

The Masters Historic Festival

Incorporating the Masters Raceday on Monday 25 May

Brands Hatch

FOR CONDITIONS OF ENTRY PLEASE SEE INSIDE



Masters
HISTORIC RACING

FIA
MASTERS
HISTORIC
FORMULA ONE
CHAMPIONSHIP

FIA
MASTERS
HISTORIC
SPORTS CAR
CHAMPIONSHIP

Sat 23/Sun 24 May 2015

MSVR
MOTORSPORT VISION RACING

OFFICIAL PROGRAMME £5

BrandsHatch

FOOD & DRINK

MASTERS HISTORIC SPECIAL OFFERS



FREE
Glass of orange juice

Pitstopper Breakfast

2 x bacon rashers, sausage, egg, baked beans, tomatoes, mushrooms, hash browns, toast/fried slice plus a hot beverage. **£7.30**



Just £6.50

Masters Meal Deal Just £6.50

Your choice of quarter pounder, chicken burger or bean burger with fries and a regular sized drink.

Available from Fast Lane at Paddock Hill and Colin Chapman Way. From 08:00 until the end of racing.



Afternoon Tea

Join us from afternoon tea in the Kentagon and Hailwoods Restaurants. Including finger sandwiches, scones, cakes and hot beverages. Served from 3pm until 5pm.

£6.00 per person



Pimm's Offer

Summer is just around the corner and available this weekend, you can enjoy the British summer classic that is Pimm's No.1.

Glass £4.00

Jug £12.00

Kentagon Bar and Restaurant

Saturday 23 May

Food 7.30am – 9.00pm

Bar 11am – 11pm

Sunday 24 May

Food 7.30am – 9pm

Bar 10am – 11pm

Monday 25 May

Food 7.30am until 'according to demand'

Bar 10am until 'according to demand'

Hailwoods Bar and Restaurant

Saturday 23 May

Food 7am – 4pm

Bar 11am until the end of racing

Sunday 24 May

Food 7am – 5pm

Bar 10am – 11pm

Monday 25 May

Food 7am – 4pm

Bar 10am onwards

Fast Lane - Paddock Hill & Colin Chapman Way

Open Sunday 24 May from 8am until the end of racing.

Grand Prix Terrace

Open throughout the weekend from 7.30am until the end of racing.

IMPORTANT INFORMATION

Due to the large volume of people leaving the venue immediately after the last race, delays can be expected when exiting the car parks. Let the rush go and take the opportunity to relax with a drink in the Kentagon Bar & Restaurant, which will remain open into the evening.

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Mr Domenico Cifaldi

FIA observer

Mr John Naylor (IRL) - FIA appointed

Chief safety delegate

Mr Barry Morris (GBR)

Race director:

Mr Christopher Norman (GBR)

MSA Steward (International)

Rod Parkin

MSA Steward (National)

David Kane

Secretary to the Stewards

Gill Barnett

Club Stewards

Haydn Chappell, Tony Johnstone

Race Director (International)

Chris Norman

Event Director & Senior Clerk of the Course

David Scott

Clerks of the Course

Barry Morris, Chris Norman,

Andrew Rowe

Secretary of the Meeting

Simon Gnana-Pragasam

Chief Scrutineer

Bob Towse

Masters Series Eligibility Scrutineers

Peter Farrington & Howard Corbally

Chief Medical Officer

Haj Jeyabalasingam

Starter

John Wells

Chief Paddock Marshal

Sue Markey

Chief Pit Marshal

Darryl Burgess

Chief Startline Marshal

Beverley Franklin

Chief Timekeeper

Sarah Evans

Race Communications

Juliet Morris, Mildred Wiltshire

Commentators

Russell Douglas, Mark Werrell

Press Officers

Tom Arron, Kevin Ritson

Marshals/Event Officials

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Rescue Unit Chief

Andy Lyle

Recovery

D&G Cars

Safety Car

Ian Barnett



This meeting is organised by MotorSport Vision Racing and will be held under the General Regulations of the Motors Sports Association (incorporating the provisions of the International Sporting Code of the FIA), the event Supplementary Regulations and any written instructions that the organising club may issue for the event.

This event will be held under the following

MSA Permit numbers:

Sat/Sun - Nat B: 89304 & Int: 89303

Mon Nat B: 89305

This meeting is NCAFP permitted.

Masters
HISTORIC RACING

TIMETABLE

Saturday 23 May – Grand Prix Circuit

09.00	Masters Pre-66 Touring Cars	Qualifying	30 Mins
09.40	FIA Masters Historic Sports Car Championship	Qualifying	30 Mins
10.20	The Tony Brise in association with Luna Logistics Classic Formula Ford Race	Practice	20 Mins
10.50	Gentlemen Drivers Pre-66 GT	Qualifying	30 Mins
11.30	FIA Masters Historic Formula One Championship	Qualifying	25 Mins
11.55	LUNCH (including Karting Demonstration)		60 Mins
12.55	Super Touring Car Challenge	Qualifying	25 Mins
13.35	Masters Pre-66 Touring Cars	Race 1	30 Mins
14.15	The Royal Automobile Club Woodcote Trophy	Qualifying	30 Mins
15.05	FIA Masters Historic Sports Car Championship	Race 2	30 Mins
15.45	The Stirling Moss Trophy – for pre 1961 sportscars and sports racers	Qualifying	30 Mins
16.25	NK HTGT (Dutch Touring and GT Cars)	Qualifying	30 Mins
17.10	Gentlemen Drivers Pre-66 GT	Race 3	40 Mins
18.00	The Tony Brise in association with Luna Logistics Classic Formula Ford Race	Qualifying	20 Mins

Sunday 24 May – Grand Prix Circuit

09.05	Pit lane walk (FREE OF CHARGE)		40 Mins
10.05	Masters Pre-66 Touring Cars	Race 4	30 Mins
10.50	Gentlemen Drivers Pre-66 GT	Race 5	40 Mins
11.50	FIA Masters Historic Formula One Championship	Race 6	25 Mins
12.30	The Royal Automobile Club Woodcote Trophy	Race 7	50 Mins
13.20	LUNCH (including F1 Demos)		50 Mins
14.10	FIA Masters Historic Sports Car Championship	Race 8	30 Mins
14.55	The Tony Brise in association with Luna Logistics Classic Formula Ford Race	Race 9	20 Mins
15.30	Super Touring Car Challenge	Race 10	25 Mins
16.15	FIA Masters Historic Formula One Championship	Race 11	25 Mins
16.55	The Stirling Moss Trophy – for pre 1961 sportscars and sports racers	Race 12	50 Mins
18.00	NK HTGT (Dutch Touring and GT Cars)	Race 13	25 Mins

Monday 25 May – Indy Circuit (Masters Raceday)

09.15	Motorsport News Saloon Car Championship	Qualifying	15 Mins
09.40	NKHTGT (Dutch Touring and GT Cars)	Qualifying	15 Mins
10.00	NKHTGT (Dutch Touring and GT Cars)	Qualifying	15 Mins
10.25	Cannons Tin Tops	Qualifying	15 Mins
10.50	Super Touring Car Challenge	Qualifying	20 Mins
11.20	The Tony Brise in association with Luna Logistics Classic Formula Ford Race	Qualifying	20 Mins
11.50	Masters 70s Celebration	Qualifying	25 Mins
12.30	Motorsport News Saloon Car Championship	Race 1	15 Mins
13.00	NKHTGT (Dutch Touring and GT Cars) – Race 1	Race 2	25 Mins
13.25	LUNCH		45 Mins
14.10	NKHTGT (Dutch Touring and GT Cars) – Race 2	Race 3	25 Mins
14.50	Cannons Tin Tops	Race 4	15 Mins
15.20	The Tony Brise in association with Luna Logistics Classic Formula Ford Race	Race 5	20 Mins
15.55	Masters 70s Celebration	Race 6	40 Mins
16.50	Motorsport News Saloon Car Championship	Race 7	15 Mins
17.20	Super Touring Car Challenge	Race 8	20 Mins
17.55	Cannons Tin Tops	Race 9	15 Mins

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WELCOME

The Masters Historic Festival is firmly established as a highlight of the Brands Hatch calendar and this year's event is set to be the best yet, with three headline championships topping the bill.

Classic Grand Prix cars are a perfect fit for Brands Hatch, since this is one of the few circuits to have retained its essence from the 70s and early 80s era of F1. The two races for the FIA Masters Historic Formula One Championship will recall the British Grand Prix's halcyon days and just like that period, you can see these wonderful cars at close quarters throughout the weekend.

As is traditional for the Masters Festival, there will be demonstration runs from more modern F1 cars, and this weekend you can enjoy high-revving cars from the post-turbo era. These include the 1989 ex-Nelson Piquet Lotus-Judd 101, the 1996 Benetton-Renault B196, raced by both Gerhard Berger and Jean Alesi, and the 1999 Prost-Peugeot AP02 that both Olivier Panis and Jarno Trulli competed in. These cars still have the power to amaze both visually and aurally!

From the late-1960s to 1980s, Brands Hatch also hosted major international sportscar races. The spirit of the BOAC 500 and 1000 events lives on in the FIA Masters Historic Sports Car Championship, which features many of the greats of the era, including the Lola T70, Ford GT40, McLaren M1 and Chevron B8.

Completing the trio of headliners is the Super Touring Car Challenge, which has proven to be a hugely popular addition to the historic racing scene in recent years. The BTCC's 90s era is fondly remembered and with races on both the Grand Prix



circuit on Sunday and the Indy layout on Monday's Masters Raceday bill, two of the championship's classic tracks will feature over the same weekend. Amongst the BMW, Ford, Honda and Nissan saloons, look out for John Cleland in his 1998 Vauxhall Vectra and Patrick Watts in the Peugeot 406.

There are many more races for historic sportscars, saloons and single seaters this weekend, including frenetic action from 1960s touring cars and Formula Fords. I thoroughly recommend a trip into the woods to see many of the cars out on the Grand Prix circuit, and a visit to the paddock

where you can see the drivers preparing them. There will also be a display of classic cars along Colin Chapman Way.

Many thanks to Ron Maydon and his excellent team at Masters Historic Racing for providing such a fabulous race meeting with so much to savour. We're very proud of our partnership, and our own MotorSport Vision Racing (MSVR) will be running proceedings from race control this weekend.

Our next major event is American SpeedFest III on 7 June, for which Brands Hatch will be transformed into a scene from Daytona with a wealth of US-style entertainment off-track and the NASCAR Whelen Euro Series headlining the racing. It will be a fantastic weekend for the entire family and I hope to see you there.

Jonathan Palmer
Chief Executive
MotorSport Vision



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MSV

WELCOME



Rachel Bailey
Event Manager
Masters Historic Racing

Welcome to Brands Hatch and our annual Masters Historic Festival. A visit to one of the world's most iconic circuits is always a highlight of the Masters season and this year's event is bigger and better than ever.

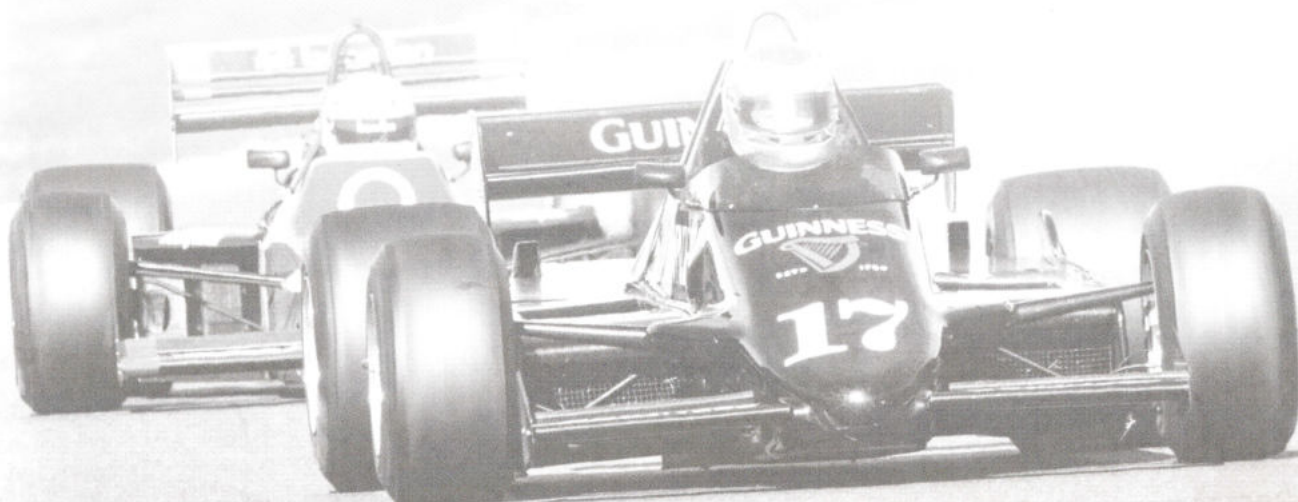
Formula One cars are part of the DNA of Brands Hatch. It was here that British fans cheered James Hunt home in 1976 and Nigel Mansell to his first Grand Prix win in 1985 and we are thrilled to be bringing a grid of historic F1 cars here this weekend as part of the FIA Masters Historic Formula One Championship. Many have a Brands pedigree and all rekindle memories of a time when designers had fewer toys at their disposal and had to come up with inventive ways of making cars go faster.

Sports car racing also has a special place at Brands Hatch and our FIA Masters Historic Sport Car Championship and Gentlemen Drivers Pre-66 GT Championship showcase two different branches: Le Mans-style sports car racing and pure GT racing. Both have excellent grids and will generate excellent racing.

And touring car racing, or saloon car racing as it was known, also has been part of the Brands Hatch story. This weekend we have hectic racing provided from our own Masters Pre-66 Historic Touring Car Championship but we are delighted to welcome star cars – and drivers - of the 1990s in the Super Touring Car Challenge. The formula had a lot to live up to after the spectacular Ford Sierra Cosworths that preceded it, but soon the class was adopted worldwide and a snapshot of that period is on display here. Manufacturers flocked to join the Super Touring movement and the series is booming at present. Expect some frantic racing, just as we had in period.

But this weekend is not just about racing: we have Formula One demonstrations, trade stands, car club displays and lots of things to keep you entertained, on and off-track.

