP RACE

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# 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
2	SMT5	Andrew Guy Smith	GB	–	–	Cooper Monaco	1960	1960	Green
7	SMT6	Gary Pearson	GB	–	–	Jaguar D-type	1955	3442	Green
11	SMT4	Malcolm Paul	GB	Rick Bourne	GB	Lotus XI	1958	1480	Blue
12	SMT6	Richard Hudson	GB	Stuart Morley	GB	Lister Knobbly	2013	5562	White
19	SMT1	Ralf Emmerling	D	Florian Nicolai Brandt	D	Elva MkV	1959	1219	White
14	SMT5	Ollie Crosthwaite	GB	Nick Finburgh	GB	Cooper Monaco T49	1959	2000	Green
27	SMT4	Richard Postins	GB	Mat Jackson	GB	Lotus XI	1957	1480	Blue
59	SMT4	Joshua Stanton	GB	–	–	Lotus XI	1957	1460	Green
73	SMT6	Chris Clarkson	GB	–	–	Lister Knobbly	2013	3781	Green
88	SMT6	John Spiers	GB	–	–	Jaguar Lister Knobbly	1958	3780	Blue
94	SMT5	Richard Wilson	GB	Will Nuthall	GB	Lotus XV	1958	1960	Green
125	SMT4	Sandy Watson	GB	Dafyd Richards	GB	Lotus XI	1969	1460	Blue
132	SMT4	Andrew McAlpine	GB	–	–	Lotus XI	1958	1500	Silver
139	SMT4	Olivier Gonzalez	B	–	–	Lotus XI	1957	1490	Red
9	WT4a	Benjamin Eastick	GB	–	–	Jaguar D-type	1955	3442	BRG
10	WT2	Robert Lewis	GB	–	–	Frazer Nash Le Mans Rep	1952	1971	Blue
20	WT4	Rudiger Friedrichs	D	–	–	Jaguar C-type	1953	3400	BRG
22	WT3a	Mike Thorne	GB	Sarah Bennett-Baggs	GB	Austin-Healey 100M	1954	2660	Grey
55	WT2	Malcolm Harrison	GB	–	–	Cooper Bristol T25	1953	1980	Green
68	WT4	Marc Gordon	GB	Read Gomm	CA	Jaguar XK140	1955	3442	Grey
98	WT3a	Nick Matthews	GB	–	–	Austin-Healey 100/4	1954	2660	Red/Grey
128	WT1	Charles Angrave	GB	Richard Hodson	GB	Lotus MKVI	1955	1098	Silver
450	WT3a	Paul Mortimer	GB	Jonathan Mortimer	GB	Austin-Healey 100/4	1954	2660	Red/Cream



## STARTING GRID (Rolling Start)



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS WT1 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS WT2 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS WT3 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS WT3a RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS WT4 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS WT4a RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS WT5 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS INVITATION RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS SMT1 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS SMT4 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS SMT5 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS SMT6 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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**CLASS WT1:** 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 SMT1:** Drum Brakes under 2000cc

**CLASS SMT4:** Drum Brakes under 1500cc

**CLASS SMT5:** Disc Brakes under 2000cc

**CLASS SMT6:** Drum Brakes over 2000cc



# Historic Touring Car Challenge and Tony Dron Trophy with U2TC & Sixties Touring Car Challenge

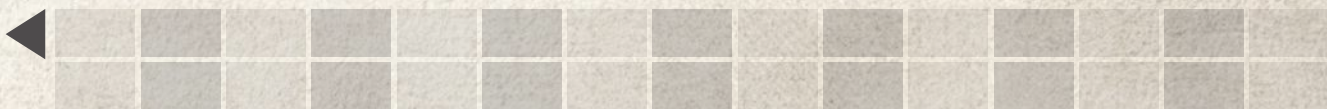


**RIC WOOD MOTORSPORT**  
.com

NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
6	TDT TD2C Grp 1½	Mike Whitaker	GB	John Davison	GB	Rover SDI	1979	3495	Blue
13	TDT TD2C Grp 1½	Adam Brindle	GB	Jack Moody	GB	Rover SDI	1981	3500	White/Blue/Red
19	TDT TD2C Grp 1½	Michael Whitaker (Jnr)	GB	–	–	Rover SDI	1979	3528	Blue
74	TDT TD2C Grp 1½	Paul Martin	GB	–	–	Ford Capri	1980	3000	Black
18	U2TC D	Harry Barton	GB	–	–	BMW 1800 Ti	1965	1998	White
44	U2TC C	David Dickenson	IE	–	–	Ford Lotus Cortina	1965	1600	Green/Gold
157	U2TC C	Jonathan Mitchell	GB	–	–	Lotus Cortina	1965	1600	White/Blue
198	U2TC C	Jake Giddings	GB	Paul Streater	GB	Ford Lotus Cortina	1963	1959	Green/Cream
5	HTCC 4B	Toby Partridge	GB	Steve Soper	GB	BMW E30 M3	1990	2500	White/Red
8	HTCC 4B	Darren Fielding	GB	–	–	BMW E30 M3	1990	2500	White
27	HTCC 3C	Alfredo Jose De Albuquerque Noreira Vale	PT	–	–	Rover 3500 SDI	1980	3528	White/Red
55	HTCC 5C	Jonathan Bailey	GB	Andy Middlehurst	GB	Nissan Skyline	1990	2600	Green
66	HTCC 2B	Nick Whale	GB	Alistair MacKinnon	GB	Ford Escort Mk II	1975	1998	Yellow
123	HTCC 5C	Ric Wood	GB	–	–	Nissan Skyline GTR	1990	2600	Blue
377	HTCC 2B	Ian Guest	GB	Frank Guest	GB	Ford Escort RS1800	1975	1975	White



