

**SEGA  
EUROPEAN  
GRAND PRIX  
DONINGTON  
9  
10 11 APRIL 1993**

OFFICIAL PROGRAMME  
£5.00

**Formula 1**



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**SEGA**

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# AIR MARSHAL



As the airport of the European Grand Prix, we're proud to have done our bit by marshalling the drivers and their teams safely in to land.

So good luck to everyone taking part today. And thank-you to all those, especially the track marshals at the circuit, who make the event run smoothly.



**EAST MIDLANDS INTERNATIONAL**  
**THE AIRPORT OF THE EUROPEAN GRAND PRIX**

# SEGA EUROPEAN GRAND PRIX DONINGTON 9 TO 11 APRIL 1993

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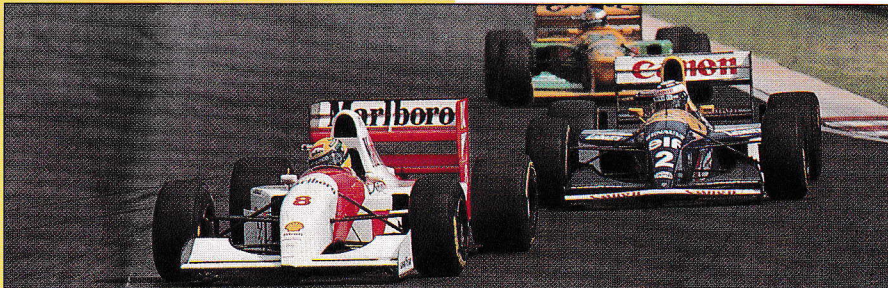


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This meeting is held under the General Regulations of the RAC Motor Sports Association Ltd, incorporating the provisions of the International Sporting Code of the FIA, and the Supplementary Regulations  
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RACMSA Permit No: 29894

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Sutton Photographic

Senna gave McLaren victory. Bob Constanduros looks at a new season, with hopes of further British success

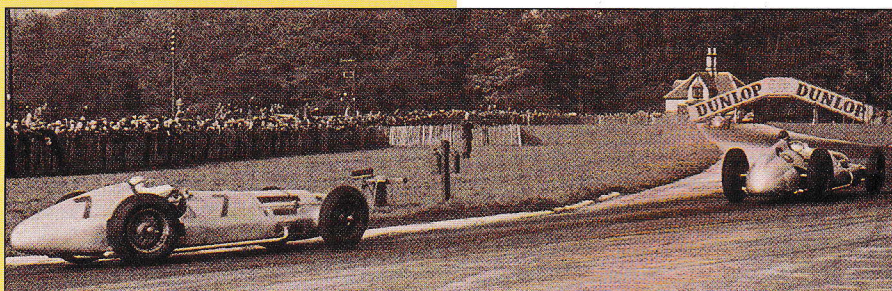
*Ayrton Senna and Alain Prost have each won a grand prix so far this season, the Brazilian in his home country and Prost in South Africa*

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Geoffrey Goddard Collection

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*Donington Park pre-war: the mighty Mercedes-Benz 154 'Silver Arrows' in action in the 1938 Grand Prix*

**"I CAN'T** pretend that my Daimler Sovereign is a very practical car. In fact it's probably spent more time off the road than on it (actually, at 18 miles to the gallon that's not a bad thing).

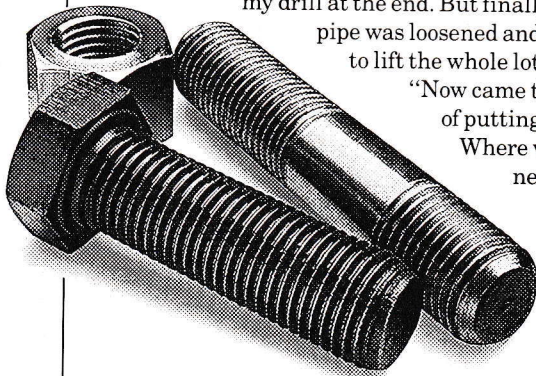
"But practical or not, I love it. And I've spent more than my fair share of weekends rebuilding it.

"On Saturday 13th June, I was working on the exhaust. It was a glorious day, and I was keen to get the job finished so I could drive down to my fishing boat. My fishing boat? That's another story.

"The Sovereign's downpipe was rusted through, and so were the connecting bolts. I ended up chiselling two out, grinding the heads off, and even resorting to my drill at the end. But finally the downpipe was loosened and I managed to lift the whole lot out.

"Now came the problem of putting it all back.

Where would I find new Manifold Studs and replacement bolts for a 1983 Daimler Sovereign



MR. L. BROWN, TYNE AND WEAR

## "Where did I find new Manifold Studs for my 1983 Daimler Sovereign? Just down the road of course!"

at 3 o'clock on a Saturday afternoon? There was only one answer.

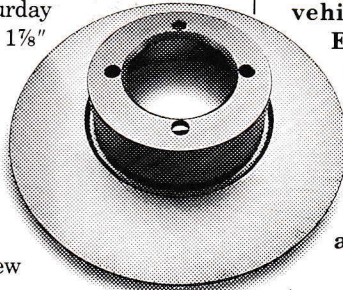
"My local Halfords Superstore – the Gateshead Branch – is five minutes away. It's open late. It's open Sundays. It's got good parking. The prices are great. And you never feel hassled there.

"It's even got its own Parts Store. They make it quick and easy to find what you want, and even if it's not in stock – like the brake discs I once needed for an old Vauxhall Carlton – it's in within a day or so.

"So would I be lucky on Saturday 13th? Of course I was!  $\frac{3}{8}$ " UNF  $\times$   $1\frac{1}{8}$ " Manifold Studs for a 1983 Daimler Sovereign were no problem for Halfords.

"The job was completed ready for my fishing trip next morning, and the weather stayed fantastic.

"Mind you, there were a few more weekends' work before the car got to the state you see it now. Two days before the photographer arrived, the front wings were covered in nothing but primer – but that's another story..."



Halfords Part Stores are the new, simple way to get the right part at just the right price, 7 days a week. We are introducing them into all our 175 Superstores over the next 12 months. For your nearest, call 0345 626 625\*.

Our computerised system identifies exactly the right approved, branded part from a database of over 400,000 vehicle applications.

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We also supply a comprehensive range of specialist tools and workshop equipment.

Mr Brown's story is a genuine customer experience. If you have an interesting Parts Store story, write to us at Halfords Parts Store, Tower House, 8 Southampton Street, London WC2E 7HA.



# HALFORDS

## Parts Store

# WELCOME

Today marks the realisation of a dream, the culmination of a long and arduous fight, the fulfilment of my ambition. Donington Park means so much to me, and I have always argued the case that a Formula 1 race should be held here. That is why the SEGA European Grand Prix is so special to me, and I am delighted to welcome you here to witness what will certainly be a great occasion.

My determination is, I suppose, based on those far back days when, as a schoolboy, I watched the great pre-war days of the circuit. The marvellous sight and sound of the 'Silver Arrows' – the Mercedes-Benz as they took on the Auto Unions in those great Donington Grands Prix of 1937 and 1938. It is something that I will never forget.

Today, those memories will come flooding back, as I am privileged to drive one of those 'Silver Arrows' in the special historic parade of grand prix cars from that era.

After military service, my business grew and I was able to take a more active role in racing and, in 1971, bought Donington Park to provide both a home for my collection of grand prix cars, and also to re-open the circuit.

It was a long and costly struggle, but it was won. Then, for 22 years, it was a battle to get a Formula 1 race. Now, it is here. I would like to thank Bernard Ecclestone for his advice and help and also Max Mosley, President of the FISA, and the FIA World Motor Sports Council delegates, for granting this race to the world's only privately-owned grand prix circuit.

Since it was announced Robert Fearnall and Maurice Jones, with their small team of just 10 people at Two Four Sports, have worked wonders to put the event together – I think a record in itself that so much has been achieved by so few. My thanks to them, their various contractors, to the RAC Motor Sports Association which is organising the racing and to the many marshals without whom the day could not happen.

Thank you for coming along to see this milestone in world motor racing history which comes almost 60 years to the day since the first ever car race was held at Donington. The circuit has come a long way since then.

This season we have a wonderful array of World Championship action – after the SEGA European Grand Prix, there is the seventh annual running of the British Motorcycle Grand Prix, World Superbikes and a special stage of the World Rally Championship, plus International Formula 3000 and Sportscars.

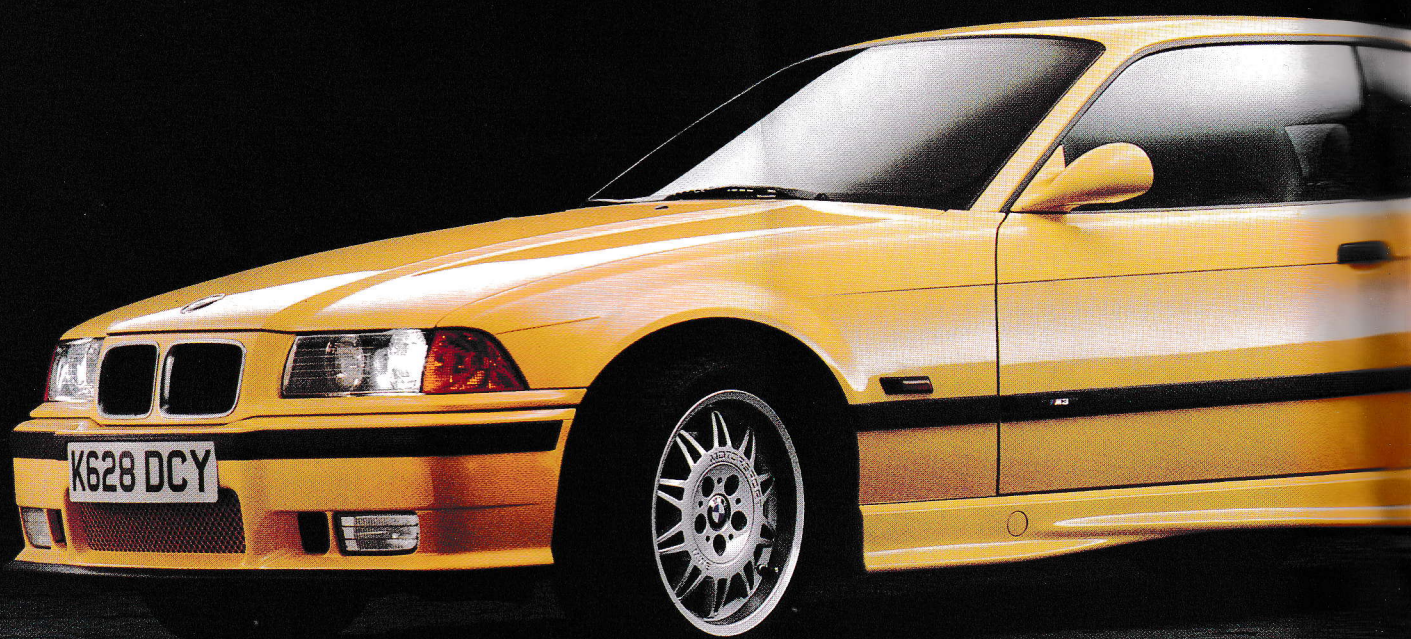
Donington has come of age today, but there is still much more to come before both the circuit and myself are much older.

Enjoy yourselves at this great day.



A handwritten signature in black ink, appearing to read 'F B Wheatcroft'.

F B 'Tom' Wheatcroft  
Donington Park



## THE NEW M3 IN YELLOW.

Would it be going too far to describe the new BMW M3 as the understatement of the year? BMW think not.

There is little in its appearance to hint that, yet again, BMW has totally redefined the sports car. Spoilers are nowhere to be seen. (As with the legendary Z1, they're underneath the car.)

Here is a machine launched, some might imagine, in the shadow of the most successful sports car ever built.

The previous M3 notched up 1500 victories on the track, one for almost every day of its life.

Yet the performance of the new M3, with 286 bhp, eclipses

its forerunner. At idle speed, it delivers virtually the same torque as its predecessor achieved at full revs.

This was made possible by BMW Motorsport's revolutionary continuously variable valve timing system.

Thus for the new M3, there is no such thing as a torque curve. From idle, the torque climbs to 236 ft.lbs at 3600rpm. From there, it's a straight line all the way to 6500 rpm.

As a result, power is available in any situation, even when 5th gear is engaged at 1000 revs.

0-62 takes 6 seconds. 62-0 a mere 2.8.



## OR INCOGNITO.

Yet to BMW, what makes the M3 revolutionary is not merely its exceptional responsiveness and performance but something more down to earth.

This is the first sports car to put fuel efficiency top on the agenda with performance. Its normally aspirated 24 valve, 3 litre engine is more fuel efficient than many a production 2 litre engine. And it exceeds the world's toughest emission regulations by 50%.

Two quotes sum up the new M3's achievements.

'Point to point, this is probably the fastest car BMW has built!'  
Autocar & Motor, 9th December 1992.

And 'Considering the strength of its performance, the M3's average fuel consumption of 30.9mpg is sensationally low.' Car, January 1993.

In other words, in the BMW M3, response and responsibility go together for the first time. But then, that's BMW.



**THE ULTIMATE DRIVING MACHINE**

# McLaren versus Williams ... ... again ...



... but Bob Constanduros expects things to change at Donington

While the opening two grands prix of the year have got the season off to a crash-bang-wallop start, they have also featured classic Williams versus McLaren struggles at the front. Both have depended on Ayrton Senna making a good start and race honours are evenly shared one-all, with Senna winning at home where his Ford HB V8's engine was actually at a greater disadvantage to the Renault V10, of the Williams team.

The fact is that the Renault has considerably more power than the Ford and it tends to show more on open circuits than on the tighter ones. The height and configuration of Kyalami reduced the difference and promoted a fabulous Senna versus Prost battle for practice honours, won by Alain Prost. At Interlagos, however, Senna couldn't get within 1.8 sec of pole – again it was Prost – and Donington is expected to diminish the difference again.

Senna and McLaren have remained the chief Williams challengers, although Michael Schumacher in the Benetton has shadowed Senna both in qualifying and races and, with the new car due at Donington, he expects to assume the Williams-challenging role. Senna is upset that he doesn't have the pneumatic valves found in Schumacher's Ford engine, the Brazilian saying that it would make all the difference; Schumacher disagrees.

Getting Formula 1 cars off the line has proved a major problem in both races, but Senna has practised hard (Stewards have now banned practice starts) and it has paid dividends. In Kyalami, he shot off the line and into the lead while Prost bogged down and dropped to fourth, which became third when team-mate Damon Hill spun down the pack.

For the first 15 laps there was a great Senna, Schumacher, Prost battle before the Frenchman overtook the German

## Changing the rules

No fewer than 15 major changes were made to the sporting and technical regulations for Formula 1 at the beginning of this year, and one or two of those have even changed since then!

Of course the major difference for spectators is that practice sessions have been rescheduled – *twice!* They are unlikely to change again, so the Brazilian schedule is probably set for the season: two sessions each day, free practice from 0930 to 1100hrs during which a driver can do a maximum of 23 laps; if he does any more, the 12 laps that he is allowed in qualifying from 1300 to 1400hrs is reduced by a corresponding number.

The number of tyres used during the weekend is limited to 28 per car, although another set of four – usually Goodyear's harder compound – may be used for evaluation purposes, but may not be included as one of the two sets still allowed for qualifying.

There was another change in Brazil: with the withdrawal of March from the championship, there are now 26 cars and, in theory, only 24 would be allowed to start. So that there is a representative of each team on the grid, however, team managers agreed that 25 cars will be allowed to start each race.

As no competitor may use more than two cars for each of the two practice days, once a car has stopped out on the circuit, the team is tending to make drivers share cars, particularly in qualifying.

There are also new restrictions for testing, super licences, driver changes and press conferences, plus several technical changes. First, tyres are reduced in width from a maximum of 18 to 15 inches. The maximum overall width of the car is reduced (215cms to 200cms) as is the maximum overhang of the front wing (100cms to 90cms) and the maximum height of the rear wing (100cms to 95cms), while the front wing end plates have been raised from 25mm to 40mm above the flat bottom. There are new oil system, safety equipment and fuel regs.

and then there were another eight laps of Prost chasing Senna before Prost eased by. He then disappeared into the distance and his 45th grand prix win. Senna, struggling with weird handling, coped with Schumacher for another 13 laps. But later the German made a half-hearted overtaking manoeuvre, treated with contempt by Senna which resulted in Schumacher's exit and a safe second place for Senna.

Senna's start in Brazil was again a flyer: from the second row, he squeezed past Hill into second place and, although he could do nothing about the disappearing Prost ahead, he did manage to hold up Hill and Schumacher for 10 laps until Hill powered past. Again, the Senna and Schumacher show held interest – until the rain.

In fact, both races have been rain-affected, Kyalami's traditional afternoon shower soaking the last two laps of the South African Grand Prix and costing Derek Warwick his first points of the year. In Brazil, the rain came just as some drivers were pitting for new slicks. But it came suddenly and hard and caused chaos. Both the Japanese drivers spun and damaged their cars as they wanted to stay out on new slicks. Christian Fittipaldi disobeyed team orders to come in for wets like everyone else; he thought he could profit from local weather knowledge – but spun. And Prost, incorrectly thinking that he had to stay out because Hill was in the pits, came upon the wreckage, hit some debris, and spun out of the race.

This brought out a pace car for the first time in the history of grand prix racing, and the system worked well. Hill's first experience of leading a grand prix was at all of 60mph, and there he remained ahead of Senna, Schumacher, Alesi and the rest for seven laps. When the pace car went in, the track was drying and pretty soon everyone was in for slicks.



# SEASON SO FAR

As Hill came out of the pits, Senna swooped past him and, for the next 12 laps, Hill tried hard to get on terms with the McLaren. But then the gap began to widen. Hill was in tyre trouble, couldn't maintain Senna's pace, and settled for a safe second place, his first visit to the rostrum.

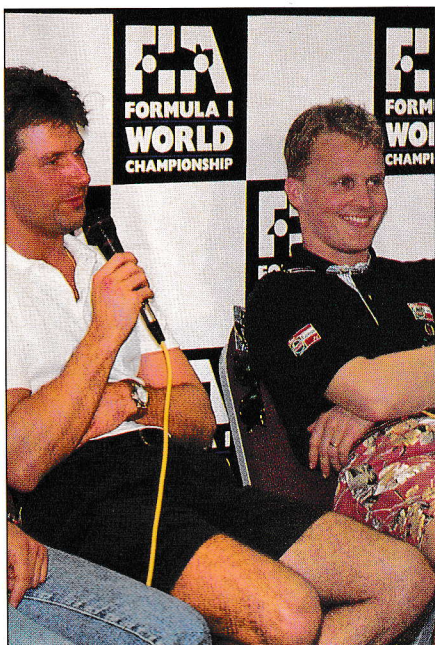
Two other English drivers have scented the Moet too. Mark Blundell and Ligier team-mate Martin Brundle were consistently competitive at Kyalami, but it was the former who survived a race of attrition to claim third position and his first rostrum visit.

Johnny Herbert might have looked forward to the same, after a well-timed early stop for slicks at Interlagos left him third when everyone else stopped. But in the closing stages both Blundell and a much-delayed Schumacher closed on him, and it was the Benetton driver who swept past both Brits to claim second – although Johnny did surprise Schumacher by immediately re-overtaking him on the first attempt.

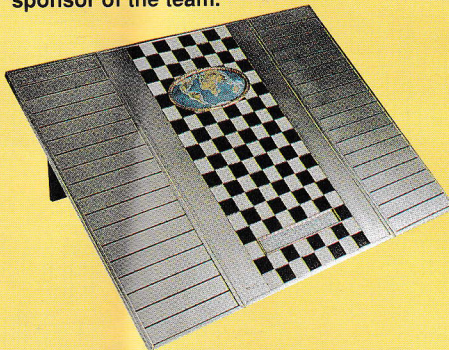
Brundle had a late spin at Kyalami, like Warwick, and an early tangle with Fabrizio Barbazza at Interlagos so he will be hoping for better at Donington, while Warwick is looking forward to Footwork's new FA14 after losing out in the first two races of the year.

Senna's team-mate, Michael Andretti, has had a torrid time of Formula 1 so far, crashing in both races, while Riccardo Patrese has yet to finish for Benetton. Sauber have been impressive, scoring points in their very first grand prix, and Ferrari have been quicker than expected but fragile, all problems caused by the active suspension. Larrousse, Fittipaldi and Barrichello have had their moments in what has been a dramatic start to the season.

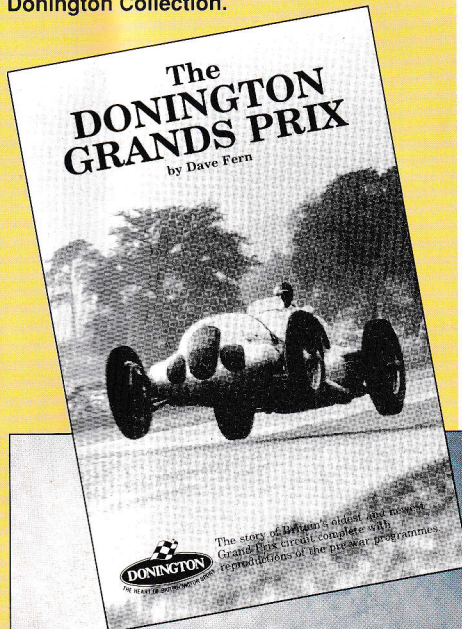
All Formula 1 illustrations by  
**SUTTON** photographic  
 CAPTURING THE SPIRIT OF MOTORSPORT



The trophies for this weekend's SEGA European Grand Prix have been created by Richard Fox, whose first commissions in the motor sport world were the Bernie Ecclestone Trophy (below) and FIA Television Trophy in 1984. Since then he has produced winners medals and constructors' trophies and become so involved in the motor sport business that he now part-sponsors, with his partner in Milton Fox, Serena Milton, a Formula Ford team, funds raised through the sale of sterling silver lapel pins of the Van Diemen RF93 in question – each purchaser becomes an associate sponsor of the team.



If you're looking for a worthwhile souvenir of your visit to Donington this weekend, consider *The Donington Grands Prix* by Dave Fern; extensively illustrated, it is the story of Britain's oldest and newest grand prix circuit and includes reproductions of the pre-race programmes. The cover price is £10 and it is available at The Donington Collection.



Britain has five representatives in grand prix racing this year: Derek Warwick (top left) returns, with Footwork; he is pictured with Martin Brundle, now at Ligier, where his team-mate is Mark Blundell, who finished third in South Africa (below). Damon Hill (bottom) was second for Williams in Brazil, where Johnny Herbert (bottom left at a press briefing) just missed the podium

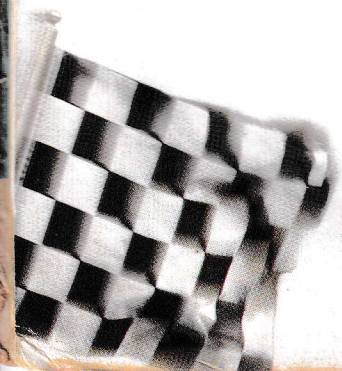




Photographer: Pascal Rondeau

## BEHIND EVERY SPLIT-SECOND DECISION IS A COMPLETE COMPANY.

At speeds approaching 200 mph, Formula One drivers don't have time to consider their next move. They rely on instinct, their car and, most importantly, on their team. A well-equipped back-up team can provide the critical edge needed for victory. This is why in 1993, for the ninth year in succession, Canon is proud to be the title sponsor of the Canon Williams Team. Our active participation helps put hundreds of people behind the Canon Williams drivers. A comforting thought for anyone travelling at 200 mph.



**Canon**

SUPPORTING THE WORLD OF SPORT



# TEAM GUIDE

## DAMON HILL (GB)

**Born:** 17/09/60, Hampstead, England; married to Georgie, two children, Oliver and Joshua  
**GP debut:** Britain 1992 (Brabham)

With only two grands prix starts prior to this season, Damon, son of double World Champion Graham, won Mansell's vacant Williams seat by merit of his extensive testing experience with the team. Started racing in 1984 and collected wins in Formula Ford and F3 before three frustrating F3000 seasons and graduation to F1 last year.

0



2

## Canon Williams (GB)

**Entrant:** Williams Grand Prix Engineering  
**Base:** Didcot, England  
**Chassis:** Williams FW15C  
**Engine:** Renault RS5 V10  
**Tyres:** Goodyear  
**Fuels/lubricants:** Elf

## ALAIN PROST (F)

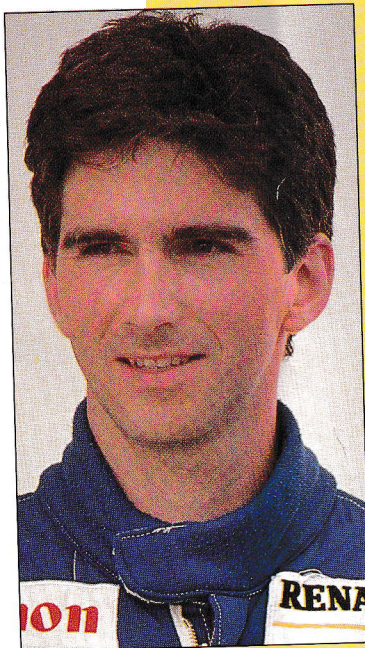
**Born:** 24/02/55, St. Chamond, France; married to Anne-Marie, two children Nicholas and Sacha  
**GP debut:** Argentina 1980 (McLaren)

The most successful grand prix driver ever, with three World Championships to his name, Prost returned to F1 last month after a year's sabbatical and looked as if he had never been away. First raced nearly 20 years ago in Formula Renault, graduating to F1 in 1980 after taking French and European F3 championships.

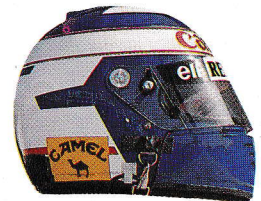
Autograph



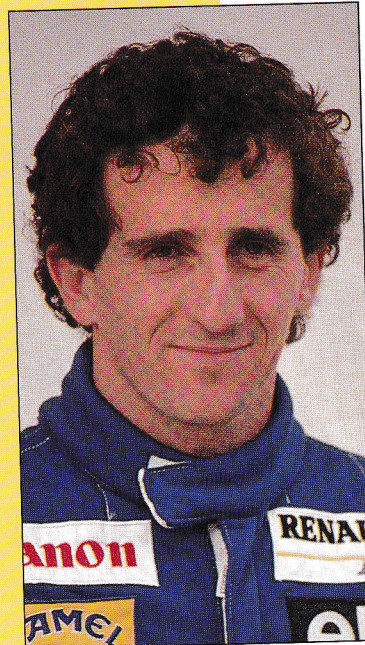
His helmet is painted in the colours of the London Rowing Club, of which his parents were both keen and successful members. Father, the late 1962 and 1968 World Champion Graham Hill, was one of the first to paint his helmet with a design. Damon has used the same colours since he raced motorcycles and is proud to do so.