To all of you here this weekend, racing, marshalling, reporting and spectating, we wish you an enjoyable weekend and hope that the action and the cars stir some memories of a golden age of the sport.



NEWS

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[@Brands_Hatch](https://twitter.com/Brands_Hatch)

SOMETHING FOR EVERYONE AT BRANDS HATCH THIS SUMMER

With the 2015 Brands Hatch racing season well into its stride, there are many more highlights to look forward to over the next two months.

Modern and iconic performance cars from across the UK will be appearing at **TunerFest South on Sunday 21 June**. In addition to Time Attack competition, Ultimate Saloon Championship racing and high performance demos on track, including F1 cars, you can take your own car on track or enter a gymkhana course, and take part in high speed rides in a Caterham or Toyota GT86 rally car.

The following weekend (**27/28 June**) will see the return of the **Brands Hatch Mini Festival**, with two days of racing entirely devoted to the diminutive icon. Whether you're a fan of the classic or its modern incarnation, you'll find a huge variety of Minis on and off the track at this event.

If you're looking for another historic racing fix, head to the **HSCC Historic Superprix on 11/12 July**. A huge racing line-

up includes F5000 and F2 machinery in the Derek Bell Trophy, Historic Grand Prix Cars, Pre 80s Endurance cars, the all-new Jaguar Heritage Challenge and much more including classic GTs, saloons and single-seaters racing on the Grand Prix circuit.

There's a huge summer treat for fans of two-wheeled racing on **16-19 July** when the **MCE Insurance British Superbike Championship** returns to the Grand Prix circuit. The weekend kicks off with a free Fans' Thursday event, where you can watch behind-the-scenes preparations, access the pitlane and watch live interviews with the riders.

Three days of motorcycle racing starts on the Friday, and with many fans expected to camp on-site for the full weekend, you can expect a party atmosphere, with special attention reserved for local favourite and reigning champion Shakey Byrne!



Children 13 and under **GO FREE** to any MSV Event

To buy tickets for these events and others, visit the Megastore this weekend, call 0843 453 9000 or visit www.brandshatch.co.uk

LIGHTNING MCQUEEN COMES TO AMERICAN SPEEDFEST III NEXT MONTH!

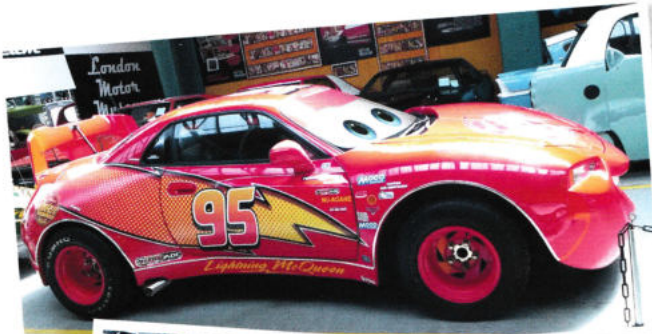


A replica Lightning McQueen, the hero in Disney-Pixar's massively-popular Cars film series, will make a special first appearance at American SpeedFest III when the NASCAR-headlined event returns to Kent's Brands Hatch on Sunday 7 June.

The McQueen car, part of the London Motor Museum's movie car collection, will line up alongside other famous cars from the silver screen, including McQueen's on-track rival from the first movie, The King - a 1970 Plymouth Superbird replica, resplendent in Dinoco Blue!

A packed SpeedFest III line-up will be headlined by the NASCAR Whelen Euro Series, a Formula 5000 race, and demonstration laps from NASCAR classics. Off-track entertainment includes a Back to the Future DeLorean, and Optimus Prime Transformers truck, Hot Rod and Custom area, Drifting, rolling road, NASCAR and muscle car rides, plus the Demon Drome Wall of Death!

Tickets are available from £21 and for the very latest information on this fantastic event visit www.speedfest.co.uk



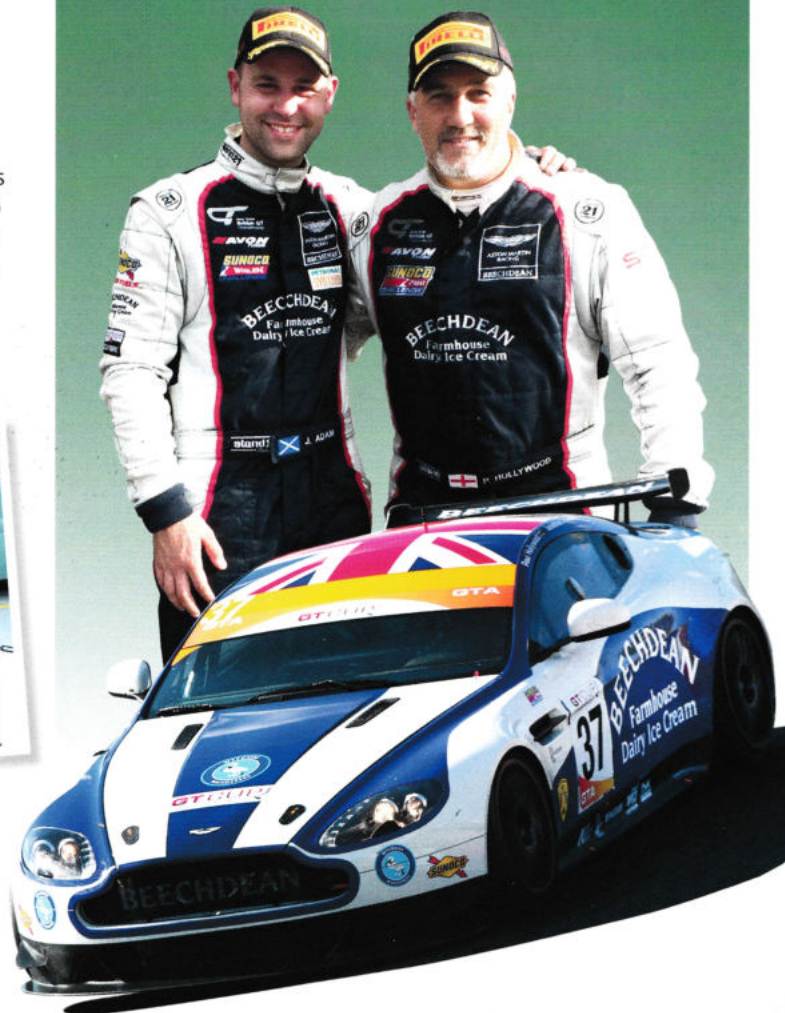
PAUL HOLLYWOOD COOKS UP A SUCCESS AT BRANDS HATCH

Celebrity baker Paul Hollywood, star of BBC Two's Great British Bake Off, kicked off his fledgling racing career in style on the legendary Brands Hatch Grand Prix circuit earlier this month. He won his class in the GT Cup Championship with Beechdean Motorsport Aston Martin GT4 team-mate Jonny Adam.

Since recording a tribute to his racing hero John Surtees for the BBC's Racing Legends series last Autumn, Hollywood has been a regular visitor to Brands Hatch in 2015. He passed his ARDS test with MSV Trackdays earlier in the year, marshaled at the opening round of the British Touring Car Championship, and has taken part in trackdays on the Indy Circuit with coaching from Adam. This was, however, his first experience of the Kent circuit's historic longer layout.

Hollywood commented: "The track was incredible. It was my first time in the car for six weeks, and I went off a little bit into the kitty litter. I caught the back wheel but I managed to keep it on the track and then I just started getting faster and faster. When the safety car came in, we'd just pitted at the right time, allowing 'magic Jonny' to get in and he just smoked it! It's unbelievable - I'm in shellshock actually."

The MSVR-run GT Cup Championship supported the Blancpain GT Series and the two Sprint Series races were won by reigning champion Laurens Vanthoor and team-mate Robin Frijns.



Ménage à Trois

The Masters Historic Festival has traditionally focused on celebrating Brands Hatch's heritage as the host of the British Grand Prix during the '60s, '70s, and '80s. This year however, there are three headline categories in action, celebrating three very different golden eras of motor racing.



FIA Masters Historic F1

Formula One cars return to the legendary Brands Hatch Grand Prix circuit this weekend, for two races on Sunday, recalling an era in which Great Britain's biggest motor race was a frequent fixture on the Kent circuit's calendar.

The circuit has changed little since its Grand Prix heyday, so the cars will look perfectly at home as they roar down through Dingle Dell. Star cars are expected to include Lotuses, Brabhams, Tyrrells, Shadows and Williams, all resplendent in period livery, with many propelled by a thunderous Cosworth DFV engine, evoking memories of F1's classic normally-aspirated sound.

FIA Masters Sports Cars

A flavour of Le Mans will be added to the venue by the FIA Masters Sports Cars, recalling an amazing era of sports car design, which produced some of the most beautiful racing cars ever made. Throughout the '60s, '70s and '80s, Brands Hatch hosted 1000km and six-hour World Sports Car Championship races, and this will be a chance to see those days recreated.

Cars to look out for this weekend include a pair of Ford GT40s; the type of car which won the Le Mans 24 Hours race four years on the bounce between 1966 and 1969. Another star attraction will be an armada of Lola T70s, a cult-favourite sports car from the late '60s.

Super Touring Car Challenge

The British Touring Car Championship's greatest years will be recreated on the Grand Prix circuit on Sunday, and the Indy circuit on Monday, with two contests across the weekend for ex-works saloon cars. The BTCC was at its panel-bashing best in the '90s as the world's biggest manufacturers hired star drivers to battle for badge honour.

Two of the era's star drivers will return to action this weekend, with John Cleland driving a Vauxhall Vectra, 20 years on from his last title success, and Patrick Watts driving a Peugeot 406 as he did in period. Other notable cars include varieties of Audi, Alfa Romeo, and BMW, all of which were front-running cars at the time.

Much more besides.....

If the headline power trio isn't enough for you, you're in luck!

The line-up is bursting with historic single-seater, GT and tin top contests, plus there are '90s V10 F1 demos at lunch time on Sunday, and plenty of car displays to see off-track too!



1985 1995 2005 2015

THIRTY YEARS ON... THE 1985 EUROPEAN GRAND PRIX



The 1985 European Grand Prix at Brands Hatch was a landmark race which pointed to Formula One's direction over the following decade. John Watson, competing in his final Grand Prix, saw three great talents come of age that weekend, writes Kevin Ritson.

John Watson wasn't even in the event programme for the 1985 European Grand Prix. He'd been racing sportscars since negotiating his way out of McLaren in 1983, but now found himself partnering champion-elect Alain Prost, the man who had taken his seat two years previously.

"In essence, I think Niki Lauda had fallen off his stool and hurt his arm – typical Niki," Wattie recalls. "I got the inquiry from McLaren, and they laid on a couple of days' testing at Donington. The big difference was the development that had taken place in the two years of turbocharged cars, which was way beyond what I'd remembered at the end of 83 when the TAG Turbo came in. There was a massive step forward in both power and driveability and lack of throttle lag.

"It wasn't so much driving the car; what I found took time to adjust was that in terms of overtaking, with the turbocharged car, the acceleration never really stopped. When you're coming down the pit straight to go into Paddock Hill bend, in a Cosworth car you had more opportunities to line up a pass, whereas with the turbocharged cars, they never had a terminal speed. Finding that reassessment of speed and braking distance judgment took more than I had the chance to explore in testing, because I was doing that on my own, not having to pass any cars."

In driving the reigning champion's car, John was racing with the coveted number one. His joy was, however, short-lived as he only qualified 21st, 15 places behind his team-mate. It was

during this session that John found himself witnessing a rare talent at close-quarters: "I was coming in from my qualifying run, and out of Westfield I noticed this car, black with a lemon yellow helmet. It was obviously Senna, so I got out of his way, but I remember watching and listening, and he was doing things in that car which I realised I wasn't doing that weekend, and arguably probably wouldn't be capable of getting anywhere near.

"At that stage I was 39, whereas Senna was 25, and he was in that process of evolving, whereas I'd had my pinnacle and I was just doing a single event. Just watching and listening to what he was doing, I'd never heard anybody else drive a racing car in that manner. It was as if he had three hands and three legs, particularly when he was going through Dingle Dell and into Dingle Dell corner; he seemed to have the throttle open, changing gear, braking, and turning, and doing all of these things at one time. It was like rain hitting the pavement in the street, as if the car was like the rain bouncing off; unbelievable, just energy."

Senna, driving for Lotus, went on to take pole position and battled with Nelson Piquet (Brabham) and Keke Rosberg (Williams) in the early laps until a collision let Rosberg's team-mate Nigel Mansell into a lead that he would not relinquish. Meanwhile Prost had dropped to 14th after a poor start, but was still clear of Watson: "There's no discussions about whether I should back up Alain or not, I got bogged down at the start

and I lost position and then it was difficult because overtaking was never all that easy at Brands."

Eventually John worked his way up the field and after 73 laps, found himself in seventh, just one second away from a points finish. Not bad after a break of nearly two years. "I reckoned if I could have started the race where I'd finished it, I'd have been much more capable of doing a better job," John concludes. "It was the difference in power from the Cosworth engine cars, and the three races I did at the end of 1983 with the TAG Turbo; from then until the end of 85, there was a massive step forward."



Senna (left) and Mansell go wheel-to-wheel

John may have been ready for another go, but by then he was yesterday's man. As the last Briton to win a Grand Prix on home soil, he could relate to Mansell's joy that day, especially as Wattie's 1981 Silverstone victory had come after a fallow period.

"Nigel had been one of those strange guys, because all the way through his career until he went to Williams, people, I think, never really believed in him. What was important for Nigel was winning at Brands Hatch and the realisation that he was more than good enough. Doing it at Brands, it was a very emphatic victory, and I would have imagined on a number of levels for Nigel it was something that finally shot the goose, if you like, of whether he was a one-lap-wonder. People knew he was quick, and he emphatically illustrated that he was a potential champion in the making."

Meanwhile Wattie's team-mate Prost had recovered to fourth place that day and in doing so, realised his own potential as a World Champion. "Alain would have liked to have won the race to win the championship, but he didn't need to," he says. "It was more difficult in a way to win the championship then, because the point variations were much smaller; nevertheless one could argue that Alain maybe was denied of his championship in 84.