## STARTING GRID (Rolling Start)



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS TDT TD2C Grp 1½ RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS U2TC C RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS U2TC D RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS HTCC 2B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS HTCC 3C RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS HTCC 4B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS HTCC 5C RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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- Class HT1** Group 5 regulations
- Class HT2** Group 2 regulations
- Class HT3** Group A regulations up to Dec 31st 1985
- Class HT4** Group A regulations up to Dec 31st 1990
- Class HT5** Class HT4 but fitted with all-wheel-drive

Each Period will be further divided by capacity as follows:

- Sub-class A** Capacity not exceeding 2500cc
- Sub-class B** Capacity exceeding 2500cc

Class results will be derived from the overall finishing positions. Subject to entries received, both Sixties Touring Car Challenge and U2TC will be divided into classes as follows:

- Class U2TC A** Engine capacity not exceeding 1000cc
- Class U2TC B** Engine capacity not exceeding 1300cc
- Class U2TC C** Engine capacity not exceeding 1600cc
- Class U2TC D** Engine capacity not exceeding 2000cc

- TDT Group 1** FIA Group 1 Regulations
- TDT Group 1½** BTCC Regulations to 1981 (Group '1½')

Cars will be further divided by capacity where appropriate.

- Class 1** Capacity not exceeding 2500cc
- Class 2** Capacity not exceeding 4000cc
- Class 3** Capacity exceeding 4000cc



# Superformance Ferrari Club Classic Series



NO.	CLASS	DRIVER(S)	NAT	CAR	CC	YEAR	COLOUR
13	Group 2	Robin Fisk / Peter Fisk	GB	Mondial QV	3000	1983	Black
25	Group 2	Richard Fenny	GB	308 GT4	3000	1977	Red
29	Group 2	William Moorwood	GB	308 GT4	3000	1977	Red / Yellow
48	Group 2	Nick Whittaker	GB	308 GT4 Dino	3000	1979	Blue / Cream
50	Group 2	Jago Keen	GB	308 GTB	3000	1981	Blue
101	Group 2	Atul Saini	GB	308 GTB	3000	TBC	Blue
5	Group 3	Chris Butler	GB	328 GTB	3200	1986	Black
12	Group 3	Peter Everingham	GB	328 GTB	3200	1986	White
22	Group 3	Timothy Shearman	GB	328 GTB	3200	1986	Red
24	Group 3	Nigel Sayles	GB	328 GTB	3200	1986	Red
67	Group 3	Robert Greaves	GB	328 GTB	3200	1986	Red
72	Group 3	James Cartwright	GB	328 GTB	3200	1987	Red
15	Group 4	Robert Rees	GB	328 GTB	3200	1986	Blue
26	Group 4	Colin Sowter	GB	348 Challenge	3400	TBC	Red
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	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
4	Group 5	Tim Mogridge	GB	F355 Challenge	3500	1998	Red
10	Group 5	Philip Connell	GB	F355 Challenge	3500	1996	Yellow
17	Group 5	Nicky Paul-Barron	GB	F355 Challenge	3500	1996	Red / White
27	Group 5	Ray Ferguson	GB	F355 Berlinetta	3500	1996	Yellow
46	Group 5	Tristan Simpson	GB	F355 Challenge	3500	1995	Red
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 15:05 – 15:25

**RACE 10**  Sunday 17:15 – 17:35

**RACE 5**  Sunday 12:00 – 12:20

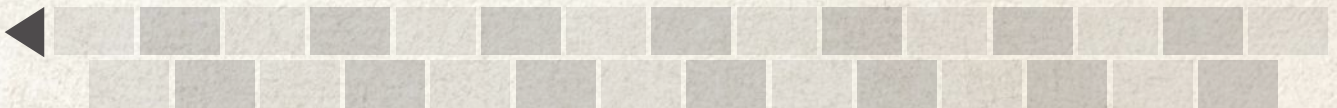
### STARTING GRID RACE 3



### RESULTS - RACE 3

OVERALL RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 2 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 3 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 4 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 5 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 6 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>

