

FEATURING:

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

DONINGTON HISTORIC FESTIVAL

SATURDAY 30 APRIL & SUNDAY 1 MAY
2022



DoningtonPark 

Official Souvenir Programme £10

FAST & FURIOUS

THRUXTON HISTORIC 11 - 12 JUNE

Historic Touring Car Challenge and Tony Dron Trophy ✪ Sixties Touring Car Challenge and U2TC ✪ Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy ✪ Jaguar Classic Challenge ✪ Pre '63 GT

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Andrew Coles

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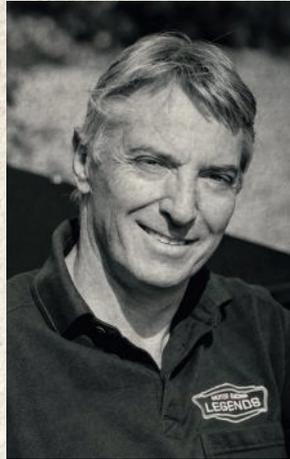
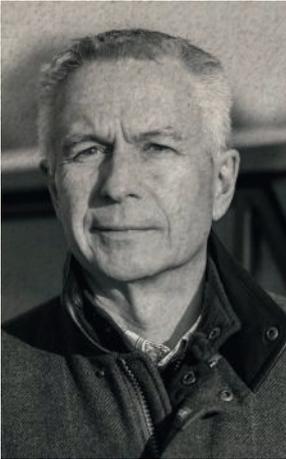
Jeff Bloxham

30 April-1 May, Donington Historic Festival ✪ 11-12 Jun, Thruxton Historic ✪ 30 Jun-03 Jul, Classic Challenge Le Mans Race ✪ 16-17 Jul, Snetterton Historic 200 ✪ 26-28 Aug, The Classic, Silverstone ✪ 30 Sept-02 Oct, Spa Six Hours ✪ 22-23 Oct, MRL Silverstone GP Meeting

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Welcome



A very warm welcome to the 11th Donington Historic Festival. We are absolutely delighted to welcome spectators back to the event once more and we have a spectacular weekend of historic races lined up for you to enjoy.

On-track action spans seven decades, from 1920s sports cars to 1980s Touring Cars. Add some quite exceptional sports cars from the 1950s and 60s, glamorous 1960s GT cars and two dedicated races for original factory Group C1 cars – and for this weekend Donington Park becomes a living motorsport museum.

In the Infield and on the Melbourne Hairpin you'll find displays from car clubs large and small, while in the paddock the Sporting Bears are offering rides in classic and supercars to raise funds for charity. Also in the paddock you'll find the British Historic Kart Club's static display and, on Sunday, a showcase of remarkable concours cars.

On behalf of Historic Promotions we would like to extend our sincere thanks and gratitude to the teams, drivers and owners who have travelled from far and wide to be a part of this event, and to thank the volunteer marshals and officials who work so hard to make such events possible. Finally, we would like to express our gratitude to MotorSport Vision for continuing to develop and enhance Donington Park and its facilities.

Have a wonderful weekend!

Richard Grafton/Duncan Wiltshire

Historic Promotions



Welcome to the Donington Historic Festival, which returns for its first running in front of a live audience since 2019 this weekend. This is a hugely popular fixture on the Donington Park calendar and one we're delighted to have running as normal once again.

I'd like to extend my thanks to Richard Grafton, Duncan Wiltshire, Karen Coe and all of the Historic Promotions team who work so hard behind the scenes to pull this event together. The Donington Historic Festival is now well established as a showpiece weekend on the retro motorsport calendar, and this is in no small part down to everything they do.

As ever, there will be a superb on-track offering, featuring cars from the 1920s right through to the '80s. Special highlights will include two races for Group C sports cars, and I'm delighted at the strong entry list for this weekend. There is much more besides, including off-track car displays, and the full details can be found within the pages of this souvenir programme.

We head now into a busy summer at Donington Park, with major events on two and four wheels including the Bennetts British Superbike Championship on 20-22 May, ahead of the Intelligent Money British GT Championship just a week later, with the MOTUL FIM Superbike World Championship returning on 15-17 July.

Have a great weekend and I look forward to welcoming you back again soon!

Jonathan Palmer

Chief Executive, MotorSport Vision



Contents

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who have allowed us to use their
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Jakob Ebrey, Jeff Bloxham, Andrew Coles,
Paul Lawrence and Rob Overy.



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Radio Donington 87.9FM

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

Event Essentials

Opening Times

Gates open at 07.30 each day and the circuit action starts at 09.10, running through to 17.45 on Saturday and 18.15 on Sunday.

Catering

The Garage 39 restaurant, bar and café

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

Food Stalls

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

Toilets

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

Service and support

First Aid

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

Shopping

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

Magazines and newspaper sales

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

Information and ticket sales

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



Radio Donington 87.9FM

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

EVENT WEBSITE www.doningtonhistoric.com

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

EVENT RESULTS www.tsl-timing.com

VENUE WEBSITE www.donington-park.co.uk

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Saturday 30 April 2022

Time	Race Group	Session	Duration	Race Preview	Entry List
09.10 – 09.40	Practice Session	Qualifying	30 mins	-	-
09.50 – 10.20	Jaguar Classic Challenge for pre-66 Jaguar cars	Qualifying	30 mins	pg 30	pg 60
10.30 – 11.00	Sixties Touring Car Challenge with U2TC for under two-litre Touring Cars	Qualifying	30 mins	pg 34	pg 62
11.10 – 11.40	CI by Duncan Hamilton ROFGO for original factory Group CI cars	Qualifying	30 mins	pg 38	pg 64
11.50 – 12.20	RAC Woodcote Trophy & Stirling Moss Trophy for pre-'56 and pre '61 sportscars	Qualifying	30 mins	pg 42	pg 66
12.20 – 13.20	Lunch Break – Pitwalk / Parades		60 mins	-	-
13.20 – 14.20	Jaguar Classic Challenge for pre-66 Jaguar cars	Race 1	60 mins	pg 30	pg 60
14.35 – 15.35	Sixties Touring Car Challenge with U2TC for under two-litre Touring Cars	Race 2	60 mins	pg 34	pg 62
15.50 – 16.30	CI by Duncan Hamilton ROFGO for original factory Group CI cars (Race 1)	Race 3	40 mins	pg 38	pg 64
16.45 – 17.45	RAC Woodcote Trophy & Stirling Moss Trophy for pre-'56 and pre '61 sportscars	Race 4	60 mins	pg 42	pg 66



Sunday 1 May 2022

Time	Race Group	Session	Duration	Race Preview	Entry List
09.10 – 09.35	The 'Mad Jack' for Pre-War Sports Cars	Qualifying	25 mins	pg 46	pg 68
09.45 – 10.15	Historic Touring Car Challenge and Tony Dron Trophy for '70s and '80s Touring Cars	Qualifying	30 mins	pg 50	pg 70
10.25 – 11.15	The Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'60 Sports Cars	Qualifying	50 mins	pg 54	pg 72
11.30 – 12.15	The 'Mad Jack' for Pre-War Sports Cars	Race 5	45 mins	pg 46	pg 68
12.15 – 13.05	Lunch Break – Pitwalk / Parades		50 mins	-	-
13.05 – 14.05	Historic Touring Car Challenge and Tony Dron Trophy for '70s and '80s Touring Cars	Race 6	60 mins	pg 50	pg 70
14.20 – 15.00	CI by Duncan Hamilton ROFGO for original factory Group CI cars (Race 2)	Race 7	40 mins	pg 38	pg 64
15.15 – 18.15	The Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'60 Sports Cars	Race 8	3 hours	pg 54	pg 72



Please note: Content and timings are subject to change

FOR LIVE RACE COMMENTARY TUNE IN TO **DONINGTON FM - 87.9FM**

Welcome back!

Don't miss

- » Eight fabulous races featuring 11 world-class historic racing series
- » Open paddock crammed with superb historic racing cars
- » Lunchtime pitlane walks and car club parades
- » Trade stands
- » Sporting Bears Dream Rides for charity
- » Car club displays in the Infield and Melbourne Hairpin



With the return of you, the spectators, the Donington Historic Festival is fully back on track, and we couldn't be happier! The 11th edition of the event promises two days of fantastic race action and off-track entertainment.

We've squeezed a tremendous amount into the next two days, with nine races for cars spanning seven decades, from the sprightly 1920s and 30s sports cars of the 'Mad Jack' and glorious sports-racing and GT cars from the 1950s and 60s to Touring Cars from the 1960s to 80s. In addition, new for this year is the stunning spectacle of not one but two races for original factory Group C1 cars – think V12 and V6-Turbo Silk Cut Jaguars, Flat-6 Porsche 962s, and V8-Turbo Sauber-Mercedes, to name but a few. Sunday ends with three hours of pre-66 GT, Sports Racing and Touring Car action from the Royal Automobile Club Pall Mall Cup to close the show, promising a feast of on-track glamour, pace and highly competitive driving.

Head to the Infield and Melbourne Hairpin, where you'll find displays from dozens of car clubs – and watch out for them in the lunchtime parades as well, not least on the Saturday when the parade is headed by 50 Mustangs brought along by the members of Simply Mustangs UK. Turn your eyes upwards each day for the flypasts from the Royal Air Force Battle of Britain Memorial Flight and do a spot of shopping as you explore the trade stands in the paddock.

Speaking of the paddock, it's the place to go to get close to the amazing race cars, as teams and preparers fettle the competition machines. Have your phone set to video to record the roaring engines and be prepared for selfie opportunities galore! Visit the British Historic Kart Club's display and learn how these tiny vehicles set so many great drivers on the road to stardom, be hugely impressed by Sunday's display of concours-winning classic motor cars from the Cheshire Concours d'Esprit and sign up for a memorable Dream Ride on local roads in one of the classic and super cars that the Sporting Bears Motor Club have brought along. And head to the pitlane each lunchtime for the pitlane walks and a glimpse into the race garages.



Our Partners

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



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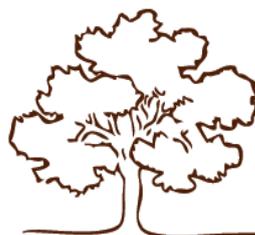
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SUPERBIKE ICONS SET TO CLASH IN BENNETTS BSB NEXT MONTH

The Bennetts British Superbike Championship returns to Donington Park on 22-24 May for a triple-header of top line motorcycle contests. This year's grid is real clash of the champions, with 2021 winner and Donington-local Tarran Mackenzie going head to head with former titleholders Josh Brookes and Leon Haslam.

A big talking point has been the return of 2013 World Superbike Champion Tom Sykes. The Yorkshireman is a Donington master, having taken nine straight WorldSBK wins at the venue between 2013 and 2017, so definitely have a target on his back! With this calibre of talent on the grid, and 11 other BSB race winners in the line-up, the stakes have never been higher.

With a full support race package, pit walks, vibrant infield camping, a fairground and live music, this is a top drawer race event for race fans and families alike, with big screens in the most popular viewing areas ensuring none of the action will be missed!

Discounted tickets are available in advance until 4pm on Wednesday 18 May. Main race day adult tickets are available for £33 in advance, with discounts for teenagers aged 13-15 and free entry for under-13s. For more information about the series, please visit www.britishsuperbike.com.



BTCC SEASON BLASTS OFF AT DONINGTON PARK



Dozens of retro touring cars provide some of the highlights of this weekend's action at the Donington Historic Festival, and if the drama over the next two days is anything like what we saw a few days ago, we're in for a real treat.

This time last week, the circuit hosted the opening three rounds of this year's Kwik Fit British Touring Car Championship, which entered its new hybrid era with three different race winners and frenzied racing up and down the grid.

Tom Ingram, Gordon Shedden and Jake Hill were the triumphant trio, with Ingram commanding the first race ahead of multiple champion and DHF regular Colin Turkington, with Shedden third.

Scottish contender Shedden beat Ingram to the line by just two tenths of a second in race two, while Donington local George Gamble claimed third in just his second BTCC race.

Hill dominated the reverse grid race three from pole position, leading every lap to come home ahead of reigning champion Ash Sutton and Honda driver Josh Cook.

Ingram holds an early lead in the standings seven points ahead of Shedden with Sutton four points further back in third.