"That was the beginning of that era where McLaren won a lot of races and championships; in 86 they shouldn't have won it in fairness, but in part because of a number of issues including Mansell's tyre failure. It goes to show that you don't always need to be leading a race or be the quickest car in the race, it's the person who, at the end of the season, has accumulated the greatest number of points, and that's what Alain did. Williams lost the championship, maybe because the car was marginally

harder on tyres, or maybe because Nigel may have had a more aggressive driving style, I don't know. The fact is that Alain, who had a very smooth and untaxing style of driving, was able to baby the car and ultimately win the championship.

"Certainly he was the rightful champion in 85, but on the day, without hesitation or question, Nigel Mansell was the star. He won a race in Great Britain at Brands Hatch in front of his home crowd, and it was a win from the front, and with that style of driving that Nigel went on to illustrate throughout the rest of his career."

JOHN WATSON

John Watson was a stalwart of the Cosworth DFV era that the FIA Masters Historic Formula One Championship celebrates. He made his F1 debut in the 1972 World Championship Victory Race at Brands Hatch, and raced for Hexagon, Surtees and Lotus before coming of age with Roger Penske's F1 operation, winning the 1976 Austrian Grand Prix on his way to seventh in the overall standings.

Two years at Brabham failed to bring further wins, and he joined McLaren in 1979, weathering the storm that led to Marlboro instigating a merger with Ron Dennis's Project Four operation. In 1981 he won the British Grand Prix in the revolutionary carbon fibre MP4/1, and scored three more wins in the following two seasons, often from the back of the grid.

"I've always enjoyed racing at Brands," John says. "In the era I was racing it was an appropriate circuit for the three-litre normally aspirated cars. I think that the Cosworth-Hewland gearbox era was a wonderful opportunity for a great number of teams to be able to afford to become a Grand Prix team or a Grand Prix entrant and if you think of the greats like Tyrrell, Frank Williams and McLaren, that period of 15 years was a great time in Formula 1 because it allowed so many opportunities for one-man-bands to come along and be World Champions.

"I think that whole era is particularly important as it wasn't dominated by aerodynamics, or hybrid engines which cost a fortune. Whilst they're very clever, I don't think the viewer in the grandstand enjoys it as much as they would have enjoyed seeing a field of 26 mostly Cosworth-engined cars, and also having multiple-winning teams.

"I don't think that domination from one team for a long period is healthy for Formula One, in Blancpain GT [for which John is the TV commentator], part of what makes it successful is the Balance of Performance, which is designed to ensure that no one manufacturer or team dominates a season. I know that Formula One people would be shocked at the thought of having this in Formula One, but is it actually the worst thing? I think there's a large question mark about what Formula One is attempting to achieve these days, and its methods."





THE LAUGHING CAVALIER

John Cleland won his second British Touring Car Championship title twenty years ago with a campaign that included wins, and spins, at Brands Hatch, writes Kevin Ritson.

For Super Touring historians, 1995 is remembered as one of the era's best seasons, primarily for a three-way fight between eventual champion John Cleland and his rivals Rickard Rydell and Alain Menu. Yet it started with pessimism about the health of the BTCC.

The championship opened at Donington Park, and following Alfa Romeo's domination the previous year with a be-winged and rule-bending 155 Silverstone homologation special, all teams could now add a front splitter and rear wing to their cars. For John and his Ray Mallock-run Vauxhall team this was just the ticket: "We tested at Brands when we put the aero package on the car, and I remember saying to Ray: 'We'll win the championship with this car. Absolutely no doubt, if it's as good as that out of the box we'll win it.'"

The TWR-run works Volvo 850, now in saloon form after a season with the estate car, was also quick and lead driver Rickard Rydell took a brace of pole positions at Donington. A poor start in race one gave

Cleland the advantage, but the opening two rounds were somewhat processional, leading to accusations that the aerodynamics had a detrimental effect on racing.

"Actually I don't remember the fact that everybody complained about the racing not being as good," says John. "If anything it improved it because it meant the cars were faster, and with no aero, they moved around a lot, and that would hurt the tyres during a race. From a driver's point of view, the cars were brilliant to drive.

"What I remember about that weekend was that it was in the days when Ladbrokes were doing on-site betting, and I had put money on myself to win both races. I stood to win twenty grand if I'd won the second race as well, which I didn't, but there we go!"

Any complaints about the lack of action were soon dispelled at Brands Hatch on Easter Monday, when damp conditions conspired to create a thriller. The Volvos were again the class of the field in qualifying, but



Cleland leads title rivals Rydell and Menu out of Druids



Cleland's title season included his 100th BTCC race

this time it was new recruit Tim Harvey who took a double victory, after Rydell's windscreen misted up in race one and he was delayed by an incident at Surtees involving Cleland in the second. This led to a bizarre sequence where the Scotsman appeared to race Harvey along the main straight, before crashing at Paddock Hill, despite being a lap down.

"From memory, [the incident] was perhaps just me trying a bit too hard, maybe on cold tyres and it got away from me at the kink. He [Rydell] and I had been close, and I think I maybe went for a gap that wasn't there.

"Despite what Tim continues to say about red mist and all that, what happened is that I'd blatted across the grass, and it had undone a brake union. I got back on, set off after everybody else, and arrived at Paddock needing a full set of brakes, so I hit the pedal and there was nothing there. It wasn't red mist, it was no brakes."

Two months later Cleland returned to Brands Hatch, where he kicked off a sequence of four consecutive wins that gave him a firm grip on the title race. Once again raceday was wet, and the second encounter, won by John, needed three starts after Rydell and Toyota's Tim Sugden rolled their cars on the Grand Prix loop.

"Clerk of the Course, Pierre Aumonier took us all out in the middle of the grid in the days of when there used to be a grandstand there. In public

view of all of the spectators, he read us the school teachers-style riot act.

"The conditions were horrendous, but the good thing was that our car in the wet was just great; I like Brands Grand Prix and it all fitted together. We won the race and [team-mate James] Thompson was second behind me, but at the end of the race I accused the Clerk of the Course of being on drugs, because he really didn't understand what a thousand kilo car did in those conditions. Of course that made the back page of the Sun and I got into terrible trouble for that! He did actually phone me up in the week and we ended up joking about it."

Wins at Donington and Silverstone, supporting the British Grand Prix, were followed by John's home race at Knockhill, where he was reunited with former team-mate Jeff Allam after a big testing accident for Thompson.

"James was clearly fast but he was young and impetuous when he came to join us at RML," John recalls. "So yes, he was a pest, but age and cunning and guile

Cleland leaps the kerbs at the old Dingle Dell chicane



Cleland insists that his famous Easter Monday Paddock Hill 'off' was not a case of red mist



won over him in the end. When he had his accident at Knockhill, where he barrel-rolled the thing into a ball of scrap, it was before the days of the protective seats. When I went to see him in hospital it looked like he'd done ten rounds with Mike Tyson. So at Knockhill we had Jeff Allam in the spare car, and then after that we pulled in Mike Briggs from South Africa, because he had just won the South African championship. I've raced with him as a team-mate in South Africa, and he knew exactly how to pedal the Cavalier, but coming in mid-season to the midst of an extremely frantic championship battle was a wee bit difficult for him.

"We'd just lost a driver who was pretty quick, and replaced him with a couple of guys that weren't as fast as Thompson was, but he was never going to win the championship anyway, because he was a chunk behind me on points."

John also had a new rival to contend with. The wins had dried up for Rydell, and Williams-Renault's Menu stepped up to the plate. It's clear who John preferred to race against:

"With Rick, it was never a dirty fight, but with Menu, who was the other protagonist that year, he punted and continued to punt as his career went on. He was not shy of coming up behind and giving me a belt.

"I've always got on well with Rickard, and there was a bunch of us that would all go and meet and play golf together, so regardless of how combative it all got on track, we could still have a laugh. But Menu was very distanced from it, and didn't want to be involved in the opportunity, I think, for somebody to get inside his head on a golf course. Either that or he just hated golf, who knows? But I got on brilliantly well with Rickard. Menu was a different story because he was a bit cold. I wouldn't invite him



for Christmas dinner, let's put it that way."

The last of John's six wins that year came at Brands Hatch on a gloriously sunny August weekend, despite a controversial clash with Rydell that gave him the lead: "Brands has never been a particularly brilliant place for success for me," he recalls. "You're working pretty hard in a touring car around the Indy track, so to win there as well was great."

Cleland was crowned at Oulton Park, where he followed Menu home in the races. In the remaining Supertouring seasons, Audi, Renault, Volvo, Nissan and Ford dominated, so it's not surprising that John takes particular pride for winning the era's most open championship season. "Absolutely," he says. "Up until 95 I'd never driven touring cars that had aero packages on them, and both Menu and Rydell were single-seater drivers, so they had knowledge of aero, whereas I didn't have any of that. If you look at some of the names that were on that grid, there were some pretty serious people there. I had to fight for it at every turn, and I was competing against two Formula 1 teams; TWR [Ligier/Arrows] and

Williams-Renault. We worked very hard for that, and Mallock's boys were great with it.

It also helped that John's dealership was selling Volvos at the time: "Yes," he laughs. "The only manufacturer in all of my time in touring cars that never offered me a drive in one of their cars was Honda. I had a chance to go and drive the Volvo, and chose not to. Personally they just didn't bid enough money and up until that point the people at Vauxhall always managed to give me a car that was capable of being top four in the championship. I was a pest to the BMW guys, and to come in there and do that and dominate with an old Vauxhall Cavalier was pretty special."

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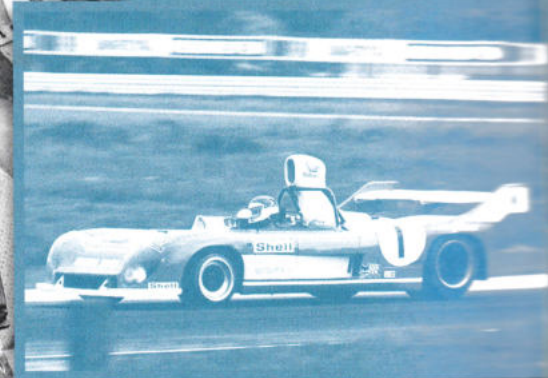
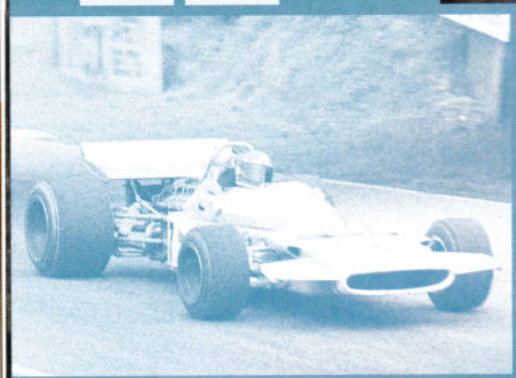
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Jean-Pierre Beltoise Remembered

26 April 1937 – 5 January 2015

The 1974 Brands 1000km was won by Jean-Pierre Jarier and co-driver Jean-Pierre Beltoise, who sadly passed away earlier this year.

One of the headline attractions at this weekend's Masters Historic Festival is the FIA Masters Sports Cars which recalls the halcyon days of the World Sportscar Championship, which frequently visited Kent for six-hour and 1000-kilometre races during the '60s, '70s and '80s. Frenchman Jean-Pierre Beltoise, who won the 1000km race for Matra in 1974, passed away earlier this year, so we reflect on the racing career of a driver whose talent remains overshadowed by his journeyman racing record.

Cut from the same cloth as Brits John Surtees and Mike Hailwood and his compatriot Jean Behra, Beltoise began his motor racing career on two wheels rather than four, competing in French motorcycle championships in France, and picking up no fewer than eleven two-wheeled titles between 1961 and 1964.

During that period he made his four-wheeled racing debut at the Le Mans 24 Hours Race, sharing a Renault-Gordini-powered René Bonnet with Claude Bobrowski, finishing 11th, and receiving the Index of Thermal Efficiency trophy.

His career nearly ended a year later at Reims, where he was involved in a horrific accident, leaving him with multiple injuries including a badly broken arm and burns. Such was the seriousness of the damage to his left arm that its movement was permanently restricted thereafter.

Remarkably, Beltoise returned to the cockpit in 1965, beginning his fruitful partnership with Matra, which had taken over René Bonnet during his layoff. Fittingly, Beltoise's first win for the marque came in a Formula Three race at Reims, the very circuit at which his career had nearly ended a year previously. Beltoise's successes in F3 went on to include a win at Monaco in 1966, and a clean sweep of the Argentine Temporada Series in 1967.

Beltoise was rewarded for his success with a step up to Matra's Formula Two programme for 1966, a season in which highlights included an F2 class victory, and eighth overall, in that year's German Grand Prix on the legendary

Nürburgring Nordschleife. Further Grand Prix appearances came at Watkins Glen in America and at the Autodromo Hermanos Rodríguez in Mexico the following season, before he joined Matra's Grand Prix line-up full-time for 1968.

The highlight of Beltoise's '68 Grand Prix season came at the Dutch Grand Prix, where he guided his full-blooded V12 Matra MS11 to second place and the fastest lap, following home his team-mate Jackie Stewart's similar Ford-powered machine. In addition to becoming a full-time Grand Prix driver for the first time, Beltoise sealed the European Formula Two Championship in '68, winning five races to see off countryman and Matra team-mate Henri Pescarolo's challenge.

Matra took a year out of Grand Prix racing in '69 to continue development on the V12 engine, but Beltoise was able to remain behind the wheel of one of the French automotive firm's cars, as Ken Tyrrell entered a pair for him and Stewart. This was to be Beltoise's most consistent year in Formula One, finishing on the podium three times, and challenging for the points throughout the season, whilst Stewart romped to the first of his three World Championships.

Beltoise returned to Matra's factory effort in 1970, driving their new MS120-V12, and was once again a points challenger all season long, and picking up podiums in the Belgian and Italian Grands Prix. But for a stroke of misfortune, Beltoise may have become a Grand Prix winner in front of his home crowd at the Charade Circuit in Clermont-Ferrand, France, but he was robbed of the lead by a puncture, and was eventually classified a lowly 13th.

1971 turned out to be a low point for Beltoise, as he scored just one World Championship point, and this prompted a change of scenery as he moved to BRM for 1972.