Autograph



Inspiration comes from the W of the Winfield School at which Alain won the Volant Elf back in 1975. Originally he had a blue helmet, then a white one, hence the current colours. After one or two attempts by Alain, artist Michel Raymond drew the current design which has been virtually the same since 1978.



## TEAM GUIDE

### UKYO KATAYAMA (J)

**Born:** 29/05/63, Tokyo, Japan; married to Rumiko  
**GP debut:** South Africa 1992 (Larrousse)

After a grounding in single-seater racing in Japan, Katayama moved to France in 1986 to try Formula Renault and F3. Returned home in '88 to the domestic F3000 series, winning the championship in '91. A difficult debut F1 season for Larrousse last year with ninth place his best race result.

3



4

### Tyrrell (GB)

**Entrant:** Tyrrell Racing Organisation  
**Base:** Ockham, England  
**Chassis:** Tyrrell 020C  
**Engine:** Yamaha OX10A V10  
**Tyres:** Goodyear  
**Fuels/lubricants:** BP

### ANDREA DE CESARIS (I)

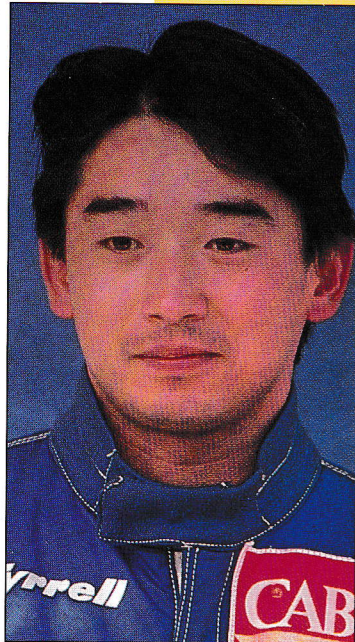
**Born:** 31/05/59, Rome, Italy; married to Angela  
**GP debut:** Canada 1980 (Alfa Romeo)

Enjoys the dubious honour of being the most experienced driver never to have won a grand prix. His first single-seater event was in 1977 and within three years he progressed to F1, since which time he has driven for Alfa, McLaren, Ligier, Minardi and Jordan, among others. His switch to Tyrrell last year marked a career renaissance.

Autograph



"The reason that my helmet is blue, red and white is simply that I like those colours," says the Tyrrell driver. "I did the design myself and it's been virtually the same since 1985, although the design has once changed slightly since then."



Autograph



"A cross between Marlboro and Italy," is how Andrea describes the helmet that he designed himself and which has been virtually the same since he raced Formula 3 in England. At one time, it incorporated his name too. It has his national colours – red, white and green – which includes the colours of his faithful sponsor, Marlboro.



# TEAM GUIDE

## MICHAEL SCHUMACHER (D)

Born: 03/01/69, Hürth Hermülheim, Germany; single  
GP debut: Belgium 1991 (Jordan)

An unconventional route to F1, via sports car racing with Mercedes, did nothing to blunt Schumacher's talent. Seventh on the grid for his debut GP with Jordan in '91, his talents were quickly spotted and snapped up by Benetton, with whom he remains. Debut victory was in Belgium last year on his way to third overall in the championship.

5



6

## Camel Benetton Ford (GB)

Entrant: Camel Benetton Ford  
Base: Witney, England  
Chassis: Benetton B193A  
Engine: Ford HB V8  
Tyres: Goodyear  
Fuels/lubricants: Elf

## RICCARDO PATRESE (I)

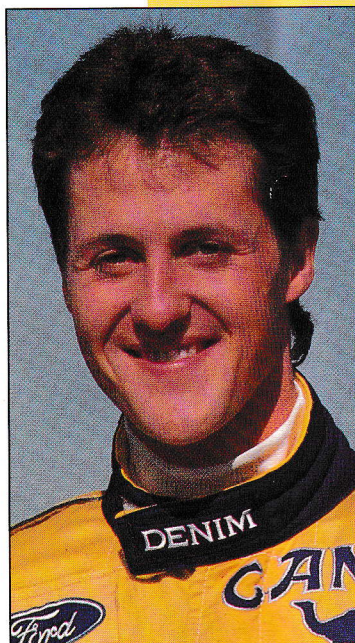
Born: 17/04/54, Padua, Italy; married  
GP debut: Monaco 1977 (Shadow)

Now in his 17th consecutive grand prix season, Patrese is far and away the most experienced driver in the field. His big break came in '88 with Williams, for whom he scored four victories and took runner-up spot in the championship last year before losing his seat in the Mansell/Senna/Prost squabble for a place in the team.

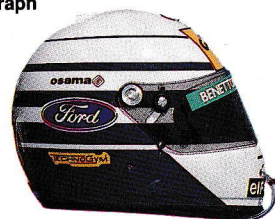
Autograph



Look carefully and you'll find the national colours of Germany on Michael's helmet – black, red and yellow – but more predominant is the blue on top of the helmet. Michael told a friend what colours he wanted, and the friend came up with the current design, complete with stars, and it has changed little since 1986.



Autograph



Riccardo's helmet was in national colours when he was karting but, when he started racing cars, he changed to the current pattern. It was designed by his brother, Alberto, who decided on the blue and white colours, and Riccardo has been perfectly happy with the design ever since.



## TEAM GUIDE

### MICHAEL ANDRETTI (USA)

**Born:** 05/10/62, Bethlehem, USA; married to Sandra, two children, Marco and Marissa  
**GP debut:** South Africa 1993 (McLaren)

This may be his first GP season, but Michael, son of 1978 World Champion Mario, is no stranger to single-seater success. First raced in 1980 in USA Formula Ford and won his native Super Vee and Formula Mondial championships before taking to Indy Cars full time in '86, winning the championship in 1991 and taking runner-up spot last year.

7



8

### Marlboro McLaren (GB)

**Entrant:** McLaren International  
**Base:** Woking, England  
**Chassis:** McLaren MP4-8  
**Engine:** Ford HB V8  
**Tyres:** Goodyear  
**Fuels/lubricants:** Shell

### AYRTON SENNA (BR)

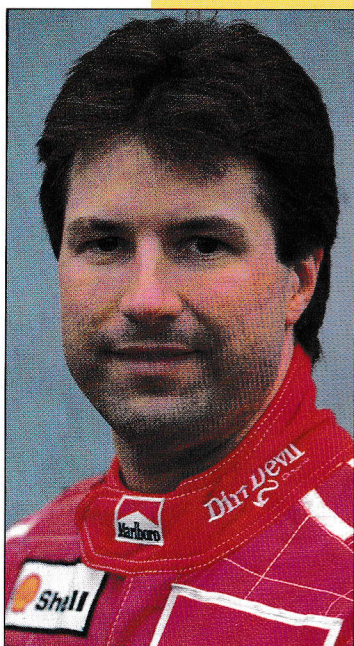
**Born:** 21/03/60, Sao Paulo, Brazil; single  
**GP debut:** Brazil 1984 (Toleman)

Senna's inexorable rise to F1 domination began in karting in 1973. He came to Britain in 1981 and walked off with FF1600, FF2000 and F3 titles in successive years. His first GP win was with Lotus in 1985, his first championship title with McLaren in '88. Series runner-up in '89, he went on to claim two championships back-to-back with McLaren in '90 and '91.

Autograph



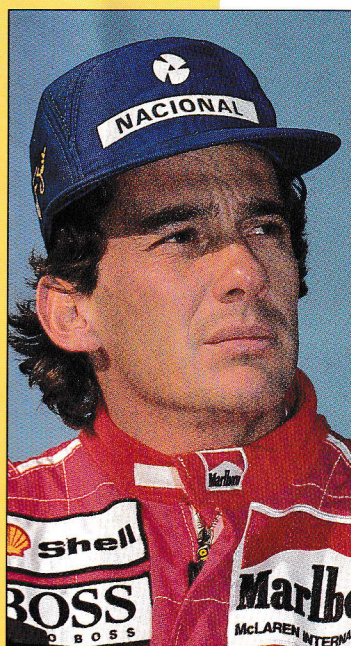
Michael's helmet is basically in what could be called the Andretti colours, a design pioneered by his father back in the seventies, and which Michael has had since his days in karting. This year, Michael has incorporated the American flag into his helmet, as the only American driver in the World Championship.



Autograph



Designed by Sid, a well-known Brazilian helmet designer, Senna's helmet originally had to incorporate his national colours for the World Karting Championship. Ayrton says the colours are representative: yellow is Japanese for luck, green in Brazilian is for hope, and white symbolizes peace, energy and power.



## TEAM GUIDE

### DEREK WARWICK (GB)

Born: 27/08/54, Alresford, England; married to Rhonda  
**GP debut:** Las Vegas 1981 (Toleman)

Reigning Sportsscar World Champion Warwick made a welcome return to F1 in South Africa last month. His long grand prix career has seen him at the wheels of cars from Toleman, Renault, Brabham, Arrows and Lotus, but despite knocking on the door of GP success many times, it has failed so far to open for him.

9



10

### Footwork Mugen-Honda (GB)

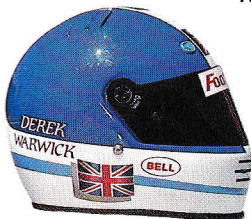
**Entrant:** Footwork  
 Grand Prix International  
 Milton Keynes, England  
**Base:**  
**Chassis:** Footwork FA14  
**Engine:** Mugen Honda V10  
**Tyres:** Goodyear  
**Fuels/lubricants:** BP

### AGURI SUZUKI (J)

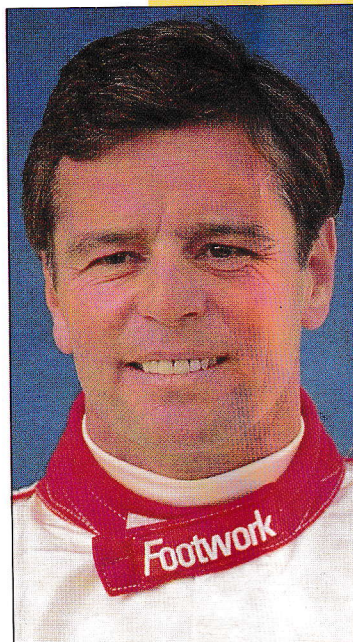
Born: 08/09/60, Tokyo, Japan; married  
**GP debut:** Japan 1988 (Lola)

Competition in Japanese single-seater formulae prepared Suzuki for his grand prix debut in Japan in 1988, for Lola. Two seasons with Larrousse and one with Arrows have seen little in the way of success since, however, save for his 1990 third placing at Suzuka. Victim of several accidents last year.

Autograph



Designed by his brother-in-law who was a spray painter at the time, Derek couldn't really afford to change his helmet, but he liked the design and his helmets have been the same colours since 1975. There have been minor alterations since then, but Derek sees it as a symbol of his late brother Paul and himself.



Autograph



"A friend of mine in Japan designed my helmet," says the Footwork driver, "and I've now used the same design for four years. Before, it was very simple with just one stripe, but I like this design. My friend decided on the colours and incorporated a big A for Aguri on the side."



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# TEAM GUIDE

## ALESSANDRO ZANARDI (I)

Born: 23/10/66, Bologna, Italy; single  
GP debut: Spain 1991 (Jordan)

Last-minute replacement in the Lotus squad for the defecting Hakkinen, Zanardi brings with him a wealth of single-seater experience. Impressed with Jordan in his limited F1 programme in 1991 but failed to find full time seat for '92, though he did deputise for Fittipaldi at Minardi.

# 11



# 12

## Team Castrol Lotus (GB)

**Entrant:** Team Lotus International  
**Base:** Wymondham, England  
**Chassis:** Lotus 107B  
**Engine:** Ford HB V8  
**Tyres:** Goodyear  
**Fuels/lubricants:** Castrol

## JOHNNY HERBERT (GB)

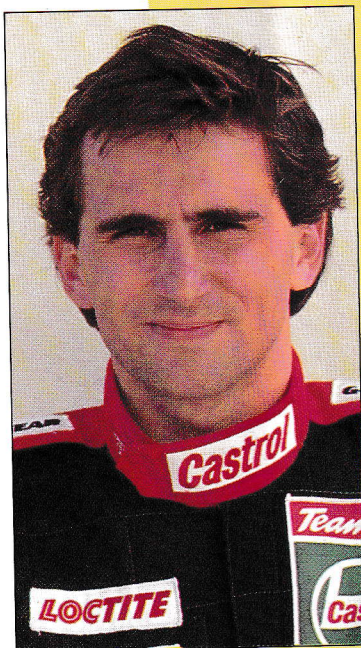
Born: 27/06/64, Romford, England; single  
GP debut: Brazil 1989 (Benetton)

Success in British Formula Ford and F3 led Herbert to an all-too-brief F3000 career which ended with an horrific crash at Brands Hatch in '88. Leg injuries notwithstanding, he made his F1 debut with Benetton in '89 and was immediately impressive. Found a seat with the rejuvenated Lotus team in '91.

Autograph



After a painter made a mess of another of his own designs in 1990, Alessandro came up with this one in the current colours to match his F3000 car in 1991. He did well that season and, for superstitious reasons, decided to keep the helmet design and colours: blue, grey and yellow.



Autograph



"I like these colours because they stand out. You can see me from miles away," says chirpy Johnny Herbert of his helmet, designed by Shoei for him when he was driving for Eddie Jordan in 1988. Prior to that, he had a plain white helmet but wanted "something that stood out ... and this certainly does!"



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# TEAM GUIDE

## RUBENS BARRICHELLO (BR)

Born: 23/05/72, Sao Paulo, Brazil; single  
GP debut: South Africa 1993 (Jordan)

Youngest driver in the field, Barrichello started in karts, progressing to Formula Ford in his native Brazil in 1989. He arrived in Europe in 1990, winning the Opel-Lotus Euroseries and graduating to the British F3 Championship in '91, which he won for West Surrey Racing. He was third in last year's International F3000 Championship.

# 14



# 15

## Sasol Jordan (GB)

Entrant: Jordan Grand Prix  
Base: Silverstone, England  
Chassis: Jordan 193  
Engine: Hart Type 1035 V10  
Tyres: Goodyear  
Fuels/lubricants: Sasol

## IVAN CAPELLI (I)

Born: 24/05/63, Milan, Italy; married to Jasmine  
GP debut: Europe 1985 (Tyrrell)

Winner of the 1983 Italian F3 Championship and '84 Euro F3 series, Capelli debuted in F1 in '85 with Tyrrell before stepping down to F3000 and claiming the championship there in '86. Persevered with March Grand Prix team from 1987-91, taking a couple of second places. Disastrous and prematurely terminated season with Ferrari last year.

Autograph



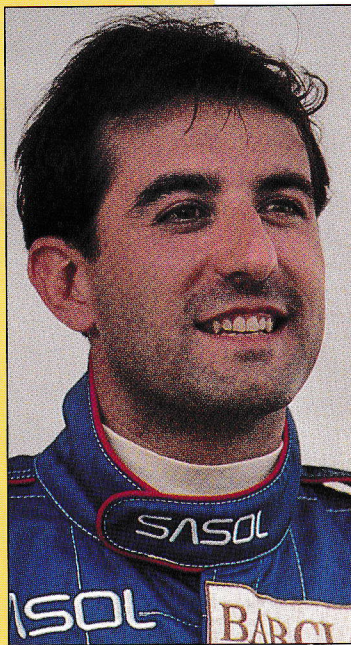
Designed his helmet with Sid, the Brazilian designer, and thought he might like to have his national colours, but it didn't look good in yellow so he changed to orange, blue and white which he preferred: "simple, but they make an impression." The Jordan driver doesn't intend to change them either.



Autograph



After a white helmet in 1982 and a very colourful one in 1983, Ivan sat down one night with sheets of photocopied helmet shapes to design his helmet for 1984. A sticker of Azzura, the Italian America's Cup entry inspired the colours, plus the blue and, more recently, some gold to make it more flashy.



## TEAM GUIDE

### PHILIPPE ALLIOT (F)

**Born:** 27/07/54, Voves, France; married, one child  
**GP debut:** Brazil 1984 (RAM)

French Formula Renault champion in 1978, Alliot went on to make a name in F3 before graduating to F1 in '84 with RAM. Drove for Ligier, Larrousse, and Ligier again, until 1991, when he switched to sports cars with Peugeot; second to Derek Warwick in the Sportscar World Championship last year.

# 19



# 20

### Larrousse F1 (F)

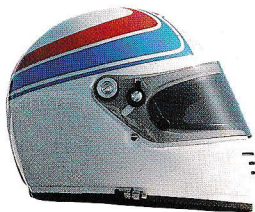
**Entrant:** Larrousse F1  
**Base:** Toulon, France  
**Chassis:** Larrousse LH93  
**Engine:** Lamborghini V12  
**Tyres:** Goodyear  
**Fuels/lubricants:** Elf

### ERIC COMAS (F)

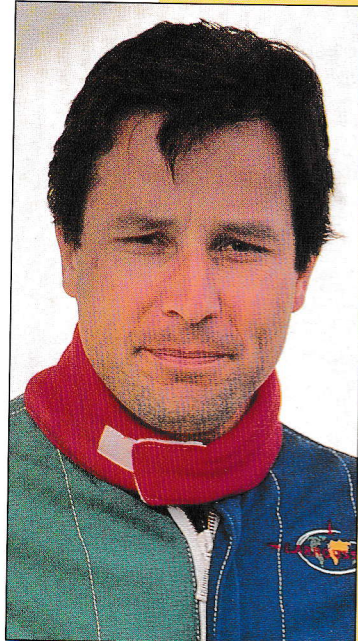
**Born:** 28/09/63, Romans, France; married to Brunella, one child, Anthony  
**GP debut:** Brazil 1991 (Ligier)

Another former karting ace, Comas switched to single-seaters in '84 and claimed the French Formula Renault Turbo Championship in '86 and the French F3 title in '88. F3000 series runner-up in '89 and overall champion the following year, he graduated to F1 with Ligier in '91 and partnered Thierry Boutsen with the team last year.

Autograph



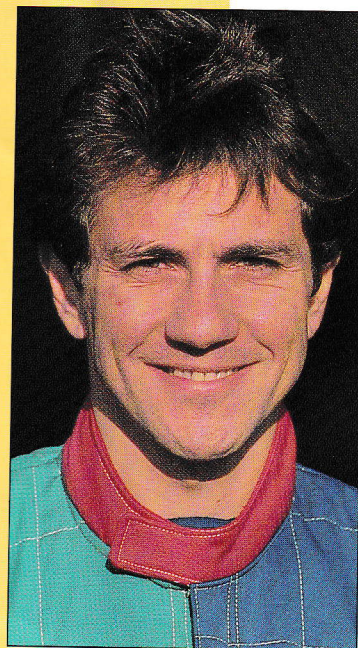
The red, white and blue are France's national colours and, at one time, they were arranged in a design similar to that of Chris Amon's helmet, for Amon was one of Philippe's heroes. Now an A – for Alliot – is incorporated in the design which has remained the same since Philippe's first race in 1976.



Autograph



Erik thought hard about redesigning his helmet back in 1985 after he'd won the Volant Elf. He decided to base his design on the petrol company's colours and pattern, even to the extent of reversing their emblem to fit the colour scheme. He's since changed it back, but the design remains the same, broken up by white.



# TEAM GUIDE

## MICHELE ALBORETO (I)

**Born:** 23/12/56, Milan, Italy; married to Nadia, two children, Alice and Noemi  
**GP debut:** San Marino 1981 (Tyrrell)

After a four-year apprenticeship in lesser formulae, Alboreto claimed the 1980 European F3 Championship and made his F1 debut the following year. Wins for Tyrrell followed in '82 and '83 before he began a five-year association with Ferrari, finishing second in the World Championship in 1985. Tyrrell, Lola and Arrows drives since then have yielded little success.

21



22

## LUCA BADOER (I)

**Born:** 25/01/71, Montebelluna, Italy; single  
**GP debut:** South Africa 1993 (Lola BMS)

The 1988 Italian kart champion spent three seasons in his domestic F3 series before switching to F3000 last year. Five pole positions and four race wins were enough to claim the championship title and bring him to the attention of the Formula 1 world. A competent debut in South Africa.

### BMS Scuderia Italia (I)

**Entrant:** BMS Scuderia Italia  
**Base:** Brescia, Italy  
**Chassis:** Lola BMS T93/30  
**Engine:** Ferrari V12  
**Tyres:** Goodyear  
**Fuels/lubricants:** Agip

Autograph



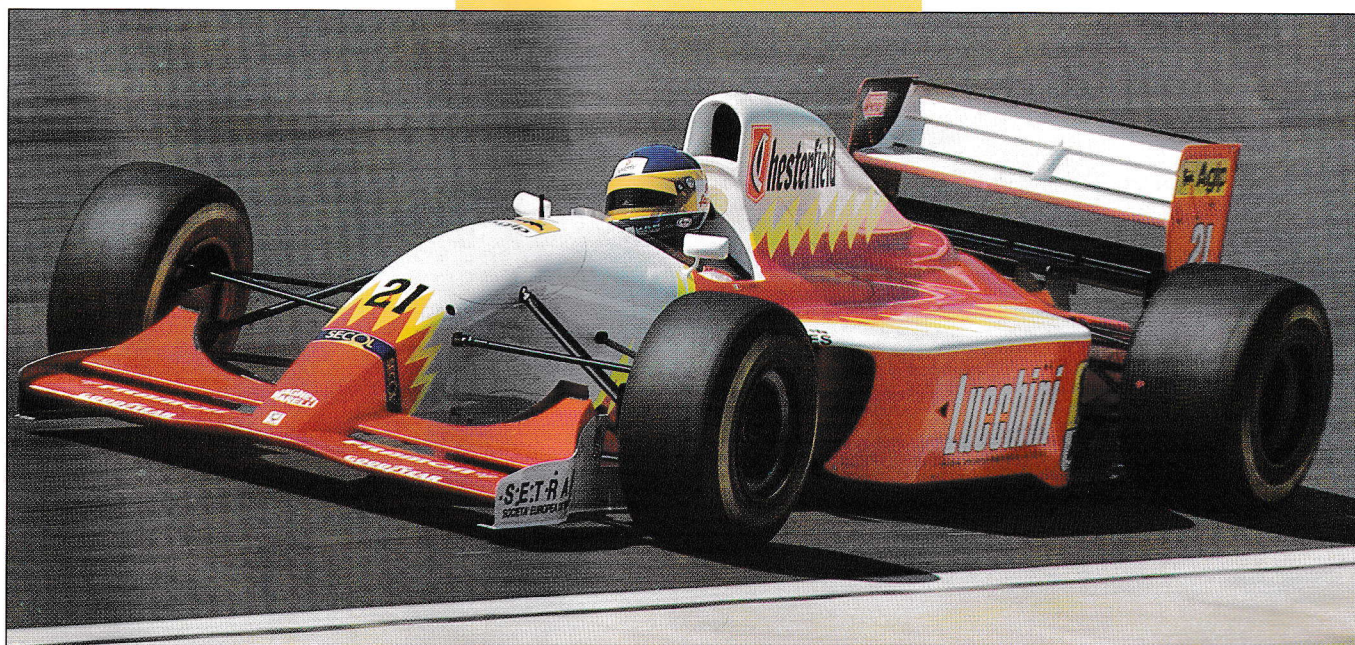
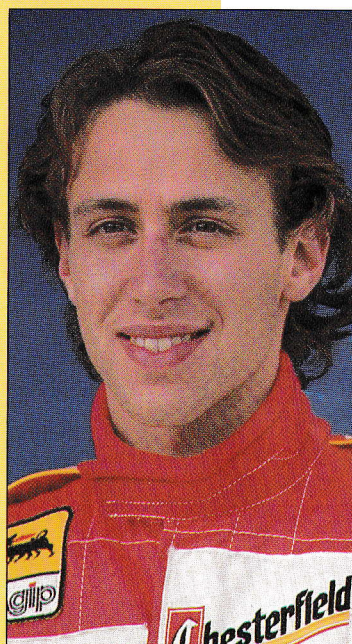
"My helmet carries the yellow and blue of Sweden, in memory of Ronnie Peterson," says the Lola driver. "I had been a great fan of his so, when I started racing, I felt that I had to use his helmet colours. There is no other reason for the colours. It's the only design that I would use in motor racing."



Autograph



Last year's F3000 champion designed his helmet when he was karting, incorporating his Italian national colours and yellow, a favourite colour. It's remained the same for the last five years, although it changed a lot before that. It is, he says, his symbol.



## TEAM GUIDE

### CHRISTIAN FITTIPALDI (BR)

**Born:** 18/01/71, Sao Paulo, Brazil; single

**GP debut:** South Africa 1992 (Minardi)

Nephew of double World Champion Emerson, Christian went well in British Formula 3 before progressing to F3000 in 1991, winning the International series title at his first attempt. Debut F1 season last year was interrupted by major-injury crash in France, from which he recovered well.

# 23



# 24

### Minardi (I)

**Entrant:** Minardi Team  
**Base:** Faenza, Italy  
**Chassis:** Minardi M193  
**Engine:** Ford HB V8  
**Tyres:** Goodyear  
**Fuels/lubricants:** Agip

### FABRIZIO BARBAZZA (I)

**Born:** 02/04/63, Monza, Italy;  
**GP debut:** South Africa 1993 (Minardi)

Deserted Europe when he could not find a competitive F3000 drive and went on to become the American Racing Series Champion and to take third place in the 1987 Indy 500, earning the Rookie of the Year accolade. A frustrating season with the AGS F1 team in 1991 earned him only a string of non-qualifications.