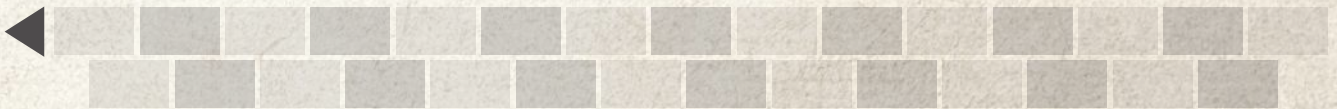
### STARTING GRID RACE 5



### RESULTS - RACE 5

OVERALL RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 2 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 3 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 4 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 5 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 6 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>

### STARTING GRID RACE 10



### RESULTS - RACE 10

OVERALL RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 2 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 3 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 4 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 5 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
GROUP 6 RESULTS	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>



# Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'61 Sports Cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	DRIVER 3	NAT.	CAR	YEAR	CC	COLOUR
6	PMC 5	Steve Ward	GB	Josh Ward	GB	–	–	Ginetta G4R	2021	1720	Grey
13	PMC 3b	Florian Nicolai Brandt	D	Julius Brandt	D	–	–	TVR Grantura	1962	1855	Grey
17	PMC 3a	Andrew Jamieson	GB	Andrew Jordan	GB	–	–	Lotus Elan	1965	1600	Orange
18	PMC 4a	Kyle Tilley	USA	Miles Griffiths	GB	–	–	TVR Griffith	1965	4700	Cream
23	PMC 4a	Frederic Laurant	FR	David Cuff	GB	–	–	Cobra 289	1965	4837	Blue
24	PMC 3a	Nick Pancisi	GB	Robert Wainwright	GB	–	–	Lotus Elan 26R	1965	1598	Silver
26	PMC 4a	John Spiers	GB	Gary Pearson	GB	–	–	Jaguar E-type Lightweight	1963	3781	BRG
27	PMC 4a	Jeremy Cottingham	GB	Julian Thomas	GB	–	–	Cobra Daytona	1965	4837	Red
39	PMC 3a	Andrew Cahill	GB	Matt Holme	GB	–	–	Lotus Elan	1965	1600	Green
46	PMC 3b	George Wiltshire	GB	Freddie Wiltshire	GB	Stuart Morley	GB	MG B	1964	1840	Cream
47	PMC 3b	Malcolm Paul	GB	Rick Bourne	GB	–	–	TVR Grantura Mk III	1963	1840	Red
59	PMC 3c	Tarek Mahmoud	LBN	Karsten Le Blanc	NL	Christiaan van Lanschot	NL	Porsche 901	1964	1991	Ivory
61	PMC 2a	Doug Muirhead	GB	Jeremy Welch	GB	–	–	Austin-Healey 100/6	1956	2992	Red
62	PMC 3a	Andrew Pace	GB	Jonathan Pace	GB	–	–	Lotus Elan	1965	1594	Green
65	PMC 3c	Mark Bates	GB	James Bates	GB	–	–	Porsche 911	1965	1991	Ivory
68	PMC 2a	Marc Gordon	GB	Nick Finburgh	GB	–	–	Lotus Elite	1961	1220	Green
73	PMC 2a	Chris Clarkson	GB	David Smithies	GB	Mark Pangborn	GB	Austin-Healey 3000 Mk I	1959	2963	Green/White
76	PMC 3a	Shaun Lynn	GB	Max Lynn	GB	–	–	Lotus Elan	1965	1558	White
85	PMC 3a	Stephen Bond	GB	Cliff Gray	GB	–	–	Lotus Elan 26R	1965	1558	Red
88	PMC 4a	John Davison	GB	Mike Whitaker	GB	–	–	TVR Griffith	1965	4700	Black
111	PMC 4a	Richard Meins	GB	Rob Huff	GB	–	–	Jaguar E-Type SLV Roadster	1965	3868	Blue
126	PMC 3b	Simon Drabble	GB	Alex Drabble	GB	–	–	MG B	1964	1840	Green
181	PMC 4a	Harry Barton	GB	Oliver Reuben	GB	–	–	TVR 200 Griffith	1965	4837	Grey
207	PMC 2a	Crispin Harris	GB	James Wilmoth	GB	–	–	Austin-Healey 3000	1960	2991	Red
333	PMC 3a	Ben Snee	GB	Nigel Greensall	GB	–	–	Lotus Elan 26R	1965	1600	Blue
472	PMC 3a	Nick Matthews	GB	Miles Griffiths	GB	–	–	Lotus Elan 26R	1964	1558	Blue



## STARTING GRID (Rolling Start)



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS 2A RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS 2B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS 3A RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS 3B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS 4A RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS 5 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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**CLASS 1:** Pre '61 Sports Racing Cars, further sub-divided into: a: drum braked cars b: disc braked cars