The World Championship-winning BRM squad was beginning to enter a period of decline as Beltoise joined, but that didn't stop him from producing the defining drive of his Grand Prix career. Amidst a behind-the-scenes

political situation regarding the number of cars taking part in the race, and in appalling conditions, Beltoise produced the drive of his life to lap the entire field except for second-placed Jacky Ickx. This would be the only Grand Prix win of Beltoise's career, and the last of BRM's, but that combination was potent enough to win again in the non-championship Victory Race here at Brands Hatch at the end of the season.

BRM never again produced a car in which Beltoise could challenge regularly challenge at the front, however, there was to be one more podium, resulting from a brilliant drive in the 1974 South African Grand Prix.

Despite having left Matra's Grand Prix team, Beltoise remained a key member of the sports car team, and was unfortunate not to experience success at Le Mans as the French manufacturer dominated the great race

between 1972 and 1974. Beltoise was paired with Jean-Pierre Jarier for much of the '74 season, winning four races, including three in a row, which culminated with victory here at Brands Hatch in the 1000km race.

Following the end of his stint at BRM, Beltoise moved to the Ligier F1 team as a test driver, though a proposed race seat for 1976 never materialised. Following the end of his top-line racing career, Beltoise moved to touring cars, where he twice won the French Championship for BMW, whilst also dabbling in rallycross and ice racing.

Jean-Pierre Beltoise passed away aged 77 at his home in Dakar, Senegal, in January of this year.

Reflections with Sir Jackie Stewart

Jean Pierre Beltoise was one of a number of talented French drivers who rose through the racing ranks during the late '60s and early '70s. Tom Arron caught up with three-time Formula One World Champion Sir Jackie Stewart, who was team-mate to many of the Elf-backed French competitors, including Beltoise with Matra in '68 and '69, to find out more.

"First of all," Stewart reflected, "Jean-Pierre Beltoise was a very nice person. I got to know him well because, when Ken Tyrrell started the Formula One team, we had Elf."

At the time, Elf, a French oil company, was a key player in top-level motorsport sponsorship, including Matra's works Grand Prix team, and later Ken Tyrrell's concern, the teams Stewart and Beltoise were paired up at in '68 and '69 respectively. Thanks to Elf and, in particular, the efforts of François Guiter, Elf became sponsorship giants in Formula One, and littered the single-seater racing ladder with French talents, as Stewart recalls: "François Guiter was responsible for a whole projection of Elf in the magical way it was created; it was a tremendously good promotion. Because of Elf, France woke up in respect to having top line racing drivers. François Guiter was the mastermind and they had the racing school down at Ricard and it was called the Elf Academy, and all of the French drivers came out of that.

"If you think that at one time there were seven Frenchman on the starting grid of a Grand Prix, it's pretty impressive. We've never had seven Brits, or seven Italians, or seven Germans. They got drivers into Formula Three, Formula Two, and then Formula One - I had Johnny Servoz-Gavin as a team mate, I had Jean-Pierre Beltoise, there was Gérard Larouise, Jean-Pierre Jabouille, a huge number of drivers from France in all of the classes of motorsport including Formula One.

"Jean-Pierre Beltoise was one of them. I got to know him because Elf was a major sponsor of Ken Tyrrell's and therefore Elf wanted to have a French driver to join me, so that's why I got to know them all."

Elf's influence at the time was global, with Stewart acting as one of the brand's key ambassadors. "They were using motorsport in a tremendous way publicity-wise," he commented, "not just in France, but around the world. At that time Elf was the biggest company in all of France and, for example, they were sending me to countries like Nigeria, which at that time was the seventh largest producer of oil, and I was going there to speak to all of these people about the global reach that Elf were creating, out of nothing, because there wasn't an Elf before.



"Elf were responsible more than any other company in the world, at producing a fantastic line-up of top-line drivers. We've never done it in the United Kingdom, Germany never did it, Italy did of course with Ferrari and Maserati but not in the development of young people - Elf did that."

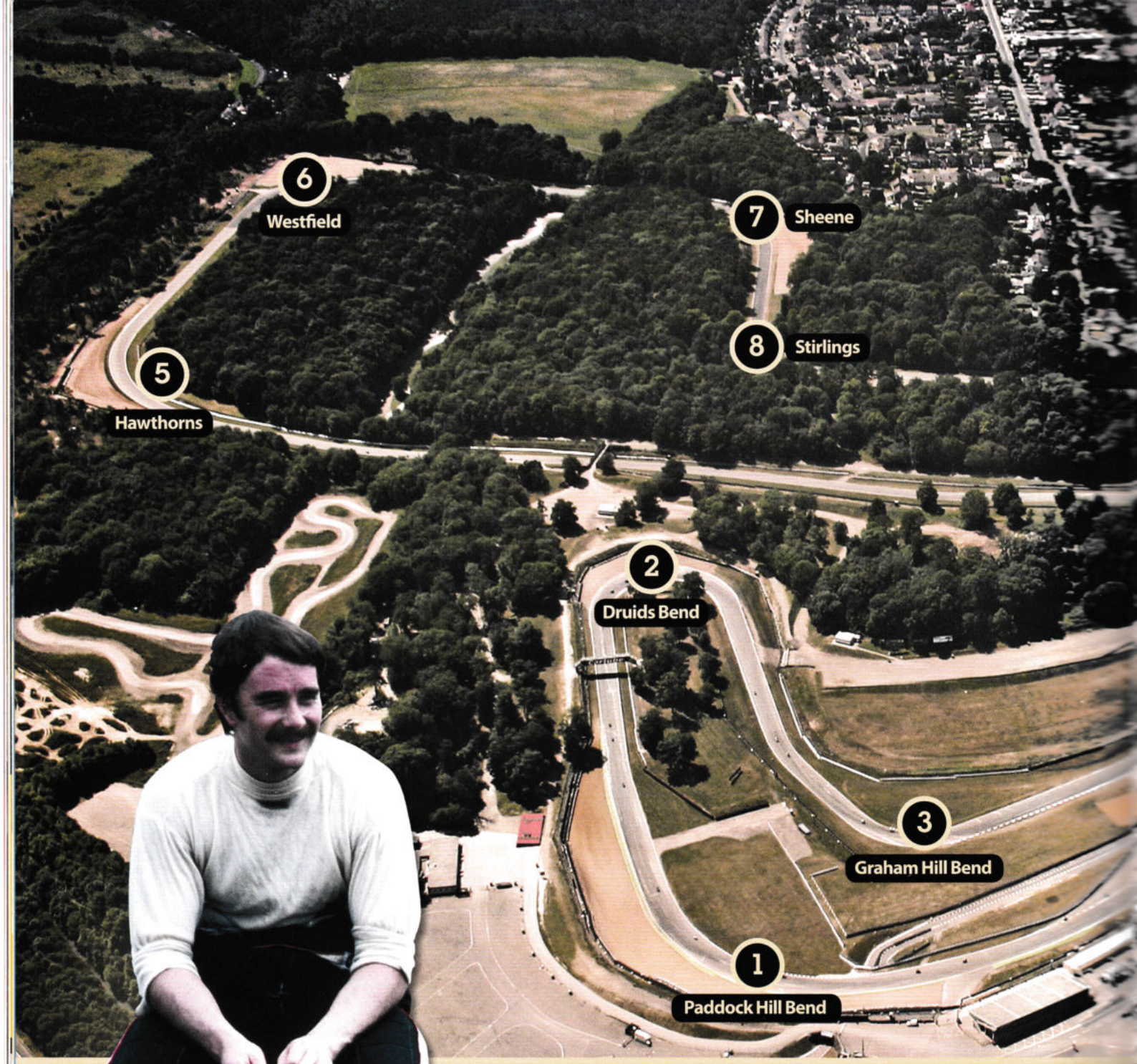
Beltoise previously rode motorcycles, but it wasn't long into his burgeoning four-wheeled racing career before Guiter marked him out for the Elf programme. "Jean-Pierre got my attention because of François Guiter," confirms Stewart, "he said, I think you've got a good driver coming along and he'd obviously got Ken interested. I was deeply involved with Ken and the sponsorship with Dunlop and then with Goodyear as well as with Elf, I did a lot of the business at that time with Ken.

"Beltoise was part of our team so I got to know him really quite well. His English wasn't all that good at that time, but it was good enough, and my French was appalling but we got to know each other very well. And, because of my experience with Graham Hill - he taught me a lot - I thought I was rather supposed to the same thing with whoever came into the team and Ken would always have me try to help them time-wise to get the team competitive, so I got to know Jean-Pierre, Johnny Servoz-Gavin, and of course François Cevert.

"François' sister used to come to a lot of the races with him, and she was later to marry Jean-Pierre. She was a great favourite with all of us, she had terrific charm and was a great looker - Jim Clark absolutely adored her. And we all became friends because of all of this."

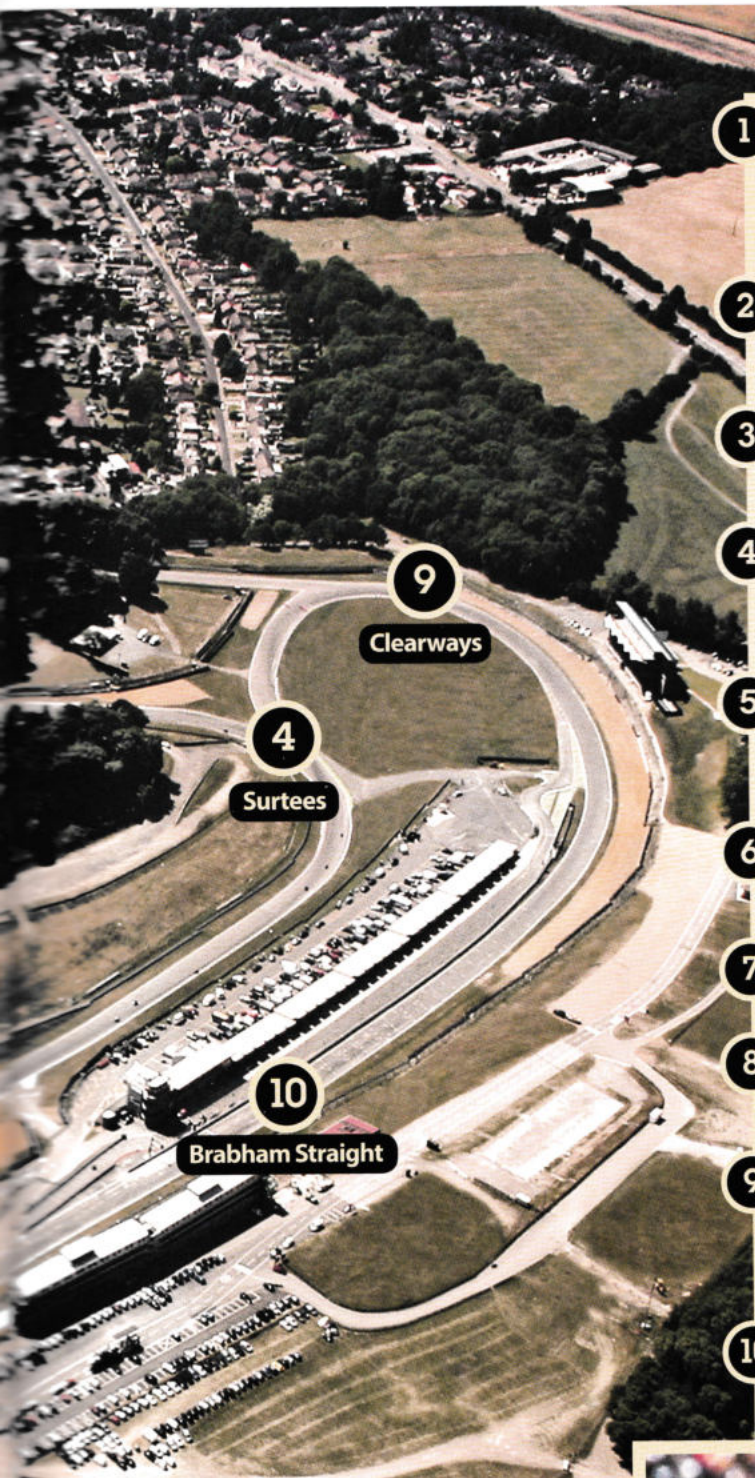
His victory at Monaco aside, Beltoise's Grand Prix record looks rather ordinary on paper, however, Stewart believes he was better than that. "He was a very good racing driver," Stewart added, "I had some pretty good wins in '68 when he was driving with us and he drove with me at the Dutch Grand Prix when I won the race. I had a lap on him and he came through and un-lapped himself, maybe I had two laps on him I don't know, but he drove that well and was able to beat everybody else, and it wasn't like we had super tyres or anything, lots of other people were using at that time the Dunlop tyres so he drove a good race.

"He was good in the wet and he was good in the dry - he was a good racing driver. His wet win in Monaco was a very good and honest win, it wasn't attrition. I think he was [better than a journeyman], he was underrated in that respect, because of course he got stuck with the Matra V12. And [his then team-mate] Chris Amon was the number one driver and Chris was a very talented racing driver."



A LAP OF BRANDS HATCH WITH NIGEL MANSELL

Double Brands Hatch Formula 1 winner Nigel Mansell won his first Grand Prix here 30 years ago, and two years earlier he provided a guide to the circuit for the 1983 European Grand Prix programme. Here's how he tackled the track in his turbocharged Lotus 94T.



1

PADDOCK HILL BEND

"I have just enough time to check the pit board and then my mirrors on both sides of the cockpit before Paddock bend looms up. Not only does the track plunge away in front of you, but it is an adverse camber into the bargain! Fourth gear here, being very careful not to turn in too early, feeding the power in smoothly as I snatch fifth gear. Then a strange sensation at the bottom of the hill as my JPS's suspension takes up its full load and my stomach is trying to go through the bottom of the seat."

2

DRUIDS BEND

"Then the car settles down more as I crest the rise towards Druids hairpin, climbing up the other side of the Brands bowl. It is vital that I have a good balance on the car for this bend because, as I grab second gear and power through the corner, I know I want a controlled exit so as to set the car up for Graham Hill bend."

3

GRAHAM HILL BEND (SINCE REPROFILED)

"I quickly sort myself out, slotting my gearlever into third, and in a blink I am negotiating this downhill left-hander which can be tricky because it starts as a positive camber and halfway round the outside it turns to negative.."