Autograph



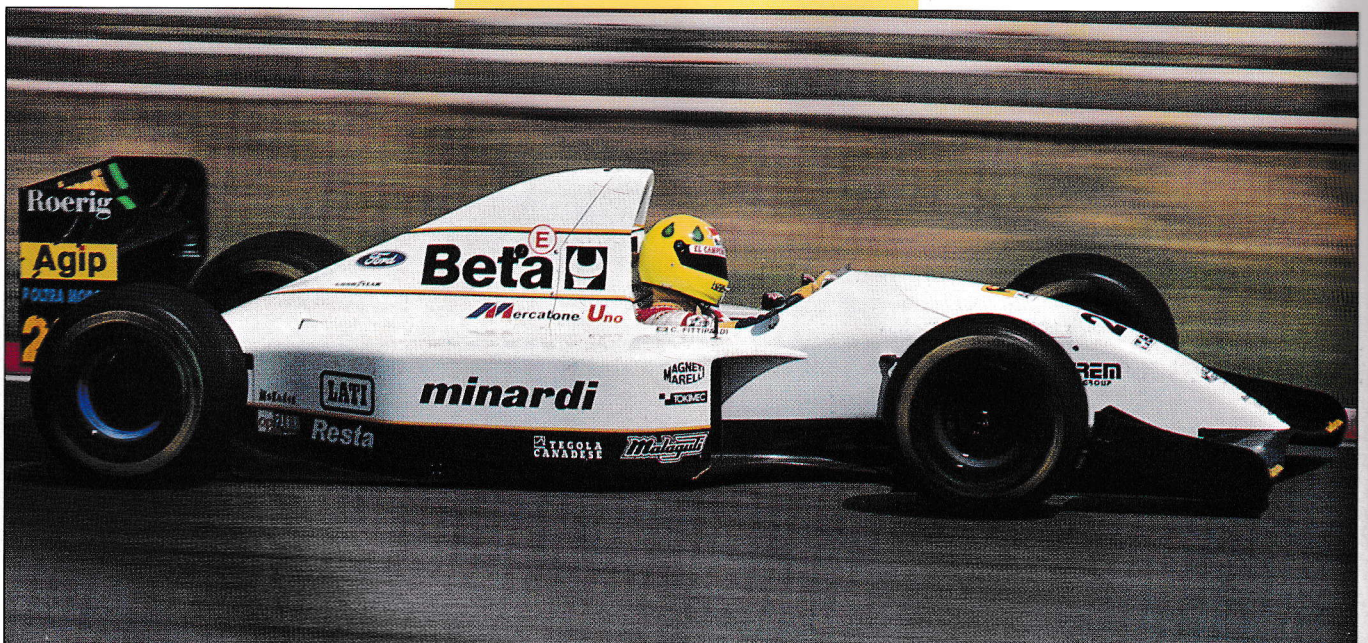
A touching gesture of gratitude from son to father is partially responsible for Christian's helmet colours. "I wanted to be recognised as my father's son because of everything he did for me and the help that he has given me. But I wanted to have my own identity, so I reversed the colours of his helmet, dark green drops on a yellow background."



Autograph



Was his inspiration a flower or a turtle? Fabrizio's sectioned helmet design was drawn by a friend in 1982, but when he raced in the States, they started to call him Turtle. "It is a flower," he claims, "and originally it had six petals, but now it has eight, but the colours and ideas are still the same."



# TEAM GUIDE

## MARTIN BRUNDLE (GB)

**Born:** 01/06/59, Kings Lynn, England; married to Elizabeth, two children, Alexander and Charlotte  
**GP debut:** Brazil 1984 (Tyrrell)

Ayrton Senna's chief title rival in British F3 in 1983, Brundle enjoyed spectacular early F1 success with Tyrrell before a disastrous switch to the Zakspeed outfit in 1987. Has quit F1 for sports cars twice, winning the Sportscar World Championship title in '88 and '90. Good season with Benetton last year to finish sixth overall.

# 25



# 26

## Ligier Gitanes Blondes (F)

**Entrant:** Ligier Gitanes Blondes  
**Base:** Magny-Cours, France  
**Chassis:** Ligier JS39  
**Engine:** Renault RS5 V10  
**Tyres:** Goodyear  
**Fuels/lubricants:** Elf

## MARK BLUNDELL (GB)

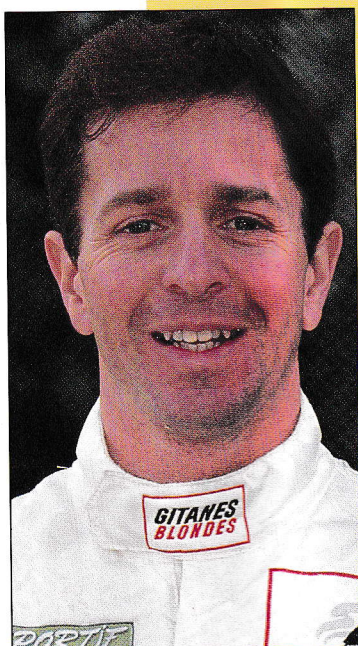
**Born:** 08/04/66, Barnet, England; lives with Deborah, one child, Mark Jr  
**GP debut:** USA 1991 (Brabham)

Blundell's first racing season, 1984, earned him 25 wins and the British Formula Ford 1600 Junior Championship title. After a further two years in Ford 1600 and 2000, he moved up to F3000 and thence to the Sportscar World Championship with Nissan. Two years as Williams's F1 test pilot earned him a Brabham drive in '91.

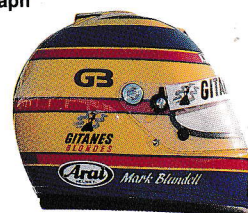
Autograph



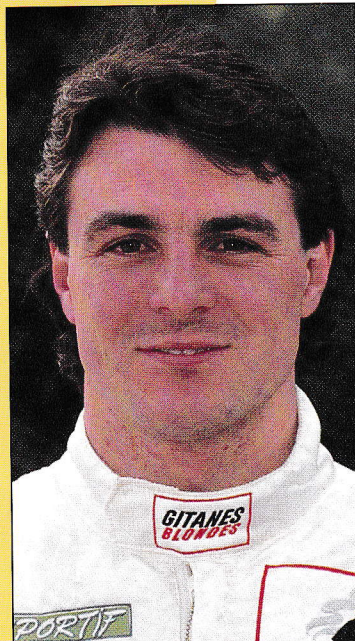
Martin used to change his helmet design for every race in 1983 thanks to "a silly thing I had with my mechanics." Now, however, a hint of patriotism is combined with gold pinstriping to finish it off and lots of white on top to reflect the heat. It's been the same now since he designed it in 1985.



Autograph



Mark's late grandfather – a big supporter of the young Blundell – inspired by the catchphrase The Will to Win which is painted on his helmet. There's a big MB too, plus a combination of colours that Mark found sufficiently rare as to be interesting, and so this was the brief that he gave his helmet designer.

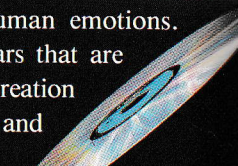




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# The Art of Entertainment



# TEAM GUIDE

## JEAN ALESI (F)

**Born:** 11/06/64, Avignon, France, married to Laurence  
**GP debut:** France 1989 (Tyrrell)

French F3 Champion in 1987 and International F3000 Champion in '89, Alesi first burst on to the GP scene with Tyrrell, finishing fourth in his debut race.

Two second places in 1990 were enough to earn him a Ferrari seat from '91. Seventh in the World Championship for the last two years.

# 27



# 28

## Ferrari (I)

**Entrant:** Scuderia Ferrari  
**Base:** Maranello, Italy  
**Chassis:** Ferrari F93A  
**Engine:** Ferrari V12  
**Tyres:** Goodyear  
**Fuels/lubricants:** Agip

## GERHARD BERGER (A)

**Born:** 27/08/59, Wörgl, Austria; engaged to Ana, one child, Cristine  
**GP debut:** Austria 1984 (ATS)

Unusually for an F1 driver, started racing in saloons, progressing to F3. After seasons in F1 with ATS and Arrows, moved to Benetton for '86 and scored his first GP victory. Three years with Ferrari netted him four victories before he joined McLaren for '91 and '92. Third in the World Championship in 1988 and '90.

Autograph



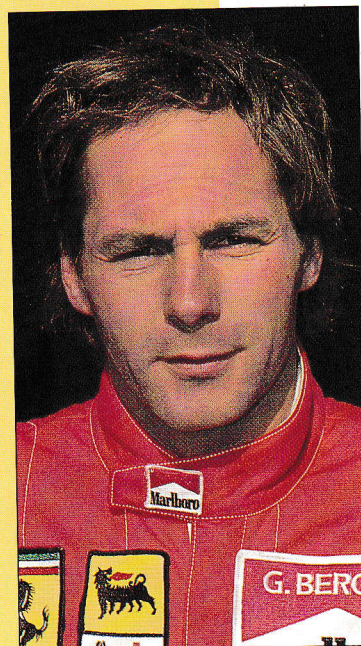
The Ferrari driver's helmet was white when he started racing in Formula 3 in 1986. But it was then the Elio de Angelis was killed. To keep his memory alive, Jean, a fan of the Italian's, decided to incorporate the colours of Elio's helmet in his own design which includes blue, his favourite colour.



Autograph



"I designed my helmet myself," says the Austrian. "I like blue, my clothes, everything is blue, even though this blue is so dark that it looks black. The red and white are the colours of Austria and the combination of the two, the design, is mine."



# TEAM GUIDE

## KARL WENDLINGER (A)

Born: 20/12/68, Kufstein, Austria; single  
GP debut: Japan 1991 (March)

Three-year karting apprenticeship led to Formula Ford and F3, where he won the Austrian and German championship titles in '88/'89. Drove for, and won with, the Mercedes sports car team in 1990-'91, as well as taking in some F3000 races, Grand prix experience with March in late '91 and last year.

# 29



# 30

## Team Sauber F1 (CH)

**Entrant:** PP Sauber  
**Base:** Hinwil, Switzerland  
**Chassis:** Sauber C12  
**Engine:** Ilmor V10  
**Tyres:** Goodyear  
**Fuels/lubricants:** Elf

## JJ LEHTO (SF)

Born: 31/01/66, Espoo, Finland; single  
GP debut: Spain 1989 (Onyx)

Finnish, Nordic and European FF1600 champion in 1986, Lehto went on to collect British and Euro FF2000 titles in '87, as well as the 1988 British F3 Championship. F3000 followed, as well as his first F1 races, with Onyx. Two years with Scuderia Italia ('91-'92) earned him some success.

Autograph



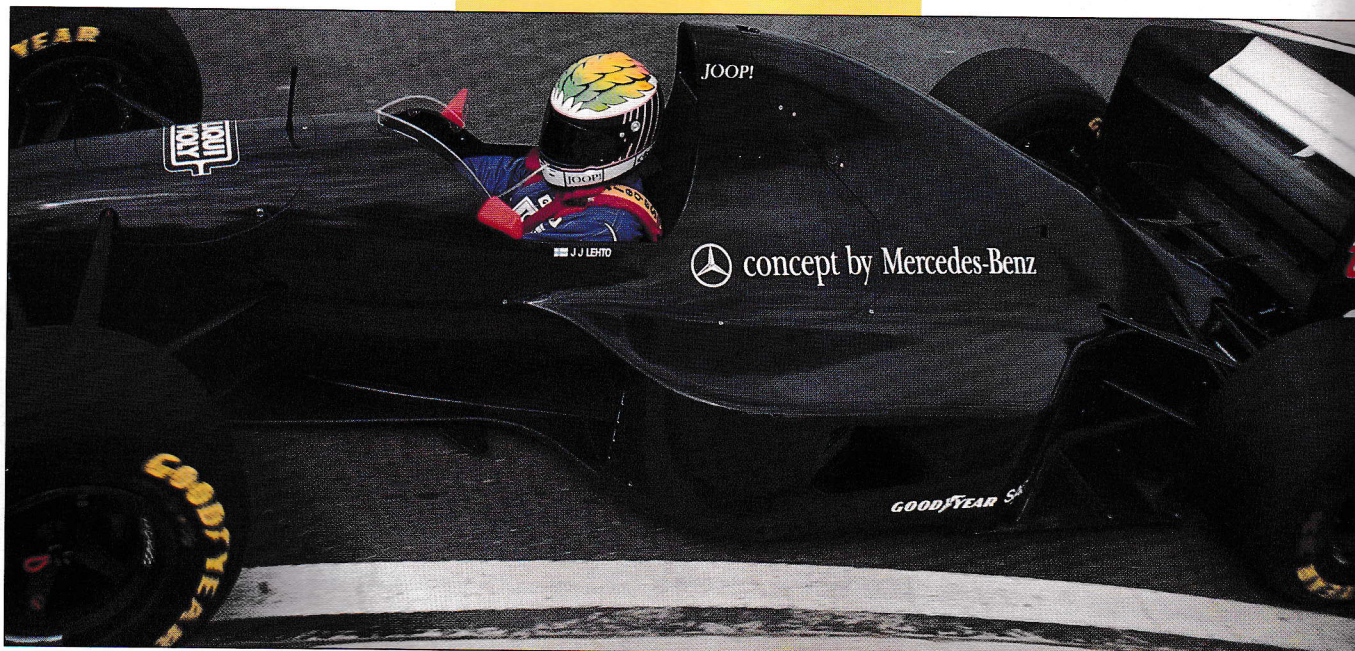
The Sauber driver's helmet reflects two different patterns: the red and white of Austria, and blue and yellow which are colours he likes. He designed his helmet himself, and recently has added more blue which he thinks is nicer. Although it's changed a little over the years, only large sums of money would make him change again.



Autograph



JJ rarely looks blue, but it is his favourite colour: "My clothes are blue, my road car is blue, everything is blue." So with manager Keke Rosberg he replaced the black on his helmet with a dark, un-Finnish blue in 1987. It's a professional design, he says, to accommodate sponsors. When they run short, brightly coloured feathers run across the top of the helmet.



# SEGA EUROPEAN GRAND PRIX DONINGTON 9 10 11 APRIL 1993

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## Timetable

### Good Friday, April 9

0600	Gates open
0600-2200	Donington Collection open
0930-1100	Formula 1 practice
1300-1400	Formula 1 qualifying, first session
1430-1500	Formula Vauxhall qualifying, first session
1530-1600	Touring car qualifying, first session
1630-1700	Formula Ford qualifying, first session
1730-1800	Formula Vauxhall qualifying, second session

### Saturday, April 10

0600	Gates open
0600-2200	Donington Collection open
0930-1100	Formula 1 practice
1230-1330	Autograph session, support race paddock
1300-1400	Formula 1 qualifying, second session
1430-1500	Formula Ford qualifying, second session
1530-1600	Touring car qualifying, second session
1630	Race 1: <b>Formula Vauxhall Euroseries, round 1</b> 18 laps

### Easter Sunday, April 11

0500	Gates open
0600-2200	Donington Collection open
0830-0930	Autograph session, support race paddock
0930-1000	Formula 1 warm-up
1025	Race 2: <b>Open Formula Ford Championship, round 2</b> 10 laps
1115-1135	Castella Historic Grand Prix Car Parade
1145	Race 3: <b>Formula Vauxhall Euroseries, round 2</b> 18 laps
1230-1330	Autograph session, support race paddock
1245	Opening ceremony
1330	Pit lane opens
1345	Pit lane closes
1345	British & European national anthems
1400	Race 4: <b>SEGA EUROPEAN GRAND PRIX</b> 76 laps <b>FIA Formula 1 World Championship, round 3</b>
1630	Race 5: <b>RAC British Touring Car Championship, round 2</b> 18 laps

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St. Edward's Church was built between 1200 and 1400 and the hilltop site has witnessed Christian worship for at least 850 years. The Church is at the heart of the Castle Donington Conservation Area and its spire, one of the finest in Leicestershire, is an outstanding local landmark. The interior of the Church has been embellished by each succeeding generation with carved stonework, alabaster monuments and fine stained glass.

In 1993 the cost of keeping St. Edward's going will be about £40,000. This figure includes a payment of £23,313 required to be made to the Diocese as our 'parish share', plus all the routine costs of the Church's work. The large medieval building is expensive to maintain and insure. Its antiquated heating system is in desperate need of replacement, but this would be a large additional expense.

St. Edward's has no funds in reserve and depends entirely on donations for survival. There is a thriving congregation whose giving and fundraising should bring about £30,000 this year but this will leave a substantial shortfall. We appeal to you to make a contribution which will go directly towards the running costs of St. Edward's Church. A good response to the appeal could also enable us to make a start on replacing the heating system.



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11.00a.m.	Sung Eucharist
6.30p.m.	Holy Communion

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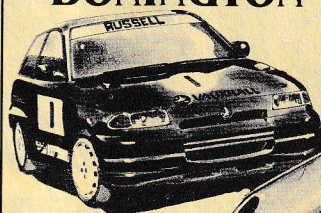
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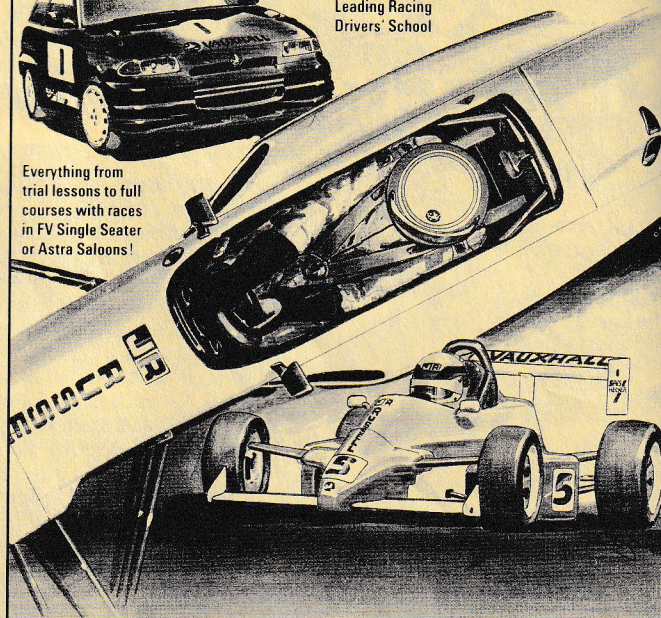
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# Stop press

Ayrton Senna's victory in the Brazilian Grand Prix a fortnight ago was McLaren's 100th grand prix win, leaving it just three short of Ferrari's total of 103 ... Benetton may debut its new B193A chassis here this weekend after tests which started as this raceday programme was going to press looked very promising ... Ivan Capelli may not be driving for Jordan this weekend, following disappointing performances so far this year. Mika Hakkinen, currently without his McLaren seat since Senna's signing, Thierry Boutsen and David Coulthard's names have all been mentioned in connection with the drive ... meanwhile, following the first two grands prix of the season, current points are as follows:

**Drivers**

1	Ayrton Senna	16
2	Alain Prost	10
3	Damon Hill	6
	Mark Blundell	6
5	Michael Schumacher	4
6	Christian Fittipaldi	3
	Johnny Herbert	3
8	JJ Lehto	2
9	Gerhard Berger	1
	Alessandro Zanardi	1

**Constructors**

1	McLaren Ford	16
	Williams Renault	16
3	Ligier Renault	6
4	Benetton Ford	4
	Lotus Ford	4
6	Minardi Ford	3
7	Sauber Ilmor	2
8	Ferrari	1

In the RAC British Touring Car Championship, no decision had been made about the second Ecurie Ecosse team driver (see page 60), although rumours in the motor sport press persisted that Harry Nuttall looked set for the drive, with Tiff Needell and Chris Goodwin also in the frame

# Spectator guide



## Admission to circuit

Admission to the circuit is by purchase of a Special Trackside Enclosure ticket - this admits to the spacious, grassed banks around the circuit. Grandstand seating, at extra charge, is available at Redgate, McLeans, Coppice and on the infield overlooking both the Start-Finish Straight and the Old Hairpin.

There is no access to the infield area except to holders of appropriate Grandstand tickets. The Formula 1 Grand Prix paddock area is closed, by sporting regulations, to the public, but the Support Race Paddock, housed in the Donington International Exhibition Centre, is open to the public, at an extra charge of £5 per person per day. Access to this area is available from the spectator enclosures at Dunlop Bridge and the Esses.

## Banking

All banks in the area are closed on Good Friday April 9 and Easter Sunday April 11, but many (marked\*) offer limited service during the morning of Saturday April 10. Cash dispenser points are available at the following locations:

Barclays: 1 Derby Road, Long Eaton\*; 2 Bishops Meadow Road, Loughborough\*; Market Square, Nottingham; 850 Osmaston Road, Allenton, Derby;

St. James Street, Derby.  
Lloyds: 27 Derby Road, Long Eaton; 37 High Street, Loughborough\*; 43 Irongate, Derby\*; Bath Street, Ashby; Old Market Square, Nottingham\*.  
Midland: 41 Market Place, Long Eaton; 1 St. Peters Street, Derby\*; Long Row, Nottingham\*; Gareity Gate, Leicester\*; 62 Market Square, Ashby\*.  
National Westminster: 51 Market Place, Long Eaton; 5 Market Place, Loughborough\*; St. Peters Street, Derby\*; 16 South Parade, Nottingham\*; Granby Street, Leicester\*; Market Street, Ashby.

East Midlands International Airport has *Bureau de Change* facilities available daily 0600-2100.

## Camping and caravan site

Access to the main camping and caravan site is via the Main Circuit entrance, off the B6540 Castle Donington road.

The charge for use of the site is £4 per person, regardless of length of stay, but site must be vacated by noon on Monday April 12.

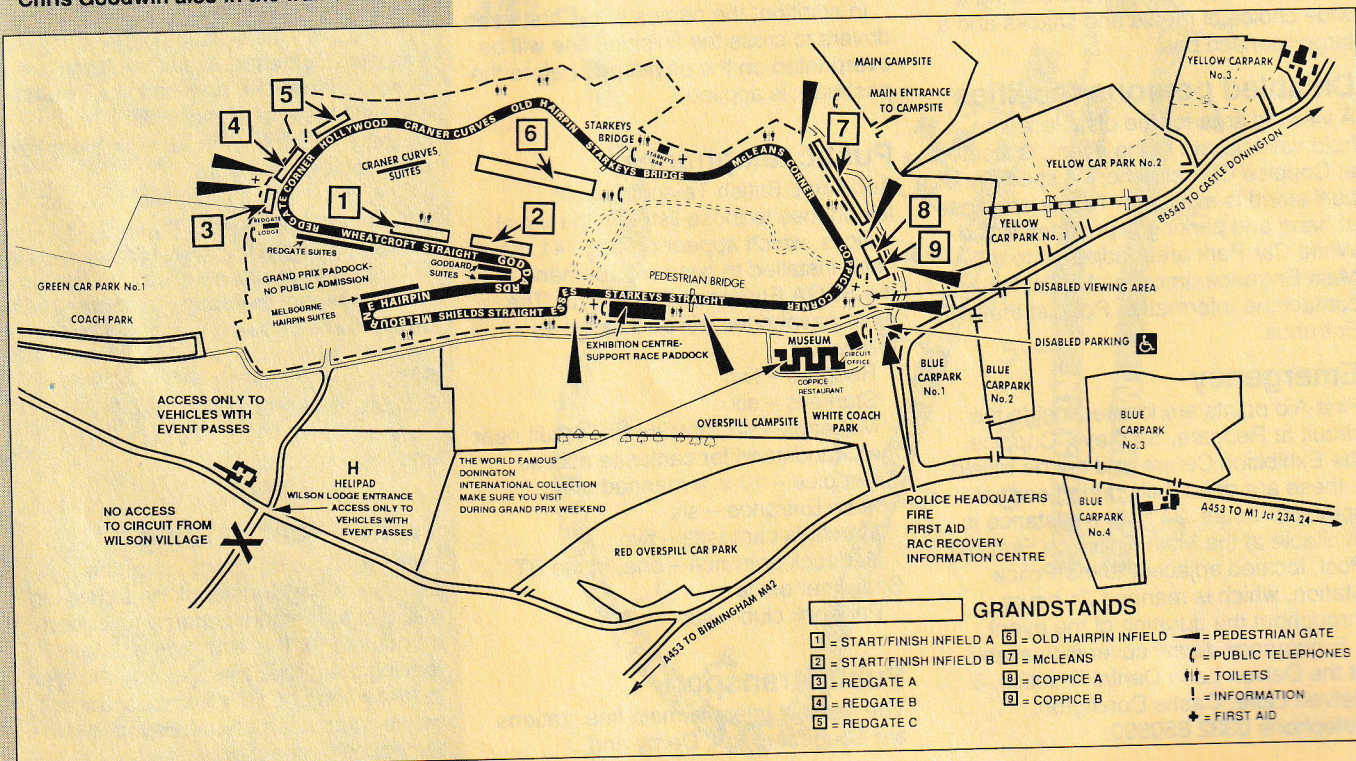
The site is well serviced with licensed bar and food outlets. Mains water, toilets and showers are provided.

A mobile grocery shop will call at the Main Entrance on Thursday, Friday, Saturday and Sunday between 0800-0930 and 1930-2130.

If required an overspill camping and caravan site will be opened up on land between the Donington International Collection and the Exhibition Centre - please only use this when directed.

Overnight stays are not permitted in any car parks.

**At all times please respect the**



# Spectator guide



**residents of the local villages. Remember, it is an offence to create unnecessary noise between the hours of 11pm and 7am.**

The lighting of fires on camping/caravan sites is prohibited.

We request that once you are sited, you do not drive around the Donington estate – access to many areas is restricted to pass holders. A road closure order will prevent any vehicle turning left out of the main circuit entrance towards Castle Donington village from 1800 on each of Friday and Saturday evenings.

You are reminded that under the provisions of the 1992 Road Traffic Act, even though the Donington Park estate is private property, you could face prosecution for certain motoring offences resulting from incidents/conduct on the campsite, perimeter roads or any other estate land. These offences include driving with excess alcohol and dangerous driving.

## Catering

The Coppice Restaurant, adjoining the Donington International Collection, provides a wide range of meals and snacks, early till late – Thursday 1000-2200, Friday/Saturday/Sunday 0600-2300. Inside the race circuit, hot and cold refreshments and fast foods are available from the catering points located in all of the main spectator areas. Starkeys Bar, overlooking the famous Starkeys Bridge is one of several licensed bars operating at the event, and also provides various snacks. Spectators purchasing transfer passes to the Support Race Paddock, in the Donington International Exhibition Centre will find a restaurant offering a wide choice of meals and snacks and a large licensed bar.

## Disabled persons facilities

A viewing area for the disabled, who hold valid tickets to the event, is located at Coppice Corner, where a specially built stand is available. Toilets are close at hand and parking is provided in the White Car Park area, adjacent to the Main Entrance. In case of difficulty, contact the Information Point at the Main Entrance.

## Emergency

First Aid points are located inside the circuit at Redgate, Starkeys, Coppice, the Exhibition Centre and on the Infield – these are open daily during normal spectator hours. 24 hour assistance is available at the Main Entrance First Aid Post, located adjacent to the Police Station, which is manned 24 hours throughout the duration of the event.

Emergency dental cover is available at the Delven Lane Dental Practice, 3 Delven Lane, Castle Donington. Telephone 0332 850890.

## Fire emergency

Fire appliances are on call at the Main Entrance on a 24 hour basis.

## Grand Prix Hot-line

Callers wanting the latest news and information on the SEGA European Grand Prix can ring a special premium rate number – **0336 420 303**.

Calls are charged at 36p per minute cheap rate, 48p per minute at all other times.

## Information points

Friendly help and advice on matters concerning Donington and district and the SEGA European Grand Prix is available at three information points, situated at Redgate, Coppice and the Main Entrance.

Opening hours of the Main Entrance Information Point are: Wednesday 1200-2000, Thursday 0900-2100, Friday 0700-2100, Saturday 0600-2200, Sunday 0500-2000, Monday 0900-1200.

Opening hours at Redgate and Coppice are: Friday 0800-1800, Saturday 0800-1800, Sunday 0700-1900.

## Philatelic postmark

To commemorate the SEGA European Grand Prix being staged at Donington Park, Royal Mail will be using, for the first time, a philatelic postmark to cancel mail posted in the special post box in the foyer of the Donington Collection.