DONINGTON PARK

2022 SEASON HIGHLIGHTS

STILL TO
COME

FRI 20 - SUN 22 MAY

SAT 28/SUN 29 MAY

SUNDAY 5 JUNE

FRI 15 - SUN 17 JULY

SAT 30/SUN 31 JULY

SUN 7 AUGUST

SAT 20/SUN 21 AUGUST

MON 29 AUGUST

FRI 30 SEPT - SUN 2 OCT

SAT 15/SUN 16 OCTOBER

SUN 4 DECEMBER

BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP

BRITISH GT AND GB3 CHAMPIONSHIPS

VINTAGE MOTORSPORT FESTIVAL

MOTUL FIM SUPERBIKE WORLD CHAMPIONSHIP

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BRITISH GT BLASTS TO DONINGTON IN MAY WITH THREE-HOUR EPIC

The Intelligent Money British Championship's first visit of 2022 to Donington Park will feature a revised event format when it returns with an extended three-hour endurance race on 28/28 May.

Stunning supercars from many of the world's greatest prestige marques, including Aston Martin, McLaren, Porsche, Bentley and Mercedes-AMG, are expected to star in the main endurance battle, with pit stops, driver changes and plenty of drama.

The meeting will also feature the next generation of single-seater heroes, courtesy of the GB3 Championship partnered by the BRDC and its new junior feeder series, GB4. There will be a full support programme too.

Discounted tickets are available from £22 in advance with free entry for under-13s. For more information, please call 0344 225 4422 or visit www.donington-park.co.uk.



VINTAGE DELIGHTS HEAD TO DONINGTON THIS JUNE

The Vintage Sports-Car Club returns to Donington Park for a day of on-track automotive antiquity on Sunday 5 June.

Racing on the National circuit fit in with the weekend's Platinum Jubilee celebrations as cars will hark back to a bygone era. Machines will date back as far as the 1920s, with a wide range of classes for classic machinery.

The paddocks will be open throughout the day, allowing visitors to get close to rare and immaculately prepared vehicles, and meet the drivers.

Discounted tickets are available from £19 in advance with free entry for under-13s. For more information, please call 0344 225 4422 or visit www.donington-park.co.uk.



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

OFF-TRACK ATTRACTIONS

The fun isn't confined to the
race track this weekend...

Get up close in the paddock or take a pitlane walk

If you want to have a look at what's under the bonnet of these classic racers, this is where you need to be – and don't forget to take a peep inside the pit garages for more race preparation action during the lunchtime pitlane walks. The paddock is a great place to get some terrific photos as well - fancy a selfie of you and the kids with a with a D-type? Or perhaps a quick video of a Group C1 Jaguar engine roaring into life? Another excellent spot for photos and video is the Assembly Area in the paddock near Redgate - the spectacle when the grids fire up and start making their way out onto the track is definitely well worth experiencing!

Take a Sporting Bears classic and supercar Dream Ride

We're delighted to welcome the Sporting Bears back to the Festival after the past two years' enforced absence. 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! The Sporting Bears club was formed in 1989 to provide a way for classic and supercar owners to raise money for children's charities, and to date it has raised some £2.5million for some very deserving causes. This year's Festival visitors will be able to make a donation to benefit the Rainbows Hospice for Children and Young People, based in Loughborough, in return for a 10-mile passenger ride around local roads in a very special car. The cars scheduled to be offering Dream Rides range from a Ferrari 360 Spider, Aston Martin DBS Superleggera Volante and Maserati GRANCABRIO Sport to a classic Daimler SP 250 Dart and a Lotus Esprit Turbo SE. Sporting Bears members generously provide their cars and time for free, so every penny raised from the Dream Rides goes to the charity.

BBMF Flypasts

You'll need to tear your eyes away from the track action and up into the skies this weekend when we have not one but two flypasts from the Royal Air Force Battle of Britain Memorial Flight (BBMF)! At approx. 15.47 on Saturday and 14.35 on Sunday we'll be treated to the sight that most iconic of WW2 fighters - a Supermarine Spitfire. Both flypasts coincide with the Group C1 races, so a double treat for us all!

Image © Crown Copyright



Check out the karts!

Many of the great F1 drivers including Ayrton Senna, Lewis Hamilton, Michael Schumacher and Sebastian Vettel started their careers in karts. The members of the British Historic Kart Club, who celebrate the Golden Era of British Karting from 1959 to 1997, have brought along a fine selection of these nimble little machines for you to look at in the paddock. You might find yourself tempted to take up the sport...

Sporting Bears
Dream Rides
Book Dream Rides



Shopping at the Festival

To take home more than just happy memories of a wonderful weekend, head to the trade village (see p28) where you'll find stands selling everything from clothing and accessories to memorabilia, artwork, photographs and motorsport and motoring books. You might even make a (very!) early start on the Christmas shopping...

Car clubs on display

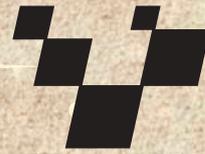
Don't forget to head to the Infield and the Melbourne Hairpin, where dozens of car clubs large and small will have hundreds of cars on display (see p22 for full details). The owners love to show off their treasured vehicles, so if you've always wanted to have a look inside a Lotus Elan or to peep under the bonnet of a Datsun 240Z, this is your chance! Who knows? You might be inspired to invest in your own classic or sports car and bring it along to DHF 2023! And watch out for the lunchtime parades, when dozens of these classics take to the track.

Cream of the Concours

On Sunday you'll find some quite exceptional vehicles in the paddock and out on track in the lunchtime parade, when some of the cars from the Cheshire Concours d'Esprit – which takes place at our sister circuit, Oulton Park during the Gold Cup - are on display. The Concours celebrates the spirit of special sports-cars and provides a representative collection of famous sports-car marques from 50 and more years ago. Invited entries are not 'cocktail cars', twin-packed and super-polished but lacking in attainment. Each is well-used and with a fascinating story to tell. Some are spectacularly smart and others wear their cheerful decay with singular aplomb. From a 1921 Bentley 3-Litre Vanden Plas Tourer to a 1963 Facel Vega Facel II and 1971 De Tomaso Pantera, these beauties are quite something!



100



Donington Park

Celebrating 'Wheatie's' 100th and Donington Park's 45th

2022 is a landmark year for Donington Park. Sunday 8 May marks the 100th anniversary of the birth of Tom Wheatcroft and 45 years since he revitalised the track and reopened it for racing. Words: John Bailie.

At Donington on 11th April 1993, on the winner's podium and proudly wearing his trademark top hat, Tom congratulated his friend Ayrton Senna on winning the World Championship European Grand Prix with the words: "I'm glad it were you lad!". And it was that same straightforward but sincere approach that had seen him battle the odds to bring the track back to racing splendour in 1977.

Donington had seen Grand Prix glory before that sodden day in 1993, and so had Tom. He first caught the Donington 'bug' as a teenager when he watched all four of the pre-War Donington Grands Prix events, culminating in the amazing 'Silver Arrows' Auto Union victories of Rosemeyer and Nuvolari in 1937 and 1938.

Following his time as a young apprentice plasterer, Tom served in World War II in Iraq, India, Sicily and Germany. He then started his own construction company, building thousands of houses, offices, hotels and factories, all in his home county of Leicestershire.

Then, in 1970, Tom discovered that dormant Donington, closed since 1939, was for sale. This was his chance! Within a week he'd purchased the track from Major John Gillies Shields, whose grandfather initiated racing here alongside Derby garage owner Fred Craner, back in 1931.



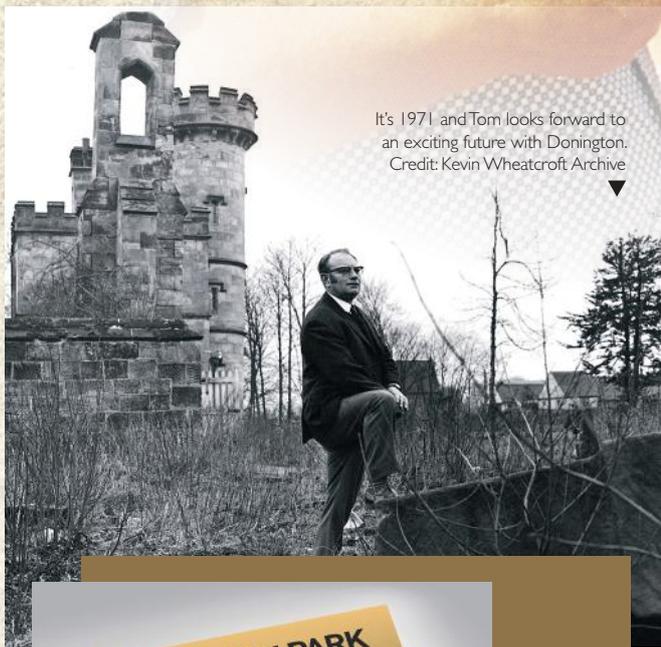
▲ Tom and close friend Rick Hall, whose Hall & Hall company looked after many of the Donington Collection cars, enjoy some pit lane banter. Credit: John Bailie



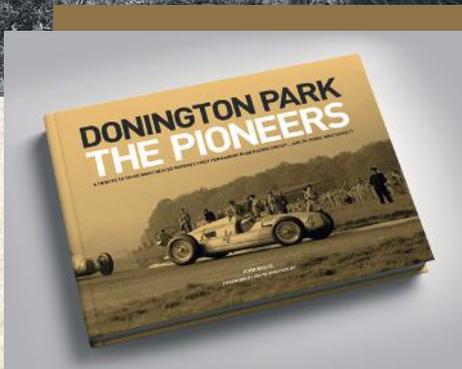
▶ Tom and Kevin Wheatcroft, a pioneering partnership. Tom gives son Kevin final instructions as he takes the Donington Collection's Lancia D50 out for some demonstration laps at Donington.



▲
Tom with his brilliant protege,
Leicester lad Roger Williamson
Credit: Kevin Wheatcroft Archive



▼
It's 1971 and Tom looks forward to
an exciting future with Donington.
Credit: Kevin Wheatcroft Archive



The full story, from the creation of the circuit to the present day, is told in John Baillie's acclaimed, fully illustrated 348-page book 'Donington Park: The Pioneers'.

To obtain your copy please contact:
jb@silverfox-creative.com T: 07860 255485

Tom opened his fabulous Donington Collection, the world's largest collection of Grand Prix cars, in 1973. He'd already achieved success in motor sport, running his Wheatcroft Racing team with drivers including Derek Bell and his protege, the supremely talented Roger Williamson. The tragic accident at Zandvoort that took Roger's life, just a few months after the Collection's opening, hit Tom hard and a lesser man would have given up there and then.

But his dogged determination and passion for the sport saw him through. He worked and spent his way through the crisis and brought the track up to modern standards, including a completely new start / finish straight, pits, grandstand and hospitality suites. He re-routed the circuit so it avoided the obstacle course of a stone bridge archway and narrow farmyard section, all hazards encountered by the pre-War competitors.

Tom realised his dream 45 years ago, on 15 May 1977, when the sound of racing engines returned to Donington Park at last, first for motorcycles and, two weeks later, for cars.

The future is now assured under Jonathan Palmer's MSV organisation, but without Tom Wheatcroft's love of the sport and desire to share his passion, Britain's first permanent road racing circuit would have been lost forever.

Thank you, Tom... we raise our hats to you!

CLUBBING TOGETHER

Some 70 clubs are joining us this year, and we're delighted to welcome them back to Donington Park!



DONINGTON
HISTORIC
FESTIVAL

The Infield in-crowd

From huge, single-marque clubs such as Porsche Club GB, Aston Martin Owners Club and the Jaguar Enthusiasts Club to smaller, multi-marque clubs from local regions, whether your taste runs to potent sports cars or to something a little more sedate, you should find something to suit amongst the hundreds of cherished vehicles on display in the Infield.

The owners are always very happy to chat about their prized machines, so if you've always wanted to know what it's like to own a Porsche 911, a Triumph TR6 or an MGB GT, now's your chance to find out. And don't forget to wave when they go by in the lunchtime track parades!

The event organisers would like to thank all the clubs and owners for taking part with such enthusiasm and adding a very special feature to the Festival.

Horsepower muscling into the Melbourne Hairpin

While you'll find the majority of the club displays in the Infield, you'll also see something rather special on the Melbourne Hairpin, which you access from the paddock. Here on Saturday we have more than 130 Ford Mustangs, as the members of Simply Mustangs UK gather together en-masse. 50 of these iconic muscle cars will go out on track in Saturday's lunchtime parade – a sight and sound not to be missed! And there will still be a good group of these powerful pony cars on show on Sunday as well.

We also have some prancing horses in the Melbourne Hairpin 'stables' - a small but select gathering from the members of the Ferrari Owners Club, which this year celebrates its 50th anniversary as well as the 75th anniversary of Ferrari. We're promised a 550 Maranello, 360 Modena, Testarossa, 308 GTB, and two California 2 Plus 2 S-As – lovely stuff!