4

SURTEES

Now I exit onto Cooper straight, right by the edge of the grass as the track flattens out again, and I rocket towards Surtees, now changing into fourth gear. This bend is equally important because it leads onto the longest straight of the circuit and the exit is blind. I will stay in fourth, depending on the gear ratios we have selected, and so I am looking for a tidy but powerful exit.

5

HAWTHORN

"Really give it all I've got now and open up to maximum revs and possibly 175 mph as we climb up Hawthorn Hill. The punch and the power have to be felt to be believed! I am in fifth gear now, but if the car is well set up I can stay in the same cog and just about get through Hawthorn bend at around 150 mph."

6

WESTFIELD

"After Hawthorn, another burst of power brings me to Westfield, which is quite tight, and the road starts to fall away on the outside. You could easily have an accident here if the car gets out of shape, and there is only a small amount of run-off area."

7

DINGLE DELL (NOW SHEENE CURVE)

"Down to Dingle Dell corner and into third gear – I know I have to get this right because it is tricky and could upset my rhythm.."

8

STIRLING'S

"Flashing past the lines of trees towards Stirling's Bend, another third gear bend but this time with a reasonable camber, I take this fairly flat – taking care not to ride over the kerbs too much."

9

CLEARWAYS

"Now I am flat out again down Clearways, up to 160 mph, heading towards one of the big corners at Brands – Clark curve. You arrive flat in fifth going over a slight brow into this long, long bend. Usually I take this in fourth gear and snatch fifth halfway through, which can upset the balance of the car slightly, but you have to be nice and smooth with the power. My turbocharged John Player Special, like other turbos, still suffers from a small amount of throttle lag.

10

BRABHAM STRAIGHT

"Even on the final run-in to the start-finish line there is no time for relaxation because there is quite a pronounced dip just at the start of the pit area which can unsettle a car if it is not correctly placed."

“ I love Brands because of the height differences and contours – hardly anywhere is flat – but a complete lap is fairly physical as Brands is so demanding. My JPS will need excellent grip and aerodynamics around this demanding circuit, which will help achieve a fast yet smooth lap. ” **Nigel Mansell**



Demolicious

Brands Hatch's Grand Prix heritage will be celebrated this weekend in the FIA Historic F1 Championship, but F1's more recent history will be recalled too with demonstration runs from screaming '80s and '90s cars!



Benetton B196 (1996)



The Benetton B196 was the first car produced by Benetton following their World Champion Michael Schumacher's departure to Ferrari. The team benefited from the expertise of its all-new race-winning partnership of Jean Alesi and Gerhard Berger to finish third overall in the World Constructors Championship. The car was quick, allowing Alesi and Berger to rack up no fewer than ten podiums finished across the season, however, they were blighted by bad luck on the occasions when victory was possible. The car is powered by a roaring V10 Renault engine!

The line-up of Grand Prix demo cars this weekend includes the Lotus 101, as raced by three-time World Champion Nelson Piquet, and Satoru Nakajima in the 1989 Formula One season. This car is resplendent in the iconic Camel livery, as used by Team Lotus throughout the late '80s, and is powered by a rasping Judd engine.

Lotus 101 (1989)



Prost AP02 (1999)



The Prost AP02 was driven by Jarno Trulli and Olivier Panis in 1999, the team's third season following Alain Prost's acquisition of the Ligier squad. The Prost wasn't an out-and-out contender for podiums and victories but, in the hands of Panis in particular, it was able to qualify well in the right conditions – as high as third at the French Grand Prix. Trulli gave the team its best result, making the most of a torrential downpour to finish second in the European Grand Prix. Like the Benetton, the Prost is propelled by a thunderous V10 engine.

Masters Pre-66 Touring Cars



Once upon a time, touring car racing didn't have debates about success ballast, soft tyres nor front and rear-wheel drive. People bought a saloon car, went racing and... well, enjoyed themselves. And it still happens!

In the 1960s, saloon car racing boomed. The British Saloon Car Championship attracted manufacturers and star names, just as Super Touring did a generation later. BMC brought along its super Coopers. Ford provided Lotus Cortinas and Jim Clark won the crown, but privateers could still be competitive. The smaller-engined cars could still give the big-bangers a tough time and a well-driven Mini – think of John Rhodes shrouded in tyre smoke – were front-runners despite their small engines.

It's no wonder that the Masters Historic Racing Pre-66 Touring Car Championship is so popular. On the one hand, there are V8 Yank Tanks lined up ready to go for glory; behind them, impudently claiming scalps, are the Cortinas, BMW Tisas and Mini Coopers.

Leo Voyazides and Simon Hadfield have enjoyed much success in Leo's omnipotent Ford Falcon and they start as favourites for success this weekend, but don't discount Roger Wills in his Mercury Comet Cyclone (a sort of posh Falcon!) and the Mustang of quick Swede Georg Kjallgren who shares with Robert Nyquist. Orpington dentist and evergreen racer David Mercer shares his Mustang with son Marc.

Masters Pre-66 Touring Cars

Race 1 (Sat) and Race 4 (Sun) - 2x 30 Mins



while Henry Mann is always a welcome addition to the grid in his Mustang carrying the colours of famous father Alan's racing team.

Of the Cortinas, sideways and wheel-lifting, expect Mark Martin to be one of the fastest, his Martin Stretton-tended car set to battle against the similar cars of Mike and Sean McInerney while Norwegians Viggo Lund and Martin Strommen are Brands regulars and go well.

But prepare to be amazed by the antics of the Minis! Their giant-killing antics are legendary and if it is wet they can achieve even more heroic results. Heading the ranks is Nick Swift who has marked himself out as the top Mini racer around these days. Not only does he drive incredibly quickly, Swift is also the best BMC engine builder around and the combination of driving ability and a demon engine makes him hard to beat. Watch him near a corner and see if he brakes.... Opposition to Swift comes from Jonathan Lewis who has enjoyed success as a team owner as well as a racer over the years. He's had a break from competition, jobbed around in Autograss and even BriSCA F1 stock cars but after a taste in Mighty Minis, Jonathan has settled on historic racing and will be a thorn in Swift's side.

Add in Ken Welch and William Ward, there are plenty of quick Minis aiming to claim scalps! Stand by for some of the best racing of the weekend.

No	Driver/Co Driver	Car	CC	Class
1	Leo Voyazides/Simon Hadfield	Ford Falcon	1964	THA
6	Henry Mann	Ford Mustang	1965	THA
7	Mark Burnett	Austin Mini Cooper S	1964	THD
11	Jonathan Lewis	Austin Mini Cooper S	1965	THD
12	Ken Welch	Morris Mini Cooper S	1965	THD
13	Graham Wilson/Andy Wolfe	Ford Lotus Cortina	1965	THHS
16	Rick Carlino	Austin Mini Cooper S	1965	THD
18	Ian Curley	Austin Mini Cooper S	1964	THD
19	David Hathaway	Ford Galaxie	1964	THA
23	John Dunham/Mark Owen	Ford Lotus Cortina	1963	THHS
26	Ron Maydon	Austin Mini Cooper S	1964	THD
27	Mike Whitaker	Ford Mustang 1965	1965	THA
28	Alex Thistlethwayte	Ford Mustang	1965	THA
32	Tom Westley	Austin Mini Cooper S	1964	THD
41	David Mercer/Marc Mercer	Ford Mustang	1965	THA
44	Georg Kjallgren/Robert Nyquist	Ford Mustang	1964	THA
57	William Ward	Austin Mini Cooper S	1964	THD
59	Robert Beebee/Josh Beebee	Austin Mini Cooper S	1964	THD
64	Sean McInerney	Ford Lotus Cortina	1964	THHS
65	Nicholas Ruddell	Ford Mustang	1965	THA
66	Viggo Lund/Martin Strommen	Ford Lotus Cortina	1966	THHS
69	Roger Wills	Mercury Comet Cyclone	1965	THA
72	Dr. Allan Ross-Jones/Mark Hales	Ford Lotus Cortina	1963	THHS
73	Chris Clarkson/David Smithies	Ford Falcon Sprint	1964	THA
76	Nick Swift	Morris Mini Cooper S	1965	THD
79	Mark Martin	Ford Lotus Cortina	1963	THHS
80	Colin Kingsnorth	BMW 1800 Tisa	1965	THHS
81	Chris Beighton	Ford Mustang	1966	THA
84	Neil Merry	Alfa Romeo GTA	1966	THHS
87	Chris Lay/Steve Day	Lotus Cortina	1966	THHS
92	Steve Jones	Morris Mini Cooper S	1965	THD
111	Nicholas Colyvas	Austin Cooper S	1975	THD
121	Tim Abbott	BMW 1800TI	1965	THHS
123	David Clifford	Ford Mustang	1965	THA
144	Compton Goddard	Ford Falcon	1964	THA
163	Michael McInerney	Lotus Cortina	1963	THHS
188	Alexander Schluchter	Lotus Cortina	1965	THHS

Grid Positions - Race 1 (Sat)

1	2	3	4	5	6	7	8	9	10
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Results - Race 1 (Sat)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's TimeGap.....Laps.....Speed.....mph

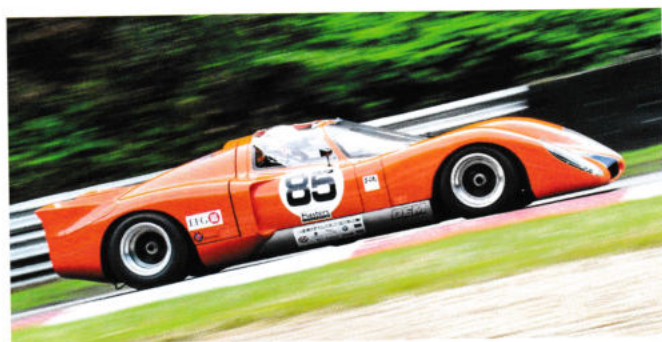
Grid Positions - Race 4 (Sun)

1	2	3	4	5	6	7	8	9	10
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Results - Race 4 (Sun)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's TimeGap.....Laps.....Speed.....mph

FIA Masters Sports Car Championship



Forget whispering diesel engines or hybrid technology from big-buck manufacturers. Sports car racing used to be about sheer horsepower, ground-shaking noise and a host of low-volume constructors.

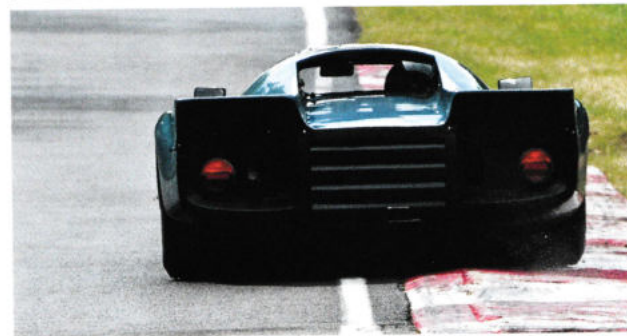
Those days, up to 1974, are recreated in the FIA Masters Historic Sports Car Championship, where Lola T70 Mk3Bs rule the roost. The Eric Broadley-built cars head this weekend's entry list with Chris Beighton and Jason Wright as two of the likely pace-setters, but British GT ace Jon Minshaw will be a factor as well, as will Hong Kong-based Brit Richard Meins and the ex-Wilson Fittipaldi T70 in the successful hands of Leo Voyazides and Simon Hadfield. This car has notched up many a win in recent years and the opposition will have to be good to conquer it here.

While early CanAm machinery comes in the pair of McLarens: Australian traveller Laurie Bennett brings his ex-Bud Morley M1B and fellow Antipodean Roger Wills is M1C-mounted.

Behind the big-bangers, look for the diminutive 2-litre sports racers where Chevrons and Lolas abound. Bolton-built Chevrons, under the creative eye of creator Derek Bennett, achieved huge success in period and the B8, one of its most successful models, is as popular as ever. Andy Newall drives the JCB-owned B8 as raced by Paul Vestey

FIA Masters Historic Sports Cars

Race 2 (Sat) and Race 8 (Sun) - 2x 30 Mins



amongst others, while former Marcos racer Charles Allison should be quick in his example, but keep an eye on Graham Wilson who is a handy Chevron pedaller and has Andy Wolfe as his co-driver and a Wolfe vs Newall fight will be one to savour.

The B16, a scaled-down Lola T70 in many eyes, is displayed by Jamie Boot and Simon Ashworth, while the little Lolos are handled by Michael Gans (his T290 shared with the busy Andy Wolfe) and local driver Nick Pink in his T210.

Add in Porsche 911s and Ford GT40s, one in the hands of 1990s single-seater hot-shoe David Cuff, and there is plenty of variety on a grid that also includes Elva and Daren.

Keith Ahlers goes great guns in his Chevrolet-powered Cooper Monaco King Cobra, shared with Billy Bellinger, and the battle for best Pre-66 car home will be between this and Chris Jolly's Cooper T61 in which Skip Hudson won the 1964 Riverside Grand Prix.

With two, single-driver 30-minute races these are going to be short, sharp blasts and will provide some of the most spectacular racing of the weekend. Who needs progress....?