A specially-designed Philatelic Commemorative Cover, printed in full colour and including an information card giving the history of the circuit, will also be available, for £2 including stamp affixed.

In addition, the names of the first three drivers to cross the finishing line will be overprinted on the envelopes before the postmark is applied.

## Public telephones

Additional British Telecom public telephones to those listed in the usual notices, which appear on page 41, have been installed to cope with demand at the SEGA European Grand Prix. The extra payphones will be located as follows:

- Redgate – two
- Starkeys – six
- McLeans – six, outside the circuit near the Grandstand for campsite access;
- Coppice – 10 in a manned unit
- Main Entrance – six
- Marshals campsite – two
- Paddock entrance – one, in the BT Showliner office
- Paddock club – six

## Public transport

The nearest Intercity main-line stations are Loughborough, Derby and

Nottingham providing fast and frequent service from London St. Pancras and the north. Timetable enquiries: 0332 32051.

Limited connecting bus services are available. Details of Derby services from Trent Motor Traction: 0332 292200, and Nottingham 'Bus-line' for details of the Barton and Midland Fox services from Nottingham and Loughborough, ring 0602 240000.

Taxi operators local to the Donington Park circuit are: Western Cars – 0332 31331; Abbey Cars – 0332 47044; Eagle Cars – 0332 40837; East Midlands Airport Taxis – 0332 812009; Long Eaton Taxis – 0602 734774.

## RAC Motoring Services

In the event of breakdown, please call 0860 776705, or report to the RAC Mobile Command Centre at the Main Entrance.

## Radio Grand Prix 87.7 VHF

The Special Event radio station will provide the latest traffic information, police messages, and the up to the minute news and views of the SEGA European Grand Prix. A team of reporters, including the circuit commentary team will provide a fast moving and entertaining service – make sure you tune in!

## Support race paddock

The 80 or so cars entered for this weekend's support race programme are being housed in the Donington Exhibition Centre, so the paddock will look something like a racing car show!

The teams from the RAC British Touring Car Championship, the Formula Vauxhall Euroseries and the Open Formula Ford Championship, will be on site until the end of racing on Sunday, so there is ample time for you to have a close look at their cars.

There are full catering facilities, with a cafeteria and licensed bar, all for a transfer charge of £5 per day.

To enable you to meet the drivers as well as inspect their cars, **autograph sessions** have been organised as follows:

- Saturday, 1230-1330: all races
- Sunday, 0830-0930: Formula Ford
- Sunday, 1230-1330: Formula Vauxhall and touring cars.

## Traffic – car parking

With the close co-operation of the Leicestershire Constabulary, a detailed traffic management scheme has been introduced for this event. Spectators leaving the circuit will again be required to follow the specially introduced one-way system used on the way in, but in the opposite direction.

# Damon Hill's lap of Donington

Passing over the start/finish line, you have to watch carefully for cars coming out of the pits, so you need to stay as far over to the right as possible.

In fact, the best line for Redgate Corner is to stay wide on the right-hand side, brake very hard and turn in late; then you get the power down as early as possible and go for a late apex, so you get as much exit speed as possible on to the top of the Craner Curves, which are taken flat out in sixth gear.

The Old Hairpin is very tricky – you have to be on the left side in the Craner Curves, although the car is really trying to stay over to the right; as you approach the corner from above, you can see the line but, as you sink into the dip, your perspective changes and it is very difficult to judge the right line.

On the exit there is some kerbing that you can use a bit of ... but not much. If you are very brave, you can make a lot of time. Under Starkeys Bridge is a fast sweeper of a left-hander, where you try to position yourself well over to the left for McLeans, again quite an unusual corner.

It is difficult to pick exactly where the apex of the corner lies, so it is easy to turn in too early; the exit, which is not so difficult, is followed by an uphill blast to Coppice.

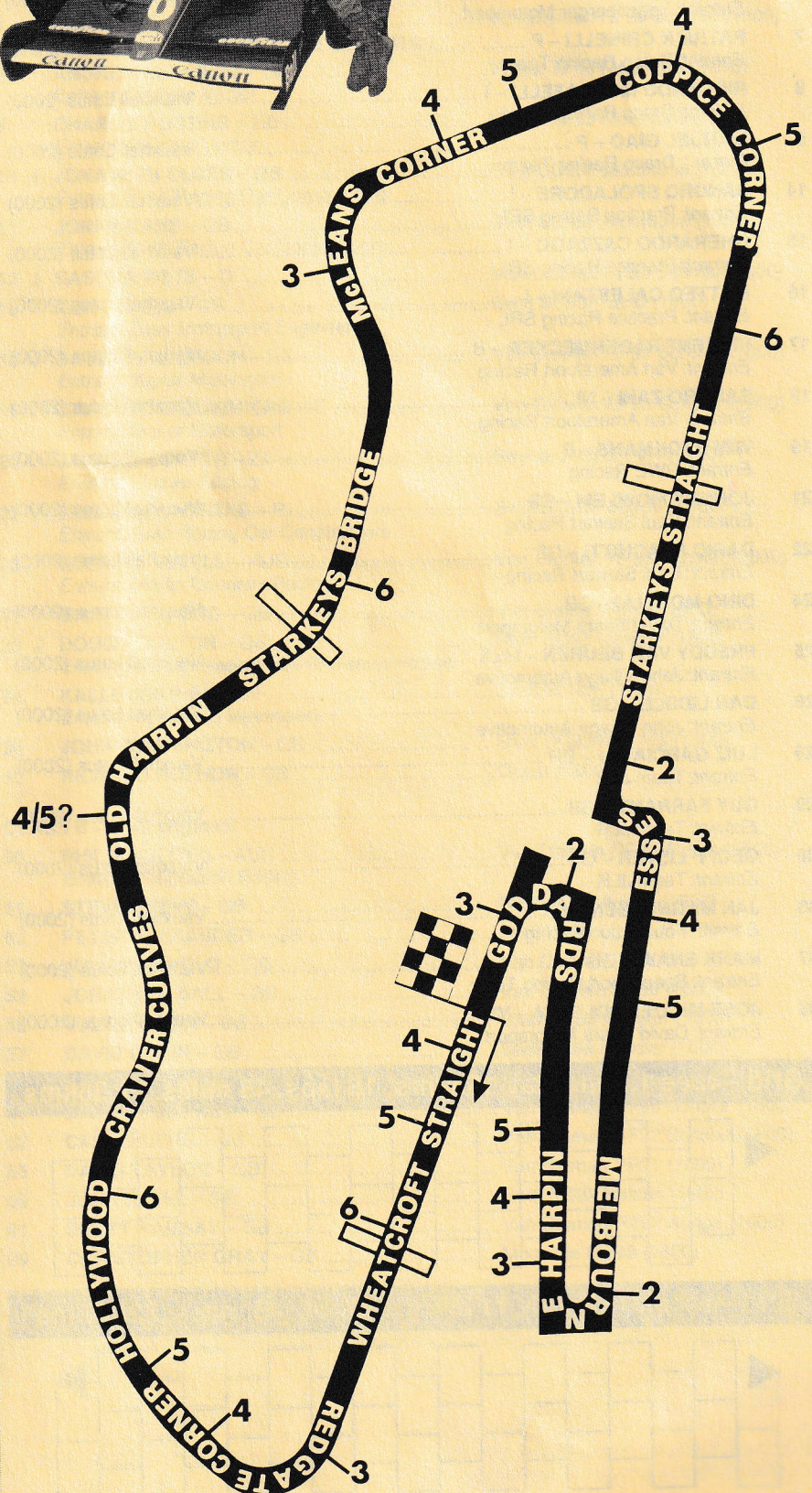
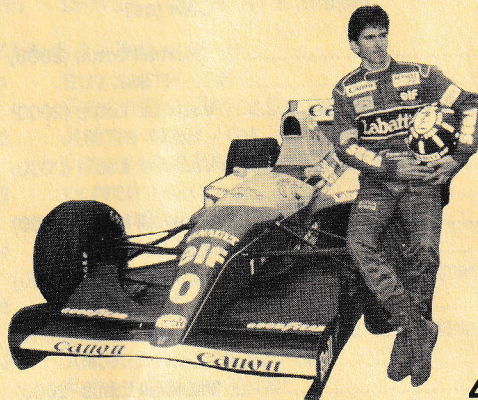
Here, you are totally blind; you cannot see the corner at all as you approach it up the hill and you have to turn in before you know where the corner is going. The car just pops over the top of the first part of the corner and feels floaty; even so, it is quite a quick corner.

The car runs out wide, then comes back across for the second apex and then runs wide again on the exit. You will probably see a few cars using the dirt on the exit of Coppice, so it should be an exciting place to watch.

Then you brake very heavily for the Esses, a very slow and quite tricky chicane, where you can use the kerbs ... but not too much. Then there's a flat-out blast down to the Melbourne Hairpin and more heavy braking for this tight corner. Traction is really important here – this part of the circuit is just like a drag race again, flat out for Goddard.

Again, the road is higher in the entry than it is on the apex, so you drop down into the apex as the road is falling away. It is very, very tricky to get that line right – again, it is quite an important corner leading onto a long straight – and you can expect to see cars using the run-off to the exit there as well.

All in all, it is quite a good circuit, hard on brakes and putting a high G force on the drivers; in some ways, it is a bit like Kyalami.



# Formula Vauxhall Euroseries, rounds 1 & 2

No	DRIVER – COUNTRY & Entrant	CAR (cc)
1	<b>PEDRO COUCEIRO</b> – P ..... <i>Entrant: David Sears Motorsport</i>	Vauxhall Lotus (2000)
3	<b>OLIVER MARTINI</b> – I ..... <i>Entrant: David Sears Motorsport</i>	Vauxhall Lotus (2000)
4	<b>NORBERT ZEHNDER</b> – CH ..... <i>Entrant: Eggenberger Motorsport</i>	Vauxhall Lotus (2000)
5	<b>JOHNNY HAUSER</b> – CH ..... <i>Entrant: Eggenberger Motorsport</i>	Vauxhall Lotus (2000)
6	<b>tba</b> ..... <i>Entrant: Eggenberger Motorsport</i>	Vauxhall Lotus (2000)
7	<b>PATRICK CRINELLI</b> – P ..... <i>Entrant: Draco Racing Team</i>	Vauxhall Lotus (2000)
8	<b>RICCARDO MOSCATELLI</b> – I ..... <i>Entrant: Draco Racing Team</i>	Vauxhall Lotus (2000)
9	<b>MANUEL GIAO</b> – P ..... <i>Entrant: Draco Racing Team</i>	Vauxhall Lotus (2000)
14	<b>SANDRO SPOLADORE</b> – I ..... <i>Entrant: Practice Racing SRL</i>	Vauxhall Lotus (2000)
15	<b>GHERARDO CAZZAGO</b> – I ..... <i>Entrant: Practice Racing SRL</i>	Vauxhall Lotus (2000)
16	<b>MATTEO CALESTANI</b> – I ..... <i>Entrant: Practice Racing SRL</i>	Vauxhall Lotus (2000)
17	<b>VINCENT RADERMECKER</b> – B ..... <i>Entrant: Van Amersfoort Racing</i>	Vauxhall Lotus (2000)
18	<b>SANDRO ZANI</b> – NL ..... <i>Entrant: Van Amersfoort Racing</i>	Vauxhall Lotus (2000)
19	<b>WIM EYCKMANS</b> – B ..... <i>Entrant: RWE Racing</i>	Vauxhall Lotus (2000)
21	<b>JOHNNY MOWLEM</b> – GB ..... <i>Entrant: Paul Stewart Racing</i>	Vauxhall Lotus (2000)
22	<b>DARIO FRACHITTI</b> – GB ..... <i>Entrant: Paul Stewart Racing</i>	Vauxhall Lotus (2000)
24	<b>DINO MORELLI</b> – GB ..... <i>Entrant: David Sears Motorsport</i>	Vauxhall Lotus (2000)
25	<b>FREDDY VAN BEUREN</b> – MEX ..... <i>Entrant: John Village Automotive</i>	Vauxhall Lotus (2000)
26	<b>DAN LIDDLE</b> – GB ..... <i>Entrant: John Village Automotive</i>	Vauxhall Lotus (2000)
28	<b>LUIZ GARCIA Jnr</b> – BR ..... <i>Entrant: Team JLR</i>	Vauxhall Lotus (2000)
29	<b>GUY FARRANT</b> – GB ..... <i>Entrant: Team JLR</i>	Vauxhall Lotus (2000)
30	<b>GEOFF LISTER</b> – GB ..... <i>Entrant: Team JLR</i>	Vauxhall Lotus (2000)
33	<b>JAN MAGNUSSEN</b> – DK ..... <i>Entrant: Foundation Racing</i>	Vauxhall Lotus (2000)
37	<b>MARK SHAW</b> – GB ..... <i>Entrant: Speedsport Racing Team</i>	Vauxhall Lotus (2000)
38	<b>JOSE MIGUEL COLETTA</b> – YB ..... <i>Entrant: David Sears Motorsport</i>	Vauxhall Lotus (2000)

**Background:** introduced in 1988 as a cost-effective introduction to 'slicks and wings' racing, with national championships across Europe and international Euroseries

**Specification:** single-seating racing car, now manufactured by Lotus (formerly by Reynard), powered by 1998cc 16-valve GM production engines, developing 167bhp; run on Mobil unleaded fuel and control (Bridgestone) tyres

**Awards:** 1st, DM3000; 2nd, DM2000; 3rd, DM1500

**Points system:** 20-15-12-10-8-6-4-3-2-1 to the first 10 finishers, plus 1 point for fastest lap

**Qualifying rounds:** Apr 10/11, Donington Park (GB), two races; Apr 24, Imola (I); May 8/9, Barcelona (E), two races; Jun 6, Zeltweg (A), two races; Jun 19/20, Spa (B), two races; Jul 11, Silverstone (GB); Jul 25, Hockenheim (D); Aug 21/22, Nurburgring (D), two races; Sep 4/5, Zandvoort (NL), two races; Sep 26, Estoril (P)

## Results – race 1

1st – car no: .....

Winner's time .....

Speed ...../.....mph/kmh

2nd ..... 3rd ..... 4th .....

5th ..... 6th ..... 7th .....

8th ..... 9th ..... 10th .....

**Fastest lap** – car no: .....

Time .....

Speed ...../.....mph/kmh

## Results – race 3

1st – car no: .....

Winner's time .....

Speed ...../.....mph/kmh

2nd ..... 3rd ..... 4th .....

5th ..... 6th ..... 7th .....

8th ..... 9th ..... 10th .....

**Fastest lap** – car no: .....

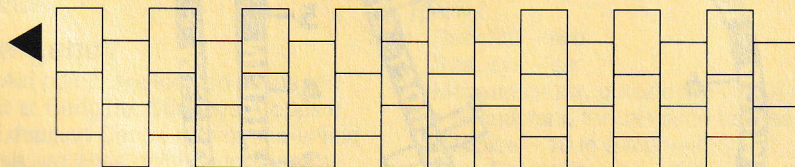
Time .....

Speed ...../.....mph/kmh

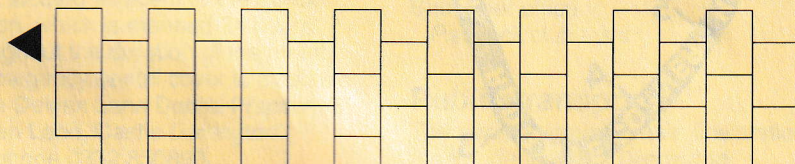
## Lap record

Jeremy Cotterill  
1m 36.17, 93.58mph/150.60kmh (Sep '92)

### Grid – race 1, Saturday 1630hrs, 18 laps, 45 miles, 72.36kms



### Grid – race 3, Sunday 1145hrs, 18 laps, 45 miles, 72.36kms





# Open Formula Ford Championship, round 2

Permit no: CH93050

**Background:** introduced in 1967, initially with 1500cc Cortina GT engine, then 1600cc unit; is the world's most popular motor racing category and spawned 'offspring' such as FF2000, Sports 2000. From 1993, new 16-valve 1800cc Ford 'Zeta' engine introduced, with separate class for 'Kent' engine in the first season  
**Specification:** single-seater tubular chassis racing cars powered by 1800cc Ford 'Zeta' engine (class A) or 1600cc Ford 'Kent' engine (class B); road (Dunlop) tyres

**Awards:** class A – 1st, £500; 2nd, £400; 3rd, £300; 4th, £225; 5th, £150; 6th, £100; 7th, £80; 8th, £75; 9th, £65; 10th, £55.

**Class B – 1st, £250; 2nd, £175; 3rd, £150; 4th, £125; 5th, £100**

**Junior class 1st, £150**

**Points system:** 20-15-12-10-8-6-4-3-2-1 to the first 10 finishers in each class

**Qualifying rounds:** Mar 27/28, Silverstone Nat; Apr 9-11, Donington Park GP; May 2/3, Snetterton; May 15/16, Donington Park; May 30/31, Oulton Park; Jun 12/13, Brands Hatch Indy; Jun 26/27, Pembrey (two races); Jul 24/25, Knockhill (two races); Aug 7/8, Oulton Park; Aug 21/22, Brands Hatch GP (two races); Aug 28/30, Thruxton; Sep 11/12, Donington Park; Sep 18/19, Silverstone Nat

**After round 1:**

**Class A:**

1 Justin Keen (Swift SC93F) .....	20
2 Guy Smith (Swift SC93F) .....	15
3 Oliver Tichy (Van Diemen RF93) .....	12
4 Jonny Kane (Swift SC93F) .....	10
5 Kurt Mollekens (Van Diemen RF93) .....	8
6 Marc Gene Guererro (Van Diemen RF93) .....	6

etc

**Class B:**

1 Philip Polites (Van Diemen RF92) .....	20
2 Thomas Johansson (Van Diemen RF92) .....	15
3 Carl Jarvis (Van Diemen RF92) .....	12
4 Michael Spivey (Van Diemen RF92) .....	10
5 Barry Pomfret (Van Diemen RF92) .....	8
6 John Steel (Swift SC92) .....	6

etc

## Results

1st – car no: .....

Winner's time .....

Speed ...../.....mph/kmh

2nd ..... 3rd ..... 4th .....

5th ..... 6th .....

Class A: 1st ..... 2nd ..... 3rd .....

**Fastest lap** – car no: .....

Time .....

Speed ...../.....mph/kmh

Class B: 1st ..... 2nd ..... 3rd .....

**Fastest lap** – car no: .....

Time .....

Speed ...../.....mph/kmh

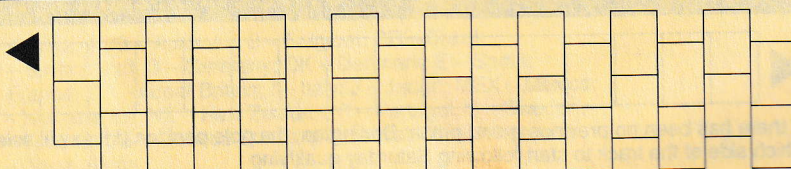
## Lap record

**Class A:** to be established

**Class B:** Dave Coyne (Swift FB89), 1m 43.06s, 87.32mph/140.63kmh (Sep '89)

No	DRIVER – COUNTRY & Entrant	CAR (cc)
<b>CLASS A – Zeta engines:</b>		
1	GUY SMITH – GB ..... Entrant: Swift Racing Car Constructors	Swift SC93F Mountune (1800)
2	JUSTIN KEEN – GB ..... Entrant: Swift Racing Car Constructors	Swift SC93F Mountune (1800)
3	OLIVER TICHY – A ..... Entrant: Foundation Racing	Van Diemen RF93 Mountune (1800)
4	KURT MOLLEKENS – B ..... Entrant: Duckhams Racing with Van Diemen	Van Diemen RF93 Scholar (1800)
5	RUI AGUAS – P ..... Entrant: Duckhams Racing with Van Diemen	Van Diemen RF93 Scholar (1800)
8	ANDREW MCAULEY – GB ..... Entrant: Olympic Vector	Vector TF93 Mountune (1800)
9	CHARLIE POSTINS – GB ..... Entrant: Olympic Vector	Vector TF93 Mountune (1800)
10 J	JONATHAN CLUES – GB ..... Entrant: Swift Racing Car Constructors	Swift SC93F Mountune (1800)
11	JONNY KANE – GB ..... Entrant: Swift Racing Car Constructors	Swift SC93F Mountune (1800)
12 J	SASCHA VIETS – D ..... Entrant: Zeus Motorsport Engineering	Van Diemen RF93 Scholar (1800)
13	KEN BOWES – GB ..... Entrant: Zeus Motorsport Engineering	Swift SC93F QED (1800)
18 J	DAVID HENDERSON – GB ..... Entrant: Manor Motorsport	Van Diemen RF93 Scholar (1800)
19	MARC GENE GUERRERO – E ..... Entrant: Manor Motorsport	Van Diemen RF93 Scholar (1800)
20	JAKI SCHECKTER – ZA ..... Entrant: Aintree Racing	Reynard 93FZ TVR (1800)
22	FREDERICO VIEGAS – P ..... Entrant: Swift Racing Car Constructors	Swift SC93F Minister (1800)
25	RUSSELL INGALL – AUS ..... Entrant: Martin Donnelly Racing	Van Diemen RF93 Scholar (1800)
27	MARTIN BYFORD – GB ..... Entrant: Verdian Racing with Chelseen Homes	Van Diemen RF93 (1800)
28 J	DOUG POULTON – GB ..... Entrant: Verdian Racing with Chelseen Homes	Swift SC93 Minister (1800)
34	KALLE JOKINEN – SF ..... Entrant: Streatfield Motorsport	Swift SC93F (1800)
36	JOHN WARRINGTON – GB ..... Entrant: Quest	Swift SC93 Nick Hill (1800)
40	RICHARD ROZHON – GB ..... Entrant: Quest	Quest (1800)
<b>CLASS B – Kent engines:</b>		
50	PHILIP POLITES – AUS ..... Entrant: Foundation Racing	Van Diemen RF92 Auriga (1600)
51	STEVE REEVE – GB ..... Entrant: Foundation Racing	Swift SC92 Auriga (1600)
52	PETER ALEXANDER – GB ..... Entrant: Foundation Racing	Swift FB91 Auriga (1600)
53	JULIAN ARNOLD – GB ..... Entrant: Foundation Racing	Van Diemen RF91 Ivey (1600)
54	JONATHAN BALL – GB ..... Entrant: Foundation Racing	Van Diemen RF89 (1600)
55	TUDOR OWEN – GB ..... Entrant: Foundation Racing	Swift SC92 Minister (1600)
57	DAVID DIXON – GB ..... Entrant: Foundation Racing	Swift FB89 Scholar (1600)
58	TIM ABER – GB ..... Entrant: Foundation Racing	Swift FB89 Scholar (1600)
61	BARRY POMFRET – GB ..... Entrant: Foundation Racing	Van Diemen RF90 Scholar (1600)
62	CARL JARVIS – GB ..... Entrant: Foundation Racing	Van Diemen RF92 Scholar (1600)
65	DAVID TAYLOR – GB ..... Entrant: Foundation Racing	Van Diemen RF91 (1600)
69	JOHN STEEL – GB ..... Entrant: Foundation Racing	Swift SC92 Nelson (1600)
81	SCOTT RAMSAY – GB ..... Entrant: Foundation Racing	Van Diemen RF92 Auriga (1600)
89	CHRISTOPHER GRAY – GB ..... Entrant: Foundation Racing	Mondiale M93S (1600)

**Grid – Sunday 1025hrs, 10 laps, 25 miles/40.2kms**



# SEGA EUROPEAN GRAND PRIX

No	Driver	Nat	Entrant	Nat	Team name	Car
0	DAMON HILL	GB	Williams Grand Prix Engineering	GB	Canon Williams	Williams Renault FW15C
2	ALAIN PROST	F	Williams Grand Prix Engineering	GB	Canon Williams	Williams Renault FW15C
3	UKYO KATAYAMA	J	Tyrrell Racing Organisation	GB	Tyrrell	Tyrrell Yamaha 020C
4	ANDREA DE CESARIS	I	Tyrrell Racing Organisation	GB	Tyrrell	Tyrrell Yamaha 020C
5	MICHAEL SCHUMACHER	D	Camel Benetton Ford	GB	Camel Benetton Ford	Benetton Ford B193A
6	RICCARDO PATRESE	I	Camel Benetton Ford	GB	Camel Benetton Ford	Benetton Ford B193A
7	MICHAEL ANDRETTI	USA	McLaren International	GB	Marlboro McLaren	McLaren Ford MP4-8
8	AYRTON SENNA	BR	McLaren International	GB	Marlboro McLaren	McLaren Ford MP4-8
9	DEREK WARWICK	GB	Footwork Grand Prix International	GB	Footwork Mugen-Honda	Footwork Mugen-Honda FA14
10	AGURI SUZUKI	J	Footwork Grand Prix International	GB	Footwork Mugen-Honda	Footwork Mugen-Honda FA14
11	ALESSANDRO ZANARDI	I	Team Lotus International	GB	Team Castrol Honda	Lotus Ford 107B
12	JOHNNY HERBERT	GB	Team Lotus International	GB	Team Castrol Honda	Lotus Ford 107B
14	RUBENS BARRICHELLO	BR	Jordan Grand Prix	GB	Sasol Jordan	Jordan Hart 193
15	IVAN CAPELLI	I	Jordan Grand Prix	GB	Sasol Jordan	Jordan Hart 193
19	PHILIPPE ALLIOT	F	Larrousse F1	F	Larrousse F1	Larrousse Lamborghini LH93
20	ERIK COMAS	F	Larrousse F1	F	Larrousse F1	Larrousse Lamborghini LH93
21	MICHELE ALBORETO	I	BMS Scuderia Italia	I	BMS Scuderia Italia	Lola BMS Ferrari T93/30
22	LUCA BADOER	I	BMS Scuderia Italia	I	BMS Scuderia Italia	Lola BMS Ferrari T93/30
23	CHRISTIAN FITTIPALDI	BR	Minardi Team	I	Minardi	Minardi Ford M193
24	FABRIZIO BARBAZZA	I	Minardi Team	I	Minardi	Minardi Ford M193
25	MARTIN BRUNDLE	GB	Ligier Gitanes Blondes	F	Ligier Gitanes Blondes	Ligier Renault JS39
26	MARK BLUNDELL	GB	Ligier Gitanes Blondes	F	Ligier Gitanes Blondes	Ligier Renault JS39
27	JEAN ALES	F	Scuderia Ferrari	I	Ferrari	Ferrari F93A
28	GERHARD BERGER	A	Scuderia Ferrari	I	Ferrari	Ferrari F93A
29	KARL WENDLINGER	A	PP Sauber	CH	Team Sauber F1	Sauber Ilmor C12
30	J J LEHTO	SF	PP Sauber	CH	Team Sauber F1	Sauber Ilmor C12

Grid – Sunday 1400hrs, 76 laps, 190 miles, 305.52kms



NB: as there has been no previous grand prix at Donington, the pole position driver will select from which side of the track to start following Saturday qualifying

# RACE 4

## FIA Formula 1 World Championship, round 3

Friday qualifying	Saturday practice	Saturday qualifying	Sunday warm-up	Name	GP starts	Wins/best result	South African GP	Brazilian GP
				DAMON HILL	4	2nd	4th/R	2nd/2nd
				ALAIN PROST	186	45	1st/1st	1st/R
				UKYO KATAYAMA	16	9th	21st/R	22nd/R
				ANDREA DE CESARIS	183	2nd	23rd/R	23rd/R
				MICHAEL SCHUMACHER	24	1	3rd/R	4th/3rd
				RICCARDO PATRESE	242	6	7th/R	6th/R
				MICHAEL ANDRETTI	2	-	9th/R	5th/R
				AYRTON SENNA	144	37	2nd/2nd	3rd/1st
				DEREK WARWICK	133	2nd	22nd/7th	18th/9th
				AGURI SUZUKI	44	3rd	20th/R	19th/R
				ALESSANDRO ZANARDI	5	6th	16th/R	15th/6th
				JOHNNY HERBERT	33	4th	17th/R	12th/4th
				RUBENS BARRICHELLO	2	-	14th/R	14th/R
				IVAN CAPELLI	93	2nd	18th/R	NQ
				PHILIPPE ALLIOT	95	6th	11th/R	11th/7th
				ERIK COMAS	30	5th	19th/R	17th/10th
				MICHELE ALBORETO	171	5	25th/R	25th/11th
				LUCA BADOER	2	12th	26th/R	21st/12th
				CHRISTIAN FITTIPALDI	12	6th	13th/R	20th/R
				FABRIZIO BARBAZZA	4	-	24th/R	24th/R
				MARTIN BRUNDLE	101	2nd	12th/R	16th/R
				MARK BLUNDELL	16	3rd	8th/3rd	10th/5th
				JEAN ALES	57	2nd	5th/R	8th/8th
				GERHARD BERGER	133	8	15th/6th	13th/R
				KARL WENDLINGER	18	4th	10th/R	9th/R
				J J LEHTO	40	3rd	6th/5th	7th/R

### Lap record

Formula 1 lap record: to be established  
 Outright lap record: Mauro Baldi (Peugeot),  
 1m 19.380s, 113.37mph/182.58kmh (Jul '92)

### Key to nationalities for all races

A - Austria; AUS - Australia; B - Belgium; BR - Brazil;  
 CH - Switzerland; D - Germany; DK - Denmark; E - Spain;  
 F - France; GB - Great Britain; I - Italy; J - Japan; MEX - Mexico;  
 NL - Netherlands; NZ - New Zealand; P - Portugal; S - Sweden;  
 SF - Finland; USA - United States of America; YB - Venezuela;  
 ZA - South Africa.