**CLASS 2:** Pre '63 GT Cars, further sub-divided into: a: Up to 3000cc b: Over 3000cc

**CLASS 3:** Pre '66 Cars (GT, GTS & Touring Cars) up to 2000cc, further sub-divided into:

a: Up to 1600 cc b: 1601 – 2000cc – Front-engined c: 1601 – 2000cc – Rear-engined

**CLASS 4:** Pre '66 Cars (GT, GTS & Touring Cars) over 2000cc, further sub-divided into: a: GT & GTS cars b: Touring Cars

**CLASS 5:** Pre '66 GTP Cars under 2001cc



# HRDC 'Gerry Marshall Trophy' Series for pre-'83 Group 1 & Group 1½ Touring Cars



NO.	CLASS	DRIVER 1	DRIVER 2	CAR	YEAR	CC	COLOUR
27	A	John Young	Jack Young	Chevrolet Camaro	1970	5700	Black/White
1	B	Simon Drabble	Alex Drabble	Ford Capri	1980	2998	White
6	B	Mike Whitaker Snr	–	Patrick Motorsport Rover SDI	1981	3495	Blue/Yellow/White
7	B	James Slaughter	–	Ford Capri 'Frank & Jean'	1978	2998	White
12	B	Adam Brindle	–	Rover SDI	1981	3488	Red/White/Blue
14	B	John Spiers	Nigel Greensall	Ford Capri Hermetite	1976	2990	Hermetite
17	B	Myles Poulton	–	Patrick Motorsport Rover SDI	1981	3500	White/Blue/Yellow
19	B	Michael Whitaker Jnr	–	Sanyo Rover SDI	1980	3495	Sanyo Blue
22	B	Timothy Dutton	Ivan Dutton	Ford Capri Century Oils	1976	3000	White
24	B	Graham Scarborough	–	Ford Capri	1981	3000	Yellow
30	B	James Colburn	Julien Draper	BMW 3.0Si	1972	3000	Yellow
33	B	Charles Rainford	–	Ford Capri Faberge	1981	2994	Black Faberge
53	B	Richard Locke	Alice Locke	Ford Capri Mk.2	1977	2993	Red/Bronze/Green
59	B	Mark Thomas	–	Ford Capri	1977	3000	White
122	B	Jerry Bailey	–	Rover SDI	1982	3500	White Toshiba
301	B	Peter Fisk	–	Opel Commodore GS/E	1975	2784	White/Blue
20	C	Alex Taylor	–	Mazda RX7	1980	1200	Yellow/Blue
32	C	Alasdair Coates	–	Ford Escort RS2000 Mk.I	1974	1993	Blue
196	C	Gregor Marshall	–	Vauxhall Firenza Droopsnoot	1974	2279	Silver/Orange
26	D	Scott Kendall	–	Leyland Mini 1275GT	1978	1293	Black
61	D	Richard Colburn	–	Ford Fiesta	1981	1600	Blue/White
99	D	Ben Colburn	–	Ford Fiesta	1981	1600	White
11	WILLHIRE	Tim Reid	–	Opel Commodore GS/E	1973	2784	Yellow/Green
34	WILLHIRE	Tim Clarke	Ken Clarke	VW Scirocco	1983	1800	Blue/Orange
68	WILLHIRE	Jon Wagstaff	Paul Wallis	Alfa Romeo 2000GTV	1972	1962	Red
75	WILLHIRE	Samuel Ashby	Darryl Davis	MG Maestro	1983	1994	Yellow
76	WILLHIRE	David Erwin	–	Alfa Romeo 2000GTV	1974	1962	Red/Green
77	WILLHIRE	James Gibbons	–	Alfa Romeo Alfetta GTV	1977	1962	Red/White
88	WILLHIRE	Jake Margalies	–	Ford Escort RS1600	1982	1598	Red
96	WILLHIRE	Jonny Horsfield	–	Alfa Romeo Alfetta GTV	1977	1985	White
111	WILLHIRE	Jason Tuthill	–	Triumph Dolomite Sprint	1979	1998	White
126	WILLHIRE	Clive Golding	–	Alfa Romeo Alfetta GTV	1978	1962	Purple
199	WILLHIRE	David Margalies	–	Alfa Romeo GTV6	1982	2500	Blue/White



## STARTING GRID



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS A RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS D RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS WILLHIRE RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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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