The Melbourne Hairpin is also home this weekend to Festival visitors arriving in pre-1990 cars but who are not part of any of the club displays. Amongst the vehicles booked in here we have a Lancia Delta Integrale Evoluzione 3, a Bentley SI, a 1937 Plymouth Business Coupe and a Crayford Ford 1500GT MkII Cortina.



ANNIVERSARIES GALORE

We usually celebrate key anniversaries amongst the clubs – and as we couldn't include clubs - or spectators - in the 2021 event, we're celebrating those anniversaries here as well!

2022 anniversaries being celebrated by this year's clubs:

75th anniversary: Ferrari

60th anniversary: Daimler V8 250 Saloon

50th anniversary: Alfa Romeo Giulia; Audi 80; Ford Cortina; Jaguar XJ12; Lotus Elan; MGB Roadster; Porsche 911 Carrera 2.7 RS; Renault 5

40th anniversary: Ford Sierra; Mercedes-Benz 190; MG Metro; Porsche 944; Rover SD1 Vitesse

30th anniversary: Ferrari 456; Ford Escort RS Cosworth; Jaguar XJ220

20th anniversary: Ferrari Enzo

Vehicles whose anniversaries would have been marked at DHF 2021 include:

70th anniversary: Ford Consul

60th anniversary: Alpine A110; E-type Jaguar; MG Midget; Mini Cooper; Triumph TR4

55th anniversary: Triumph GT6

50th anniversary: Alfa Romeo Alfased ; Mercedes-Benz R170 SL;

Series 3 V12 engined Jaguar E-type

30th anniversary: TVR Griffith

25th anniversary: Lotus Elise; Porsche Boxster

20th anniversary: Aston Martin Vanquish



2022



DONINGTON HISTORIC FESTIVAL

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

Abarth Club East Midlands
Abarthclub Hertfordshire
Alfa Romeo Owners Club
Amber Valley Classic Car Club
Aston Martin Owners Club
Austin-Healey Club
Backroad Racing
Blackpool Thunder Car Club
BRISKODA - Skoda Owners
Boundless Classic Vehicle Group
Burton Car Club
Caterham & Lotus Seven Club
Chesterfield MG Group
Classic Cars & Carvery
Classic Corvette Club
Club Alpine Renault
Club Audi
Club Lotus
Corrado Club of Great Britain
Ferrari Owners Club of Great Britain
Furnace Motor Club
Gay Classic Car Club
Grantham Classic Car Club
GT40 Enthusiasts Club
GTROC
HorsePower Torques
IBOC (International BNCR33 OWNERS CLUB)
Independent Porsche Enthusiasts Club
Jaguar Drivers Club
Jaguar Enthusiasts' Club
Jaguar E-type Club
Jaginfo
Jaguar XJS Club
Lancia Montecarlo Consortium
Lincoln MG Owners Club
Little John Classic Car and Motorcycle Club
LMC Drivers Club
Lotus Grand Tourers Club
Marcos Owners Club
Maserati Club
Mercedes-Benz Club
MG Owners Club
MGF Register of the MG Car Club
Midget & Sprite Club
Morgan Sports Car Club
Morris Minor Owners Club
Mustang Owners Club GB

MX5 Owners Club
Nissan Figaro Owners Club
North West Kit Car Group
North Yorkshire Lotus Owners Club
Porsche 924 Owners Club
Porsche Club Great Britain
Renault Owners Club
Rover P6 Club
S2KUK - UK S2000 Owners Club
Simply Mustangs UK
SLK & SLC World
South Leicester MG Club
SP250 Register
Stafford MG Enthusiasts Club
Stag Owners Club
The People's Cars
Triumph Sports Six Club
TR Register
TT Owners Club
Turbo Renault
TVR Car Club
Vauxhall Viva Owners Club
Z Club of Great Britain/Classic Z Register

2022





THE RACER



Pit talk from the HRDC

HRDC FEATURE RACES



11-12 JUNE 2022

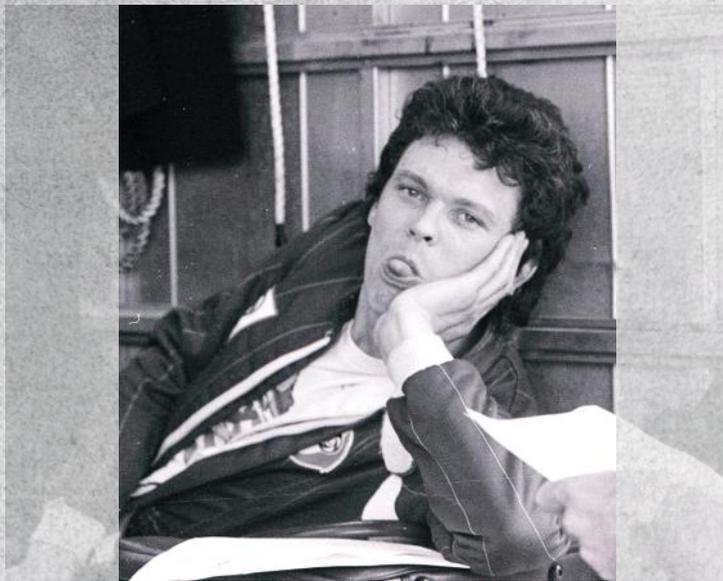
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‘Dronington’ remembered

In November 2021, the worlds of motorsport and classic cars lost a hugely popular figure. Tony Dron was a renowned racing driver and journalist – and he had special links to Donington Park and to the Donington Historic Festival itself.

Tony’s journalistic career included stints with Autocar and the road test team of Motor. He was Editor of *Classic Cars* for more than a decade and a regular contributor to publications such as *Octane* and the *Telegraph*. He was also a respected author, notably for his books on Porsche.

His racing career began in 1968, campaigning a Titan Mk4 Formula Ford against future Formula One World Champion James Hunt. Over the next 40 years, with teams such as Unipart, Alfa UK and British Leyland, Tony scored hundreds of race wins in the UK and overseas in an astonishing 24 different makes and 41 different models of car. He won his class in a Porsche 934 at the 1982 Le Mans 24 Hours and when he turned his attention to historic racing, he did so with equal aplomb, winning the coveted Sussex Trophy at the Goodwood Revival in a Ferrari Dino 246S three years running.

On 7 August 1977, Donington Park became ‘Dronington’, when Tony famously led from the start to drive the Broadspeed

Triumph Dolomite Sprint to victory in the Tricentrol British Saloon Car Championship race, ahead of the traditionally dominant Ford Capris of Chris Craft and Win Percy and the 530i BMW of Tom Walkinshaw. And he did so in spite of hitting a concrete wall at 90mph in testing, seriously injuring his right leg, when his brakes failed on the approach to the Old Hairpin.

Speaking to Kevin Turner of *Autosport* in 2021, Dron recalled, “The main bone in my lower right leg had a couple of hairline fractures from the impact with my heel. The joint felt like warm jelly when I put my foot on the brake pedal and I had to adapt to braking very much earlier than usual. In the first Donington round that year, I had done 1m25.4s. This time, instead of being slower with a defective right ankle, I went a fraction faster, 1m25.2s.”

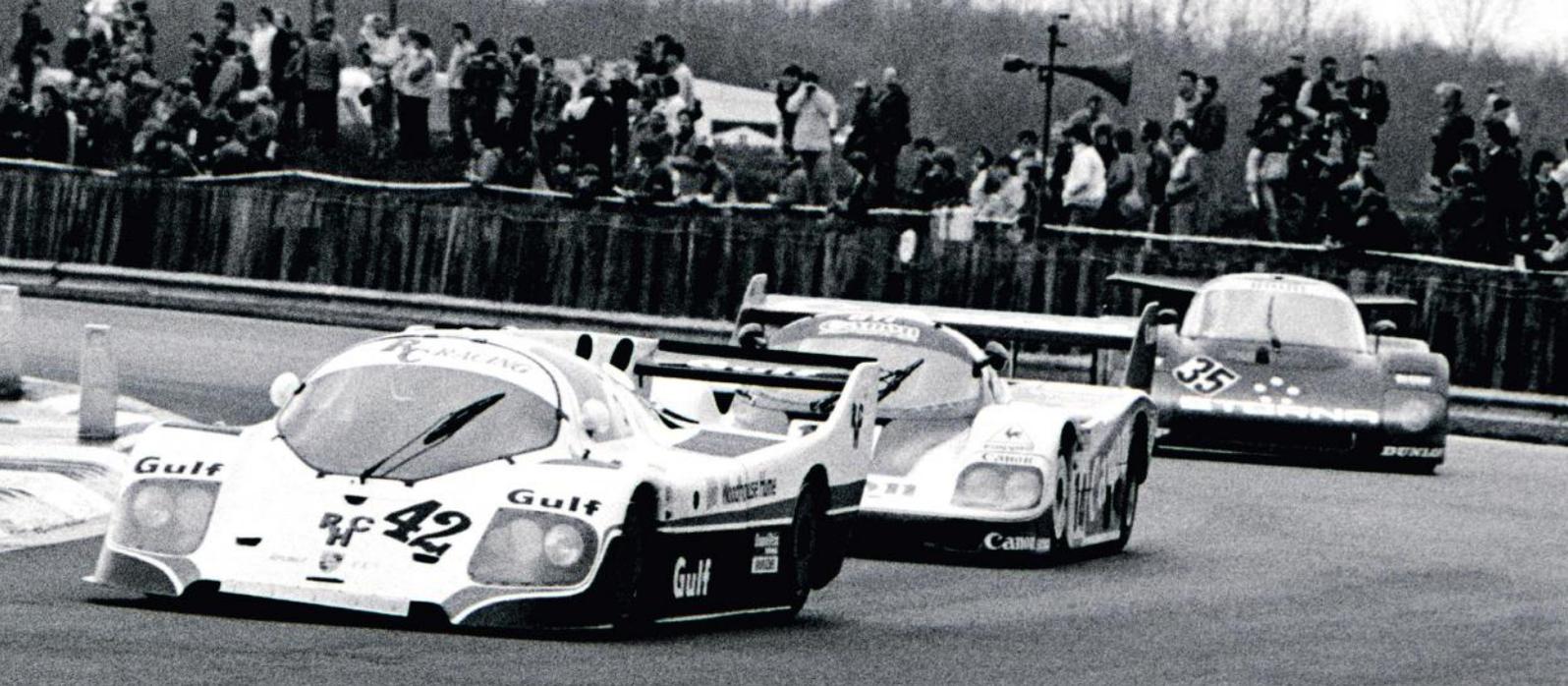
Sadly, after a magnificent season in which Dron took seven pole positions and five race wins, tyre failure in the final round cost him the 1977 British Saloon Car Championship title, but the courage, phenomenal ability and focus ‘The Dron’ demonstrated that August afternoon at Donington Park characterised the man and the driver.

Tony Dron would go on to race at Donington Park on innumerable occasions and in a great range of makes and models of cars in his illustrious career. His Touring Car exploits have been honoured at the Donington Historic Festival for some years – and will be again this weekend – in the form of Motor Racing Legends’ Tony Dron Trophy for 70s and 80s Touring Cars. In his inimitable fashion, Tony was modestly delighted when the series was launched, happily presenting the trophies on the Donington Park podium, even though everyone who knew him understood that he was itching to be behind the wheel himself.

His association with the Donington Historic Festival goes back even further, however – to the very beginnings of the event – as his wife Charis was involved with DHF from the planning stages, working on PR for the inaugural and several successive events. Tony Dron was part of the DHF ‘family’. We will all miss him tremendously, and we extend our sympathies to Charis and to Tony’s children Amy, Will and Katy.

Words: Karen Coe
Images© Jeff Bloxham
Autosport cover and spread – our thanks to Autosport





Autosport

A Bymarket publication August 11th 1977 34p

Courageous Dron's GI Donington

Alpina BMW wins ETC Zandvoort □ South's F3 Snetterton
James Hunt column □ Misano F2 □ The Lotus revival



Behind Dron and Craft the third-place battle raging between Vandervell, Woodman, Percy, Craft, Marshall and Walkshaw was settled in favour of the last-mentioned.

Dronington!

Corner's BRM takes British Empire Trophy—Gallant Dron wins G1 round in Dolomite—Longman beats Unett—Report: JEREMY SHAW.

With Donington still limited to a maximum grid of 20 cars the organising club, the BRDC, had to split the Group 1 entry into two races, with each category to two practice sessions on Saturday.