# Lap chart

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
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	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
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# RACE 4

# Lap chart

	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
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	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	Pos	No	Driver
1																	1st	.....	.....
2																	<b>Winner's time:</b> .....		
3																	..... mph.....kmh		
4																	2nd	.....	.....
5																	3rd	.....	.....
6																	4th	.....	.....
7																	5th	.....	.....
8																	6th	.....	.....
9																	<b>Fastest lap:</b>		
10																	No	.....	Time.....
11																	..... mph.....kmh		
12																	7th	.....	.....
13																	8th	.....	.....
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																	25th	.....	.....

# RAC British Touring Car Championship, round 2

No	DRIVER – COUNTRY & Entrant	CAR (cc)
1	<b>TIM HARVEY</b> – GB Entrant: Renault Dealer Racing	Renault 19 16v (2000)
2	<b>WILL HOY</b> – GB Entrant: Team Securicor Toyota	Toyota Carina E GTi (2000)
3	<b>JOHN CLELAND</b> – GB Entrant: Vauxhall Sport	Vauxhall Cavalier GSi 16v (2000)
4	<b>JEFF ALLAM</b> – GB Entrant: Vauxhall Sport	Vauxhall Cavalier GSi 16v (2000)
5	<b>ANDY ROUSE</b> – GB Entrant: Team Mondeo	Ford Mondeo Si (2000)
6	<b>STEVE SOPER</b> – GB Entrant: BMW Motorsport Team	BMW 318i (2000)
10	<b>JAMES KAYE</b> – GB Entrant: Park Lane Toyota Junior Team	Toyota Carina E GTi (2000)
11	<b>RAYMOND BELLM</b> – GB Entrant: Team Dynamics	BMW 318is Coupe (2000)
12	<b>DAVID PINKNEY</b> – GB Entrant: Pinkney Motorsport	BMW 318is Coupe (2000)
13	<b>MATTHEW NEAL</b> – GB Entrant: Team Dynamics	BMW 318is Coupe (2000)
14	<b>IAN FLUX</b> – GB Entrant: Roy Kennedy Racing	Peugeot 405 Mi16 (2000)
15	<b>PAUL RADISICH</b> – NZ Entrant: Team Mondeo	Ford Mondeo Si (2000)
16	<b>IAN ASHLEY</b> – GB Entrant: Sports Promotion/Team Maxted	Vauxhall Cavalier GSi 16v (2000)
17	<b>IAN KHAN</b> – GB	Vauxhall Cavalier GSi 16v (2000)
18	<b>GARETH HOWELL</b> – GB	Ford Sapphire (2000)
19	<b>ALAIN MENU</b> – CH Entrant: Renault Dealer Racing	Renault 19 16v (2000)
20	<b>BOBBY VERDON-ROE</b> – GB Entrant: Park Lane Toyota Junior Team	Toyota Carina E GTi (2000)
21	<b>JULIAN BAILEY</b> – GB Entrant: Team Securicor Toyota	Toyota Carina E GTi (2000)
22	<b>JOACHIM WINKELHOCK</b> – D Entrant: BMW Motorsport Team	BMW 318i (2000)
23	<b>KIETH ODOR</b> – GB Entrant: Nissan Castrol Racing Team	Nissan Primera eGT (2000)
24	<b>WIN PERCY</b> – GB Entrant: Nissan Castrol Racing Team	Nissan Primera eGT (2000)
25	<b>PEGGEN ANDERSSON</b> – S Entrant: Peggen Motorsport	BMW M3 (2000)
27	<b>ALEX PORTMAN</b> – GB Entrant: Team Dynamics	BMW 318is Coupe (2000)
32	<b>IAN CANTWELL</b> – GB Entrant: Asquith Autosport	Mazda 323F (2000)
45	<b>ROBB GRAVETT</b> – GB Entrant: Peugeot Talbot Sport	Peugeot 405 Mi16 (2000)
46	<b>EUGENE O'BRIEN</b> – GB Entrant: Peugeot Talbot Sport	Peugeot 405 Mi16 (2000)
66	<b>PATRICK WATTS</b> – GB Entrant: Mazda Racing Team	Mazda Xedos 6 (2000)
78	<b>tba</b> Entrant: Ecurie Ecosse Vauxhall	Vauxhall Cavalier GSi 16v (2000)
79	<b>DAVID LESLIE</b> – GB Entrant: Ecurie Ecosse Vauxhall	Vauxhall Cavalier GSi 16v (2000)

Permit no: CH93001

**Background:** Introduced by the BRSCC in 1958 and has been run to various regulations, including (in the mid-60s) international Group 5 regulations, then the slightly-modified production cars of Group 1 from 1974.

Throughout its history, there has been a class structure until 1991, when the single-class British 2-litre regulations were introduced for all competing cars

**Specification:** cars built to the British 2-litre Touring Car Formula must have an engine capacity of no more than 2 litres, rev-limited at 8500rpm, a maximum of six cylinders and a gearbox with a maximum of six forward speeds; in addition, minimum length (4.2 metres) and minimum weight (950kg front-wheel drive; 1050kg rear- and four-wheel drive) requirements aim to create close racing. Cars must be based on a model of which at least 2500 have been built, but may have an engine from another model in a manufacturers' range

**Awards:** trophies to 1st, 2nd and 3rd

**Points system:** Drivers' Championship – 24-18-12-10-8-6-4-3-2-1 to the first 10 finishers, or 12-9-6-5-4-3-2-2-1 to the first eight finishers in each of the two double races. Manufacturers' Championship – points awarded only to the highest placed car from each manufacturer on the scales detailed above. Teams

Championship – points awarded to the two highest-placed cars from each team on the scales detailed above. TOCA Challenge Cup – points awarded to privateer drivers on the scales detailed above

**Corbeau Driver of the Day Award:** £200 to the driver using a Corbeau seat judged to have made the best sporting performance of the day

**Qualifying rounds:** Mar 27/28, Silverstone Nat; Apr 9-11, Donington Park GP; May 2/3, Snetterton; May 15/16, Donington Park; May 30/31, Oulton Park; Jun 12/13, Brands Hatch Indy (double-header); Jun 26/27, Pembrey; Jul 9-11, Silverstone GP; Jul 24/25, Knockhill (double-header); Aug 7/8, Oulton Park; Aug 21/22, Brands Hatch GP; Aug 28/30, Thruxton; Sep 11/12, Donington Park (double-header); Sep 18/19, Silverstone Nat

After round 1:

1	Steve Soper (BMW 318i)	24
2	Joachim Winkelhock (BMW 318i)	18
3	John Cleland (Vauxhall Cavalier GSi 16v)	12
4	Will Hoy (Toyota Carina E GTi)	10
5	Jeff Allam (Vauxhall Cavalier GSi 16v)	8
6	Patrick Watts (Mazda Xedos 6)	6
7	Win Percy (Nissan Primera eGT)	4
8	Matthew Neal (BMW 318is Coupe)	3
9	Ian Flux (Peugeot 405 Mi16)	2
10	Alain Menu (Renault 19 16v)	1

## Results

1st – car no: .....

Winner's time .....

Speed ..... / ..... mph/kmh

2nd ..... 3rd ..... 4th .....

5th ..... 6th ..... 7th .....

8th ..... 9th ..... 10th .....

Fastest lap – car no: .....

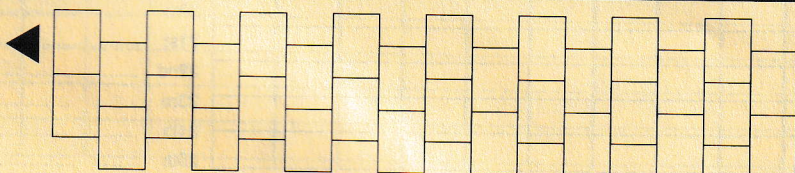
Time .....

Speed ..... / ..... mph/kmh

## Lap record

Steve Soper (BMW 318is), 1m 42.05s, 88.19mph/142.03kmh (Sep '92)

Grid – Sunday 1630hrs, 18 laps, 45 miles, 72.36kms





## Officials

Mrs P Minors, S Minors, A Mitchell, A Moore, B Morris, K Morris, D Morson, D J Mould, A N Other, A Packer, Mrs J Payne, M Payne, A Pearman, B Peterson, W Pettit, S Phillips, D Press, N Prodger, R Rackham, S Randall, R Read, B Redfern, Ms L Redfern, A P Roe, P J Rowlands, P Russell, G Scott, T Shorey, T I Simpson, M Sisle, J P Slarke, P Smith, C Spicer, M Spicer, S Taylor, S J S Turner, Mrs C Underwood, N J Underwood, D Vidler, R G Vidler, A Vipas, M A Vipas, Ms A Walker, C S D Walker, H Walker, M Walker, Dr J Warner, G H Whalley, A Williams, D Williams, G Williams, J Williams, P Williams, S Williams, G Wilson, A Winch, N Winterbottom

**Media Services Officials:** C Wilson (Chief – RAC MSA), D Fern (Two Four Sports – Donington Press Officer), J Brown, L Caddell, P Fowler, Mrs J Gamerainger, A Jeffrey, G Macbeth, S Sanderson, Miss K Scott-Simmers, D A Tye, Ms A Tyson

**Commentators:** R Bradford (Principal), D Addison, R Constanduros, P Truswell, I Titchmarsh

**Race Services Officials:** Mrs D Crowley (Chief), Miss K Coddington, Miss P Deal, J Harvey, C Needham, Miss M Pennington, Miss G Quenby

**Race Telephone Operators:** Mrs A M Brown, Mrs A B Chamberlain, Mrs J Walker

**Race Control Officials:** R S Adaway, S H Angel, Mrs B Borthwick, J Dodds, S J Marrison, S J Rowberry

**Race Control Runner:** Miss A D Brown

**Support Race Paddock Co-ordinator:**

Mrs J Birrell

**RAC MSA Personnel:** J Ashman, Miss S Buffham, R N Eason Gibson, Miss M Forrest, Mrs B Judson, T A Lankshear, M Neill, A R Newsum, D C Ongaro, R C A Smith

## Acknowledgements

**F B 'Tom' Wheatcroft personally thanks and acknowledges the support and guidance of Max Mosley, President of FISA, and Bernard Ecclestone, President of FOCA**

The organisers wish to acknowledge the assistance given by the following: Ambulink International; Mick Avery & Co; Michael Brandon Ltd for supply of Abus padlocks; Castle Donington Parish Council; City Hospital, Nottingham; Derbyshire Royal Infirmary; East Midlands International Airport; Ford Motor Company for the supply of course cars and doctors' cars, minibuses and Mavericks; Jaguar Cars for the long-term loan of the Jaguar high-speed fire car; L N Jarrett FRCS; Kodak Health & Services Division; Leicestershire Constabulary; Leicestershire County Council; Mercedes-Benz (UK) Ltd and Woking Motors Ltd for the supply of vehicles; Barrie Mills Recovery Services; Moet & Chandon; New Holland Ford Ltd for the supply of Ford turbo tractors; Nissan for the supply of vehicles; North West Leicestershire District Council; Nottingham Breakdown & Recovery Service; Premier Hazard Systems for emergency beacons for circuit vehicles; Queens Medical Centre, Nottingham; Jim Russell Racing Drivers School for the supply of the Vauxhall Carlton GSi 24v doctor's car; St John Ambulance; Sterling Helicopters; University Hospital, Nottingham; Vauxhall Motors for the long-term loan of the Vauxhall Senator fast-response fire car.

### Awards

Trophies will be presented to the drivers finishing 1st, 2nd and 3rd, and to the winning entrant.

The financial budget for the European Grand Prix is paid in total to the Formula One Constructors Association for distribution to the entrants.

## Flag signals

**Red:** Signal for stopping race or practice

**Yellow (waved):** Great danger, be prepared to stop.

**Yellow (motionless):** Take care, danger.

**Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road.

**Green:** Proceed, the hazard has been removed, or proceed on warming up lap.

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

**Blue (motionless):** Another competitor is following you very closely.

**White:** A service car or slow car is on the circuit.

**Black (with competitor's number):** Signal for the competitor to stop on the next lap.

**Black and White Diagonally Divided (with competitor's number):** Last warning to driver in connection with unsportsmanlike behaviour.

**Black with Orange Disc (with competitor's number):** A warning of apparent mechanical failure or of a fire which 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** will be used for starting races.

*Autographs*



# Important Notices

**ANIMALS**

It is a condition of admission to the circuit and paddock/trackside car parks that no animals are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

**CAR PARKING**

Vehicles are taken into the car park on condition that the Organisers, Promoters and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.

All car owners are asked to ensure that their vehicles are locked, windows closed and valuables stowed out of sight. In addition, some type of thief proof device should be fitted and used whenever the vehicle is left.

Motor cycle owners should ensure that the steering lock is used, together with a heavy duty chain and close shackle padlock around the frame and wheel.

**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 officials in the Shell Control Tower in the paddock. After a meeting, enquiries regarding lost property should be made to Two Four Sports on 0332 810048.

**FILMING**

It is a condition of admission to these premises that photography, cine film, video film, sound, or any other visual or audio recording or reproduction of the event or any part or parts of them for any (non-private) use including copies of the recording/reproduction causing it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with it in whole or in part is strictly prohibited. Furthermore, Two Four Sports Ltd. reserves



the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

**GENERAL NOTICE**

It is dangerous to create or erect a stand for private use at any point around the circuit. It is dangerous to climb, stand or sit on the advertising structures around the circuit. It is prohibited to sit on the roofs or any permanent or temporary buildings including all toilet blocks, hospitality suites, bars, etc. Any person disregarding this warning will be asked to leave the premises and in any event will be deemed to have absolved the promoters and organisers of the meeting and the owners or occupiers of the land from all liability in respect of any damage to property or injury to persons resulting therefrom.

**MEDICAL ASSISTANCE**

If during a race meeting, you have to find medical assistance, please go to one of the many marshals posts around the circuit and say that you need a first aid attendant. If there is not one on the actual post, the marshal will contact Race Control for a St. John attendant to come to your assistance. The fully equipped medical centre is located in the paddock area, by the Shell Control Tower.

**POSTPONEMENT OF THE MEETING**

The promoters reserve the right, without notice, to postpone or cancel all or any part of the meeting or make any alteration in the race programme.

**PROGRAMME COPYRIGHT**

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright and any person found making illegal use thereof will be prosecuted. The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme, but the promoters cannot accept any liability for the failure of any driver or machine to appear. The publisher has taken every care to avoid mistakes but cannot accept liability for printer's or clerical errors.

**PROHIBITED AREA NOTICES**

Always keep behind the spectator rails and fences and the public are not permitted in the areas where Prohibited Area notices are displayed. The fences are there for protection and any person(s) found trespassing or wilfully damaging property, will be prosecuted by Two Four Sports Ltd.

**PUBLIC CAMPING**

No public camping whatsoever is permitted inside the circuit enclosures. Camping is only allowed in the areas outside the 10ft. boundary wall, as designated.

**PUBLIC TELEPHONES**

There are British Telecom public payphones in the paddock area, in the public enclosures at Redgate, Starkey's, Coppice and at the main vehicle entrance.

## Facilities

**HOSPITALITY SUITES**

Donington Park has suites available for hire at several locations both on an annual and individual race meeting basis – these suites offer splendid views of the race action, together with a unique atmosphere in which to entertain sponsors, business colleagues, important customers and the like. Suites to accommodate 20, 40 and 80 people are available with a sliding scale of hire charges, dependent on the status of the meeting. Prices range from £100, plus the cost of admission tickets, for a single suite for an individual meeting and £325 for a season including 20 season passes.

Contact Natasha Cheattle – 0332 810048 for details.

**HOSPITALITY SITES**

Areas for Hospitality Bus and Marquee hospitality are available at several infield locations.

Contact Natasha Cheattle – 0332 810048 for details.

**EXCLUSIVE CIRCUIT HIRE**

The Donington circuit is available for exclusive hire for testing and promotions. To supplement this it is possible to hire any or all of the wide variety of facilities available in the six acre tarmac paddock, The Redgate Lodge and an adjoining Conference Room, VIP Pits Suite, Filling Station, 8000 sq.ft. Exhibition Hall and Restaurant.

Contact Glynis Stevens – 0332 810048 for details.

**SUNDAY MARKET**

From 10am–4pm, the Donington Sunday Market takes place behind Redgate Corner. Pedestrians are free and access to it is only from outside the main paddock gate. Traffic arrangements at Donington direct Market traffic to the Melbourne end of the circuit, and therefore, the entrances off the Melbourne Loop (including the Redgate pedestrian entrances) are not open to race traffic.

Race Meeting traffic must use the Coppice main entrance, adjacent to the Museum.

**DONINGTON COLLECTION**

The biggest Formula 1 Grand Prix paddock in the world is at Donington: Senna's McLarens, Mansell's

Williams, Piquet's Brabhams, the famous Jackie Stewart Tyrrell, and Jim Clark Lotuses. Plus the Maserati of Fangio, the Ferrari of Ascari and famous pre-war cars as raced by Nuvolari.

There's over 130 single seater cars tracing the history of Grand Prix racing from pre-war to present day. There are many other displays to see, including the Speedway Hall of Fame.

The Donington Collection is situated by the main entrance at Coppice and is open today from 10am until 6pm with the last entrance at 5pm. Admission costs £4 for adults and £1.50 for children and senior citizens.

**DONINGTON INTERNATIONAL EXHIBITION CENTRE**

Situated alongside the Donington Park Grand Prix circuit, the International Exhibition Centre offers a prestigious location for all types of exhibitions.

The Centre has a 4,300 square metres gross of space on one level and is well-served by the usual mains services. Access into the Hall is through four major vehicle entrances, one equipped with an overhead crane. Situated opposite is an extensive area of parkland which can be used in conjunction with the Centre or separately for outdoor events.

For further details, telephone 0332 812919 or fax 0332 811647.

**RACEWAYS OF DONINGTON**

*Specialist Motor & Motorcycle Accessories & Clothing*

Situated in the Donington Museum is Raceways of Donington. Raceways stock a superb selection of Specialist Car Accessories, Alloy and Steel Wheels, Body Styling, Steering Wheels, Seats and Race clothing etc. And for the Motorcyclist there's Helmets, Leathers, Boots and all your clothing needs. Raceways have the official Donington Souvenirs from Paddock Jackets to Stickers. Plus all your camera film requirements.

Tel: 0332 812353

**JIM RUSSELL RACING DRIVERS SCHOOL**

The Jim Russell Racing Drivers School, which is a

founder member of the Association of Racing Drivers' Schools, is based at Donington Park. The longest established racing school in Britain, it operates with three fleets of cars – single seaters using Formula Vauxhall Junior and Formula Vauxhall Lotus together with a fleet of Vauxhall Astra 16 valve GTE saloons. Under the direction of John Kirkpatrick, the RAC licensed school for the tuition of novice racing drivers provides several types of training programme. Basic introductory lessons, supertrials, the popular seven day courses culminating in an RAC licensed race, plus tuition for the more established driver wishing to "brush up" on certain aspects of performance.

The Jim Russell Racing Drivers School also provides Corporate Track Days when companies are able to bring clients and/or staff for a day of varied driving action using the various racing cars, fun karts, etc. Telephone: 0332 811430. Fax: 0332 811422

**DONINGTON PARK RACING ASSOCIATION CLUB – DONINGTON SUPPORTERS CLUB**

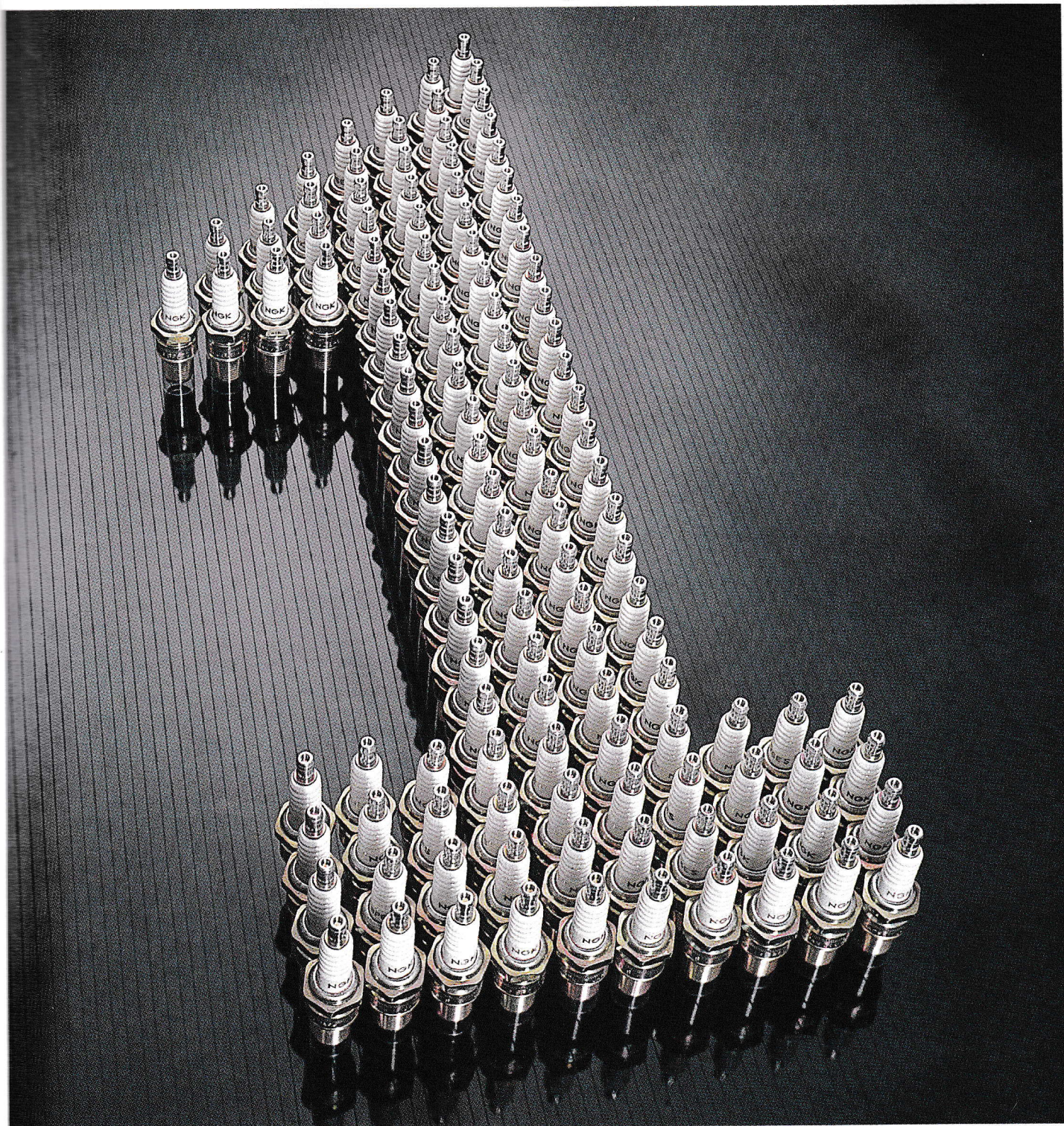
D.P.R.A.C. was founded in 1973 with the object of bringing back racing to Donington and when this was achieved, was reformed as an independent supporters club operating more on the welfare side. The Welfare Fund helps injured competitors and their families and buys specialist medical equipment for the circuit. The Race Fund looks after five challenge trophies which are presented annually.

Members enjoy certain privileges including £1 off admission to the circuit, free paddock transfer and 50p discount at the Museum. There is a reserved enclosure at McLeans Corner where there is covered seating for 100 members. In addition, newsletters are issued and circuit rides are arranged at the A.G.M. Membership costs just £15 Joint (Husband and Wife) or £10 Single.

For further details call at the Club Portakabin in the enclosure at McLeans Corner, where immediate membership can be arranged, or contact the Membership Secretary:

David Lowndes, 65 Bedford Street, Derby DE3 3PE.





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# “Life’s nice”

For Tom Wheatcroft, this weekend is a dream come true. He talks to Derick Alsop of *The Independent* and *Mail on Sunday*

John Colley Photography

# INTERVIEW

A dream is coming to life at Donington Park this weekend; perhaps they will all now believe it. Even Tom Wheatcroft.