# Pre '63 GT



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
5	D	William Paul	GB	–	–	Jaguar E type	1961	3800	Red
9	D	Marc Gordon	GB	Nick Finburgh	GB	Jaguar E-type	1961	3800	Silver
18	A	Kyle Tilley	USA	Kane Tilley	GB	Lotus Elite	1959	1220	Green / Yellow
21	C	Christiaan van Lanschot	NL	Karsten Le Blanc	NL	Austin-Healey 3000	1960	2912	Green
22	C	Mike Thorne	GB	Sarah Bennett-Baggs	GB	Austin-Healey 100M	1954	2660	Grey
33	D	Jack Minshaw	GB	Guy Minshaw	GB	Jaguar E-type	1961	3800	Grey
42	B	Gareth Evans	GB	–	–	Sunbeam Alpine	1961	1592	Seacrest Green
55	D	Martin Melling	GB	Jason Minshaw	GB	Jaguar E-type FHC	1962	3800	Grey
60	B	Gregory Heacock	USA	Gillian Carr	GB	Austin-Healey Sebring Sprite	1960	1380	Silver
61	C	Doug Muirhead	GB	Jeremy Welch	GB	Austin-Healey 100/6	1956	2992	Red
62	D	Gregor Fisker	GB	–	–	Jaguar E-type	1962	3869	White
66	D	James Cottingham	GB	Harvey Stanley	GB	Jaguar E-type 'Huffaker'	1961	3781	White/Blue
68	C	Michael Russell	GB	–	–	Austin-Healey 3000	1960	2912	Blue
161	D	Ciprian Nistorica	RO	Grant Williams	GB	Jaguar E-type	1961	3800	Green
167	D	Andrew Moore	GB	–	–	Jaguar E-type	1962	3860	Gunmetal
177	C	Bruce Montgomery	GB	–	–	Austin-Healey 3000	1961	2992	Red
300	D	John Spiers	GB	Nigel Greensall	GB	Shelby Cobra	1962	4200	Red
356	B	Steve Wright	GB	Ian Clark	GB	Porsche 356A Super	1958	1582	Red
711	D	Howard Spooner	GB	–	–	Jaguar E-type	1961	3780	Green
822	D	Tom Hartley	GB	–	–	Shelby Cobra	1963	4400	Pink



## STARTING GRID (Rolling Start)



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS A RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS B RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS C RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS D RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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**CLASS A:** Engine capacity not exceeding 1300cc

**CLASS B:** Engine capacity not exceeding 2000cc

**CLASS C:** Engine capacity not exceeding 3000cc

**CLASS D:** Engine capacity exceeding 3000cc

**INV:** Cars by specific invitation that may not conform with all these regulations, but are within the spirit and performance level of the series. Such invitation is at the sole discretion of the organisers.



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



NO.	CLASS	DRIVER	CAR	YEAR	CC	COLOUR
<b>HRDC Classic Alfa Challenge</b>						
16	CORSA	James Colburn	Alfa Romeo Giulia Sprint GT	1964	1962	Red
25	CORSA	Ben Colburn	Alfa Romeo GTAm Superformance	1970	1962	Red
29	CORSA	Chris Snowdon	Alfa Romeo Alfetta GTV 2000	1975	1998	Red
41	CORSA	Richard Ibrahim	Alfa Romeo Alfasud Sprint	1984	1712	Red
90	CORSA	Richard Colburn	FIAT 128C	1972	1300	Red
33	MONZA	Andy Hill	Alfa Romeo GT Junior	1976	1962	Red
56	MONZA	David Alexander	Alfa Romeo Sprint GT	1966	1570	Red
94	MONZA	Chris Clarke	Alfa Romeo Giulia Super	1972	1600	Green
126	NORD	Clive Golding	Alfa Romeo Alfetta GTV	1978	1962	Purple
144	NORD	David Churchill	Alfa Romeo Giulia Ti	1967	1962	Red/Black
<b>HRDC Dunlop Allstars</b>						
11 (R2)	GT	Ding Boston	Austin Healey Sebring Sprite	1962	1380	Grey
17	GT	Andrew Bergbaum	MGB Roadster	1965	1800	Blue
19	GT	Neil Burnside	MGA Twin Cam Roadster	1959	1600	White
26	GT	Simon Drabble	MGB Roadster	1964	1840	Green
42	GT	Nicola Burnside	MG Ashley Midget	1966	1293	Green
59	GT	Sharlie Goddard	Morgan +4	1959	2200	Dark Blue
63	GT	Neil Horton	Peerless GT Phase 1	1958	2200	Blue
142	GT	Peter Cole	Morgan +4	1962	2200	Blue
678	GT	Martin Stowe	TVR Grantura Mk.3	1963	1840	Green
24	GTA	Mike Lamplough	Gilburn Chevy GT	1965	5700	Red
46	GTA	Mike Whitaker Snr	TVR Griffiths	1965	4727	Blue
55	GTA	Alistair Dyson	Jaguar E-type	1961	3800	Green
61	GTA	Ciprian Nistorica	Jaguar E-type	1961	3800	Green
68 (R1)	GTA	Marc Gordon	Jaguar XK 150S	1958	3800	Green
84	GTA	Rick Willmott	Jaguar E-type	1965	3781	Silver
88	GTA	John Davison	TVR Giffiths	1965	4700	Black
289	GTA	Matthew Moore	AC Cobra	1965	4700	Silver
39	GTS	Andrew Cahill	Lotus Elan	1600	1965	Green
57	GTS	Ian McDonald	Lotus Elan Costin	1963	1595	Green
146	GTS	Gerard Buggy	Lotus Elan 26R	1965	1595	Black/Yellow
226	GTS	Colin Sowter	Lotus Elan	1965	1600	White
2	TC	Ryck Turner	Austin Mini Cooper S	1965	1293	Green
5	TC	Pete Chambers	Lotus Ford Cortina Mk. I	1963	1598	Red
9	TC	Neil McArthur	Wolseley Hornet	1965	1297	Red/White
44	TC	David Dickensen	Lotus Ford Cortina Mk. I	1965	1598	Green
45	TC	David Ogden	Mini Cooper S	1964	1293	Grey
52	TC	Alice Locke	Morris Mini Cooper S	1965	1293	Blue
76	TC	Tom Grindall	Ford Mustang	1965	4700	Custard Yellow
78	TC	Paul Raynes	Austin A40 Speedwell	1965	1293	Blue/Green
161	TC	Tim Sims	Austin Mini Cooper S	1966	1293	Green/White
199	TC	Robert Burdett	Austin A40 Speedwell	1959	1293	Red/White