The two over 2000cc classes ran together and the fastest man here was Tony Dron in the Leyland Cors Triumph Dolomite Sprint. Tony was missing a very sore right ankle which had been severely bruised in a feroceous accident at the Old Hairpin during the previous week but practice was trouble-free and he was even able to contest the second session and still hold pole position for the race. Stuart Graham (Porsche Racing Car) and Vince Woodman (Team Esso Unio Capri) completed the front row of the grid, though Vince's faster time was done in the later session after a rapid engine change. A suspected broken cam-follower made up his mind to change to the engine last used at the GP meeting rather than the motor and some demerol work by its team had the car ready to run a matter of minutes before the practice got under way.

Of the others, Gerry Marshall's 1.6V1000 Capri/Vauxhall missed the first session when the transporter broke down on the way and also had the eternal tyre problem. As one of his only four 'special' low profile Dunlops was ruined in practice he had to use the untried combination of higher profile tyres on the front (the same as those used by the Capri) and the 'specials' on the rear. Arch-rival Jeff Adams did not have the same predicament as Gerry and was using low-profile tyres all-round on his Team BP Magnam, although he was actually using a softer compound of rubber on the right-hand side than on the left. Both Vauxhall experts considered that Cra lower tyre would be better for the circuit heating in mind their car's gearing. Phil Dowell tried hard in the over-steering Niss-Luxe Foam Caps but opined "it's not doing my conscience much good".

The two Alfa GTV's of Jon Dooley and Bernie Williams (having a go in the car usually piloted by Derek Lawrence) were still suffering from not having many of the much-needed specially homologated extras enjoyed by the Capri and Vauxhall runners.

Brian Pepper would sit on pole position for the second race in his ever-improving Access Equipment Ltd VW Scirocco, the pretty red and yellow car having been comfortably quicker than the other Volkswagen in the race—Richard Longman's attractive liveried car round the confines of Donington some 6 feet faster than his closely rival and reigning Saloon Car Champion Bernard Unett (Mopar Chrysler Avenger).

ENTRY & PRACTICE

Dron pulled out a cushion of about six seconds over the next few laps, while the battle raged in his wake. Craft was really pressing on in the Hammond's Saucy Capri, climbed to second place by lap 3 and pulled away slightly from Vandervell, who was soon to be slowed by a deflating rear tyre. A disappointed Colin eventually retired to the pits when the tyre disintegrated and left Tom Walkshaw to fight to the head of the third place group in his Castro BMW. The car was running on transmitted ignition for the first time and was fitted with the wrong coil for practice which restricted him to a lowly grid placing, but with things remedied for the Sunday was showing his true form. He was, however, unable to make up for the lost time early on and had to settle for third overall.

Woodman dropped back and finally retired with dropping oil pressure. Spice went out when the prop-shaft support bracket came unhooked to a wretchedly slow stop. He was, however, able to make up for the lost time early on and had to settle for third overall.

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RACE A

It was Tony Dron who made the best start and, at the end of the opening lap, he was already pulling ahead of a titanic battle, in the order Vandervell, Woodman, Marshall, Craft, Adams, Percy, Walkshaw and Spice, whose car had only just straggled around almost at the back of the field with an inoperative clutch that had totally ruined his start and had also, incidentally, bunked a brilliant start by Gerry Marshall that might have seen him being able to offer a challenge to Dron.

Dron pulled out a cushion of about six seconds over the next few laps, while the battle raged in his wake. Craft was really pressing on in the Hammond's Saucy Capri, climbed to second place by lap 3 and pulled away slightly from Vandervell, who was soon to be slowed by a deflating rear tyre. A disappointed Colin eventually retired to the pits when the tyre disintegrated and left Tom Walkshaw to fight to the head of the third place group in his Castro BMW. The car was running on transmitted ignition for the first time and was fitted with the wrong coil for practice which restricted him to a lowly grid placing, but with things remedied for the Sunday was showing his true form. He was, however, unable to make up for the lost time early on and had to settle for third overall.

Woodman dropped back and finally retired with dropping oil pressure. Spice went out when the prop-shaft support bracket came unhooked to a wretchedly slow stop. He was, however, able to make up for the lost time early on and had to settle for third overall.

RACE B

With the two fastest men in practice making very poor starts, it was the little Mini that was able to launch itself into the lead at the start with 17-year-old Martin Brandt coming through sixth into second spot from the second row in his ex-Britain Williams Celica. The cheers of the crowd down at the Old Hairpin, however, as they saw Longman in the lead, soon turned to gasps as the well-placed Alpa Cartow came into sight amid a series of eye-over-eyes. A slight touch from a recovering Lloyd had sent the Mini on to the grass where it performed an amazing acrobatic sequence from which Alpa was most fortunate to emerge with only a head-ache and a shock. The car was rolled into a little ball, while Lloyd's car glanced the barrier and Rex Greenwell also gytted his 'Sub'.

At the end of that first lap, Brandt lined his way into the lead at Park and led across the line from



DONINGTON HISTORIC FESTIVAL

TRADE VILLAGE

We are delighted to welcome the following companies and organisations to the trade village (see map on page 78 for location). The event promoters would like to thank them for their support.

AE Racing

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

Anglo American Oil Company - www.aoil.co.uk

British Historic Kart Club - www.britishhistorickartclub.com

British Motorsport Marshals Club - www.marshals.co.uk/midlands

Chaters Motoring Booksellers - www.chaters.co.uk

Classic Motoring Enamels - www.classicmotoringenamels.co.uk

Classic Racing Spirit - classicroacingspirit.com

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

Elite Racing Transmissions - eliteracingtransmissions.com

Forever Beads - www.foreverbeadsonline.co.uk

GreyCar - www.greycar.com

Historic & Classic Vehicles Alliance HCVA - www.hcva.co.uk

HP Tyres - www.hptyres.com

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

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

MX5's Driving Out Cancer - www.mx5s-doc.co.uk

Second Skin - www.secondskin.co.uk

Spencer Elton - www.spencerelton.co.uk

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

Stand 21 UK - www.stand21.co.uk

Watches of Lancashire - watchesoflancashire.com





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DONINGTON
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Jaguar Classic Challenge
for pre-'66 Jaguar cars

Claws Out

QUALIFYING  Saturday 09:50 – 10:20

RACE 1  Saturday 13:20 – 14:20

The Jaguar Classic Challenge – our opening race this weekend – is a glorious sight as the big cats stream round the hills and curves of Donington Park. For 60 minutes, Jaguar fans can purr with delight as their favourite marque, with its outstanding racing pedigree, is showcased to perfection.

Founded by Jaguar Classic and now in its eighth season, this series is open to racing Jaguars built before 1966 including C- and D-types, Mk 1 and Mk 2, XK120 and XK140 as well, of course, as the ubiquitous E-type.

E-types wheel-to-wheel are a common sight in this race



The white E-type of Ben and Peter Adams coming under pressure from Marcus Oeynhausen- Sierstorpf.



2021 race winner Gary Pearson with the victor's spoils



The E-type of Jack and Guy Minshaw going flat out

► The series evolved from the E-type Challenge and E-types do tend to proliferate in this particular grid – though who can complain when dozens of these stunning motor cars, the noses of their long, long bonnets arriving at Redgate quite some time before their cockpits, battle it out for an hour of hard-fought competition? If you're an E-type enthusiast, you'll be spoilt for choice as lightweight and semi-lightweight examples mix it up with fixed-head coupés.

Hans Martin Schneeberger joins us from Switzerland in his stand-out 1952 white Jaguar C-type to take on the might of the E-type dominated field.

In 2021 Jaguar ace Gary Pearson took the chequered flag after a stylish display of driving in his slick navy blue machine, and he'll be doing battle once more this year after tailing the season with a dominant win at the MRL Silverstone GP meeting at the end of last year; alongside the untouchable duo of Jon Minshaw and Phil Keen in a pre-'66 specification car. Katarina Kyvalova and Rob Hall share Jon's second E-type, the pre-'63 model.

Shane Brereton already has a motor race under his belt this year. An impressive run to be the sixth E-type home in the Graham Hill Trophy at Goodwood Members Meeting a fortnight ago should stand him good stead for a good run in his 1962 E-type. Shane also competes in the FIA European Truck Racing Championship, so expect him to be very much on the pace. Danny Winstanley has honed his skills in Caterham Super Lights and TVRs – he had a blistering run in the E-type 60th Anniversary Challenge race at Classic Silverstone in July 2021 - so, with bags of talent up his sleeve, we are excited to see him in action on the hallowed tarmac of Donington Park.

After Donington, the sleek racing machines of the Jaguar Classic Challenge head to the Thruxton Historic (11 & 12 June) and to Motor Racing Legends' own meeting on the Silverstone Grand Prix Circuit (22 & 23 October). They also have a rather special overseas outing – in response to huge demand, the series travels to France for the Jaguar Classic Challenge Le Mans Race, supporting the Le Mans Classic once again (30 June – 4 July) and many of the drivers in action today are having a warm-up ahead of this European sojourn

ENTRY LIST: PAGE 60



Gary Pearson (number 23) encounters Louis Bracey en-route to victory

“

For 60 minutes, Jaguar fans can purr with delight as their favourite marque, with its outstanding racing pedigree, is showcased to perfection

”



A perfect pride of big cats piling into Redgate

DONINGTON
HISTORIC
FESTIVAL





Sixties Touring Car
Challenge with U2TC for
under two-litre Touring Cars

Swinging back to the sixties

QUALIFYING  Saturday 10:30 – 11:00

RACE 2  Saturday 14:35 – 15:35

This lively race combines the U2TC series for pre-'66 tin-tops with the Sixties Touring Car Challenge to showcase under 2-litre Touring Cars from the 1960s, and it's huge fun!

This is a cracking grid! The wonderfully entertaining U2TC has been the home of Pre-'66 under two litre saloon cars for many years and demand to run later sixties cars saw the addition of the Sixties Touring Car Challenge expand that grid by four more years, adding Group 2 and Group 1 Touring Cars from 1966 to 1969 to the mix.

The Alfa Giulia Sprint GTA of Andrew and Maxim Banks leads the pack

The Lotus Cortina of Mark Burton and Graham Pattle at DHF 2021



A Lotus Cortina takes a well-earned rest in the Donington paddock



The 1965 Mini Cooper S of Graham Churchill and Peter Baldwin at DHF 2021

- ▶ The Sixties Touring Car Challenge (STCC) with U2TC takes us back to the days when the BTCC was known as British Saloon Car Championship and Formula One stars including Jim Clark, Dan Gurney, Graham Hill, Jack Brabham and Jacky Ickx gleefully turned out to play alongside Jack Sears, Jeff Uren, John Whitmore and Frank Gardner.

Amongst the smaller-engined cars, Minis were dominant in the early years, but soon the Lotus Cortina arrived on the scene, taking on the giant-killer mantle against the American muscle cars on the grid. The 1964 championship saw Formula One supremo Jim Clark take the title in a Lotus Cortina, with John Fitzpatrick runner-up in a Mini Cooper S. The highest placed muscle car was Sir Gawaine Baillie's Ford Galaxie, which was joint fifth.

You can expect to see Mk 1 Mini Coopers, Mk 1 and Mk 2 Lotus Cortinas, and BMW 1800s and 2002s, Alfa Romeo GTA variants, early Mk 1 Ford Escorts, Mk 2 Minis, Lancia Fulvias and a host of other small-engined cars having a whale of a time around Donington Park in this one-hour, two-driver thrash on Saturday. It features a rolling start and compulsory pit stop, which only adds to the fun.

At the 2021 Donington Historic Festival, the Lotus Cortinas of Roy Alderslade/2013 BTCC Champion Andrew Jordan and Guy Smith took U2TC honours, while Richard Dutton's Escort Mk 1 took the STCC chequered flag. Be prepared to enjoy some really hard-fought race action from the closely-matched machines, especially with names such as GT drivers David Pittard and Shaun Balfe behind the wheel with former U2TC supremo, Andy Wolfe also in action. The action at the sharp end is going to be fraught – don't miss it!

After Donington, the STCC/U2TC grid heads to Thruxton Historic in June and the new Snetterton Historic 200 meeting in mid-July with their own stand-alone races. The final three rounds, at the Classic Silverstone, Spa Six Hours and MRL Silverstone GP Meeting, will be shared with Motor Racing Legends' Historic Touring Car Challenge and Tony Dron Trophy series.

ENTRY LIST: PAGE 62



Cortina vs Cortina....

“

Minis were dominant in the early years, but soon the Lotus Cortina arrived on the scene. A rolling start and compulsory pit stop only add to the fun.

”



Lively Ford action between Richard Dutton in the Escort and Mark Martin in the Lotus Cortina

DONINGTON
HISTORIC
FESTIVAL



C1

C1 by Duncan Hamilton
ROFGO for original
factory Group C1 cars

Return of the icons

QUALIFYING  Saturday 11:10 – 11:40

RACE 3  Saturday 15:50 – 16:30

RACE 7  Sunday 14:20 – 15:00

Group C represents the greatest decade in the history of International Sports Car Racing – never have so many legendary manufacturers, tracks, cars and drivers gone head-to-head.