No	Driver/Co Driver	Car	CC	Class
1	Leo Voyazides/Simon Hadfield	Lola T70 MK3B	1968	Rodriguez
2	Roger Wills	McLaren M1C	1967	Inv
3	Jason Wright	Lola T70 MK3B	1969	Rodriguez
8	Richard Meins/Rob Huff	Lola T70 Mk3b	1968	Rodriguez
9	Max Smith-Hilliard	Chevron B19	1971	Marko
11	David Cuff	Ford GT40	1965	Hulme
13	Graham Wilson/Andy Wolfe	Chevron B8	1968	Bonnier
16	Chris Jolly/Steve Farthing	Cooper Monaco T61M	1963	Hulme
19	Andrew Owen/Mark Owen	Chevron B8	1968	Bonnier
24	Andrew Newall	Chevron B8	1969	Bonnier
25	Michael Gans/Andy Wolfe	Lola T290	1972	Marko
29	Keith Ahlers/James Billy Bellinger	Cooper Monaco King Cobra	1963	Hulme
30	Bruce White	Porsche 911 RSR	1974	Pescarolo
32	Charles Allison	Chevron B8	1968	Bonnier
40	Tony Wood	Ford GT40	1965	Hulme
47	Nick Pink	Lola T210	1971	Marko
48	Daniel Gibson	Broadley Lola T70 MK3B	1969	Rodriguez
50	Georg Kjallgren	Daren Mk2	1969	Marko
51	Tim Cousins/Steven Hart	Chevron B23	1973	Marko
52	Robert Oldershaw	Lola T212	1971	Marko
59	Robert Beebee/Josh Beebee	Chevron B8	1968	Bonnier
61	Jonathan Loader	Chevron B19	1971	Marko
65	Laurie Bennett	McLaren M1B	1966	Hulme
70	Dion Kremer/Gabriel Kremer	Elva MK8	1965	Hulme
72	Jamie Boot	Chevron B16	1970	Siffert
76	Mike Wrigley	Chevron B19	1971	Inv
81	Chris Beighton	Lola T70 MK3B	1969	Rodriguez
85	Simon Ashworth	Chevron B16	1970	Siffert
98	David Smithies/Chris Clarkson	Chevron B8 (Purple)	1968	Bonnier
99	Paul Gibson	Broadley Lola T70 MK3B	1969	Rodriguez
133	Jon Minshaw	Lola T70 MK3B	1970	Rodriguez
150	Patrick Blakeney-Edwards/Frederic Wakeman	Chevron B8	1968	Bonnier

Grid Positions - Race 2 (Sat)

1	2	3	4	5	6	7	8	9	10
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Results - Race 2 (Sat)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap..... Laps..... Speed.....mph

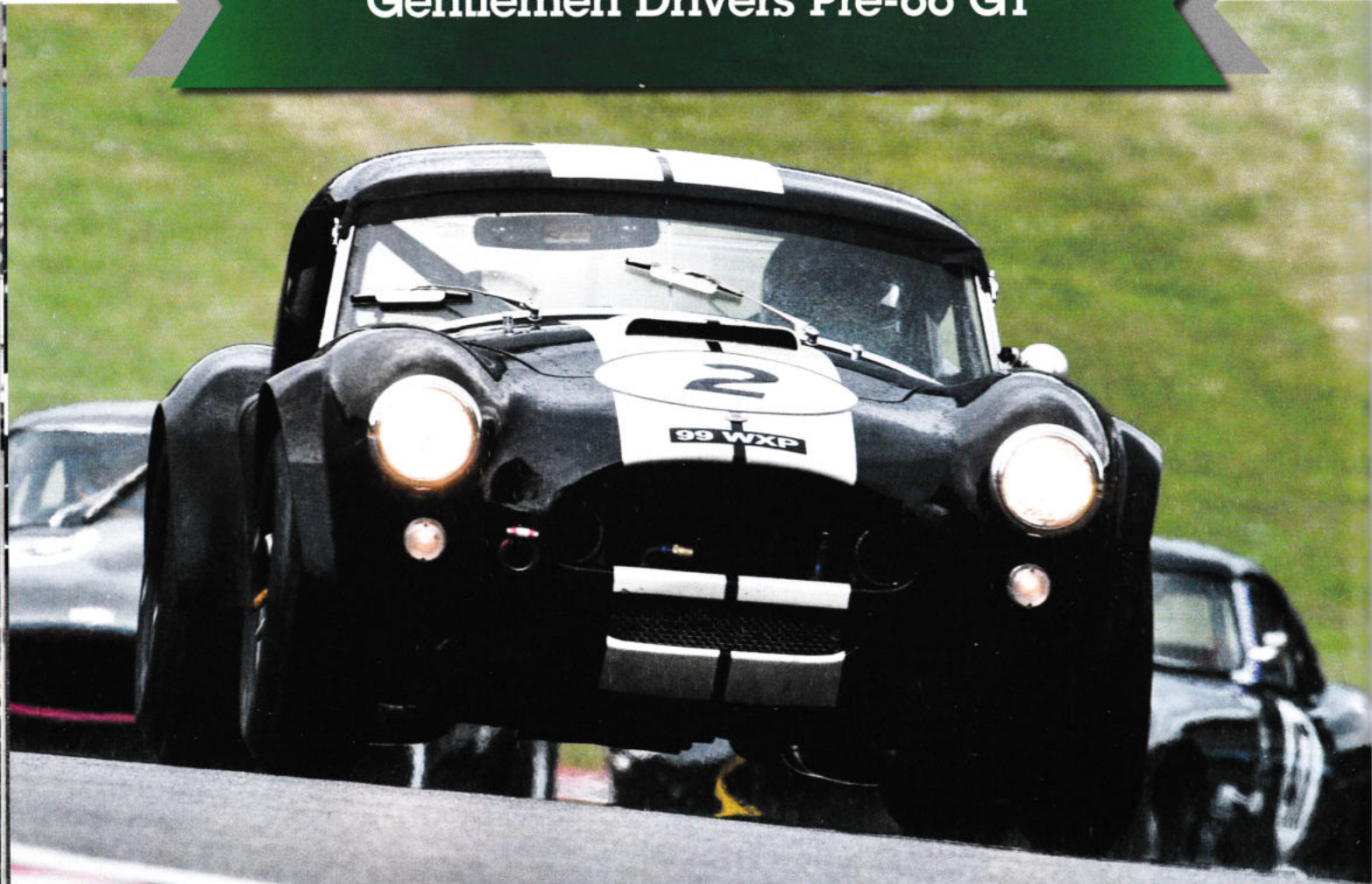
Grid Positions - Race 8 (Sun)

1	2	3	4	5	6	7	8	9	10
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Results - Race 8 (Sun)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap..... Laps..... Speed.....mph

Gentlemen Drivers Pre-66 GT



Just as modern-day GT racing is booming globally, so there is no shortage of cars from a golden earlier age: up to 1966.

Masters Historic Racing's Gentlemen Drivers Pre-66 GT series offers a tremendous snapshot of period sports car racing, with Jaguar E-types and AC Cobras heading the pack with battles all through the field in a race with classes based on age and engine size.

Alex Buncombe, who is also in modern GT action at Silverstone this weekend, is paired with former FF1600 champion Chris Ward in one of the many E-types and will be a likely winner, but they will be pushed hard by Jon Minshaw in his example. Although this is a pit stop race, not all the cars are shared with Minshaw planning to go solo. The advantage will be a constant appreciation of the car and the circuit's state; the downside is stamina although Minshaw hustles modern GT cars with aplomb and should be another potential winner here. Against the Big Cats comes the latest project for Leo Voyazides: his Shelby Daytona Cobra, which the successful Greek racer shares with ace driver and preparer Simon Hadfield. Mike Whitaker has been a winner here in the past in his Nigel Reuben-tended TVR Griffith and will be another driver that will be pitching for a win, as will the similar TVR of Sean McInerney.

Gentlemen Drivers Pre-66 GT

Race 3 (Sat) and Race 5 (Sun) - 2x 40 Mins



Michael Gans is AC Cobra-mounted but it will be when co-driver (and preparer) Andy Wolfe is behind the wheel that it will really fly, Wolfe having a busy race as he is also due to share Graham Wilson's Lotus Elan 26R as well.

Indefatigable Kiwi Roger Wills will be behind the wheel of his spectacular Bizzarrini 5300GT, while Jeremy Welch will have Nils-Frederik Nyblaeus's Austin Healey 3000 at some terrifying angles!

Elsewhere in the entry, the successful partnership of Keith Ahlers and Billy Bellinger is reunited with the Ahlers-owned Morgan Plus 4 SLR, while Mark Ashworth is at the wheel of an MGB, the Manchester GP having won many a title in modified Bs in the '80s in MGCC North West events. Malcolm Paul and Rick Bourne team up in a TVR Grantura and Marc Martin goes solo in his Martin Stretton-run Lotus Elan, whilst it is good to see Dion Kremer and father Gabriel making a welcome return to the Brands Hatch Masers festival in their Morgan Plus 4 Supersports.

With Craig Davies at the wheel of his Chevrolet Corvette Stingray and Chris Beighton's sideways Sunbeam Tiger, there will be no shortage of spectacular cars on the grid.

No	Driver/Co Driver	Car	CC	Class
2	Leo Voyazides/Simon Hadfield	Shelby Daytona Cobra	1965	C3
8	Richard Meins/Rob Huff	Jaguar E-Type	1961	C3
9	Craig Davies	Chevrolet Corvette Stingray	1965	C3
10	Simon Butler/Martin Rich	Jaguar E-Type	1963	C3
13	Graham Wilson/Andy Wolfe	Lotus Elan 26R	1963	CLP
14	John Spiers	TVR Griffith 200	1965	INV
29	Keith Ahlers/James Billy Bellinger	Morgan Plus 4 SLR	1963	C2
33	Hans Huebner	Jaguar E-Type	1963	C3
35	Kevin Hancock/Leigh Smart	Ford Shelby Mustang 350 GT	1965	C3
36	Jon Minshaw	Jaguar E-Type (Blue)	1964	C3
38	Cliff Gray/Martin Brewer	Jaguar E-Type	1962	C3
46	Mike Whitaker	TVR Griffith	1965	C3
48	Michael Schryver/Will Schryver	Lotus Elan	1965	CLP
50	Richard Bateman/Roger Barton	Lotus Elan S2	1965	CLP
52	Ron Maydon/James Hagan	Ginetta GR4	1965	CLP
55	Martin Melling/Jason Minshaw	Jaguar E-Type	1961	C3
59	Galal Mahmoud	Jaguar E-Type	1963	C3
60	Bill Watt	Lotus Elan S2	1964	CLP
64	Sean McInerney	TVR Griffith	1964	C3
66	Michael Pearson	Triumph TR4	1964	C2
70	Dion Kremer/Gabriel Kremer	Morgan Plus 4 Supersports	1962	C2
71	Roger Wills	Bizzarrini 5300 GT	1965	C3
72	Jamie Boot	TVR Griffith	1965	C3
73	Chris Clarkson/David Smithies	Austin Healey 3000	1958	C2
79	Mark Martin	Lotus Elan	1964	CLP
80	Chris Beighton	Sunbeam Le Mans Tiger	1964	C3
82	Malcolm Paul/Rick Bourne	TVR Grantura	1962	C1
85	Mark Ashworth/Simon Ashworth	MGB	1963	C1
86	Jeremy Cooke	Lotus Elan	1965	CLP
91	Terry Van der Zee/Neil Merry	Sunbeam Tiger	1965	C3
94	Michael Gans/Andy Wolfe	AC Cobra	1963	C3
96	Nils-Frederik Nyblaeus/Jeremy Welch	Austin Healey 3000	1959	C2
100	Karl Wetherell	Triumph TR4	1962	C2
127	Laki Christoforou	Jaguar E-Type	1962	C3
172	Jonathan Loader	MGB	1967	C1
180	Colin Kingsnorth	MGB	1965	C1
196	Alex Buncombe/Chris Ward	Jaguar E-Type	1962	C3

Grid Positions – Race 3 (Sat)

1	2	3	4	5	6	7	8	9	10
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Results – Race 3 (Sat)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's TimeGap.....Laps.....Speed.....mph

Grid Positions – Race 5 (Sun)

1	2	3	4	5	6	7	8	9	10
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Results – Race 5 (Sun)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's TimeGap.....Laps.....Speed.....mph

FIA Masters Historic Formula One Championship



The FIA Masters Historic Formula One Championship is booming: as the sole historic Formula One category in Europe, the series has quickly established itself as the place to race and every season new faces appear in memory-jerking cars in period liveries.

Two races have been run to date, both at Barcelona in April. Historic F1 newcomer Andy Wolfe heads the entry in his Tyrrell 012 and the experienced Wolfe has adapted quickly to single-seater machinery. He starts as a favourite this weekend but will be pushed hard by the earlier Tyrrell 010 of Loic Deman who made a big impression in his ex-Michele Alboreto car at Barcelona, and by Spaniard Joaquin Folch who again is entrusted with the Bernie Ecclestone-owned ex-Riccardo Patrese Brabham BT49C.

Steve Hartley was hard to stop on his way to the 2014 title and the Burnley battler makes his first outing of the season in his Ragnoliveried Arrows A4. Greg Thornton took a race win in Spain and will hustle his ex-Elio de Angelis Lotus 91/5 to the front of the grid, while Silvio Kalb's Arrows A4 and the Unipart-liveried Ensign N180 of Simon Fish will be up at the front as well.

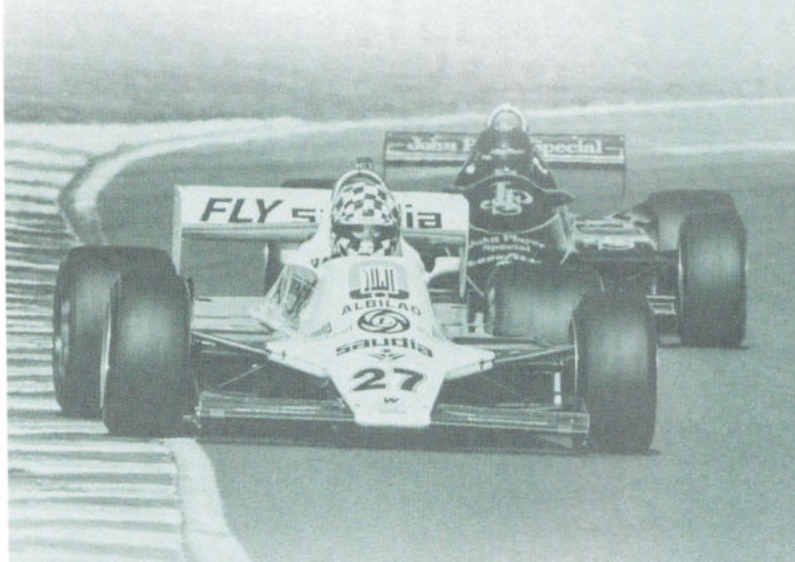
Look, too, for Mike Wrigley's Williams FW07 along with the similar car of Max Smith-Hilliard who graduated from his FW05. Both will

FIA Masters Historic Formula One

Races 6 and 11 (2x 25 Mins)



No	Driver	Car	Class	Colour	Year
3	Ian Simmonds	Tyrrell 012	Lauda	Green	1983
4	Joaquin Folch-RUSIÑOL	Brabham BT49C	Head	White/Blue	1981
6	Max Smith-Hilliard	Williams FW07C	Head	White	1981
11	Gregory Thornton	Lotus 91/5	Head	Black/Gold	1982
13	Andy Wolfe	Tyrell 011	Lauda	Green	1983
14	Simon Fish	Ensign N180	Head	Red/White/Blue	1980
16	Richard Barber	Williams FW08C	Lauda	White/Green	1983
18	Daniel Rollinger	Williams FX3B	Fittipaldi	Red/White	1973
19	Martin Lauber	Surtees TS16	Fittipaldi	Yellow	1974
22	James Hagan	Ensign MN177	Fittipaldi	Black	1977
27	Mike Wrigley	Williams FW07	Head	Green/White	1980
30	David Abbott	Arrows A4	Head	Orange/White	1982
31	Steve Hartley	Arrows A4	Head	Orange/White	1982
61	Jason Wright	Shadow DN8	Fittipaldi	White	1978
70	Loic Deman	Tyrell 010	Head	Blue	1980
96	Silvio Kalb	Arrows A4	Head	Orange/White	1982
116	Nicholas Colyvas	Shadow DN5	Fittipaldi	Black	1975



be competitive, as will local garage owner Richard Barber in his 1983 Williams FW08C, the type of car in which circuit owner Jonathan Palmer made his F1 debut here in that year's European GP.