## STARTING GRID



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS CORSA RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS MONZA RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS NORD RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS GT RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS GTA RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS GTS RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS TC RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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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 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
1	PW5	Christopher Mann	GB	–	–	Alfa Romeo 8C Monza	1931	2650	Blue
3	PW2	Steve Ward	GB	Josh Ward	GB	Bentley 4.5 Litre	1927	4398	Green
4	PW3	Edward Bradley	GB	–	–	Aston Martin Ulster	1935	1498	Red
5	PW1	Marian Stoch	PL	Jan Potocki	PL	Aston Martin International	1930	1488	Green
7	PW4	Heinz Stamm	CH	–	–	Aston Martin 2 Litre Speed	1937	1949	Black
8	PW9	Rudiger Friedrichs	D	–	–	Alvis Firefly Special	1933	4387	Black
11	PW5	Michael Birch	GB	–	–	Talbot AV105 Team Car Go 52	1931	3400	Green
12	PW5	Robert Lewis	GB	–	–	Lagonda V12 Le Mans	1939	4480	Green
14	PW3	Clive Fidgeon	GB	Eddie Williams	GB	Frazer Nash TT Rep	1932	1496	Blue
18	PW5	Max Sowerby	GB	–	–	Talbot Lago T120	1936	2996	French Blue
21	PW4	Alan Middleton	GB	–	–	Aston Martin Speed 'Red Dragon'	1936	1949	Green
27	PW8	Peter Dubsy	A	–	–	Aston Martin 15/98 2-seater	1937	1950	Red
29	PW8	Richard Iliffe	GB	–	–	Riley Kestrel Sports	1934	1496	Blue
31	PW5	Trevor Swete	GB	–	–	Invicta S-type	1931	4497	BRG
32	PW8	Alexander Hewitson	GB	–	–	Riley 12/4 TT Sprite Rep	1937	1496	Blue
35	PW1	Sue Darbyshire	GB	–	–	Morgan Super Aero	1929	1260	Black
37	PW1	Jonathon Lupton	GB	Darren Turner	GB	Aston Martin Team Car	1930	1465	Green
44	PW1	Tim Dutton	GB	Jonathan Bailey	GB	Bugatti Type 44	1927	2991	Black
46	PW1	Duncan Wiltshire	GB	–	–	Bentley 3 Litre	1928	2996	Blue
52	PW2	Matthew Moore	GB	–	–	Bentley 3/4½	1924	4500	Green
57	PW2	Ewen Getley	GB	Lewis Fox	GB	Bentley 3/4½	1924	4398	Green
59	PW3	Robert Beebee	GB	–	–	Frazer Nash TT Rep	1932	1589	Green
68	PW4	Richard Braun	FR	Thomas Ozanne	GB	Aston Martin Speed Model	1938	2000	Black
70	PW4	Gareth Burnett	GB	–	–	Alta Sports	1939	1960	RAF Blue
71	PW4	Robert Blakemore	GB	–	–	Aston Martin Speed Model	1936	1950	Red
75	PW4	Steve Skipworth	GB	–	–	Aston Martin Speed Model	1938	1949	Red
105	PW5	Dan Balfour	GB	–	–	Talbot 105	1934	2969	Burgundy
135	PW4	Vijay Mallya	ID	–	–	Frazer Nash 328	1937	1971	Blue
202	PW3	Christian Pedersen	DK	–	–	Riley TT Sprite	1935	1496	Blue



## STARTING GRID (Rolling Start)



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW1 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW2 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW3 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW4 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW5 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW6 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW7 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
-----------------	-----------------	-----------------

### CLASS PW8 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS PW9 RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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**CLASS PW1:** Vintage Under 300lcc