It all started 40 years ago in 1982 – the early years dominated by the incredible Porsche 956, most famously in the blue and white colours of Rothmans, and piloted by the likes of Ickx, Bell, Mass, Ludwig and Stuck. The rapid but fragile Martini Lancias put up a valiant fight, but it was some years before anyone would truly trouble Porsche.



In 1990 Jochen Mass and a young Michael Schumacher campaigned a Sauber-Mercedes C11.



Aston Martin's stunning AMR1.



This Spice SE89p is the only Group C/GTP car that the great Paul Newman ever raced.

► By the late 1980s full manufacturer teams from Nissan, Toyota, Mazda, Jaguar, Mercedes and Aston Martin had joined the fight, while independent teams from Spice and Courage enabled private entries to compete at the top and regularly punch above their weight. But it was the Silk Cut TWR Jaguar and Silver Arrow Sauber-Mercedes teams who finally toppled Porsche, both in the World Championship and at Le Mans, followed by the ear-splitting rotary Mazda. The years leading up to 1990 were some of the fiercest in competition ever seen – grids bursting with big-budget works teams, piloted by Formula One drivers, and on tracks where the cars were reaching 250mph!

From 1990-1992 the cars would adopt the 3.5 litre regulations, bringing them in line with Formula One technology of the period. Although incredible machines, the complexity and cost of the cars proved to be the downfall of Group C. The final chapter was dominated by the screaming Jaguar XJR-14, Peugeot 905, Toyota TS010 and Mercedes C291 – still some of the fastest cars in the sport's history.

Duncan Hamilton ROFGO Ltd are proud to be organising two very special 40th anniversary races at the 2022 Donington Historic Festival, with the grid focused on C1 class cars from 1982-1990. It also marks 30 years since the World Sportscar Championship last ran at Donington. The races are 40 minutes long with a mandatory pitstop – echoing the endurance races of the period.

Look out for V12 and V6-Turbo Silk Cut Jaguars, V8 Aston Martin, Flat-6 Porsche 962, Cosworth V8 Spice, V8-Turbo Sauber-Mercedes and V6-Turbo Nissan in this iconic and colourful grid.

ENTRY LIST: PAGE 64

Group C1 at Donington Park, 1990



“

From 1990-1992 the cars would adopt the 3.5 litre regulations, bringing them in line with Formula One technology of the period

”



The TWR Silk Cut Jaguars were Group C legends.

DONINGTON
HISTORIC
FESTIVAL





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

The style council

QUALIFYING  Saturday 11:50 – 12:20

RACE 4  Saturday 16:45 – 17:45

This is an absolutely beautiful grid of rare, genuine 1950s and '60s sports cars and sports racing cars conforming strictly to period specification. It certainly has the wow factor, but there is serious substance as well, with highly talented and competitive drivers driving door-to-door in spirited fashion.

The 60-minute Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy race on Saturday is one of the most eagerly anticipated of the weekend. The Woodcote Trophy entry is open to original post-War sports cars of a type built up to December 1955, with eligible cars including XK140, C-type and D-type Jaguars, Maserati 300S, Aston Martin DB2 and Lister Bristols.

Mark Gordon and Read
Gomm shared this beautiful
Jaguar XK140 here in 2021

The Lister Jaguar Knobbly of John Spiers and Tiff Needell



Victory in the Royal Automobile Club Woodcote Trophy went to Gregor Fisker and Sam Hancock



Austin-Healey 100M vs Lister Jaguar Knobbly

► The Stirling Moss Trophy is regarded as one of the most prestigious grids for genuine sports racing cars of this era and the winning team is presented with the actual trophy Sir Stirling won at the 1955 British Grand Prix. This series is bursting with later Listers, Cooper Monaco, Lotus XV and XI and Lolas.

Each series is split into classes according to engine capacity and further separated into classes for cars with drum or disc brakes. The competition is equally fierce across all classes, so wherever you look in the field you should see some exhilarating action.

At DHF 2021, the Tojeiro Ecosse Jaguar of James Cottingham and Oliver Bryant took the Stirling Moss Trophy spoils, followed by the Lister Knobbly of Chris Ward and Rob Smith, then Gary Pearson in the Lister Jaguar Costin. Gregor Fisker and Sam Hancock were the first of the Woodcote Trophy entrants past the chequered flag, in Gregor's beautiful Jaguar HWM. Regular Woodcote Trophy winners Fred Wakeman and Patrick Blakeney-Edwards followed in the Cooper T38 and Rudiger Friedrichs took third position in the Jaguar C-type.

Lister Knobblys are usually seen battling it out for a podium finish – and to be first into Redgate - in the Stirling Moss Trophy. Chris Clarkson and John Spiers are amongst the entrants bringing those to the party this year. All the cars in this wonderful, combined grid have fascinating histories. For example, Richard Postins' Lotus Series 1.5 Eleven is the original Geneva Motor Show car from 1958, while the Lister Jaguar Flat Iron of James Thorpe and Sean McInerney is a Border Rievers car, raced in period by Jim Clark, and Bernardo Hartogs' and Michael Birch's Lotus XV's are both ex-Graham Hill works cars. And don't miss the nimble little machines of the under 1500cc Class 1. Small and fast, these British-built, drum-braked Lolas, Elvas and Rejos whizz through the field.

In the Woodcote Trophy contingent Fred Wakeman is returns in his faithful ex-Tommy Sopwith Equipe Endeavour Cooper-Jaguar T38 which was also raced in period by Reg Parnell, David Shale and Peter Mould. Watch out also for Ben Eastick and Touring Car ace Karl Jones in Ben's D-type, and for John Ward in the Frazer Nash Le Mans Replica which was owned and raced by Roy Salvadori in the 1950s. Jaguar supremo Gary Pearson will be out in the Lister Jaguar Knobbly, while Thomas Ward is campaigning his XK120, the only surviving car of the 1952 Ecurie Ecosse racing team, and Malcolm Paul and Rick Bourne are aiming to retain their Class 3a supremacy in the Lotus Mk 10.

After Donington, these stunning grids head to the Thruxton Historic (11 & 12 June), the new Snetterton Historic 200 (16 & 17 July), the Classic, Silverstone (26 - 28 August), to Belgium for the Spa Six Hour meeting (30 September - 2 October) and then to Motor Racing Legends' Silverstone GP meeting (22 & 23 October)

ENTRY LIST: PAGE 66

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



An iconic trio, left to right: Lister Knobbly, (Tony Wood) Lotus 15 (Richard Bradley) and Ferrari 500 TRC (David Cottingham)

“

This grid brings an iconic chapter in motorsport history to the track.

”



Lister Knobbly leading C-type Jaguar and Cooper T38

DONINGTON
HISTORIC
FESTIVAL





The 'Mad Jack' for
Pre-War Sports Cars

A fitting celebration for 'Mad Jack'

QUALIFYING  Sunday 09:10 – 09:35

RACE 5  Sunday 11:30 – 12:15

Sunday's 'Mad Jack' for Pre-War Sports Cars sees 1920s and 30s machines take to the track with a vigour that belies their age. These are the type of machines that raced in period at Donington Park and the spectacle is a fitting tribute to the memory of Richard 'Mad Jack' Shuttleworth, winner of the first-ever Donington Grand Prix.

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

Simon Edwards fearlessly taking on rather bigger machines in his Morgan Super Aero



Bentley leads Aston Martin



A packed grid of Pre-War Sports Cars at DHF 2021



A magnificent sight from any angle

► All the famous Pre-War marques are represented: Alfa Romeo, Alvis, Aston Martin, Bentley, Bugatti, Frazer Nash, Lagonda, MG, Riley, Talbot and a host of others. And there's a real 'David and Goliath' atmosphere, as leviathans from Bentley and Talbot battle it out with tiny, nimble Morgans and Aston Martins. Although some of these cars will soon qualify for a 100th birthday telegram from the Queen, you wouldn't guess it, as they compensate for a relative lack of straight-line speed with unforgettable wheel-to-wheel action you'd expect more from Formula Juniors. Narrow tyres and huge steering wheels definitely put the drivers' skill to the test. And make no mistake, these drivers have plenty of skill – some of them have been racing these cars for decades, and have it down to a fine art.

For some years Fred Wakeman and Patrick Blakeney-Edwards traditionally dominated this race in the lightweight 1496cc Frazer Nash. However, they don't always have it their own way. The Alvis Firefly of Rudi Friedrichs robbed them of victory here in 2018 and, while the Frazer Nash was back on top in 2019, in 2021 both the Firefly and the Frazer Nash were beaten into second and third place respectively by Justin and Ben Maeers in their fearsome 100-year-old, 6.2-litre aero-engined Parker GN Special.

Watch out also for Sue Darbyshire's giant-killing Morgan Super Aero three wheeler, which buzzes around the bigger machines like a bee.

We are pleased to welcome the super enthusiastic Halusa family to this year's Donington Historic Festival. Both father, Martin, and son Lukas are favourites for a podium finish, although at the time of going to press, there was a chance that their historic 1937 Type 35 Bugatti might not be present on the grid due to a mechanical issue. We will keep our fingers crossed that it is and that we can enjoy both cars in action, as they have exceptional period competition provenance. The Bugatti won the 1927 San Sebastian GP Formula Libre in the hands of Emilio Materassi. It was then hidden behind a wall in Barcelona during the Spanish Civil War, only being discovered several decades later in 1972. Lukas's 1932 Alfa Romeo 8C 2300 Zagato was a finisher in the 1933, '34 and '25 Mille Miglia races.

This is the first of four races for Pre-War Sports Cars that Motor Racing Legends will host during the 2022 season. Snetterton Historic 200 (16 & 17 July), Classic Silverstone (26 & 28 August) and Spa Six Hours (30 September - 2 October) will all host 45-minute, two driver races.

ENTRY LIST: PAGE 68



Aston Martin vs Frazer
Nash vs Talbot

“

Some of these cars will soon qualify for a 100th birthday telegram from the Queen, you wouldn't guess it, with unforgettable wheel-to-wheel action

”



Simon Edwards' Morgan Super Aero three-wheeler side by side with a mighty Bentley 3/4½




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 MOTOR RACING
LEGENDS

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

Terrific Tin-Tops

QUALIFYING  Sunday 09:45 – 10:15

RACE 6  Saturday 13:05 – 14:05

The tin-tops of the Historic Touring Car Challenge with Tony Dron Trophy are the machines most of us wished our parents (or we!) drove back in the day, and that thunderous first entry into Redgate after the flag drops is always unforgettable!

There are few finer circuits to enjoy watching Touring Cars of the 1970s and 80s than Donington Park, a venue so integral to the British Touring Car Championship, (indeed the track hosted the BTCC season opener only last weekend), European Touring Car Championship and British Saloon Car Championship, and this one-hour race combines two of Motor Racing Legends' series to present a fabulous grid.

Tom Houlbrook leads the pack in his BMW E30 M3 at DHF 2021

The Nissan Skyline of Jonathan Bailey and Andy Middlehurst



The 2021 DHF Tony Dron Trophy-winning Chevrolet Camaro



Cologne Capri to the fore

► The Historic Touring Car Challenge (HTCC) is for Group A cars up to 1990, Group 2 cars up to 1981 and Group 5 cars up to 1969 and includes a dedicated category for pre-'86 Group A cars. The series covers everything from Ford 'Cologne' Capris, RS 1800 Escorts and 'Batmobile' BMWs, through to SD1 Rovers and Jaguar XJs, to BMW M3s and Ford Sierra Cosworth RS500s. The Tony Dron Trophy (TDT) is a stand-alone series for Group 1 and '1½' Touring Cars. Named in honour of '70s Touring Car ace and Le Mans 24 Hours driver, the late Tony Dron (see p26), the series is for Touring Cars running to FIA Group 1 Regulations or to British Saloon Car Championship Group 1½ Regulations between 1970 and 1981. The series sees Ford Capris and Mk 2 Escorts wheel-to-wheel with Triumph Dolomite Sprints, Chevy Camaros, Alfa Romeos and Mk 1 Golf GTIs.

At DHF 2021 these two series produced a glorious race from a packed grid, with battles raging all the way down a field that included star names like Le Mans winner Guy Smith and Touring Car aces Steve Soper and Andrew Jordan. The early laps were mesmerising as a gaggle of fire-breathing Nissan Skylines, Ford Sierra RS500s and a Cologne Capri made a wonderful spectacle, and ultimately the Skyline of Jonathan Bailey and Andy Middlehurst took HTCC victory. Father and son John and Jack Young took a commanding win in the Tony Dron Trophy with a fine run in their Chevrolet Camaro.