Through 22 years of legal and political wrangling, the vision of a Formula 1 World Championship race here, in the East Midlands, had sustained Tom. Several times he had seemed close; several times he had been disappointed. Cynics poured scorn on his fantasy if not his endeavours.

When FISA announced that this privately-owned circuit would host the European Grand Prix, the third round of the 1993 Championship, on Easter Sunday, the news staggered the world and left the 70-year-old man who had dedicated himself to this very achievement wondering if he was hallucinating.

"I was in Australia when I heard we'd got the race," he says. "For about 20 minutes the feeling was wonderful. I felt like a million dollars. I'd wanted this as much as anything in life.

"But then I began to get a strange feeling about it all. I suddenly started to wonder if anything would go wrong and take it away from us again. Well, I'd been promised a race five times and we'd be the only privately-owned circuit to have a Championship event. I couldn't help have my doubts that it was actually going to happen at long last."

The reality – and the scale of the challenge still ahead – sank in when he returned to Donington. He had to sanction £600,000 worth of improvements, mainly safety measures, and recognised the need to convince the local community that this was not only happening, but that it would also be a financial Godsend.

An advertising campaign drummed home the message that Formula 1 was arriving on the doorstep; neighbouring villagers received a circular explaining the race would bring £5m into the country, more than £2m of that to the local economy.

Wheatcroft's relentless exertions to bring a car grand prix to his beloved circuit represent one of the most celebrated crusades in any sport. He pursued his prize in the face of global competition and apparent resistance in some quarters nearer home.

Exasperated by his vain attempts during the eighties to break the Silverstone/Brands Hatch stranglehold on the British Grand Prix, his resolve might have buckled when the sport's governing body introduced a one-country, one-circuit policy.

His support for the Formula One Constructors' Association, however, stood Wheatcroft in good stead and its president, Bernie Ecclestone, assured him Donington would be granted a race when the opportunity arose. That happened when the proposed Asian Grand Prix, at the Japanese circuit of Autopolis, collapsed last autumn.

Persistence paid off then as it had done for Tom in the seventies, when he fought for planning permission to establish a museum of racing cars

and memorabilia, and reopen the pre-war circuit. Nearby East Midlands Airport opposed the venture on the grounds of safety. Tom, his only ally a local farmer, had to wade through a 30-day inquiry at a cost of £10,000 a day. "I remember thinking I'd like to be locked in a room with that lot and see who comes out," he said with a mischievous grin rippling across his face.

He chose a rather different approach with a woman who expressed her objection when the circuit opened. "She told me she thought it was terrible so I said to her, why not come along, with your husband, and see what it's all about. They did and I asked them to look at all the smiling faces out there in the crowd, people enjoying themselves. Wasn't that nice? They agreed, and they now come along as paying customers.

"When I was a boy we lived a mile from Leicester City football ground. I wasn't interested in football but when I heard the roar of the crowd I thought how good it was that there were all those happy people. It's the same with the pop concerts we have here. I'm not into it and I see all these young people with yellow and red hair. But they're enjoying themselves and I was staggered to find what nice people they were.

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**"I came into motor racing for the love of it; now, after 22 years, the efforts of all our friends have been rewarded. I think life's nice."**

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"I would never sign a petition protesting about something because it will always come back to you. You have to be reasonable. Live and let live, I say.

"I can't understand jealousy. If my next door neighbour had 500 Formula 1 cars I'd think, great, he's put effort into that, and I'd just have to go next door to see them."

According to popular mythology, a young Tom scrambled under the fencing to see his first racing at Donington in the thirties, the days of the great leaping Auto Unions and Mercedes-Benz. "It's not true," he insists. "I think I've twice gone over the fence to get into pits or paddock at other circuits, but I thought that was fair game. I wasn't cheating anyone out of the admission money.

"If I saw someone climbing over the fence to avoid paying I'd be the first to throw him out. But if I saw someone standing at the gate who couldn't afford to buy a ticket I'd buy him one. It's what your morals are.

"No, I first went to Donington on the back of a motorbike, or at least I intended to. We had an off and my pal and I ended up in Leicester Royal Infirmary with scrapes and bruises. I took to cycling the 30 miles. It cost half a crown to get in."

Even his name is not what it seems. He was christened Frederick Bernard

and was to be known as Bernard. But his grandfather, wishing to avoid confusion with his own son, Bernard, called the youngster 'Tom' and it stuck.

Everything else about Tom is totally as it seems. He is the archetypal self-made man; craggy, jovial, pragmatic, unaffected; hard but compassionate, thrifty yet generous. The world should have been warned what to expect when, after being torpedoed in the war, he survived by tying himself to an oar.

He developed a building business and spread into land deals. "I've now moved to my retirement offices," he says. "Trouble is, I've got more work than ever.

"I prefer a hard man in business because you know where you stand. I can't stand fools or people who aren't tradesmen. I admire people who are good at their jobs. I've had men with me 40 years, others two hours. It doesn't take long to spot a bad 'un. Respect and trust: you've got to have both."

Wheatcroft never raced but ran cars in competition. His protégé was Roger Williamson, the talented English driver who died at the age of 25 when his car crashed and caught fire during his second grand prix. Twenty years on, Tom, a father of seven, still refers to Williamson as "my lad".

He says: "Nothing hurt me like that did. I thought it was the end of the world. For a long time after I used to be sick, smelling the fire. Those had been the happiest days of my life, racing with Roger. He was brilliant and he was honest. I could see him being another Fangio, and Fangio was my hero."

Comforted by friends in the sport, he gradually came to terms with his loss and threw himself into the challenge of bringing racing back to Donington. In 1977, six years after launching his scheme, he was given clearance.

He has confounded the sceptics to make the British Motorcycle Grand Prix a success and plans to do the same with his Formula 1 grand prix. "We've heard the pessimists but I don't listen to them; pessimists can only cause depression.

"It's the same with our critics who say the track is too narrow. In fact, it's one metre wider than it has to be and I think closer racing will be good. Divina Galica once came from the back of the grid to finish second in a race here.

"The whole of the sport has now helped me to get the race and we've worked hard to get everything ready for this weekend. We've put 80,000 tons of gravel into the run-off areas and put into operation a plan to cope with a crowd of 80,000-plus. I never saw the date as a problem. Usually in England you don't know whether or not to take a coat with you, but at least you know you have to take one with you in April!"

What, though, of the future? "I've never hidden the fact that I wanted a grand prix and I shall do all I can to get another," says Tom. "I see this as Donington's coming of age. I came into motor racing for the love of it; now, after 22 years, the efforts of all our friends have been rewarded. I think life's nice."



FOR THE MAN  
WHO THINKS  
THAT LITTLE  
BIT BIGGER



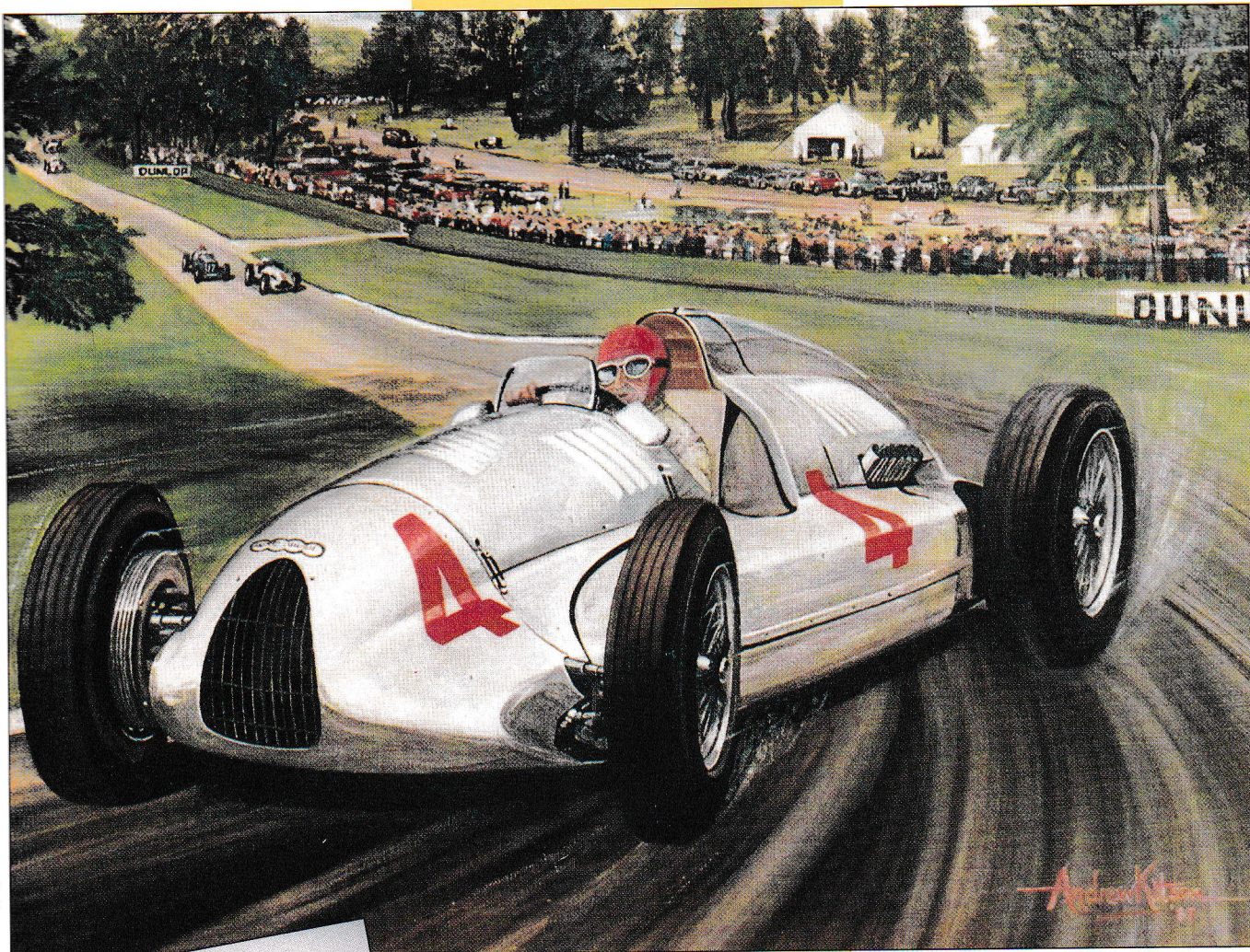
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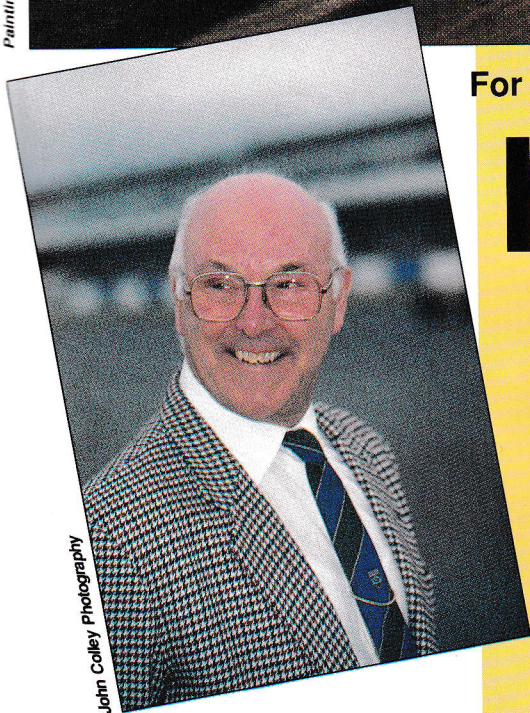
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Painting by Andrew Kitson

For BBC commentator and avid fan Murray Walker ...

# Happy days are here again!



John Colley Photography

A grand prix at Donington again – I can hardly believe it! As I sit writing this there is, in front of me on my study wall, a magnificent Andrew Kitson oil painting of my hero Tazio Nuvolari spectacularly cornering

his V12 D-type Auto-Union on his way to victory in the 1938 Donington Grand Prix (above).

Such is my admiration for Nuvolari that, when Andrew and I talked about the subject for a painting

he was to do for me, I had no hesitation in my mind about whom it should feature. For I was there watching that race in a ferment of excitement that I can vividly remember to this day. ▶

# DONINGTON PARK

## Happy days

*continued*

Whenever there is talk about a Golden Age of motor racing the 1935-39 period is always a front runner. That was when the fabulous Mercedes-Benz 'Silver Arrows' and the rear-engined Auto-Unions were vying for supremacy in what we now call Formula 1. Immortal superstars like Rudolf Caracciola, Hermann Lang, Dick Seaman, Nuvolari, Bernd Rosemeyer and Achille Varzi drove them and I was a wildly enthusiastic schoolboy who hung on every turn of their wheels. How I longed to see them!

The trouble was that in those days the grand prix action was on the Continent. France, Germany, Italy, Belgium, Monaco and Switzerland had races where the top men competed but Britain did not. Until 1937 that is.

Up in Derby a dedicated and tireless little firebrand named Fred Craner, the Secretary of the Derby and District Motor Club, had been trying for years to

attract the grand prix stars to Donington. In 1935 he had organised the first Donington Grand Prix which was won by Richard Shuttleworth in a P3 Alfa-Romeo and the following year the great Dick Seaman, who was later to become a member of the Mercedes-Benz team, was the victor in a 3.8 litre Alfa-Romeo partnered by Hans Ruesch, with me goggling at them from the sidelines.

But in 1937 Fred achieved his ambition and electrified Britain by securing entries from the German teams. The nation's hunger to see the best was about to be satisfied.

At that time my family had a great friend named Joe Woodhouse who, as a member of the World War I Army of Occupation, had married a German girl, stayed on and made a lot of money as the distributor for MG cars. With his contacts it wasn't difficult for him to be part of their scene when Mercedes-Benz and Auto-Union came to Britain and since he and his wife were staying with my family we all went to Donington as privileged guests of the German teams.

What an experience for me! For there I was mingling with these legendary people and their cars. Able to touch Nuvolari, stand awestruck as Rosemeyer walked past me and be within feet of Caracciola.

The charismatic Rosemeyer won for Auto-Union in 1937 in front of a massive

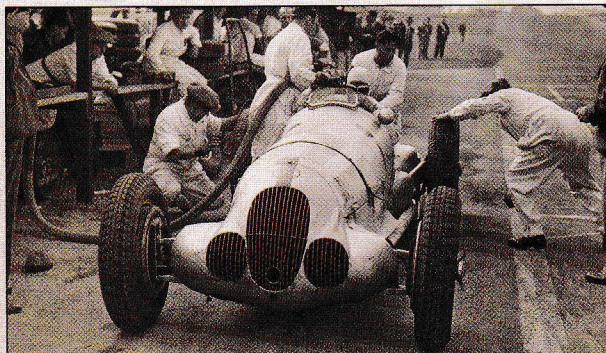
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**"There were even deer in the woods and in 1938 Nuvolari sadly killed one whose head, suitably mounted, he took home to Mantua with his race trophy"**

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50,000 crowd who had never seen anything like it. For three hours he and Mercedes-Benz's Manfred von Brauchitsch battled for victory in their alcohol-fuelled projectiles, travelling at over 170mph on Starkeys Straight, taking off with all four wheels as they leapt out of Melbourne Rise and making

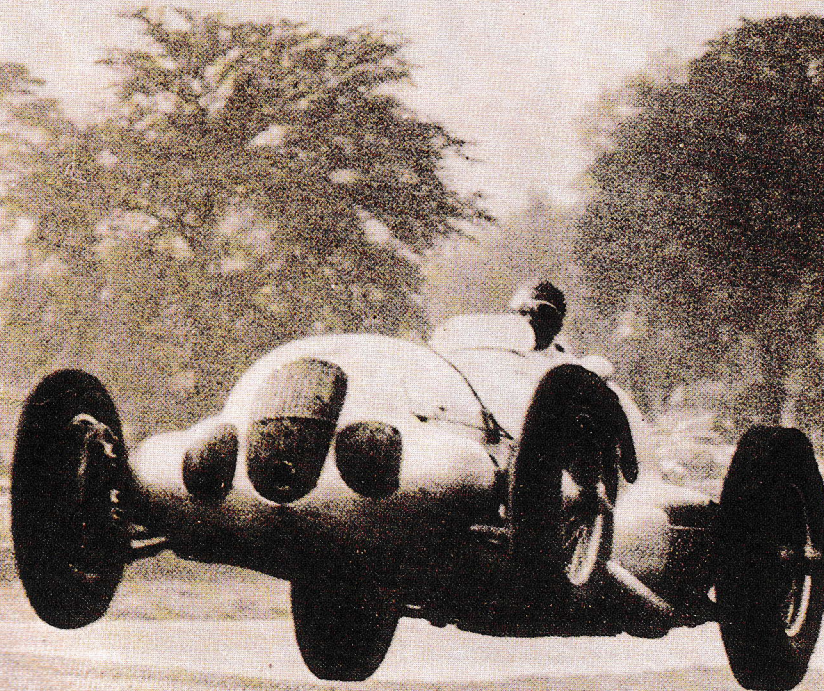
*Murray Walker clearly remembers the leaping 'Silver Arrows' and their immaculately-drilled fuel and tyre stops; this weekend, through the Castella parade, you can share in some of those memories*



## Reliving the past

The sights and sounds of an altogether earlier racing era will be one of the highlights of Donington Park's European Grand Prix weekend. For before the 1993 Formula 1 cars thunder around the Park, there will be the chance to see machinery from the sport's golden era.

Tom Wheatcroft, his son, Kevin, and the Donington Collection have put together a mouth-watering display of 1930s grand prix cars, some of them



Donington Park archive



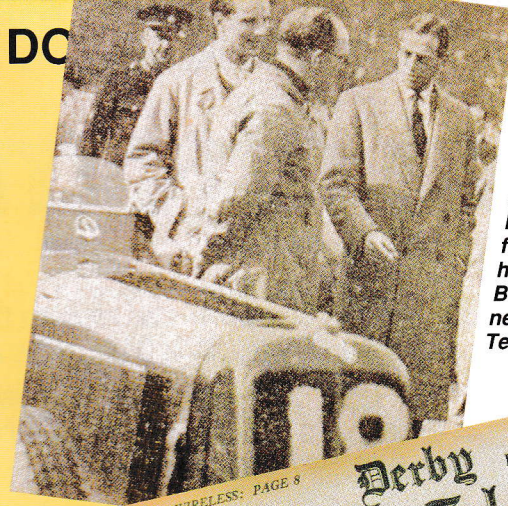
immaculately-drilled fuel and tyre stops.

Sadly Rosemeyer was killed during the winter and in 1938 it was Nuvolari, who had a cornering style that had to be seen to be believed, that took his place with Auto-Union. The diminutive little Italian used to power-slide his cars with incredibly rapid steering corrections and it was magic to watch him at Donington – especially as it was so dramatically new to us! He always wore a good luck charm round his neck – a little gold tortoise with his TN initials on it. Auto-Union had some replicas made and, after his magnificent win I was given one. Somehow I lost it and I've never forgiven myself!

Donington and racing were very different then. No ample run-off areas like today. No barriers to protect the crowd, who just stood behind ropes, and no seat belts, no helmets, no flame-proof clothing and no crash-resistant carbon-fibre chassis to protect the drivers. They wore linen overalls and cloth helmets while they luridly wrestled

with direct links to Donington's racing history. Several will take part in the Castella Historic Grand Prix Car Parade around the track; others will be on show in the paddock.

Mercedes-Benz is represented by the gorgeous W154 grand prix car of 1938-'39, and Tom Wheatcroft himself will be behind the wheel for its parade laps.



The 1938 Donington Grand Prix attracted royal patronage – the Duke of Kent started the race and watched from a specially constructed royal box; he met Dick Seaman and bandleader Billy Cotton (left) and made front-page news in the Derby Evening Telegraph



The car being shown is chassis number 7, in which Dick Seaman won the German GP at the Nurburgring in '38, although its engine (H10) comes from the car in which Rudolf Caracciola finished second in the same event. Seaman also finished second in the Swiss GP and third at Donington the same year, before the car was rebodied for the '39 season. Using the same car, Hermann Lang became 1939 European Champion (then the equivalent of a world title), winning the Pau, Belgian and Swiss GPs.

The late Bob Roberts, of the Midlands Motor Museum, brought it to the UK, and it is loaned to Donington by its Swedish owners, an investment company.

Then there is the very car used by Dick Seaman and Hans Ruesch to win the 1936 Donington Grand Prix, the 3.8-litre supercharged straight-eight Alfa Romeo 8C-35.

An ex-Scuderia Ferrari car, the Alfa was sold to Swiss ace Ruesch in '36, and subsequently found fame in the hands of Dennis Poore, who used it to win the RAC British Hillclimb Championship. Last raced in 1955, the Alfa has been in storage for many years and awaits restoration to running order.

An example of the first Grand Prix car to feature a single centrally-mounted seat, the Alfa Romeo Tipo B 'P3' Monoposto, will run this weekend courtesy of Coy's. Dominant in grands prix during 1932-'33, the 'P3' Alfa went on to become a favourite mount for privateer racers. Richard Shuttleworth used one to win the very first Donington GP, in 1935.

Another Alfa being shown is the Donington Collection's own 1935 Bimotore. This fearsome beast boasts not one, but two 2.9-litre engines, hence the Bimotore designation. Built by Scuderia Ferrari – effectively it was the first car the team wholly constructed – the Donington Bimotore is one of only two remaining.

In its day it was clocked at 203mph

on the banked track at Avus. It was raced at Brooklands in 1937 and practised at Donington that year, but never raced here. The Bimotore was rescued from New Zealand by Tom Wheatcroft in 1979 and lovingly rebuilt to original condition.

No display of historic cars at Donington would be complete without an Auto Union. But the big news is that the European Grand Prix crowd will be able to see two of the giant silver machines – one of them an extremely rare car not seen outside Eastern Europe since the war.

This is the so-called 'Riga' Auto Union, built by the factory in 1938 for hillclimbing purposes and a rare amalgam of 'D' and 'C' type machines powered by a 6-litre V16 supercharged engine.

Appropriated by the Russians after the war, it has been housed in technical institutes in the Latvian town of Riga ever since. Now in the hands of a group of enthusiasts, it is making its first public appearance outside that country.

Last, but by no means least, one of the fabulous 1938 D-type Auto Unions, as used by the legendary Tazio Nuvolari to win the '38 Donington and Italian GPs, will thunder around the circuit in the Castella parade.

Powered by a 3-litre V12, this rear-engined rocket has no less than 650hp at its disposal, as well as the later de Dion rear suspension which cured the Auto Unions' reputation for wayward handling.

This car was another to have been hidden in Eastern Europe during the war, from where it was rescued by American Kerry Payne before coming to the UK. It has been lovingly restored by Crosthwaite and Gardiner.

Nick Carter

Many thanks to Doug Nye for his assistance in the preparation of this story.

# Double champions...

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Whatever Vauxhall you drive, Mobil 1 is your engine's champion.



John Cleland

Jeff Allam



**Mobil 1**  **VAUXHALL**

## Happy days

*continued*

their evil-handling, skinny-tyred, 600 horsepower, alloy-bodied cars at speeds approaching 200 mph in races which lasted over twice as long as those we watch now. Heroes indeed!

The Donington crowds didn't see nearly as much then though. After the competitors had turned *left* at Redgate, following the eye-popping climb from the old Melbourne loop, there were thick woods virtually all the way to the exit from Coppice where, believe it or not, they blasted through a farmyard before powering down the mind-numbingly narrow 160 mph Starkeys Straight. The farmhouse is still there – it's on the right as you approach the superb Donington Collection buildings. There were even deer in the woods and in 1938 Nuvolari sadly killed one whose head, suitably mounted, he took home to Mantua with his race trophy.

Those were the days when the superb Donington Hall, today the headquarters of British Midland Airways but then the home of the Gilles family who owned the estate, was the scene of wonderful race-parties. A bit different for the Germans because in the 1914-18 war it had been an officers prisoner-of-war camp! I well remember being told how they tried to tunnel their way out only to be caught when one of them, testing how far they were below the surface, shoved a poker up between the legs of a sentry!

Still the memories come flooding back. In 1939 my father, Graham Walker, was the Editor of the magazine *Motor Cycling* and he conceived the idea of having a special 'Donington Day' at which there would be a series of top-talent races to which the directors of the British manufacturers would ride their own machines for a gigantic jolly.

We had a lot of manufacturers in those days. Remember Norton, BSA, Triumph, Ariel, Velocette, AJS and

## DONINGTON PARK

### Safety first

Donington Park's facilities to care for the drivers, officials and spectators are among the most impressive on the GP calendar.

No fewer than 40 doctors, many of them the top consultants in their fields, will be present during the meeting, thanks in no small part to the drive and enthusiasm of Donington's Chief Medical Officer Lyn Jarrett, who has worked at the track for 10 years.

What sets Jarrett apart from most other circuit doctors is that he is also the man in charge of the local accident and emergency department, and that department just happens to be the biggest A&E unit in the country. In his role as Consultant Surgeon at the prestigious Queen's Medical Centre, Nottingham, Jarrett is used to surrounding himself with the most talented of assistants.

"At Donington, and particularly for the grand prix, we have concentrated on having really senior medical staff available," he said. "We will have consultant neurosurgeons, consultant thoracic surgeons, consultant anaesthetists, all senior people.

"And, of course, we will have a lot of medical equipment on hand. In fact, our medical centre at the circuit will be better equipped than many hospitals' A&E units! If you're going to have an accident, Donington Park will be a pretty good place to do it ..."

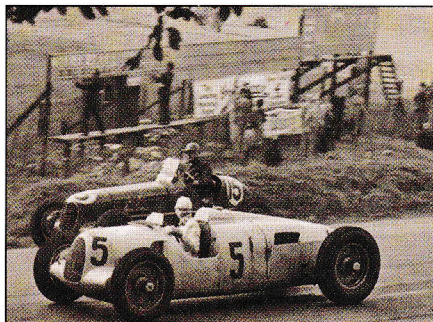
The medical centre, situated behind the pit area, can cope with two or three seriously injured patients at a time, and also has an observation room. Any injured people will be taken straight there for stabilisation by trackside doctors stationed in fast-response vehicles. If patients need further treatment they can be helicoptered immediately to Queen's.

Of course, it's not just the drivers and track staff who may need the medical centre's help. "With a big crowd at Donington we will see just the same sort of problems as you'd get in any A&E department in any hospital in any town," said Jarrett.