**CLASS PW2:** Vintage Over 3000cc

**CLASS PW3:** Post-Vintage Under 150lcc

**CLASS PW4:** Post-Vintage Under 200lcc]

**CLASS PW5:** Post-Vintage Over 2000cc

**CLASS PW6:** Vintage Under 300lcc

**CLASS PW7:** Vintage Over 3000cc

**CLASS PW8:** Post-Vintage Under 200lcc

**CLASS PW9:** Post-Vintage Over 2000cc



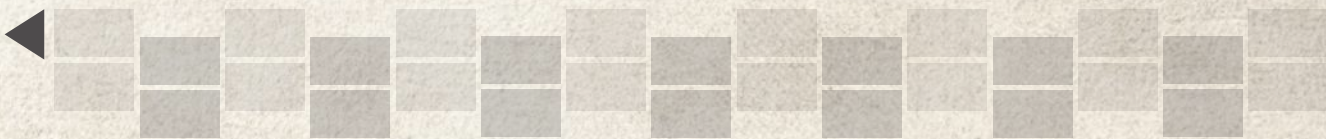
# HRDC Jack Sears Trophy for 1958-1966 Touring Cars



NO.	CLASS	DRIVER 1	DRIVER 2	CAR	YEAR	CC	COLOUR
39	ALEY	Alex Williams	–	Ford Anglia	1965	1500	White
61	ALEY	Martin Rumble	Andy Newall	Ford Broadspeed Anglia	1965	1598	White/Gold
122	ALEY	David H Jones	Jonnie Kent	Volvo Amazon	1963	1800	Claret/Blue
12	COOMBS	Grant Williams	David Brabham	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	1958	3800	Green
444	COOMBS	Guy Connew	Simon Lewis	Jaguar Mk.2	1966	3800	Cream
551	COOMBS	Alistair Dyson	–	Jaguar Mk.2	1961	3800	Red
33	INV	Andy Hill	Adam Hill	Alfa Romeo GT Junior	1976	1962	Red
6	LESTON	James Colburn	–	Standard Vanguard	1958	2500	Blue/White
11 (R2)	LESTON	Ding Boston	–	Riley 1.5 OUMF	1959	1860	Grey
32	LESTON	James Dorlin	Sam Tordoff	Austin A40 Speedwell	1959	1293	Red
55	LESTON	Ben Colburn	Tony Jardine	Austin A95 Westminster	1958	3000	Grey/Burgandy
77	LESTON	Nick Leston	Oliver Leston	Riley 1.5	1959	1850	Black/Grey
78	LESTON	Kerry Wilson	Sam Morton	Austin A40 Speedwell	1965	1293	Blue/Green
114	LESTON	David Keating	–	Austin A40 Academy	1961	1310	Red
144	LESTON	Sharlie Goddard	Graeme Smith	Sunbeam Rapier	1963	1725	Blue
199	LESTON	Robert Burdett	–	Austin A40 Speedwell	1959	1293	Red/White
441	LESTON	C Compton Goddard	H Compton Goddard	Ford Falcon	1959	3300	White
5	MANN	Pete Chambers	–	Lotus Ford Cortina Mk.1	1963	1598	Red
13	MANN	John McGurk	Justin Law	Lotus Ford Cortina Mk.1	1966	1600	White
44	MANN	David Dickensen	–	Lotus Ford Cortina Mk.1	1965	1598	Green
47	MANN	Richard Dutton	–	Lotus Ford Cortina Mk.1	1965	1598	White
57	MANN	Josh Cook	–	Lotus Ford Cortina Mk.1	1965	1558	White/Purple
170	MANN	Jonathan Mitchell	–	Lotus Ford Cortina Mk.1	1965	1600	White/Blue
195	MANN	John Spiers	Nigel Greensall	Lotus Ford Cortina Mk.1	1965	1558	Cream
198 (R1)	MANN	Jake Giddings	Paul Streater	Lotus Ford Cortina Mk.1	1963	1595	Green/Cream
711	MANN	Guy Smith	–	Lotus Ford Cortina Mk.1	1964	1598	Blue
712	MANN	Peter Smith	–	Lotus Ford Cortina Mk.1	1964	1598	Cream/Blue
2	RHODES	Ryck Turner	Bruce Galliford	Austin Mini Cooper S	1965	1293	Green
21	RHODES	Richard Colburn	–	Morris Mini Cooper S	1963	1293	Red
27	RHODES	Jim Ayling	–	Mini Cooper S	1963	1293	White
34	RHODES	Joe Ferguson	Tom Bell	Austin Mini Cooper S	1965	1293	White
52	RHODES	Alice Locke	Richard Locke	Mini Cooper S	1965	1293	Blue
98	RHODES	Mike Davies	John Davies	Austin Mini Cooper S	1964	1293	Red/Black
123	RHODES	Richard Dorlin	Peter Dorlin	Morris Mini Cooper S	1964	1293	Surf Blue
155	RHODES	Christopher Edmunds	–	Morris Mini Cooper S	1964	1293	Blue/White
46	SEARS	Jerry Bailey	–	Ford Mustang 289	1965	4700	Blue
49	SEARS	Michael Whitaker Jnr	–	Ford Mustang	1965	4727	White / Black
63	SEARS	John Davison	–	Ford Mustang	1965	4700	Red/Gold
73	SEARS	Chris Clarkson	David Smithies	Ford Falcon Sprint	1964	4700	Blue/White
95	SEARS	Duncan Pittaway	Jon Payne	Plymouth Barracuda	1965	5300	Blue