Watch out in the HTCC for Jonathan Bailey, who will be keen to score a successive victory in the Skyline. Austrian father and son Martin and Lukas Halusa will be out in their striking BMW Italia-liveried 3.0CSL which they debuted to the series at the Spa Six Hours meeting last October. Many of the cars raced in period, including Richard Kent's white and blue Broadspeed-Cologne Capri and the James Thorpe/ Sean McInerney Chevrolet Camaro, which took part in the 1978 and '79 Spa 24hr race. Amongst the mix in the TDT, James Slaughter is bringing out his Mk 3 Capri, an original Dutch Touring Car from the 1979/1980 season out to play and the Swiss team of Daniel and Dominique Reinhardt will campaign Daniel's BMW 3 litre CSL which has a period race history that includes ADAC Nürburgring (1978) and 100miles Hockenheim (1979 and '80).

These two series traditionally run together and the 2022 season comprises six rounds: Donington Historic Festival, Thruxton Historic in June, the brand new Snetterton Historic 200 in July, Classic Silverstone in August, a double-header at Spa Six Hours in early October, and the MRL Silverstone GP Meeting at the end of October.

ENTRY LIST: PAGE 70

HISTORIC TOURING CAR CHALLENGE AND TONY DRON TROPHY
FOR '70S AND '80S TOURING CARS // RACE PREVIEW



This grid turns the clock back to iconic races of the 70s and 80s

“

A gaggle of fire-breathing Nissan Skylines, Ford Sierra RS500s and a Cologne Capri made a wonderful spectacle

”



Fred Wakeman's BMW CSL originally competed in the 24 hour races of Spa and Nurburgring in its eye catching Jägermeister livery.

DONINGTON
HISTORIC
FESTIVAL





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

Glamour, pace and action

QUALIFYING  Sunday 10:25 – 11:15

RACE 8  Sunday 15:15 – 18:15

The Royal Automobile Club Pall Mall Cup is an epic, three-hour endurance race into the sunset on Sunday for pre-'66 GT and Touring Cars, pre-'63 GT cars and pre-'61 sports cars, bringing this year's Donington Historic Festival to a stunning close.

Launched in 2020, the Royal Automobile Club Pall Mall Cup has definitely struck a chord with drivers with a thirst for historic endurance races. Unusually, it's run in a multiple-driver Team format, with two or three drivers sharing a car, and features in-race re-fuelling.

The Lister Jaguar Costin of Max Girardo and James Cottingham side by side with the E-type Low Drag of Martin Melling and Mark Burton



The Cottingham 'Huffaker' E-type and Doug Muirhead's famous Austin-Healey 3000 known as 'The Chairman's car'.



The Porsche 911 of Maxwell Lynn and Andrew Haddon



The Lister Knobbly of Niall McFadden and Ben Mitchell wheel to wheel with Ben Gill and Ian Dalglish in the Shelby Cobra 289

► Eligible cars in this wonderfully diverse grid include pre-'66 Cobras, E-type Jaguars, Lotus Elans, Porsche 911s and MGBs, pre-'66 Touring Cars such as Mustangs and Falcons, pre-'63 GT cars such as Austin-Healey 3000s and early-spec E-types and pre-'61 sports cars such as Lister Jaguars, C- and D-type Jaguars and Austin-Healey 100s – all running in a class structure that shares the glory throughout the grid. An exciting development for 2022 is the recently sanctioned addition of under 2-litre GTP cars. As well as Overall and Class honours, competitors also have the Team Award in their sights with Teams made up of three cars across the classes.

The 2021 debut DHF race saw an endurance race that had it all! There was action from the off for the capacity fifty car grid. Drama when oil went down – a safety car period to test the pit crews – a winning car that might not have done another lap and an against-the-odds podium for a driver in his first endurance race. The final result proved to be a resounding win for Roger Wills and 1992 BTCC Champion Tim Harvey in Roger's ex-Bruce McLaren Lotus 15 which was one of the older cars in the race from the 1950s Sports Racing Car class - but it was touch and go at the finish as Wills suspected that the crown wheel was failing, and it's questionable whether the car would have managed another racing lap...

Entries to watch out for this year include the return of last year's second-placed finishers, 2013 BTCC Champion Andrew Jordan and Roy Alderslade in Alderslade's Daytona Cobra Coupe – can they make it to the top podium spot? – and the hugely experienced duo of Malcolm Ward and Rick Bourne in the TVR Grantura Mk 3. BTCC driver and former British GT Championship racer Sam Tordoff will be out in the 1965 Lotus Elan he shares with his father John, and the Dutch team of Christiaan Van Lanschot and Karsten Le Blanc are campaigning a very historic Austin-Healey 3000 that raced at Le Mans in 1960, '61 and '62.

2022 sees three rounds of the Royal Automobile Club Pall Mall Cup – opening the season here at Donington Park and closing it in the Autumn at the Motor Racing Legends Silverstone GP meeting on 22 and 23 October, with an additional round at a new event, Motor Racing Legends' Snetterton Historic 200 in Norfolk in July.

ENTRY LIST: PAGE 72

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



The Jaguar E-type of Michael O'Shea and David Hall coming under Porsche pressure

“

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

”



A massive grid marked the Pall Mall Cup's debut at DHF 2021

Event Officials

Motorsport UK Steward

Ken Tyrer

Event Stewards

Michael Cartwright, John Trevethick

Senior Clerk of the Course

Gary Tanner

Clerk of the Course

Bob Banthorpe

Assistant Clerks of the Course

Joe East

Event Secretary

Scott Pucknell

Chief Scrutineer

Loyd Gerken

Chief Medical Officer

Steven Ready

Chief Flag Marshal

Alan Crook

Chief paddock Marshal

Sue Markey

Chief Pit Marshal

Paul Shillaker

Chief Start line Marshal

Sue Tanser

Chief Timekeeper

Nick Palmer

Chief Marshal

Fay Crook

Marshals/Event Officials

Members of the BMMC, BARC & BRSCC and other Motorsport UK recognised Clubs

Ambulances

Inter-County Paramedic Ltd

Rescue Units

Donington ES & Rubi Rescue

Commentators

Alistair Douglas, Joe Bradley,

Bruce Jones

Safety Car

Paul Forster, Dave Kentish

Recovery

Mick Avery

paddock Manager

James Hodgson

This event will be held under the following Motorsport UK Permit numbers: Interclub: I24750
National: I25057
National Endurance: I25087



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 GB3 Championship, the UK's leading single-seater category, and its new-for-2022 feeder GB4 Championship. Its varied portfolio includes series for saloons and sports cars too, while in recent years MSVR has added sprinting for novice competitors and rallying, with the Motorsport News Circuit Rally Championship.

In addition to overseeing race series and championships, MSVR is a renowned event organiser. The club organises UK rounds of the ABB FIA Formula E World Championship, GT World Challenge Europe, 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. Chris Evans' CarFest North and South festivals (in aid of BBC Children in Need) add a different flavour, with MSVR overseeing the track activity.

The paddock

At Donington Park, spectators can get right up to the cars and drivers in the paddock – all at no extra cost, since the paddock is open to everyone. For live race timing and full results, visit www.tsl-timing.com and tune into Donington FM (87.9FM) for all the latest news.

Flag Signals

Red/Green Lights or National Flag denotes start



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

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



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



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

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



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



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

Entry Lists

DONINGTON
HISTORIC
FESTIVAL



- 60 Jaguar Classic Challenge for pre-'66 Jaguar cars
- 62 Sixties Touring Car Challenge with U2TC for under two-litre Touring Cars
- 64 CI by Duncan Hamilton ROFGO for original factory Group CI cars
- 66 Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy for pre-'56 and pre-'61 Sports Cars
- 68 The 'Mad Jack' for Pre-War Sports Cars
- 70 Historic Touring Car Challenge and Tony Dron Trophy for '70s and '80s Touring Cars
- 72 The Royal Automobile Club Pall Mall Cup for pre-'66 GT and Touring Cars, pre-'63 GTs and pre-'60 Sports Cars



Radio Donington 87.9FM

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



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



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



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



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



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



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

Jaguar Classic Challenge for pre-'66 Jaguar cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
5	C	Hans Martin Schneeberger	CH	-	-	Jaguar C-type	1952	3442	White
9	D	Marc Gordon	GB	Nick Finburgh	GB	Jaguar E-type	1961	3800	Silver
25	D	John Burton	GB	-	-	Jaguar E-type	1961	3800	Blue
34	D	Katarina Kyvalova	SVK	Rob Hall	GB	Jaguar E-type	1961	3800	Grey
55	D	Martin Melling	GB	Jason Minshaw	GB	Jaguar E-type FHC	1961	3800	Grey
77	D	Guy Ziser	GB	-	-	Jaguar E-type FHC	1963	3781	Blue
4	E	Joaquin Folch	S	Simon Hadfield	GB	Jaguar E-type	1965	3869	Silver/Black
6	E	Lucas Bscher	DE	-	-	Jaguar E-type	1965	-	Green
12	E	Tony Best	GB	Charlie Jones-Best	GB	Jaguar E-type Semi-Lightweight	1962	3781	Grey
17	E	Shane Brereton	GB	-	-	Jaguar E-type	1962	3800	Blue
23	E	Gary Pearson	GB	Alex Brundle	GB	Jaguar E-type	1963	3781	Blue
26	E	John Spiers	GB	-	-	Jaguar E-type Lightweight	1963	3781	BRG
27	E	John Pearson	GB	Gary Pearson	GB	Jaguar E-type	1963	3781	Gun Metal
33	E	Jon Minshaw	GB	Phil Keen	GB	Jaguar E-type	1964	3800	Grey
57	E	Jonathan Mitchell	GB	-	-	Jaguar E-type Semi Lightweight	1963	3800	Grey
66	E	Niall McFadden	IRE	-	-	Jaguar E-type	1962	3800	Green
72	E	Jamie Boot	GB	-	-	Jaguar E-type	1964	3800	BRG
78	E	Danny Winstanley	GB	-	-	Jaguar E-type	1963	3800	White/Blue
84	E	Rick Willmott	GB	-	-	Jaguar E-type	1961	3800	Silver
88	E	Richard Kent	GB	Chris Ward	GB	Jaguar E-type	1965	-	White/Blue
89	E	Matthew Wrigley	GB	Mike Wrigley	GB	Jaguar E-type	1963	3800	Silver
133	E	Daniel Reinhardt	CH	Dominique Reinhardt	CH	Jaguar E-type Semi-Lightweight	1961	3869	White
147	E	Guy Grant	GB	Mark Hales	GB	Jaguar E-type	1964	3852	Grey

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS D RESULTS

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

CLASS E RESULTS

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

CLASS C: Jaguar C-type, D-type, XKSS and cars otherwise eligible for classes A,B, D or E but with an HTP in TSRC category

CLASS D: E-type Jaguars - Pre '63 Spec

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



Sixties Touring Car Challenge with U2TC for under two-litre Touring Cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
Sixties Touring Car Challenge									
1	STCC C	Richard Dutton	GB			Ford Escort Mk I	1969	1600	White/Red
Under 2 Litre Touring Cars									
121	U2TCA	Chris Pearson	GB	John Johnson	GB	Austin Mini Cooper	1964	998	Blue
2	U2TC C	Neil Brown	GB			Ford Lotus Cortina	1964	1593	White/Red
4	U2TC C	David Pittard	GB			Lotus Cortina	1964	1598	White
5	U2TC C	Mel Streek	GB	Ollie Streek	GB	Ford Lotus Cortina			White
11	U2TC C	Henry Mann	GB	Karl Jones	GB	Ford Lotus Cortina	1965	1598	Red/Gold
13	U2TC C	Andy Wolfe	GB	Julian Thomas	GB	Lotus Cortina	1964	1598	White
15	U2TC C	Martin Halusa	A			Alfa Romeo Giulia GTA	1965	1567	White
32	U2TC C	Bernardo Hartogs	GB			Alfa Romeo GTA	1965	1570	White
33	U2TC C	Jon Minshaw	GB			Ford Cortina	1963	1558	White
34	U2TC C	Shaun Balfe	GB	Tom Ashton	GB	Ford Cortina	1965	1600	White/Cream
37	U2TC C	Mike Gardiner		Josh Cook	BR	Ford Lotus Cortina	1965	1558	White/ Purple
63	U2TC C	Tim Abbott	GB			Ford Lotus Cortina	1965	1600	White
66	U2TC C	Niall McFadden	IRE			Ford Lotus Cortina		1600	White/Green
71	U2TC C	Allan Ross-Jones	GB	Mark Hales	GB	Lotus Cortina	1963	1558	White/Green
73	U2TC C	William Paul	GB			Alfa Romeo Guilias Sprint GTA	1965	1570	White
89	U2TC C	Andrew Banks	GB	Max Banks	GB	Alfa Romeo Giulia Sprint GTA	1965	1599	Grey
98	U2TC C	Mark Burton	GB	Graham Pattle	GB	Lotus Cortina	1965	1600	Pale Blue
711	U2TC C	Peter Smith	GB	Guy Smith	GB	Ford Lotus Cortina	1965	1593	White/Green
18	U2TC D	Harry Barton				BMW 1800 Ti	1965	1815	White