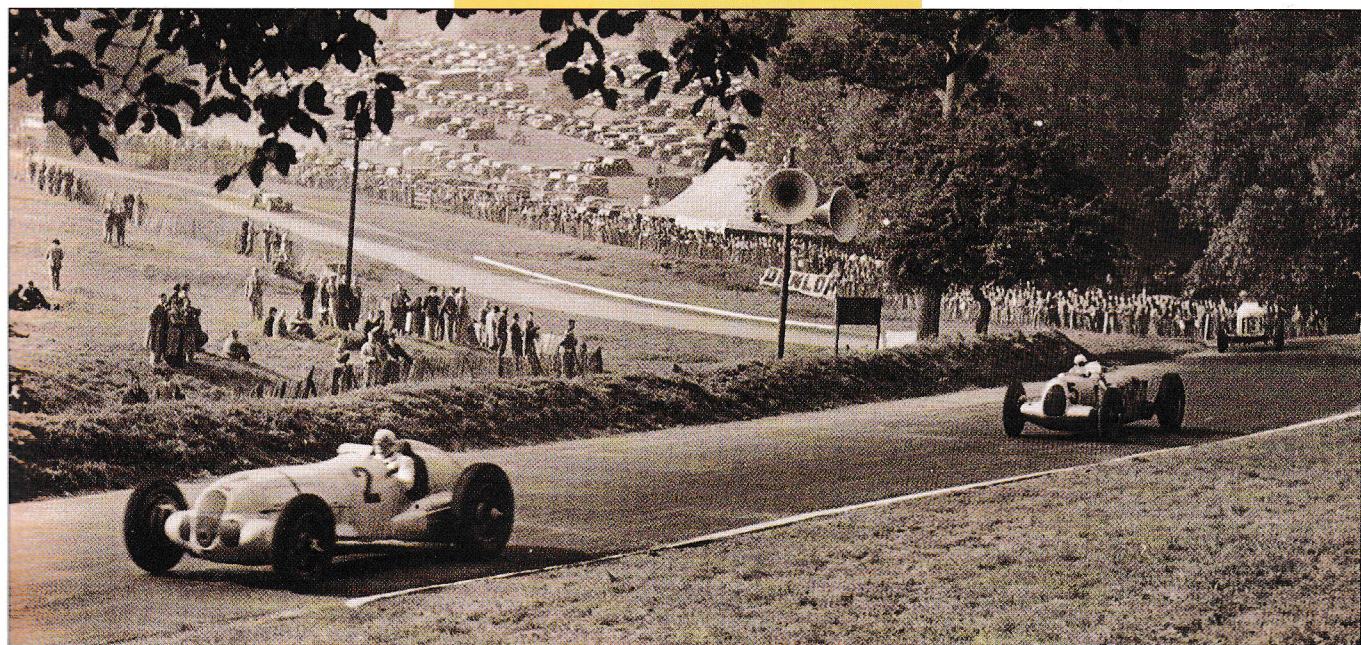


EMAP Archives

*Before car racing came to Donington Park, there were motorcycle events (above is 1934), which were plagued with dust clouds from the unsurfaced estate roads; massive crowds attended the four pre-war grands prix the battle between the German teams the main attraction (bottom, Mercedes-Benz leads Auto Union in 1937). Bernd Rosemeyer, winner that year, checks the scoreboard as he passes Hanson's Alta*



Donington Park archive



Donington Park archive



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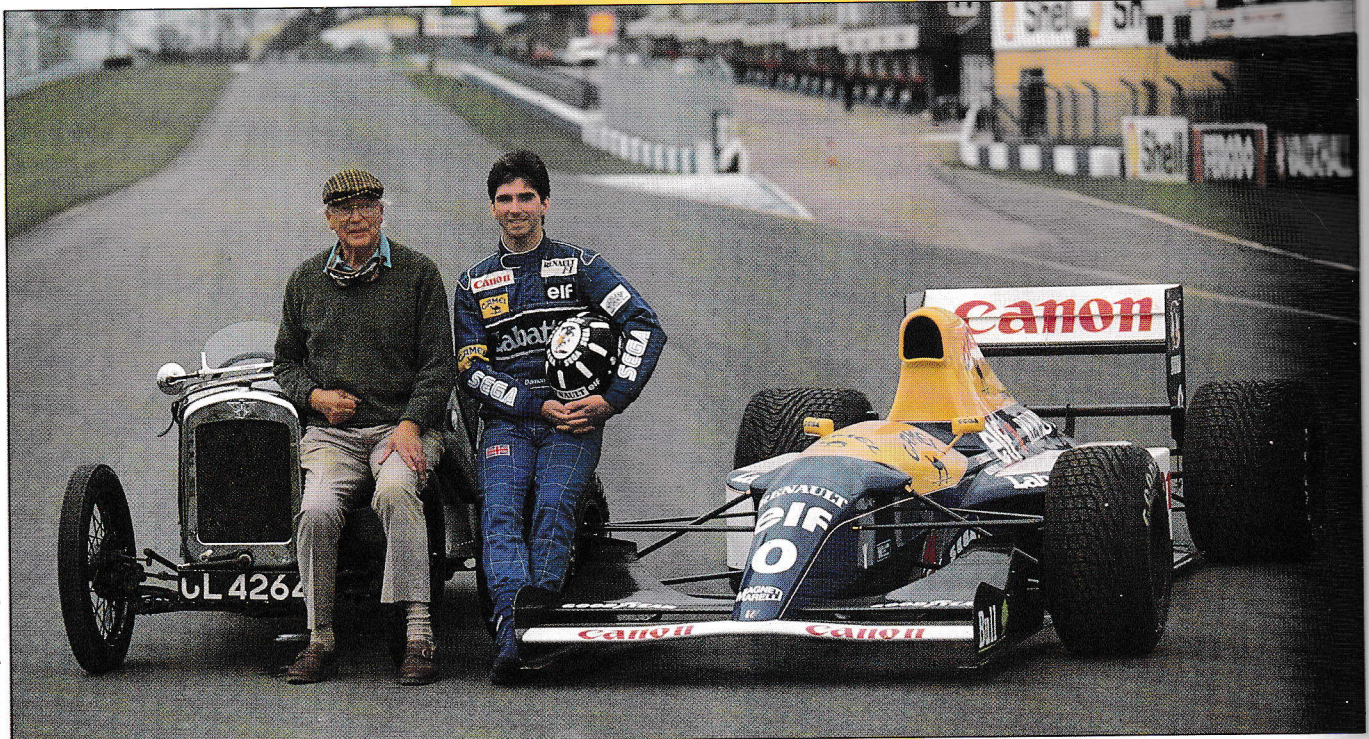


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John Colley Photography



## Happy days

*continued*

Matchless, for instance? It was an enormous success. The racing was superb and there was a wonderful atmosphere with the bosses, dealers, competitors and public mingling together in ideal conditions and lovely weather. World Speed record-breaker Sir Malcolm Campbell was there with his son Donald who was later to become equally famous and whom my father

*Above: the old and the new – Max Turner contested the very first car race at Donington on March 25, 1933, with his brother in an Austin Seven Ulster; Damon Hill will compete this weekend in his Williams Renault FW15C. Left: at a press conference last month, Hill (right) joins Tom Wheatcroft and Murray Walker*

## Making ready

Donington Park's elevation to Formula 1 World Championship grand prix status is the culmination of 20 years' hard work by circuit owner Tom Wheatcroft and his team.

Wheatcroft bought the track in 1971 with the avowed intent of returning it to the glory days of the '30s, when Donington hosted a series of memorable grands prix, interrupted by the war and the circuit's requisition by the Army.

The track reopened to racing in 1977 and, since then, has been the subject of a continued expansion and improvement programme. For example, the Melbourne loop was added in 1985 to bring Donington in line with FISA requirements for grand prix circuit length.

But the circuit has never seen

anything like the feverish activity undertaken over a two-month period last winter to bring it to world-class standard. Around £560,000 has been spent at Donington to bring it into line with FISA safety requirements for Formula 1.

It was on December 14 that safety expert Roland Bruynseraede made his recommendations for the changes and, on his return on February 24, work was all but completed.

One of the biggest projects was at Redgate, where the spectator banking had to be moved back to allow a doubling of the run-off area. The gravel trap was extended from the pit lane exit right around the corner to the start of the Craner Curves.

At Craner a new 150-metre tyre wall has been constructed to protect the ditch, while at the Old Hairpin the gravel bed is now three times larger – in all, 18,000 tons of gravel has been

added to the track's safety traps.

At Coppice, the height of the tyre wall has been doubled to 2m, with an improved 'sloping' gravel bed which extends up this wall. At the Esses, a gravel bed has been constructed across the short circuit to protect cars missing the corner.

Along the start/finish straight debris fencing has been erected – indeed debris fencing has been extended to all areas where none existed previously – and the pit signalling wall has been formed into an enclosed, protected area.

Meanwhile, all the circuit's 26 marshal posts have been given a protective cage, and 18 new car evacuation points constructed in run-off areas, necessitating considerable building work.

But that is far from all: the needs of the ultra-sophisticated Olivetti grand prix timing equipment have meant

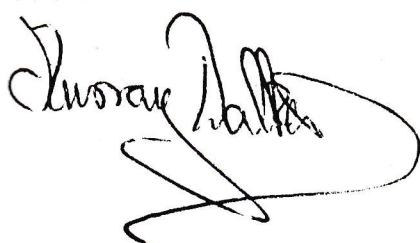
had taught to ride a motor-cycle. It was planned to make it an annual occasion but the war intervened and it never happened again.

But I vividly remember the 500cc eight-lap race of the day, won in style by Norton works rider and TT winner Harold Daniell. Harold wasn't averse to money and his eyes lit up when my father told him there was a fiver in it if he broke the race record. "You're on Graham" he said and did so at a speed of 74.26mph. Doesn't sound very quick now and five quid doesn't seem much either but they were both very big numbers then!

Raymond Mays, Earl Howe, Tony Rolt, Prince Bira, Charles Martin and Freddie Dixon were just some of the great names who raced their ERA's, Bugattis, Alfa-Romeos, Maseratis, Rileys and even Austin Sevens at Donington in those far-off days which I recall with great affection.

And now, 55 years after the last Donington Grand Prix, Tom Wheatcroft, without whom Donington wouldn't exist today, realises his ambition to have a Formula 1 World Championship race on his circuit. A circuit which richly deserves one, having very successfully hosted every other significant category of motor sport. A circuit, too, which is better now than it has ever been thanks to its historical tradition, its unique atmosphere, its natural characteristics, its 'viewability' and its challenge to today's superstars.

As I watch them I will be thinking of the greats of the past whose wheels have sped over the same ground but I know that I'll be enjoying today's race even more because for me, like Tom, it is the realisation of a dream!



digging up the pit lane in three places to lay cabling, and sockets into which the teams can plug their equipment have been provided all along the pit wall.

A new gate adorns the short-circuit pit entry, and the grid has been moved further down the main straight towards Redgate. A parc fermé has been built adjacent to the scrutineering bay, while two new helipads have been provided.

And let's not forget all the good spectator improvement works, which include new grandstands and banking.

*Extensive work has been carried out all round the 2.5-mile Donington track to increase run-off areas and erect debris fencing*

## DONINGTON PARK

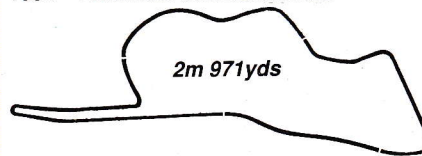
### The key dates

- 1931 – circuit opens for motorcycle racing organised by Fred Craner, using roads of the Donington estate
- 1933 – widened and resurfaced circuit opens for car racing
- 1935 – Richard Shuttleworth (Alfa Romeo) wins first Donington Grand Prix
- 1936 – second running of GP is won by Dick Seaman and Hans Ruesch in another Alfa Romeo
- 1937 – Craner secures entries from mighty German Auto Union and Mercedes-Benz teams for first Donington Grand Prix on further extended circuit. Bernd Rosemeyer wins for Auto Union
- 1938 – Tazio Nuvolari repeats Rosemeyer's success for Auto Union
- 1939 – Donington Park became a major military vehicle depot – some say as many as half a million vehicles were stored there
- 1971 – Tom Wheatcroft buys 300 acres and builds Donington Collection
- 1977 – racing resumed on 1.9-mile circuit, the inaugural motorcycle meeting soon followed by car racing
- 1985 – grand prix circuit extension completed
- 1987 – British Motorcycle Grand Prix moves to Donington
- 1989 – Donington runs its first World Championship event on four wheels, for sports cars
- 1993 – Wheatcroft's dream comes true, the SEGA European Grand Prix is staged at Donington Park on Easter Sunday, almost 60 years to the day after the first car race

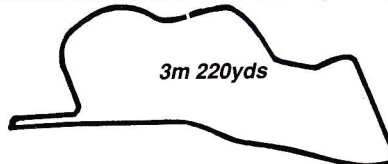
1931 – The first circuit



1934 – Extended and resurfaced



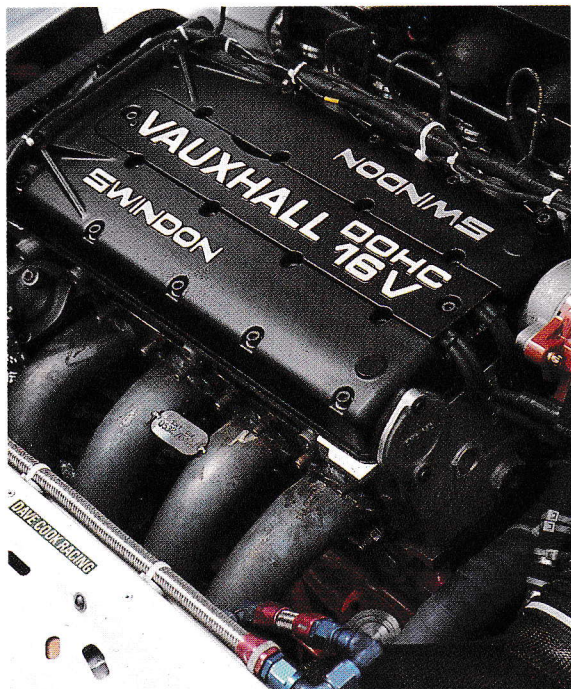
1937 – Extended further to take in the famous Hill Crest and Melbourne Corner



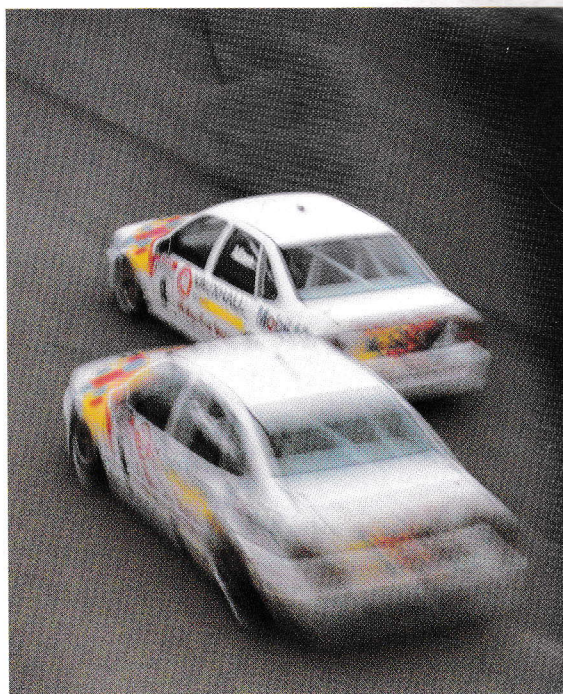
1993 – The modern day Grand Prix circuit



John Colley Photography



ULTIMATE POWER



AWAY EARLY AT WEEKENDS

# NICE WORK CAN O

Like most of the top racing drivers, John Cleland and Jeff Allam haven't always had it so good.

They've had to work their way up through the ranks, without sponsors, mechanics and motorhomes.

Now that they're in the fast lane,

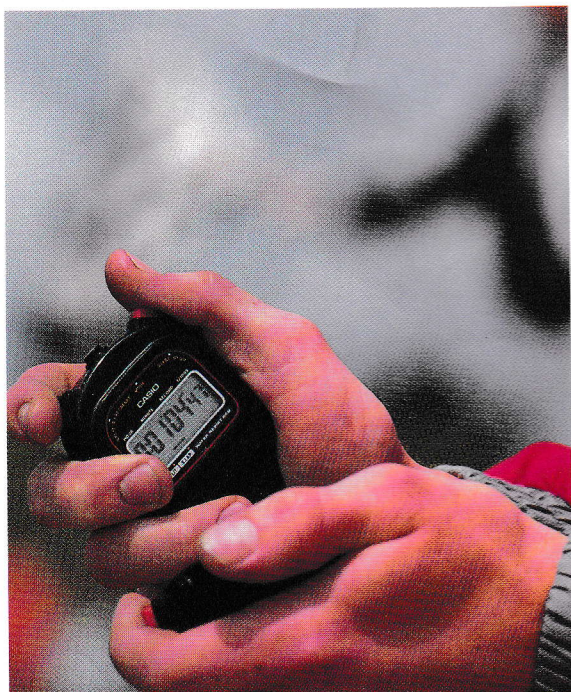
however, life is a little easier.

They're provided with 290 bhp, 16 valve Cavaliers.

And they have the Vauxhall Sport Team behind them.

They're quite happy to work all night if need be, to help them retain





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like to be sitting in the driver's seat.



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Exceptional. Extraordinary.  
Primera eGT owners wouldn't give  
four Ex's for anything else.**

**P R I M E R A**

The motor press is hailing a new era in driving Ex-celence. The Primera. "The choice for the true enthusiast." (Autocar & Motor. January '93.)

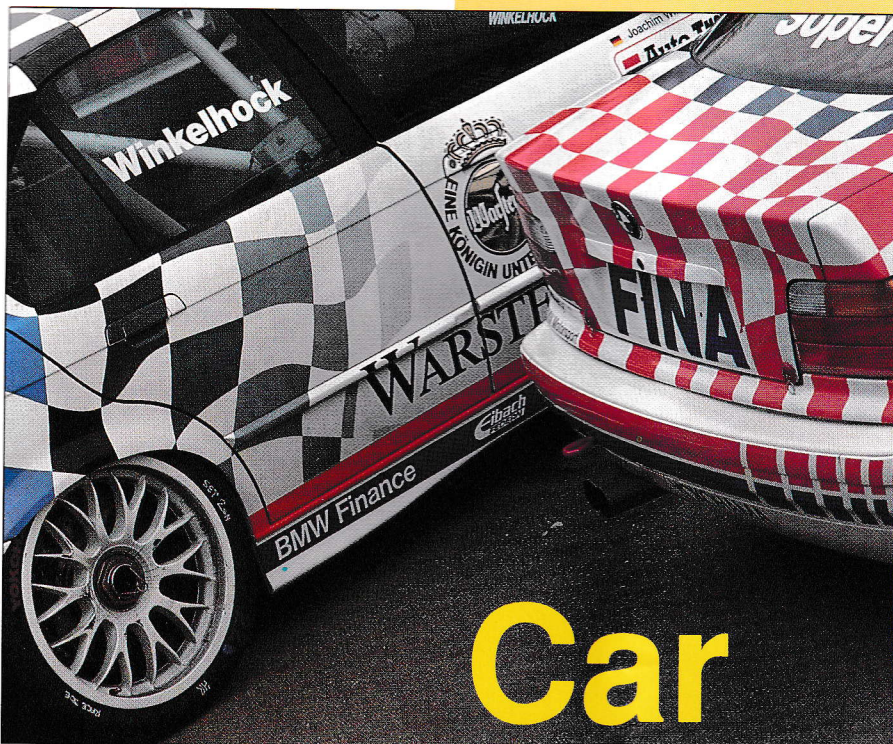
"The best mass-market middleweight of all. Great stuff." (What Car? March '93.) Great stuff indeed. The Ex-ample below is the Primera eGT. And its 16-valve, multi-point fuel injection engine pumps out figures



that are well worth Ex-aming; 150PS and 0-62 in 8.4 seconds. Power like this needs to be properly harnessed and channelled. Hence the ABS and sophisticated multi-link suspension system. It results in Ex-emplary handling and an Ex-quisite ride. For a greater Ex-planation, call 0345 800 600.



Bothwell Photographic



## Car wars

**BMW won the first battle in the manufacturers racetrack war, thanks to Schnitzer and Steve Soper; but seven more car makers are eager to take the winner's laurels, including newcomer Renault, which has last year's champion, Tim Harvey (below), on board. Jonathan Gill of *Auto Express* considers the RAC British Touring Car Championship**

Expectations are high but the omens are good.

With no fewer than eight manufacturers contesting this country's most prestigious race series, the 1993 RAC British Touring Car Championship is billed as the world's greatest saloon car shoot-out. And, judging from the opening encounter staged two weeks ago at Silverstone, we are in for a season-long treat.

Like good wine, the latest 2-litre formula just gets better and better with age. As in 1991, last year's title went right down to the wire with three star drivers competing in three different marques of car locked in combat as the championship reached its climax. This time around it could be still closer and even more dramatic.

BMW drew first blood at Silverstone a fortnight ago and, on paper at least, the crack German team seems to have the upper hand at this early stage of the season. **Steve Soper** and **Joachim Winkelhock** qualified their Warsteiner-backed 318is on the front row and went on to score a one-two in the race. But the competition isn't far behind.

At Silverstone the first 14 cars on the grid were covered by just one second and, just to add some more spice, all 14 were under the existing lap record.

Much to everyone's delight, **Kieth Odor** qualified the promising Nissan Primera eGT in third spot. The Janspeed team has worked overtime to put the Primera on the pace and on this evidence Odor and his new team-mate **Win Percy** (three times BTCC champion) are going to be major contenders throughout the year.

Vauxhall and Toyota are certain to be front runners, too. Both teams were a little behind with their pre-season testing, arriving at the first race with cars not quite performing to their full potential. Even so **John Cleland**

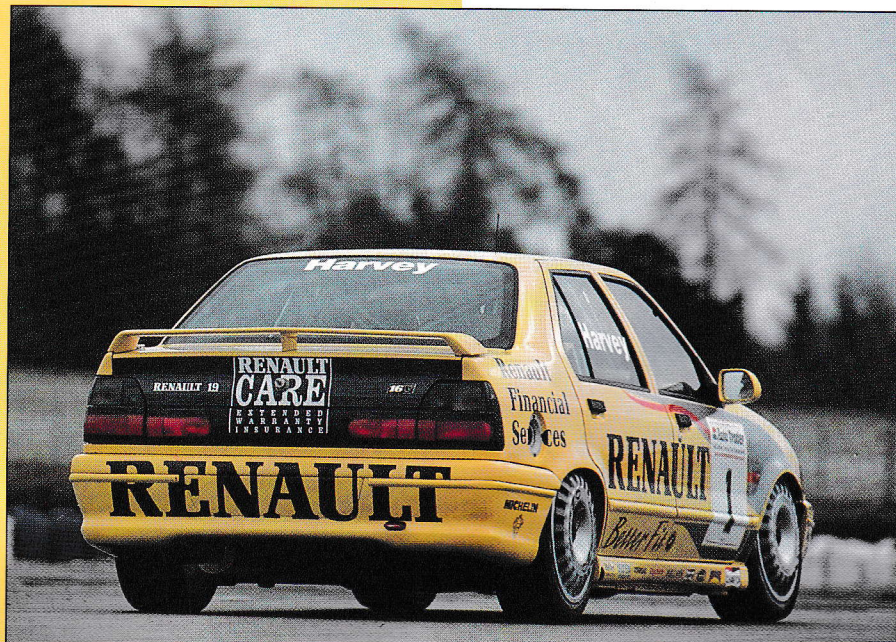
qualified his Cavalier fourth and challenged the BMWs early in the race before settling for a secure third ahead of **Will Hoy's** new Toyota Carina E and team-mate **Jeff Allam's** sister Cavalier. Former grand prix driver **Julian Bailey** was in the thick of the action too before his Toyota succumbed to mechanical maladies.

Sixth spot at Silverstone, both on the grid and in the race, went to yet another different manufacturer – **Patrick Watts's** stunning Mazda Xedos 6 (pronounced Cur-cee-dos, if you were wondering!). The little team run by the not-so-little Roger Dowson was over the moon with the V6 car's terrific debut and an upbeat Watts believes the Xedos could be an outright winner before long. "We're all very encouraged and there's still plenty more to come – you ain't seen nothing yet!"

Peugeot is banging on the door, too. All three 405s were in the wars at Silverstone – **Eugene O'Brien** was involved in the first lap incident which claimed an innocent Odor; **Robb Gravett** was tagged by Percy and **Ian Flux's** chances of a top six finish were scuppered when his engine went bang on the very last lap. Flux may have a new car (and certainly a new engine!) for Donington and BTCC insiders are expecting great things from Flux who holds the lap record ... on the short circuit.

While BMW, Toyota, Vauxhall, Mazda, Nissan and Peugeot are already challenging for honours, two of BTCC's newcomers are finding life in the super-competitive touring car world a little tougher.

Renault has entered the fray with a brace of bright yellow 16-valve 19 saloons – both cars ran reliably at Silverstone with **Alain Menu** finishing 10th, one place higher than his team-mate and reigning champ **Tim Harvey**. This is an all-new effort from Renault and it would be wrong to expect instant success.



Bothwell Photographic

## Car wars

*continued*

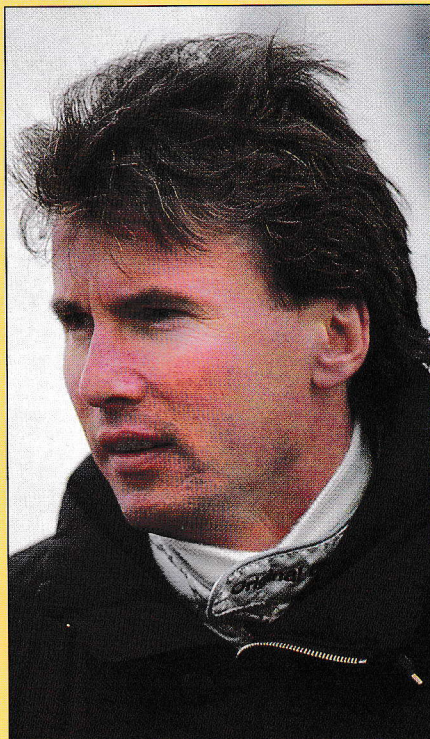
The same must be said of Ford's exciting Mondeo race programme. **Andy Rouse**, Britain's most successful saloon car racer, has been charged with the task of turning the new Mondeo road car into a winner on the track. Sadly, the Fords weren't quite ready in time for Silverstone but Andy is optimistic that the cars – the other is to be driven by New Zealander **Paul Radisich** – will make their much talked about debut at Donington.

Others hoping for more luck this weekend include **David Leslie** in the Ecurie Ecosse Vauxhall (he could be joined by a famous team-mate too! See *Stop Press* page 29) plus the Park Lane Toyotas of **James Kaye** and **Bobby Verdon-Roe**.