Ian Simmonds, aboard the Benetton-liveried Tyrrell 012, will be near the front, his ex-Alboreto car making its debut in the 1983 Dutch Grand Prix in advance of its 1984 campaign when Stefan Bellof and Martin Brundle started the season for Uncle Ken's team. House of Flags owner Simmonds has taken some good results in this car so expect more of the same here.

The FIA Masters Historic Formula One Championship isn't just about cars from the early 80s; there is a separate division for pre-1978 machinery and with Barcelona blitzer Michael Lyons away at Silverstone on Blancpain GT duty, the way is clear for the likes of James Hagan to shine in his 1977 Ensign.

Wind back the clock and remember what Grands Prix were like at Brands Hatch. All aboard the time machine!

Grid Positions – Race 6

1	2	3	4	5	6	7	8	9	10
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Results – Race 6

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's TimeGap.....Laps.....Speed.....mph

Grid Positions – Race 11

1	2	3	4	5	6	7	8	9	10
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Results – Race 11

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's TimeGap.....Laps.....Speed.....mph

The Royal Automobile Club Woodcote Trophy



The Royal Automobile Club Woodcote Trophy is one of the most respected historic race series in the world, with fierce competition simply to get a place on the grid.

Supported by EFG International, Woodcote Trophy races are for genuine sports-racers of the post-War era, up to and including December 1955, with cars conforming strictly to period specification. The assembled cars are quite astonishingly good looking, but don't be distracted by their beauty; these are serious racing machines.

Current Woodcote Trophy holders John Ure and Nick Wigley are looking to resume their grip on the series in the ex- Tony Crook Cooper Bristol T24/25 following a shaky season start at the Donington Historic Festival earlier this month. The pair they deposed from the series title last year - Malcolm Paul and Rick Bourne - will be out to snatch back the crown in the Lotus X which dominated the 2013 season and which came in third at Donington.

Woodcote Trophy races are for genuine sports-racers of the post-War era, up to and including December 1955, with cars conforming strictly to period specification

However, both crews face a major threat from the Cooper T38 of Fred Wakeman and Patrick Blakeney-Edwards, who threw down a very definite challenge with their win at Donington, while Ben Eastick and Rudi Friedrichs could ruffle a few feathers in their respective D-type and C-type Jaguars.

There should be some interesting tussles for class honours between the Aston Martin DB3S of Steve Brooks, the DB3 of Martin Melling/ Rob Hall, Barry Wood's Lister Bristol, Nick Ruddell's Aston Martin DB2/4 Mk1 and the Gordini 23A of Eddie McGuire and Tony Wood. Brooks will be out to secure another class win after his success at Donington, but it's unlikely that his classmates will let him rest on his laurels. The Gordini is a former Woodcote Trophy winner, from the days when Eddie McGuire shared the driving with Nick Wigley.

Malcolm Harrison and Paul Taft will be campaigning the Cooper Bristol T25 they drove to a class win just a few weeks ago, but Stephen Bond will be looking to pass them in his Lister Bristol.

The smaller-engined classes will be no less exciting. There's always a splendid turn-out of Austin-Healey 100Ms and 100/4s, so watch out

The RAC Woodcote Trophy

Sunday – Race 7 (50 Mins)



for some exhilarating dicing between Martyn Corfield (100/4) and the 100Ms of Tarek Mahmoud, Nils-Fredrik Nyblæus and Robert Mills/Ian Montgomery.

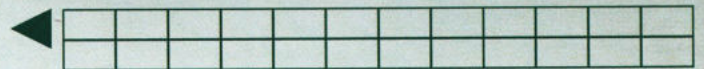
Finally, two head-turners come in the form of Glynn Allen's Aston Martin DB2 Lightweight Le Mans and João Mira-Gomes' Jaguar XK140 FHC. But remember, these cars are there to race, so make the most of the chance you get to admire their good looks in the paddock, because they won't be hanging around once they get out on track.



No	Driver(s)	Car	Year	CC	Class
6	John Ure/Nick Wigley	Cooper Bristol T24/25	1953	1971	2
9	Ben Eastick	Jaguar D-type	1955	3442	4a
10	Malcolm Paul/Rick Bourne	Lotus Mk X	1955	1971	3a
11	Frederic Wakeman/Patrick Blakeney-Edwards	Cooper T38	1955	3442	4a
12	Steve Brooks	Aston Martin DB3S	1955	2922	3
16	Christopher Jolly	Aston Martin DB2	1952	2995	3
17	Martin Melling/Rob Hall	Aston Martin DB3	1952	2922	3
20	Rudiger Friedrichs	Jaguar C-type	1953	3442	4
23	Barry Wood	Lister Bristol	1955	2000	3a
24	Malcolm Harrison/Paul Taft	Cooper Bristol T25	1953	1980	2
25	Nick Ruddell	Aston Martin DB2/4 Mkl	1954	2922	3
27	Tarek Mahmoud	Austin-Healey 100	1954	2722	3a
28	Nicolas Bert	HW Alta-Jaguar	1951	3442	4
33	Robert Mills/Ian Montgomery	Austin-Healey 100M	1955	2703	3a
34	Eddie McGuire/Tony Wood	Gordini 23S	1949	2292	3
56	Nils-Fredrik Nyblæus	Austin-Healey 100M	1955	2660	3a
121	Glynn Allen	Aston Martin DB2	1951	2580	3
199	João Mira-Gomes	Jaguar XK140 FHC	1956	3442	4
550	Martyn Corfield	Austin-Healey 100/4	1954	2660	3a



Grid Positions – Race 7



Results – Race 7

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...

Winner's TimeGap.....Laps.....Speed.....mph

Super Touring Car Challenge



For many, the 1990s produced a golden age of touring car racing, not just in the UK but also globally. Super Touring, catering for 2-litre cars, was panned initially for being full of so-called reprobables, but manufacturers queued up to join the competition, bringing star drivers with them. And there was some great racing, too.

A welcome addition to the Brands Hatch Masters Festival, the Super Touring Car Challenge will have two races this weekend, one each on the Grand Prix and Indy circuits. Then as now, the BTCC used both configurations of the circuit and it is fitting that both are used this weekend.

Heading the entry is the Dodd family with its pair of Honda Accords. Son James is the man to beat, and their ex-James Thompson 1999 chassis will be hard to beat in his hands. More Hondas are handled by Chris Beighton, a new recruit to the ST ranks, and Paul Whight in his MSD-built car as raced by the late David Leslie in 1996. Keep an eye on Tom Kristensen's old Accord, now raced by Stewart Whyte, which had assorted mechanical gremlins last year, but Whyte scored a race win at Donington earlier this month and could well be hard to beat here, too.

Touring car stars John Cleland and Patrick Watts renew their period battles, Cleland in his 1997 Vauxhall Vectra and Watts in an ex-Tim

Super Touring Car Challenge

Race 10 (Sun 25mins) Race 8 (Mon 20 Mins)



Harvey Peugeot 406. Both will be pitching for a race win, but expect 1989 and 1995 BTCC champion Cleland to be hard to beat. Watts is joined by Malcolm Harrison in a second car, an ex-Paul Radisich chassis.

In a fascinating entry, look for Simon Garrad in his ex-Roland Asch Opel Vectra, a car that played its part in the outcome of the 1999 German Super Touring Championship. Asch drilled Christian Abt's Audi A4 to hand the title back to his Opel team-mate Uwe Alzen, until the stewards intervened. The Audi is here too as Paul Smith drives the ex-Abt car, while Keith Butcher is also Audi-mounted.

BMW's made a big impact on the Super Touring era and a number of examples are here this weekend. One, in fact, pre-dates the true Super Touring age but Jason Minshaw's BMW M3, as raced in period by Roland Ratzenberger and Jason's father, Alan, is an iconic car from 1988 in its period Demon Tweaks colours. Mark Smith has his Mobil 1-liveried ex-Steve Soper car from 1991 and Darren Fielding's 318i will be quick, too.

Steve Dymoke's ex-Fabrizio Giovanardi Alfa Romeo 156, Neil Smith's earlier ex-Stefano Modena 156 and Tony Absolom's ex-Jamie Wall, Anthony Reid Vauxhall Cavalier take on series prime-mover Dave Jarman's ex-Matt Neal Nissan Primera in what should be two action-packed races. Nothing changes!

No	Driver(s)	Car	Year	Colour	CC	Class
1	James Dodd	Honda Accord	1999	White	1998	ST1
4	Graeme Dodd	Nissan Primera	1998	White	1998	ST1
7	Paul Smith	Audi A4	1996	Yellow / Blue	2000	ST1
8	Darren Fielding	BMW M3	1993	White	2000	ST2
9	Jason Minshaw	BMW M3	1988	Red	2300	GA2
11	Steve Dymoke	Alfa Romeo 156	2002	Red	2001	ST4
12	Patrick Watts	Peugeot 406	1998	Green / Gold	2000	ST1
14	Malcolm Harrison	Peugeot 406	1998	Green / Gold	2000	ST1
15	Craig Davies	Ford RS500	1989	Red	2000	GA1
17	Mark Smith	BMW M3	1991	White	2000	GA2
20	C. Beighton/J.Finnemore	Honda Accord	1997	White / Red	1998	ST1
27	Ric Wood	Mazda 323	1994	Orange	2000	ST2
33	Alan Strachan	Ford Mondeo	1995	Blue	2000	ST1
37	Simon Garrad	Opel Vectra	1998	Silver	2000	ST1
63	Andy Wolfe	Opel Astra	1994	White	2000	ST2
64	Paul Whight	Honda Accord	1996	White	1998	ST1
66	Harry Whale	BMW M3	1991	White	2500	GA2
67	Tony Absolom	Vauxhall Cavalier	1995	White	2000	ST2
68	Richard Meins	Ford Mondeo	2000	Blue / Yellow	2000	ST1
70	Stewart Whyte	Honda Accord	2000	White	2000	ST1
77	Dave Jarman	Nissan Primera	1998	Red	1998	ST1
93	Tom Gladdis	Honda Accord	1996	White / Red	1998	ST1
97	Neil Smith	Alfa Romeo 156	1998	Red	1998	ST1
98	John Cleland	Vauxhall Vectra	1998	Red / White	1997	ST1

Grid Positions – Race 10 (Sunday)

1	2	3	4	5	6	7	8	9	10
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Results – Race 10 (Sunday)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...

Winner's TimeGap.....Laps.....Speed.....mph

Grid Positions – Race 8 (Monday)

1	2	3	4	5	6	7	8	9	10
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Results – Race 8 (Monday)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...

Winner's TimeGap.....Laps.....Speed.....mph

Stirling Moss Trophy



Motor Racing Legends' Stirling Moss Trophy, supported by JD Classics, features a glorious array of pre-1961 sportscars and sports racers, driven by highly skilled and immensely competitive drivers. The combination is always hugely entertaining and the reward is immense – they are battling for the actual cup won by Stirling Moss in his first-ever GP victory, at Aintree in 1955.

Present-day British GT Championship driver Jon Minshaw drives into Brands Hatch with the first victory in the 2015 series already notched up, having taken the chequered flag at the Donington Historic Festival with his Lister Knobbly. This puts him one step ahead in the battle for the coveted Brian Lister Cup, which was introduced last season for Listers competing in the series and which has definitely

Woodcote Trophy races are for genuine sports-racers of the post-War era, up to and including December 1955, with cars conforming strictly to period specification

caused a stir amongst the relevant contingent.

Other Lister contenders include Tony Wood and Will Nuthall in another Knobbly. This car's appearance earlier this month at Donington represented a monumental feat of hard work and cooperation on the part of preparers IN Racing and other companies that stepped in to help out, following its crash at the Goodwood Members' Meeting in March.

And in a race named after one motorsport legend, Steve Brooks and

Robert Beebee will, appropriately, share Brooks' Jaguar-powered 'Flatiron' Lister, which was raced in period by another; future double Formula 1 World Champion Jim Clark for the Border Reivers.

Bobby Verdon-Roe's ex-Phil Hill NART Ferrari Dino 246S always turns heads in the paddock. The former GT ace came second here last year and took third place at Donington a few weeks ago, and

Stirling Moss Trophy

Sundry – Race 12 (50 Mins)



will be hoping that he and co-driver Nick Leventis can improve on those results this weekend.

Charles Gillett's Willment Climax is a dramatic-looking car that attracts a lot of attention. Gillett is sharing it with Steven Smith, and is likely to be in a class battle with Anthony Ditheridge and Barry Cannell in the Cooper Monaco.

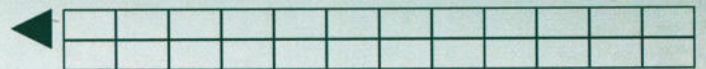
The distinctive aluminium Lola Mk1 Prototype of current Stirling Moss Trophy holders Keith Ahlers and Billy Bellinger is a nimble little machine that regularly mixes it with the big toys to achieve some superb results. It's in the same class as Robi Bernberg and Paul Ugo in their Cooper T39 Bobtail but, following their 6th place at Donington, Ahlers and Bellinger have stormed ahead in class positions.

