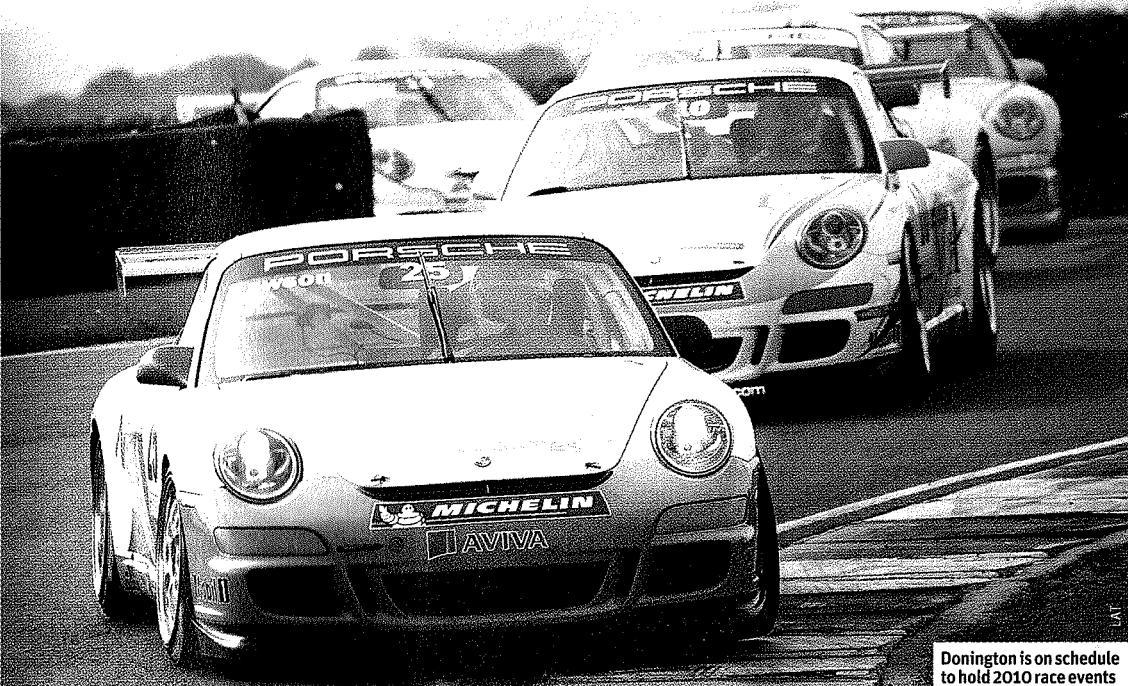


Sports

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Donington is on schedule to hold 2010 race events

AUTOSPORT SAYS...

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LAST WEEK the Motor Sports Association held its annual Race Championship Control Panel meeting, in which the status of all national and club racing championships is discussed.

The MSA is cagey about what goes on, but the important thing is that the right decisions are made. And that means culling weak series.

Clearly this is not a new idea, so how could the MSA go about that rationalisation of British racing?

It was suggested to me recently that there could be a set number of permits for, say, tin-top championships. Different clubs and series could bid for those places and the most successful ones - by which I mean those that attract the best grids, not those that have the most money, or best connections - are granted that tender for a set period.

Once we have established the number of healthy series Britain is able to maintain, this approach would end the profusion of racing series, which currently dilutes field and spectator numbers.

Perhaps it could also get around any anti-competition laws that might concern the MSA, as anyone would be able to apply for one of the tenders.

I'd like to hear from anyone who has their own ideas, so email me at kevin.turner@haymarket.com.

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Donington inspection plan after latest track repairs

Race return to Leicestershire circuit moves closer as work progresses

» DONINGTON PARK is closer to holding races again after essential construction work was completed last week, and the track is now set for an inspection.

The Leicestershire circuit's new leaseholder, the Adroit Group's Donington Park Limited subsidiary, is investing £2million in the circuit after the damage caused by Donington Ventures Leisure Ltd's failed British Grand Prix bid.

It must now pass an inspection to obtain a licence, and an FIA visit is to take place within the next week.

Apart from the repairs, Donington has also been modified to meet the FIA's latest safety standards. The right-hander at Goddards on the National layout is now 85-metres earlier than before.

Steve Watton, operations director of Donington Park Ltd, said: "We've all been working very hard over the past two months and the circuit is complete and driveable."

"The FIA inspection is the next big step. We've had an extremely positive response from the FIA and the MSA, and have agreed a further programme with

them to bring the track back to international standards. Certain things had gone by the wayside, so we are playing catch-up, but the FIA is being very helpful."

Donington is scheduled to host a classic motorcycle event on August 13-15 after an Auto Cycle Union inspection this week. It is then due to hold its first general car test day since the repairs on Wednesday August 18 on the revised National circuit.

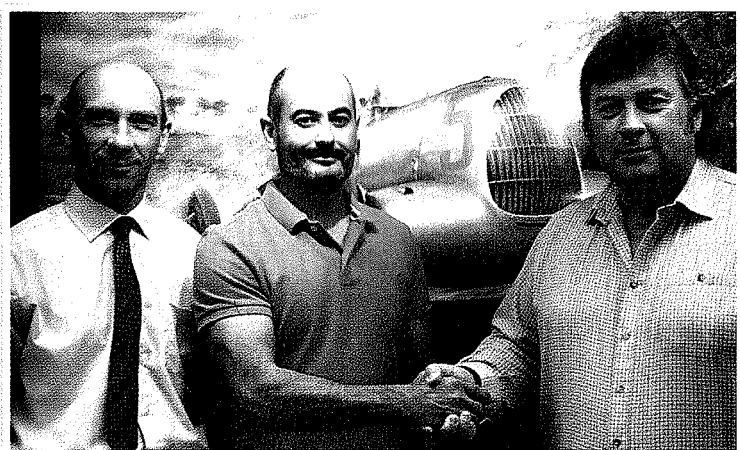
There will be a further test day that week, on Friday August 20, primarily reserved for competitors taking part in the Donington Revival Grand Prix Masters event, on September 3-5.

Donington and Masters Historic Racing, which is organising the race meeting, are searching for drivers who competed in the first post-WW2 event at the circuit, in 1977.

All original competitors who make contact with the Masters office with proof of their 1977 entry will receive two free paddock access tickets to attend.

Any of those drivers still racing will also be invited to enter the Masters 1977 Opening Revival race for 1970s saloon and GT cars.

Former Super Saloons racer Doug Niven is already expected to attend.



Adroit's Steve Watton (l) and David Broome, and Kevin Wheatcroft (r) are resurrecting Donington Park

CONTENTS

- p95** BRANDS HATCH MSVR
- p96** CASTLE COMBE CCRC/HSCC
- p98** SNETTERTON BARC
- p100** PEMBREY 750MC
- p102** ANGLESEY BARC