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS STCC C RESULTS

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

CLASS U2TC A RESULTS

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

CLASS U2TC B RESULTS

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

CLASS U2TC C RESULTS

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

CLASS U2TC D RESULTS

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

CLASS STCC C: Under 1600cc

CLASS U2TC A: Under 1000cc

CLASS U2TC B: Under 1300cc

CLASS U2TC C: Under 1600cc

CLASS U2TC D: Under 2000cc

C1 by Duncan Hamilton

ROFGO for original factory Group C1 cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
3	A	Olivier Hart	NL	Nicky Pastorelli	NL	Jaguar XJR-11	1989	3500	Purple/white
7	A	Lukas Halusa	A			Porsche 962C	1989	3200	White
71	A	Georg Kjallgren	SE			Courage C26S	1991	3200	Dark Blue
82	A	TBC				Nissan NPT-90	1990	3000	Red/yellow
5	B	Shaun Lynn	GB			Jaguar XJR-9	1988	6500	Purple/white
16	B	Andrew Bentley	GB			Jaguar XJR-8	1987	6500	Purple/white
18	B	Darren Turner	GB			Aston Martin AMR-1	1989	6300	White/blue/red
21	B	Jon Minshaw	GB			Jaguar XJR-9	1988	6500	Purple/white
35	B	Gary Pearson	GB			Jaguar XJR-12	1990	7400	Purple
40	B	Marc Devis	BE	Martin O'Connell	GB	Spice SE90C	1990	3500	Pink
55	B	Rob Huff	GB			Spice SE89P	1989	6500	Blue
61	B	Jack Fabby	GB			Tiga GT286	1986	4500	Black
65	B	Mike Wrigley	GB	Matthew Wrigley	GB	Spice SE89P	1989	6500	Yellow
85	B	Tony Sinclair	GB			Spice SE90C	1990	3500	White
181	B	Pierre-Brice Mena	FR			Argo JMI9D	1988	3500	Yellow
6	C	Phil Keen	GB			Porsche 956	1983	2650	White
14	C	Henry Pearman	GB	Mark Sumpter	GB	Porsche 962C	1988	3000	Red
62	C	Paul Knapton	GB			Sauber-Mercedes C8	1985	5000	Midnight Blue
30	D	David Hart	NL			Lola T92/10	1992	3500	White

CLASS A: Post-1990 turbo-charged

CLASS B: Pre-1990 naturally-aspirated

CLASS C: Pre-1990 turbo-charged

CLASS D: 3.5 litre cars

QUALIFYING  Saturday 11:10 – 11:40

RACE 3  Saturday 15:50 – 16:30

RACE 7  Sunday 14:20 – 15:00

STARTING GRID RACE 3 (Rolling Start)



RESULTS - RACE 3

OVERALL RESULTS

1 ST	2 ND	3 RD
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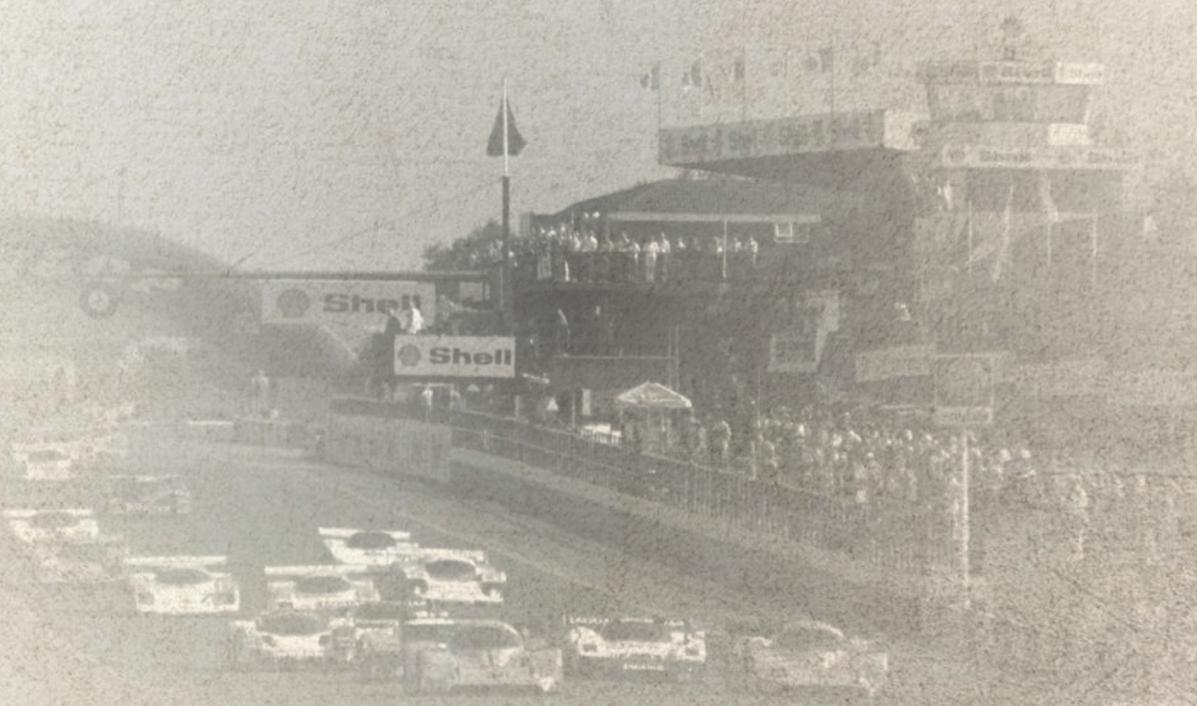
STARTING GRID RACE 7 (Rolling Start)



RESULTS - RACE 8

OVERALL RESULTS

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



FOR LIVE RACE COMMENTARY TUNE IN TO **DONINGTON FM - 87.9FM**

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
Royal Automobile Club Woodcote Trophy									
3	WT2	Josh Ward	GB			Frazer Nash Le Mans Rep	1950	1971	Green
33	WT2	Chris Phillips	GB	Oliver Phillips	GB	Cooper Bristol Sports	1952	1971	Green/Yellow
85	WT2	Stephen Bond	GB			Lister Bristol Flat Iron	1955	1971	Silver
12	WT3	Peter Baker	GB			Aston Martin DB2	1952		Grey
15	WT3	Tania Pilkington	GB	Richard Pilkington	GB	Maserati 300S	1957	2992	Red
16	WT3	Christopher Jolly	GB			Aston Martin DB2	1952	2922	Black
53	WT3	David Reed	GB	Peter Snowdon	GB	Aston Martin DB2	1952	2992	Maroon
67	WT3	Neil Armstrong	GB			Aston Martin DB 2/4 MK I	1954	2922	Blue
10	WT3a	Malcolm Paul	GB	Rick Bourne	GB	Lotus Mk X	1955	1991	Red
20	WT3a	Jonathan Abecassis	GB			Austin-Healey 100/4	1955	2660	Red
450	WT3a	Paul Mortimer	GB	Jonathan Mortimer	GB	Austin-Healey 100/4	1955	2660	Red/Cream
24	WT4	Thomas Ward	GB			Jaguar XK120 Ecurie Ecosse	1951	3442	Blue
31	WT4	Hans Martin Schneeberger	CH			Jaguar C-type	1952	3442	White
68	WT4	Marc Gordon	GB			Jaguar XK140	1961	3442	Grey
84	WT4	Joseph Willmott	GB	Jack Willmott	GB	Jaguar XK140 Gomm Special	1954	3400	Green
4	WT4a	Nick Ball	GB			Jaguar D-type Shortnose	2005	3442	Black
9	WT4a	Benjamin Eastick	GB	Karl Jones	GB	Jaguar D-type	1955	3442	BRG
11	WT4a	Frederic Wakeman	GB			Cooper T38	1955	3442	Dark Blue
37	WT4a	Nigel Webb	GB	John Young	GB	Jaguar C-type	1952	3442	Light Green
144	WT4a	Paul Pochciol	GB			Jaguar C-type	2009	3442	Green
88	WT4	Simon Evans	GB	Tom Hardman	GB	Allard J2X Le Mans	1952	5394	Green
111	WT5	Ken Prichard Jones	GB	Nick Crewdson	GB	Turner Ardun	1951	4880	Blue
Stirling Moss Trophy									
19	SMT1	Ralf Emmerling	D	Phil Hooper	GB	Elva MkV	1959	1218	White
57	SMT1	Ben Adams	GB			Lola Mk I	1959	1220	Blue
27	SMT4	Richard Postins	GB			Lotus Series 1.5 Eleven	1957	1480	Blue
117	SMT4	Ian Dalglish				Lotus 17	1959	1221	Green
5	SMT5	Stephan Joebstl	A	Andy Willis	GB	Lotus 15	1959	1965	Green
14	SMT5	Ollie Crosthwaite	GB	Nick Finburgh	GB	Cooper Monaco T49	1959	1963.4	Green
21	SMT5	Michael Birch	GB	Gareth Burnett	GB	Lotus XV	1958	1960	Green
26	SMT5	Bernardo Hartogs	GB			Lotus XV Series III	1959	1964	Green
49	SMT5	Robi Bernberg	GB	Paul Ugo	GB	Cooper Monaco T49	1959	1960	Blue
2	SMT6	Richard Hudson	GB	Stuart Morley	GB	Lister Knobbly	1958	5562	White
7	SMT6	Gary Pearson	GB	Alex Brundle	GB	Lister Jaguar Knobbly	1958	3781	BRG
8	SMT6	Tony Wood	GB	TBA		Lister Knobbly	1959	3800	Blue
73	SMT6	Chris Clarkson	GB			Lister Knobbly	2013	3781	Green
115	SMT6	John Burton				Jaguar Alton	1958	3800	Red
116	SMT6	James Thorpe	GB	Sean McInerney	GB	Lister Jaguar 'Flat Iron'	1955	3800	Dark Green
133	SMT6	David Hart				Jaguar Lister Costin	1959	3781	Green/Yellow
152	SMT6	John Spiers	GB	Chris Ward	GB	Lister Jaguar Knobbly	2014	3781	Black
170	SMT6	Peter Ratcliff	GB			Lister Knobbly	1958	3781	Green/Yellow

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS WT1 RESULTS

1 ST	2 ND	3 RD
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CLASS WT2 RESULTS

1 ST	2 ND	3 RD
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CLASS WT3 RESULTS

1 ST	2 ND	3 RD
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CLASS WT3a RESULTS

1 ST	2 ND	3 RD
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CLASS WT4 RESULTS

1 ST	2 ND	3 RD
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CLASS WT4a RESULTS

1 ST	2 ND	3 RD
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CLASS WT5 RESULTS

1 ST	2 ND	3 RD
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CLASS INVITATION RESULTS

1 ST	2 ND	3 RD
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CLASS SMT1 RESULTS

1 ST	2 ND	3 RD
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CLASS SMT4 RESULTS

1 ST	2 ND	3 RD
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CLASS SMT5 RESULTS

1 ST	2 ND	3 RD
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CLASS SMT6 RESULTS

1 ST	2 ND	3 RD
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CLASS 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