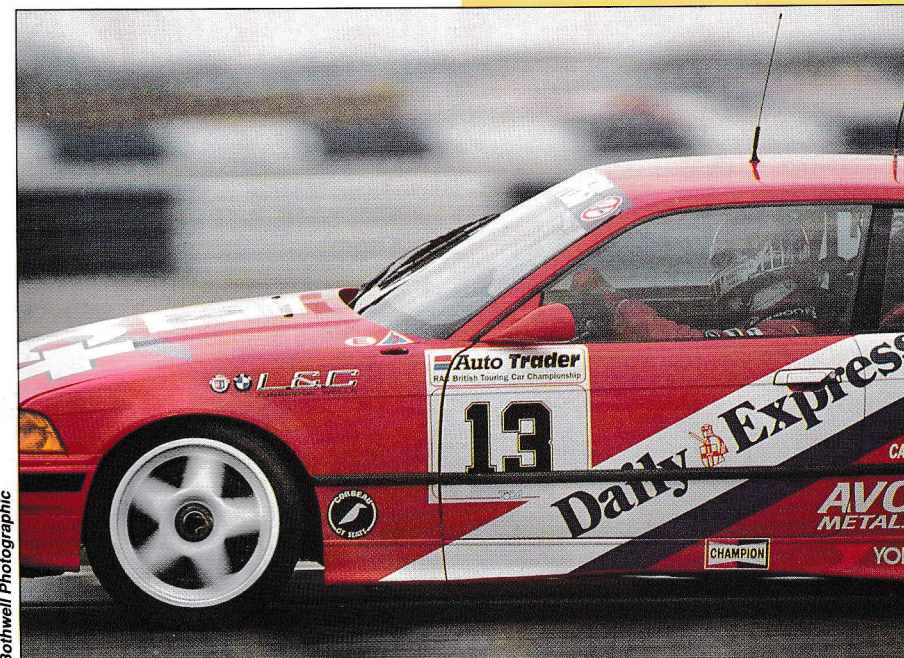
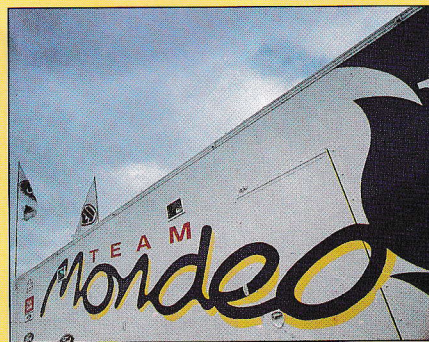
Look out, too, for a hectic battle for glory among the privateers chasing the TOCA Challenge Cup. **Matthew Neal** in his Team Dynamics BMW drew first blood at Silverstone but he was chased all the way by ex-F1 man **Ian Ashley** who's making a welcome return to racing in yet another Vauxhall.

**Ray Bellm** is also sure to feature strongly, along with **Ian Cantwell**, who performed wonders in the ex-Watts Mazda 323F in the season opener. Indeed, Cantwell's sterling efforts were rewarded with the Corbeau Seats 'Driver of the Meeting' award. Other privateers include Group N saloon car champ **Ian Khan**, **Alex Portman**, who lines-up with Neal and Bellm at Team Dynamics, **Peggen Andersson** and **David Pinkney**.

The support race paddock is in the Donington Exhibition Centre, to which the transfer charge is £5 per day. Autograph sessions have been organised as follows: Saturday 1230–1330, all races; Sunday 0830–0930, Formula Ford; Sunday 1230–1330, Vauxhall Lotus and Touring cars.



*Steve Soper (above) showed world-class style in the opening round of the RAC British Touring Car Championship at Silverstone a fortnight ago; Ford (below) was there, but the stylish new Mondeo race cars remained on static display; Matthew Neal (bottom) topped the privateers chasing the lucrative TOCA Challenge Cup*



# Motor industry training programme

Manufacturer support, from Vauxhall and Ford, is also evident in the single-seater support events, vital training grounds for future grand prix stars

## FORMULA VAUXHALL EUROSERIES

The Formula Vauxhall Euroseries gets under way this weekend with one race on each of Saturday and Sunday. While there is no international form guide as yet, more than half of this weekend's competitors appeared in the opening round of the UK Formula Vauxhall Lotus Championship a fortnight ago, so we do have something to go on.

Of the regular Euroseries contenders, the Dave Sears Motorsport pairing of Portugal's **Pedro Couceiro** and the Italian **Oliver Martini** travelled over specially to tackle the Silverstone race by way of additional pre-season testing.

Fourth (Couceiro) and fifth (Martini) was fair reward for the team, but they came up against some very strong British-based opposition, led by FVL newcomer **Jan Magnussen**, who won the Silverstone race from pole position and claimed a new lap record into the bargain.

The young Dane has three world karting titles to his credit and showed stunning form in the second half of last year's Open Formula Ford Championship, winning six of the last nine races and crowning his achievement by winning the prestigious Formula Ford Festival. He has switched to FVL along with his Formula Ford team, Foundation Racing, which must be well-pleased with a debut win in the senior category. Paul Stewart Racing's **Johnny Mowlem** – in his third FVL season – finished in third place.

Magnussen's victory was by a very narrow margin, though, **Dino Morelli** just over a second adrift; Morelli, now running with David Sears Motorsport, will be hoping this first result will herald a more consistent season than last, when his sheer speed often fell foul of his relative lack of experience.

Other names worthy of note are the Mexican **Freddy van Beuren**, another





# 1993 FIXTURES

**Sat/Sun April 24/25**  
**Championship Car Races**  
 National Saloons, Rover GTi, Porsche Production, Sports GT, Peugeot GTi Rally Challenge, Intermarque, Metro GTi Cup, Minis

**Sun/Mon May 2/3**  
**FIA FORMULA 3000 CHAMPIONSHIP**  
 Opener to the FIA F3000 series, plus British F3, S/ Sports Vauxhall, MGB CV8, Production Saloons

**Sat/Sun May 15/16**  
**RAC BRITISH TOURING CAR CHAMPIONSHIP**  
 RAC British Touring Cars, F. Vauxhall Lotus, F. Vauxhall Junior, F. Renault, FF1600, Renault Clio, F. Fiesta, Morgan Sports Challenge, French Cobras

**Sat/Sun May 22/23**  
**ACU British Championships**  
 750cc (2 races), 125 GP, 250 GP, Supersports 400, Supersports 600, Sidecars, Sound of Singles

**Mon May 31**  
**DONINGTON PARK DIAMOND JUBILEE VINTAGE RACEDAY**  
 The 60th Anniversary of the first car race here featuring cars of that era plus Ron Flockhart Trophy for Historic GP cars

**Sat/Sun June 5/6**  
**British Formula 2 Raceday**  
 Modified Saloons, Pre-85 FF1600, Formula Forward, Pre-74 FF1600, Alfa Romeo races (Sat), British F2, Prosports 3000, Toyota F3, TVR Tuscan, Caterham Vauxhall, Pirelli Maranello Ferrari, Pre-90 FF1600, Replicar Sports Cars

**Sat/Sun June 19/20**  
**H.E.A.T. INTERNATIONAL SUPERCUP**  
 The works teams lead the chase for honours, 750cc (2 races), 250 GP, 125 GP, Sidecars, Supersports 600, Superteen

**Sun June 27**  
**British F3 Raceday**  
 British F3, Dunlop Rover GTi, BRDC National Sports GT, Supersports Vauxhall, Mini Se7en, Mini Miglia, Club Metro

**Sat/Sun July 17/18**  
**DONINGTON GOLD CUP**  
 German Touring Car action plus British F3, Production Cars and Post Historic Touring Cars

**Fri/Sat/Sun July 30/31/August 1**  
**BRITISH MOTORCYCLE GRAND PRIX**  
 Britain's rounds of the FIM World Championships for 125, 250, 500 and Sidecars

**Sat/Sun September 4/5**  
**FIA Historic Championships**  
 FIA Historic Championship for Historic Cars (Sports Prototype, GT Cars, 2 seater racing cars up to '65), FISA Trophy for Historic Cars (single seater up to '66), FIA Cup for Historical GT Cars, Historic F1, F2, Group 6 Sportscars

**Sat/Sun September 11/12**  
**RAC BRITISH TOURING CAR CHAMPIONSHIP**  
 Spectacular 'double' round of the British Touring Cars plus F. Vauxhall Lotus, F. Vauxhall Junior, F. Renault, R. Clio, F. Fiesta, FF1600, Int. Supersports

**Sat/Sun September 24/25**  
**INTERNATIONAL SPORTSCARS**  
 Int. Sports GT Cup race (Sat), 1993 Interserie Sportscar Cup plus Euro F. Ren, Euro FF1600, Ferrari v Porsche, Citroen Eurocup, Euro VW Polo, Porsche Prod, Hist Sals, Nat. Sals, Proport 3000, Beetles

**Fri/Sat/Sun October 1/2/3**  
**FIM WORLD SUPERBIKE CHAMPIONSHIP**  
 The penultimate round of the FIM World Superbike Championship held over 2 legs, plus FIM Euro S-Sports 600, Int. Singles, Battle of Twins

**Sat/Sun Oct 9/10**  
**British F2 Championship Final**  
 The final round - British F2, Thundersaloons, Tandon F3, TVR Tuscan, Honda CRX, VW Polo, F. First, Sup Road Sals, Vecta Fords, Caterham Vauxhall

**Sun October 31**  
**International "Shoot-Out"**  
 Touring Car Shoot-Out race plus FF1600, F. Vauxhall Junior, Caterham Vauxhall

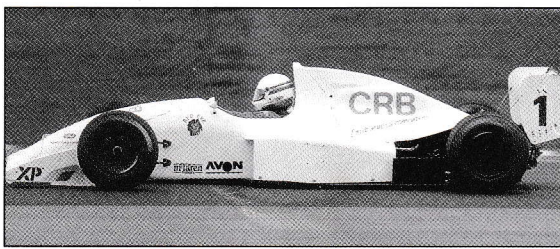
**Sun November 21**  
**RAC Rally Special Stage**  
 Double stage counting to Britain's round of the FIA World Rally Championship

# Donington stages the opener to the 1993 FIA International F3000 Championship and three major Touring Car races

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## Advance Booking Order Form

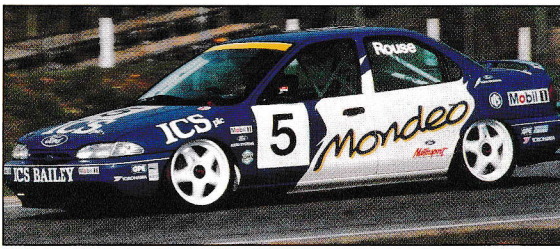
**Bank Holiday Monday May 3**  
**FIA International F3000 Championship Raceday**



**Sunday May 16**  
**RAC British Touring Car Championship**  
 with full support race programme

**Sunday July 18**  
**DONINGTON GOLD CUP**  
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**Sunday September 12**  
**RAC British Touring Car Championship**  
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Adult special trackside enclosures (on day £11) @ advance price £9	.....	.....
Paddock Transfer @ £4	.....	.....
<b>Sun July 18</b>		
Adult special trackside enclosures (on day £11) @ advance price £9	.....	.....
Paddock Transfer @ £4	.....	.....
<b>Sun Sept 12</b>		
Adult special trackside enclosures (on day £11) @ advance price £9	.....	.....
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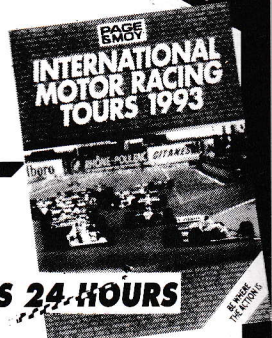
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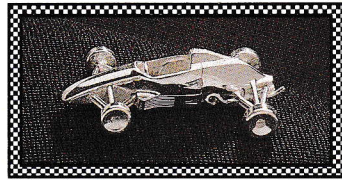
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## SUPPORT RACES



John Colley Photography

**Tichy** third a further four-tenths adrift; **Jonny Kane** made it three Swifts in the top four.

Twenty-year-old **Keen** arrives at Donington Park a strong favourite, since his short career started here, with a string of successes in the Jim Russell Racing School's Formula Vauxhall Junior cars. A strong showing in last November's Formula Ford Festival guaranteed him a Swift seat for this year, and team boss Frank Bradley was beaming from ear to ear two weeks ago.

Two of Van Diemen's star drivers, Australian **Russell Ingall** and **Rui Aguas**, star of the '92 Portuguese Formula Ford series, retired at Silverstone but they must be considered front-runners; so also must reigning Belgian, Benelux and Dutch Formula Ford champ **Kurt Mollekens**, who finished fifth at Silverstone.

Aside from the 'big two', Reynard is represented by South African **Jaki Scheckter**, nephew of former World Champion Jody, in a car run by fellow countryman Trevor van Rooyen (this retired at Silverstone), while the new kids on the block are Vector, whose pretty chassis was driven to seventh place in the season-opener by **Andrew McAuley**.

Australian **Philip Polites** came out on top of the Kent-engined class at Silverstone, finishing 11th overall, but close racing was the order of the day there, too, just five seconds covering the top four.



John Colley Photography

*Formula Ford graduate Jan Magnussen put his yellow Foundation Racing entry (above) into the lead at the start of the first UK Formula Vauxhall Lotus race two weeks ago and is a strong favourite for the Euroseries races this weekend; regular Euroseries competitors include Pedro Couceiro (left, leading Johnny Mowlem)*

### Training programme

*continued*

regular on the UK scene who retired after contact with David Sonenscher at Silverstone, and – from the Continent – Eggenberger Motorsport's Swiss pair **Norbert Zehnderch** and **Johnny Hauser**, Portugal's **Patrick Crinelli** and Belgium's **Vincent Radermecker**.

*The introduction of the more powerful and torquier Zeta engine to Formula Ford has done nothing to dull the exciting competition (right); Swift (below) dominated the opening round, Justin Keen and team-mate Guy Smith claiming a one-two*



LAT Photographic

### OPEN FORMULA FORD CHAMPIONSHIP

Race fans at Silverstone a fortnight ago witnessed a lively start to the 1993 Open Formula Ford Championship – new for 1993 is the 16-valve 1800cc 'Zeta' engine, with more horsepower and better torque, unchanged is the cut and thrust of traditional Formula Ford.

This is the first Formula Ford race on the supporting programme for a grand prix in Britain for many years, so these young hotshoes will be eager to display their talents before their most important audience of the year ... a host of potential employers, the grand prix team managers.

Works Swift drivers dominated the opening round, **Justin Keen** winning by 16/100ths of a second from team-mate **Guy Smith**, with Van Diemen's **Oliver**



LAT Photographic

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# Displayed 'live'

## Nick Carter at the Donington Collection

Donington Park's rebirth as a grand prix circuit is thanks largely to the unstinting efforts of one man – Tom Wheatcroft. He bought the circuit in September 1971 and his faith that, one day, it would host World Championship events has never wavered.

But Wheatcroft had a twin obsession; not only did he want to see modern-day Formula 1 cars on his track, but he also wanted to re-create the era which first attracted him to motor sport. Hence the Donington Collection of historic racing cars, which first opened its doors 20 years ago this year.

The bug that bit Wheatcroft that day in 1935 when he cycled over to Donington Park to watch a meeting has subsequently sunk its teeth into millions more people. Every one of them will have his or her favourite period of the sport, be it the golden pre-war years of Nuvolari, Caracciola and Rosemeyer, Fangio's fifties, Clark's sixties, Stewart's seventies, or even the modern era. Whatever your bent, you will find something within the Donington Collection to charm and captivate.

It all began when, in 1964, Wheatcroft bought an ex-Peter Whitehead '51 Ferrari, more for the fun of it than anything else. After shipping it from Australia he discovered that its original V12 engine had been replaced by one from a Chevrolet Corvette!

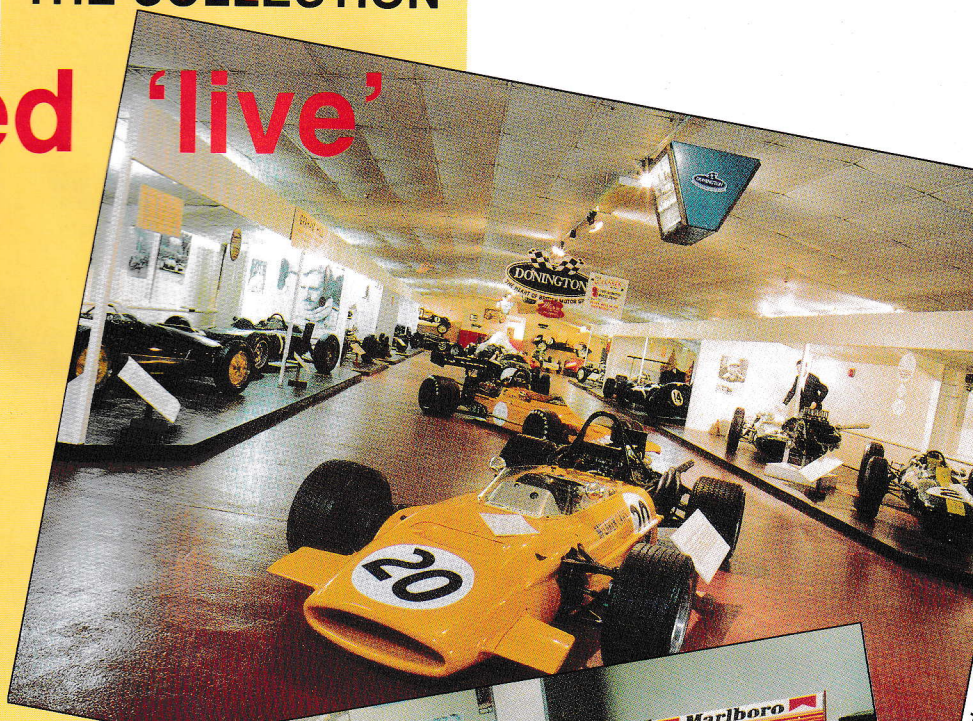
His private collection grew as the years passed and, when first it opened its doors to the public, there were 50 cars. Now it is nearer 150, and there are plans to widen the collection's scope yet further.

To call the cars contained within the collection's five halls 'exhibits' is to do them an injustice, for this is no dusty museum of the motor car. Around 60 per cent of the cars are runners, and they are regularly exercised at Donington and other circuits.

From the moment you enter its doors it is immediately apparent that this is no ordinary collection. The first car that greets you is one of the most successful grand prix cars of all time, Tyrrell 003, which Jackie Stewart raced to victory in no fewer than eight grands prix during his championship-winning year of 1971 and in '72. Presented to Stewart by Ken Tyrrell and subsequently passed to Stewart's sons, Paul and Mark, 003 is a precious loan to the collection.

A few feet further on is another star, the fearsome Scuderia Ferrari Alfa Bimotore pre-war twin-engined racer, capable of 200mph in its day.

Earliest car in the collection is the 10.6-litre Edwardian Cottin et Desgouttes hill-climber of 1911, the



The spacious halls of the Donington Collection have something to interest all motor racing fans, whichever their favourite decade



John Colley Photography

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## Displayed 'live'

*continued*

latest Ayrton Senna's McLaren-Honda MP4-7, which carried him to three grand prix victories last year.

All eras are well represented at Donington. Thirties racing machinery on show includes the fabulous Tazio Nuvolari Maserati 8CM of 1934, as well as the unsuccessful but technically fascinating 1935 Maserati V8 Indianapolis car. There's also an Alfa Romeo 'P3' Monoposto, as well as a Frazer-Nash and the unusual Derby-Maserati, which smashed many world speed records in the early '30s.

The early post-war years provide a rich source of unusual racing machinery, such as the 1948 1.5-litre supercharged Alta grand prix car campaigned by George Abecassis, and the simply beautiful Maserati 4CLT/48 of the same year, which found success in the hands of such as Alberto Ascari and Luigi Villorosi. The collection's car is an ex-Reg Parnell example.

Another of Ascari's mounts is the stunning Ferrari Tipo 500 of 1952-'53, which swept all before it in World Championship events over those two seasons. Indeed, the Donington car is another aspirant to the title of most successful GP racer – Ascari claimed 11 race wins in Tipo 500s, but nobody's too sure which chassis won which race ...

From the same era comes the Ferrari 'Thin Wall Special', run by Vanwall for the likes of those 'Mon Ami Mates' Mike Hawthorn and Peter Collins in 1952-'54, and the 'Syracuse Connaught', which claimed Britain's first Continental grand prix win for 30-odd years in the hands of Tony Brooks in 1955.

The transition from front- to rear-engined cars which occurred in the late '50s is amply demonstrated at Donington. Here you'll find the very earliest examples of the breed, like the tiny JAP-engined Coopers and the Rob Walker-run Lotus 18, in which Stirling Moss gave the marque its first grand

## THE COLLECTION

prix victory at Monaco in 1960.

Jim Clark's 1961 Lotus 21-Coventry Climax is here also, as well as his World Championship-winning Lotus 25 of 1963. If Damon Hill has a few moments to spare during the weekend, he might be interested to pop in and marvel at his late father Graham's BRM P56, with which he won the 1962 World Championship.

Over '60s machinery on display includes one of the earliest McLarens, the 1966 M4 Formula 2 car, raced by Bruce McLaren himself; a '68/'69 McLaren-Cosworth M7A, as raced by McLaren and Denny Hulme; Sir Jack Brabham's championship-winning 1966 Repco-Brabham; one of Dan Gurney's 1966 Eagle-Climax racers; and the ex-Jacky Ickx Brabham-Ford BT26 of 1969.

### The Donington Collection will be open from 0600 to 2200hrs from Friday to Sunday, April 9 to 11

Of the modern-era cars, the Lotus 49 is perhaps one of the most significant. It heralded a completely new era in the sport, introducing the Ford Cosworth V8 to Formula 1 in 1967, and carrying Graham Hill to World Championship victory in '68. Donington boasts not only a Gold Leaf team Lotus-liveried 49B, but also the ex-Jo Siffert Rob Walker 49.

The 49's successor, the sleek and technologically-advanced Lotus 72, can also be seen. Donington's car is the JPS-liveried machine which Ronnie Peterson drove to victory three times in 1973-'74.

Over the years there have been some spectacular embarrassments in the Formula 1 world, not least the attempts by several manufacturers to try four-wheel-drive cars on the tracks.

Donington seems to have a virtual monopoly on these ill-starred cars, housing the Lotus 63, the Cosworth 4wd and the McLaren M9A, as well as the only one which showed any promise, the 1961 Ferguson, which won an F1 race in the hands of Stirling Moss. Then there's the fearsomely-complex BRM H16 racer of '66-'67.

The '70s are represented by some mouthwatering machinery, like Jacky Ickx's beautiful Ferrari 312B of 1970, a 1975 Shadow-Matra DN7, an ex-Andrea de Cesaris Alfa Romeo, the first of the illustrious Tyrrell line, 001, as well as the last car, another Tyrrell, raced by the great Jackie Stewart. Jody Scheckter's Wolf WR1 – one of very few cars to have won its debut GP – is here, as are BRM's P153, P160 and P180 and the very first March GP car, the ex-Chris Amon 701-1.

There are several recent Brabhams at Donington, like the '75 Cosworth-powered BT44B of Carlos Pace; a '76 Alfa-powered BT45; the car which gave Nelson Piquet his first GP victory, the 1980 BT49; an '86 'lowline' Brabham-BMW; and an '87 BT56. Perhaps the most spectacular of all is the infamous Brabham 'fan car' of 1978, banned immediately after its debut victory.

Perhaps one of the most poignant displays of the collection is that given over to the cars of the late Roger Williamson, protégé of Tom Wheatcroft, who drove so brilliantly in Formulae 3 and 2 only to die in his second grand prix, at Zandvoort, Netherlands, in 1973.

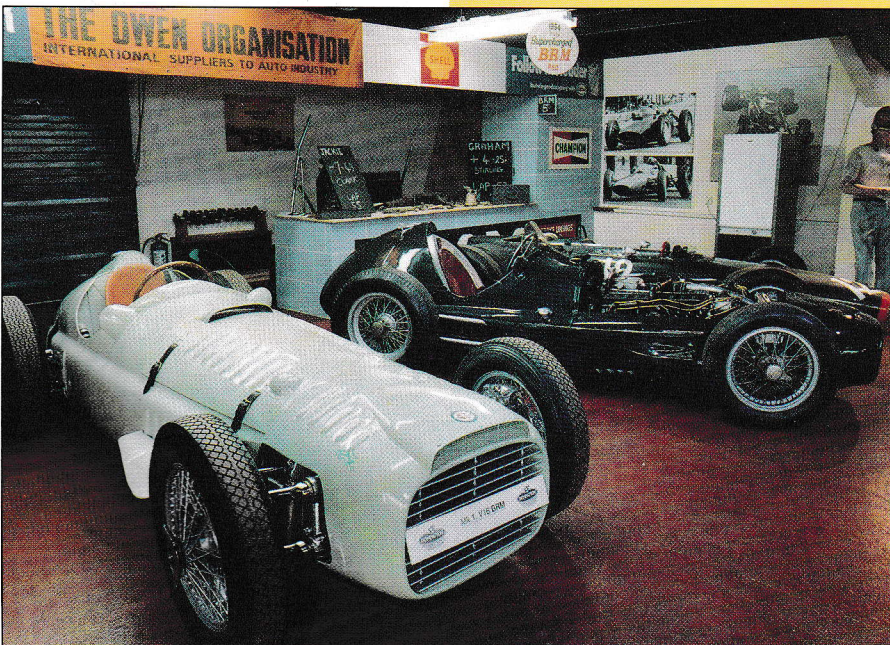
Just around the corner is a tribute to the man who tried in vain to save Williamson, David Purley. Here you'll find the remains of Purley's LEC F1 car, from which he was lucky to emerge alive after a 1977 crash in pre-qualifying for the British Grand Prix.

Reigning World Champion Nigel Mansell is not forgotten either – the car which gave him his first grand prix victory, the 1985 Williams-Honda FW10, is on display.

Other recent additions to the collection include Tyrrell 011, with which Michele Alboreto took Tyrrell's last GP victory, at Las Vegas in '82; Satoru Nakajima's Tyrrell 020 and, of course, Senna's '92 McLaren.

You'll certainly need more than just a few minutes to do justice to the Donington Collection. Like all good collections, it is presented in such a way that you can't help but linger over every exhibit, marvelling at the facts and figures. There are video films of the cars in action, too, as well as some stunning works of art and motor sport memorabilia.

The closer you look, the more you find. Keep an eye open near the exit for the framed letter from Field-Marshal Montgomery of Alamein dated 1948 detailing the reasons why the Army wouldn't be releasing Donington Park from its war-time requisition so that racing could resume. We can all be thankful his decision was later overturned ...



John Colley Photography

AUSTRALIA	28 MAR	GERMANY	13 JUNE	ITALY	5 SEPT
MALAYSIA	4 APR	HOLLAND	26 JUNE	USA	12 SEPT
JAPAN	18 APR	EUROPE	4 JULY	SOUTH AFRICA	3 OCT
SPAIN	2 MAY	SAN MARINO	18 JULY		
AUSTRIA	16 MAY	BRITAIN	1 AUG	Two rounds to be confirmed	



# BRITISH GRAND PRIX

DONINGTON 30-31 JULY-1 AUGUST 1993

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