## STARTING GRID



## RESULTS

### OVERALL RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS COOMBS RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS LESTON RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS MANN RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS RHODES RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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### CLASS SEARS RESULTS

1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>
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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** Mr Bob Lentell  
**Event Stewards** Michael Cartwright,  
Esmor Jones  
**Senior Clerk of the Course** Gary Tanner  
**Clerks of the Course** David Scott,  
Joe East, Glynn Lee, Luke Souch  
**Assistant Clerk of the Course** Sue Tanser  
**Event Secretary** Lowenna Cleary  
**Chief Scrutineer** Loyd Gerken  
**HRDC Eligibility Scrutineer** Nigel Jones  
**Chief Medical Officer** Naveen Kangokar  
**Chief Flag Marshal** Terry Mullen  
**Chief Paddock Marshal** Sue Markey  
**Chief Pit Marshal** Paul Shillaker  
**Chief Start line Marshal** Tom Bannister  
**Chief Timekeeper** Lisa Sneader  
**Chief Marshal** Hazel Morton  
**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 Marriott  
**Safety Car** Ian Barnett  
**Safety Car Observer** Rod Marshment  
**Recovery** Mick Avery  
**Paddock Manager** James Hodgson

This event will be held under the following Motorsport UK Permit numbers: Interclub: I33999  
National: I34000  
National Endurance: I34001



## 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, both modern and classic.

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](http://www.tsl-timing.com) and tune into Donington FM (94.3FM) for all the latest news.

## Flag Signals and Lights

### Red/Green Lights or National Flag denotes start

	<b>BLUE (stationary):</b> Another competitor is following close behind. <b>BLUE (waved):</b> Another competitor is trying to overtake you.
	<b>WHITE:</b> 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.
	<b>GREEN:</b> 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.
	<b>RED:</b> 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.
	<b>BLACK AND WHITE DIAGONALLY DIVIDED (with competitor's number):</b> Warns a driver his driving is unsatisfactory and he may be black-flagged.

	<b>YELLOW (stationary):</b> Take care, danger; slow down, no overtaking. <b>YELLOW (waved):</b> Danger, slow down sufficiently to ensure that full control of the vehicle can be retained; no overtaking.
	<b>YELLOW (Double Waved):</b> 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.
	<b>YELLOW WITH VERTICAL RED STRIPES:</b> Take care; slippery surface.
	<b>BLACK (with competitor's number):</b> Competitor to stop on the next lap and report to the clerk of the course.
	<b>BLACK WITH ORANGE DISC (with competitor's number):</b> 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.
	<b>BLACK AND WHITE CHEQUERED:</b> Signal for the winner and end of the race. Light signals are used for starting races.



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OultonPark







# HISTORIC MOTOR RACING NEWS

## For those who love historic motor sport

Now in its 30th year, Europe's only magazine solely dedicated to historic racing launched a digital edition last year. To celebrate the launch, we would like to offer a complimentary digital copy to all drivers and spectators at the Donington Historic Festival.



## Special Offer Donington Historic Festival

Just go to the subscriptions page at [www.historicmotorracingnews.com](http://www.historicmotorracingnews.com) (or scan the QR code) and apply for a digital subscription. Instead of payment, insert the code **DHF2024** into the field.

You will receive an email confirmation with login instructions.



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Saturday 4 - Sunday 5 May 2024

## CONDITIONS OF ADMISSION

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.



# GARAGE 39

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

FIND US IN THE RACE PADDOCK. SEE MAP ON PAGE 100 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 3 MAY**

Opens 07.30  
Bar closed 23.00

**SATURDAY 4 MAY**

Opens 07.30  
Food until 20.00  
Bar closed 23.00

**SUNDAY 5 MAY**

Opens 07.30  
Food until 19.00  
Bar closed 19.00



DoningtonPark





# THE RACER



Pit talk from the HRDC

## HRDC FEATURE RACES SNETTERTON CLASSIC



30th JUNE 2024

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# DONINGTON HISTORIC FESTIVAL

## VENUE GUIDE

DONINGTON PARK // 4-5 MAY 2024





## MAP KEY

Not all facilities are available at every event

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

## VIEWING KEY

Hollywood Grandstand	Silver Hospitality
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**DoningtonPark**







# GO **GOOD YEAR**



## READY FOR ANYTHING



**BRAKING**



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**GRIP**

### EAGLE F1 ASYMMETRIC 6