The 'Mad Jack' for Pre-War Sports Cars



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
2	PW1	Jonathon Lupton	GB	Darren Turner	GB	Aston Martin Team Car	1930	1465	Green
3	PW1	Simon Edwards	GB			Morgan Super Aero	1930	1100	Green
7	PW1	Nigel Dowding	GB			Riley Brooklands	1929	1087	Red
11	PW1	Frederic Wakeman	GB			Frazer Nash TT Replica - Supersport	1928	1496	Aluminium
35	PW1	Sue Darbyshire	GB			Morgan Super Aero	1929	1200	Black
46	PW2	Duncan Wiltshire	GB			Bentley 3 Litre	1928	2996	Blue
1	PW3	Martin Halusa	A			Bugatti 35B	1927	2300	Blue
6	PW3	Steve Ward	GB			Bentley 4.5 litre	1927	4398	Green
9	PW3	Richard Hudson	GB	Stuart Morley	GB	Bentley 3/4½	1925	4398	Blue
10	PW3	Jock Mackinnon	GB			Bentley Tourer	1924	4576	Dark Blue
12	PW3	Hugh Apthorp	GB			Bentley 3 4½	1927	4398	Blue
26	PW3	Clive Morley	GB	James Morley	GB	Bentley 3/4½	1926	4398	Green
32	PW3	Oliver Llewellyn	GB			Bentley 4½	1927	4398	Green
99	PW3	Ewen Getley	GB			Bentley 3/4½	1924	4398	Green
144	PW3	Paul Pochciol	GB			Bentley Tourer	1924	4500	Green
4	PW4	Edward Bradley	GB			Aston Martin Ulster	1935	1498	Red
29	PW4	Richard Illiffe	GB			Riley Kestrel Sports	1934	1496	Blue
44	PW4	Sharlie Goddard	GB	Graeme Smith	GB	Morgan 4-4 Series 1 LMS	1938	1098	Dark Blue
17	PW5	Robert Blakemore	GB			Aston Martin Speed Model	1936	1950	Red
42	PW5	Paul Chase-Gardener	GB			Aston Martin 2 Litre Speed Model	1936	1949	Black
70	PW5	Gareth Burnett	GB			Alta Sports	1939	1960	RAF Blue
77	PW5	Richard Lake	GB	Paul Alcock	GB	Aston Martin Speed	1938	1950	Red
5	PW6	Lukas Halusa	A			Alfa Romeo 8C 2300 Zagato	1932	2300	Maroon
8	PW7	Max Sowerby	GB			Talbot Lago T23	1939	3996	Midnight Bl
20	PW7	Michael Birch	GB			Talbot AV105 Brooklands	1933	3400	Green
51	PW7	Chris Ball	GB			Invicta S Type	1931	4500	Green
39	PW8	TBC				Bugatti Type 35b	1926	2236	Blue

STARTING GRID



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS PW1 RESULTS

1 ST	2 ND	3 RD
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CLASS PW2 RESULTS

1 ST	2 ND	3 RD
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CLASS PW3 RESULTS

1 ST	2 ND	3 RD
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CLASS PW4 RESULTS

1 ST	2 ND	3 RD
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CLASS PW5 RESULTS

1 ST	2 ND	3 RD
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CLASS PW6 RESULTS

1 ST	2 ND	3 RD
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CLASS PW7 RESULTS

1 ST	2 ND	3 RD
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CLASS PW8 RESULTS

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

CLASS PW2: Vintage Under 3000cc

CLASS PW3: Vintage Over 3000cc

CLASS PW4: Post-Vintage Under 1500cc

CLASS PW5: Post-Vintage Under 2000cc

CLASS PW6: Post-Vintage Under 3000cc

CLASS PW7: Post-Vintage Over 3000cc

CLASS PW8: Invitation

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

NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	CAR	YEAR	CC	COLOUR
Tony Dron Trophy									
14	TD2B	Paul Clayson	GB			Alfa Romeo GT V6	1982	2492	White/Green
5	TD2C	Riorden Welby	GB	James Moody	GB	Rover SDI	1981	3528	White
17	TD2C	James Slaughter	GB			Ford Capri Mk III	1978	2995	White
29	TD2C	Peter Smith	GB	Guy Smith	GB	Ford Capri 3S	1981	3000	White
75	TD2C	Jonathan White	GB			Ford Capri 3.0 S	1980	3000	White
31	TD2D	James Thorpe	GB			Chevrolet Camaro	1978	6998	White/Red
Historic Touring Car Challenge									
66	HT2B	Nick Whale	GB	Ian Guest	GB	Ford Escort RS1600	1971	2000	Yellow/Green
1	HT2C	Lukas Halusa	A	Martin Halusa	A	BMW CSL	1975	3498	BMW Italia
3	HT2C	Daniel Reinhardt	CH	Dominique Reinhardt	CH	BMW 3.0 CSL	1971	3496	White
7	HT2C	Gary Pearson	GB	Alex Brundle	GB	Ford Capri RS3100	1975	3412	Blue/White
11	HT2C	Frederic Wakeman	GB			BMW CSL	1973	4398	Orange
82	HT2C	Peter Hallford	CA	Josh Cook	BR	Ford 1970 Boss Mustang	1970	5958	White
88	HT2C	Richard Kent	GB	Chris Ward	GB	Ford Broadspeed Capri	1975	3400	White/Blue
751	HT2C	Simon Evans	GB	Joe Twyman	GB	Ford Capri RS2600	1972	2997	Blue
8	HT4B	Darren Fielding	GB			BMW E30 M3	2021	2500	White
19	HT4B	Mark Smith	GB	Arran Moulton-Smith	GB	BMW E30 M3	1990	2500	White/Red
101	HT4B	Mark Smith	GB	Arran Moulton-Smith	GB	BMW E30 M3	1990	2500	White/Red/Blue
10	HT4C	Julian Thomas	GB			Ford RS500	1989	1994	White/Blue
33	HT4C	Paul Smith	GB	Steve Soper	GB	Ford RS500	1988	1994	Yellow
37	HT4C	Simon Garrad	GB			Nissan Skyline R32	1990	2600	Red/Black
55	HT4C	Jonathan Bailey	GB			Nissan Skyline	1990	2600	Green
85	HT4C	Daniel Brown	GB	Sean Brown	GB	Ford Sierra Cosworth RS500	1990	1994	White/Yel/Blk
117	HT4C	David Tomlin	GB			Ford RS500	1989	2000	White
123	HT4C	Ric Wood	GB	TBC		Nissan Skyline GTR	1990	2600	Blue



STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS TD2B RESULTS

1 ST	2 ND	3 RD
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CLASS TD2C RESULTS

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

CLASS TD2D RESULTS

1 ST	2 ND	3 RD
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CLASS HT2B RESULTS

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

CLASS HT2C RESULTS

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

CLASS HT4B RESULTS

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

CLASS HT4C RESULTS

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

CLASS TD2B: Group 1½ under 2500cc

CLASS TD2C: Group 1½ Under 4000cc

CLASS TD2D: Group 1½ over 4000cc

CLASS HT2B: Group 2 under 2500cc

CLASS HT2C: Group 2 over 2500cc

CLASS HT4B: Group A Post '85 under 2500cc

CLASS HT4C: Group A Post '85 Over 2500cc

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



NO.	CLASS	DRIVER 1	NAT.	DRIVER 2	NAT.	DRIVER 3	NAT.	CAR	YEAR	CC	COLOUR
8	1B	Max Girardo	CH	James Cottingham	GB			Lister Jaguar Costin	1959	3781	Blue/White
22	1B	Mike Thorne	GB	Sarah Bennett-Baggs	GB			Austin-Healey 100M	1954	2660	Grey
21	2A	Chris van Lanschot	NL	Karsten Le Blanc	NL			Austin-Healey 3000	1960	2912	Green
61	2A	Doug Muirhead	GB	Jeremy Welch	GB			Austin-Healey 3000	1964	2992	Red
68	2A	Marc Gordon	GB	Nick Finburgh	GB			Lotus Elite	1961	1220	Green
149	2A	Robert Ingram	AUS	Iain Rowley	GB			Lotus Elite Series 2	1961	1216	Green/yellow
207	2A	Crispin Harris	GB	James Wilmoth	GB			Austin-Healey 3000	1960	2991	Red
4	2B	Nikolaus Ditting	D	Ollie Hancock	GB			Aston Martin DB4 GT	1960	3670	Green
611	2B	Gregor Fisker	GB	Pat Blakeney-Edwards	GB	Christoff Cowens	GB	Jaguar E-type	1961	3869	White
5	3A	Stephan Jobstl	A	Philipp Buhofer	CH	George McDonald	GB	Lotus Elan 26R	1964	1596	Black
26	3A	Chris Fox	GB	Nick Pink	GB			Lotus Elan 26R	1963	1558	White
75	3A	Simon Evans	GB	James Littlejohn	GB			Lotus Elan 26R	1964	1594	Yellow
84	3A	Steve Jones	GB	Chris Atkinson	GB			Lotus Elan 26R	1965	1558	Grey
85	3A	Stephen Bond	GB	Cliff Gray	GB			Lotus Elan 26R	1965	1558	Red
600	3A	Sam Tordoff	GB	John Tordoff	GB			Lotus Elan	1965	1600	Blue
47	3B	Malcolm Paul	GB	Rick Bourne	GB			TVR Grantura Mk III	1963	1840	Red
126	3B	Guy Harman	GB	Nick Finburgh	GB			MG B	1964	1796	White
91	3C	David Clark		Ben Cussons	GB			Porsche 911	1965	1998	Red
99	3C	James Thorpe	GB	Sean McInerney	GB	Phil Quaife	GB	Porsche 911	1965	1998	White
777	3C	Guy Ziser	GB	Richard Tuthill	GB			Porsche 911	1965	1991	Green
7	4A	Wolfgang Friedrichs	D	Simon Hadfield	GB	Michael Mallock		Aston Martin Project DP214	1963	3.8L	Green
17	4A	Jonathan Bloohn	GB	Andrew Nunn	GB			TVR Griffith	1965	4727	Red/Gold
27	4A	Roy Alderslade	GB	Andrew Jordan	GB			Shelby Daytona Cobra Coupe	1965	4700	Blue
33	4A	Daniel Reinhardt	CH	Dominique Reinhardt	CH			Jaguar E-type Semi-Lightweight	1961	3869	White
34	4A	Jon Minshaw	GB	Phil Keen	GB			Jaguar E-type	1961	3800	Grey
55	4A	Martin Melling	GB	Mark Burton	GB	Jason Minshaw	GB	Jaguar E-type Low Drag	1962	3800	Blue
72	4A	Richard Cook	GB	James Cottingham	GB			Shelby Cobra	1963	4837	Black
73	4A	Chris Clarkson	GB	David Smithies	GB	Jack Chatham	GB	Austin-Healey 300 Mk I	1958	2963	Green/White
74	4A	Chris Chiles Snr	GB	Chris Chiles Jnr	GB			Shelby Cobra	2015	4937	Blue
76	4A	David Hart	NL	Olivier Hart	NL	Nicky Pastorelli	NL	AC Cobra	1965	4727	Blue
78	4A	Rupert Clevely	GB	Jack Tetley	GB	Nick Maton	GB	Jaguar E-type	1961	3800	Red
88	4A	Richard Kent	GB	Chris Ward	GB			Jaguar E-type	1965	3800	White/Blue
114	4A	Guy Grant	GB	Mark Hales	GB			TVR Grantura	1964	1840	Blue
3	5	Steve Ward	GB	Thomas Ward	GB	Josh Ward	GB	Ginetta G4R	1965	1720	Grey
160	5	Michael Birch	GB	Gareth Burnett	GB	Richard Bradley	GB	Elva GT160	1964	1991	Blue/White

STARTING GRID (Rolling Start)



RESULTS

OVERALL RESULTS

1 ST	2 ND	3 RD
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CLASS 1B RESULTS

1 ST	2 ND	3 RD
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CLASS 2A RESULTS

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

CLASS 2B RESULTS

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

CLASS 3A RESULTS

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

CLASS 3B RESULTS

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

CLASS 3C RESULTS

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

CLASS 4A RESULTS

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

CLASS 5 RESULTS

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

CLASS 1B: Pre-'61 Sports Cars disc braked

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

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

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

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

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

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

CLASS 5: GTP Cars under 2000cc

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Opens 07.30
Bar closed 23.00

SATURDAY 30 APRIL

Opens 07.30
Food until 20.00
Bar closed 23.00

SUNDAY 1 MAY

Opens 07.30
Food until 19.00
Bar closed 19.00



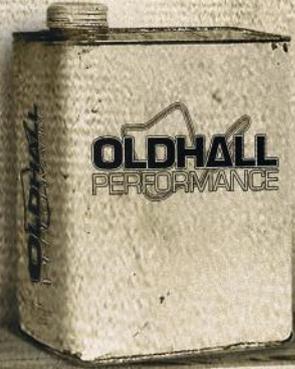
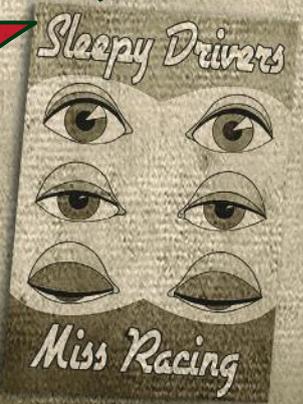
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Saturday 30 April - Sunday 1 May 2022

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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.

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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.

MAP KEY

Not all facilities are available at every event

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

VIEWING KEY

Hollywood Grandstand	Silver Hospitality
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