Finally, Touring Car star Patrick Watts is out in the little Rejo Mk3, which he shares with Malcolm Harrison – and Simon Edwards in the Rejo MkIV will be hoping to beat them to a class win.

No	Driver/Co Driver	Car	Year	CC	Class
2	Robi Bernberg/Paul Ugo	Cooper T39 Bobtail	1955	1460	1
3	Simon Edwards	Rejo Mk IV	1959	1098	3
4	Philip Champion/Sam Stretton	Lotus XI Le Mans	1956	1460	4
8	Tony Wood/Will Nuthall	Lister Knobbly	1959	3800	6
10	Charles Gillett/Steven Smith	Willment Climax	1956	1960	5
11	Hans Hübner	Lister Jaguar Knobbly	2013	3800	6
12	Steve Brooks/Robert Beebee	Lister Jaguar 'Flat Iron'	1955	3781	6
14	Roberto Giordanelli	Lister Chevrolet Knobbly	1958	5780	6
15	John Burton	Jaguar XK120	1952	3880	6
18	Anthony Ditheridge/Barry Cannell	Cooper Monaco	1959	1958	5
23	Malcolm Harrison/Patrick Watts	Rejo Mk3	1960	1098	3
29	Keith Ahlers/James (Billy) Bellinger	Lola Mk1 Prototype	1958	1220	1
34	Christopher Scholey/Nick Finburgh	Jaguar XK120	1954	3400	6
46	Bobby Verdon-Roe/Nick Leventis	Ferrari 246S	1960	2417	6
53	Tim Reid	Lola Mk1	1960	1220	1
63	Jon Minshaw	Lister Knobbly	1959	3800	6
70	Dion Kremer/Gabriel Kremer	Lotus 15	1958	1960	5
77	Tarek Mahmoud	Cooper Monaco	1959	1960	5
86	Jeremy Cooke/Mike Dowd	Cooper Bobtail	1956	1498	1



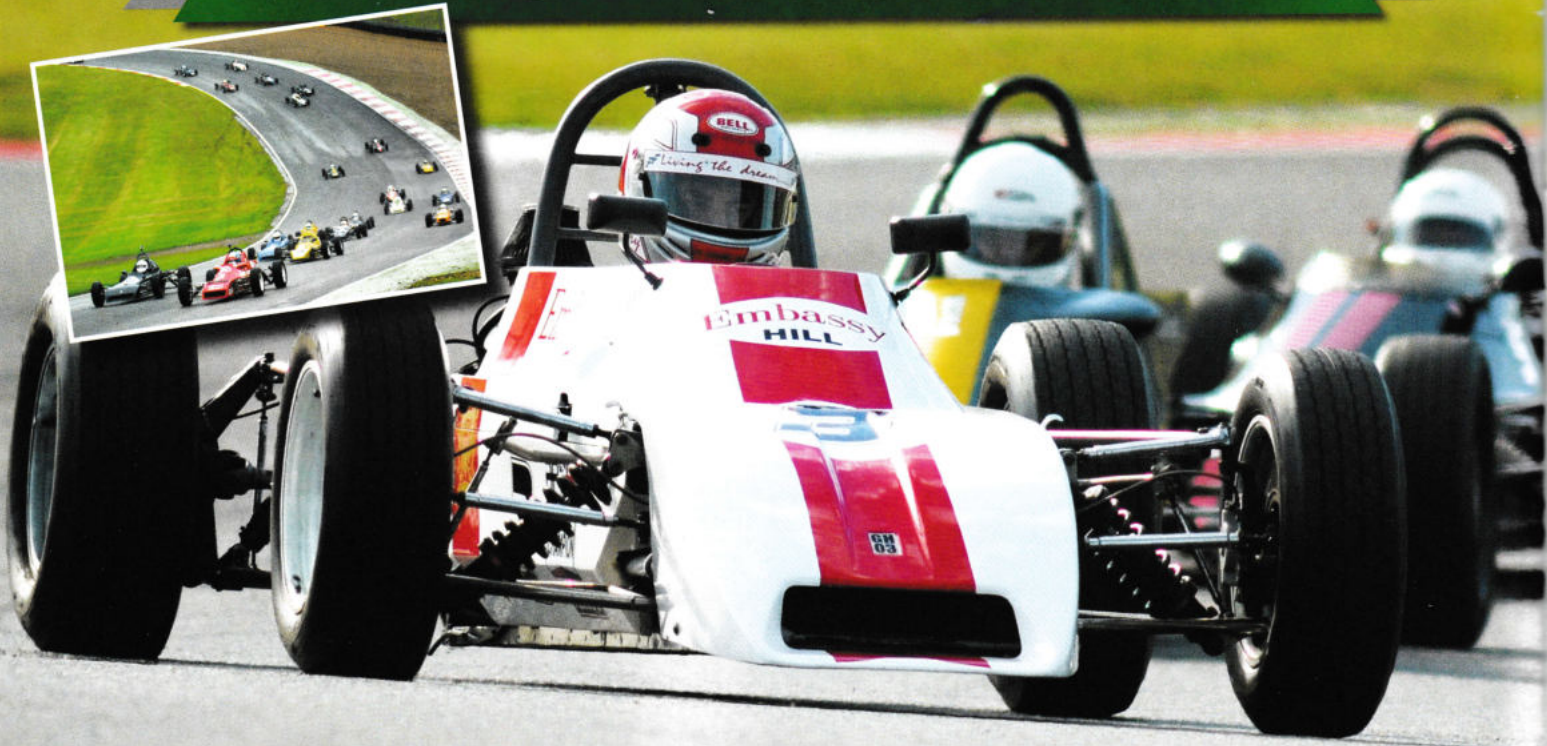
Grid Positions – Race 12



Results – Race 12

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap..... Laps..... Speed.....mph

The Tony Brise in association with Luna Logistics Classic Formula Ford



There are two races this weekend for the Lunar Logistics BARC Classic Formula Ford 1600 championship. Race 1 on Sunday 24th May will take place on the Grand Prix Circuit and Race 2 on Monday 25th May on the Indy Circuit.

The races are being held in honour of Tony Brise who raced for both Williams and the Embassy Hill Team in Formula 1 in 1975 before his tragic death in the same aeroplane crash that also killed Double F1 World Champion Graham Hill and four other members of the team. His Nephew David Brise will be competing this weekend in a Royale RP21.

Currently (2014) there are 2 classes competing for honours within the Classic Formula Ford 1600

- Class A - for Formula Ford 1600 cars built and raced between 1974 and 1981 (inclusive).
- Class B - for Formula Ford 1600 cars built and raced before 1974.

A Brief History of Classic Formula Ford – classicformulaford.com

Formula Ford 1600 quickly became popular after its inception in 1967. It aimed to promote driver talent by providing a low cost entry into motorsport - the original rules stating that cars were "Not to exceed £1000 retail complete in running order"! The cars were single seater, open wheel, open bodywork racers and originally ran on treaded road tyres, only later was a special "control" racing tyre specified (although still retaining a tread pattern). Aerodynamic aids (wings) were not allowed. Although costs were kept down by specifying a basically standard 1600cc Ford overhead valve engine (originally the 1500cc engine from the Cortina G.T.) and space-frame chassis construction as opposed to the more expensive monocoque, it was not long before the cost limit of £1000 was dispensed with.

As development of the cars continued apace, lap times dropped and inevitably costs began to climb. There soon arose a demand from owners of older cars for a championship in which they could once again compete for victory on level terms with a limited budget. Thus in 1979 the pre-'74 Championship was born to cater for cars built prior to 1974. It was joined in 1984 by the '74/78 Championship and a year later by the Formula E Championship which cunningly excluded modern machinery by specifying "outboard" suspension (as opposed to the use of more modern rocking arms/push/pull rods acting on springs and shock absorbers within the bodywork) and making it effectively a pre-'80 category. This category had a particularly strong following in the north of England where most of its competition rounds were contested.

The '74/78 Championship was extended in 1991 to cover cars made and raced before the end of 1980, being renamed the '74/80 Championship in the process. These 3 championships (pre-'74, '74/80 and Formula E) thrived in parallel until 1994 when they were amalgamated under the Classic Formula Ford banner by the Classic Formula Ford 1600 Register - pre-'74 cars racing as class B and pre-'82 cars as class A.

From 2004, the Classic championship has been run by the BARC with backing from Universal Racing Services, and is one of the most cost effective forms of single seater racing with lap times only fractionally slower than modern FF1600's. In recent years Class A (for 74-81 cars) has been stronger numerically, but some front running Class B cars are still quite capable of winning races overall. Most of our races are run at BARC Race events together with Universal Racing Services FF2000 which caters for Formula Ford 2000 cars of the same period which are fitted with 2 litre 'Pinto' engines, wings and slick tyres.

The Tony Brise in association with Luna Logistics Classic Formula Ford

Race 10 (Sun) and Race 5 (Mon) 2x 20 Mins

Tony Brise Memorial Cup - Sunday

No	Driver	Town	Team Entrant	Car
Class A				
1	Mike Gardner	Newark, Notts	Gt Motorsport	Crossle 30F
3	Adriano Medieros	Brazil	Jesus Saves Racing	Van Deimen Rf80
4	Simon Scott	Twickenham	T. Arnold	Van Deimen Rf80
8	Chris Stuart	Hersham, Surrey	Mk8 Motorsport	Van Deimen Rf80
13	Stuart Kestenbaum	London	Don Hardman	Van Deimen Rf79
15	Damien Delhase	Rue De Batisseurs	Driver	Hawke D115 1975
16	Graham Terry	Wakefield	Driver	Van Deimen Rf80
23	David Brise	Maidstone, Kent	Driver	Van Deimen Rf81
27	Steve Pearce	Leicester	Driver	Van Deimen Rf80
28	Alan Fincham	Attleborough	Driver	Van Deimen Rf78
31	David Roark	Horncastle, Lincs	Driver	Van Diemen Rf80
33	Trevor Stiles	Heathfield, Sussex	Ben Stiles	Van Diemen Rf80
49	Andrew Smith	Stanmore Middx	Universal Racing Services	Van Diemen Re81
51	Kevin Howell	Woking, Surrey	Mk8 Motorsport	Prs Ro1
56	Nigel Lingwood	Walton W.yorks	Driver	Van Diemen Re80
61	Kevin Mansell	Campville, Staffs	Mansell Motorsport	Crossle 32F
77	Phil Attwood	West Clandon, Surrey	Black Elephant Racing	Crossle 32F
89	Ted Pearson	Bishops Stortford, Herts	Gt Motorsport	Crossle 32F
91	Stevie Hagan	—	Driver	Crossle 32F
98	Terry Durdin	Nazing, Essex	N Booth Motorsport	Crossle 25F
Class B				
6	Ian Fernihough	Ashbourne, Derbyshire	Driver	Merlyn Mk11a
11	Mike Saunders	Ware, Herts.	Driver	Hawke D111
12	Callum Frost	Hove, Sussex	Frost F1	Mre 1973
14	Mike Wrigley	Ashbourne, Derbyshire	Driver	Merlyn Mk20a
20	James Hadfield	Loughborough	Driver	Titan Mk4 1968
24	Ian Jeary	Burnham-On-Crouch	Team Vinyl Art	Dulon Ld9 1970
50	Mat Wrigley	Ashbourne, Derbyshire	Driver	Merlyn Mk20a
66	Gary Fletcher	Fleet, Surrey	Mk8 Motorsport	Elden Mk10
69	David Lowe	Guernsey	Team Lowtis	Lotus 69 1971
75	Daniel Pickett	Caterham, Surrey	Driver	Merlyn Mk 20
79	Graham Wilson	Luxembourg	Speedsport	Merlyn Mk20a
85	Charles Greenwood	Wimborne, Dorset	Driver / Neil Barnet	Dulon Mp15 1973
96	James Hagan	—	Driver	Crossle 16F
99	Doug Kibble	—	Driver	Dulon Mp15
Invitation Class				
41	Mike Turner	Banbury, Oxfordshire	—	Jamun T12b 1983

Monday Race

No	Driver	Town	Team Entrant	Car
Class A				
1	Mike Gardner	Newark, Notts	GT Motorsport	Crossle 30F
8	Chris Stuart	Hersham, Surrey	Mk8 Motorsport	Van Deimen Rf80
13	Stuart Kestenbaum	London	Don Hardman	Van Deimen Rf79
15	Damien Delhase	Rue De Batisseurs	Driver	Hawke D115 1975
16	Graham Terry	Wakefield	Driver	Van Deimen Rf80
23	David Brise	Maidstone, Kent	Driver	Van Deimen Rf81
28	Alan Fincham	Attleborough	Driver	Van Deimen Rf78
31	David Roark	Horncastle, Lincs	Driver	Van Diemen Rf80
33	Trevor Stiles	Heathfield, Sussex	Ben Stiles	Van Diemen Rf80
51	Kevin Howell	Woking, Surrey	Mk8 Motorsport	Prs Ro1
56	Nigel Lingwood	Walton W.yorks	Driver	Van Diemen Re80
61	Kevin Mansell	Campville, Staffs	Mansell Motorsport	Crossle 32F
77	Phil Attwood	West Clandon, Surrey	Black Elephant Racing	Crossle 32F
89	Ted Pearson	Bishops Stortford, Herts	Gt Motorsport	Crossle 32F
98	Terry Durdin	Nazing, Essex	N Booth Motorsport	Crossle 25F
Class B				
6	Ian Fernihough	Ashbourne, Derbyshire	Driver	Merlyn Mk11a
11	Mike Saunders	Ware, Herts.	Driver	Hawke D111
12	Callum Frost	Hove, Sussex	Frost F1	Mre 1973
14	Mike Wrigley	Ashbourne, Derbyshire	Driver	Merlyn Mk20a
20	James Hadfield	Loughborough	Driver	Titan Mk4 1968
24	Ian Jeary	Burnham-On-Crouch	Team Vinyl Art	Dulon Ld9 1970
50	Mat Wrigley	Ashbourne, Derbyshire	Driver	Merlyn Mk20a
66	Gary Fletcher	Fleet, Surrey	Mk8 Motorsport	Elden Mk10
69	David Lowe	Guernsey	Team Lowtis	Lotus 69 1971
75	Daniel Pickett	Caterham, Surrey	Driver	Merlyn Mk 20
79	Graham Wilson	Luxembourg	Speedsport	Merlyn Mk20a
85	Charles Greenwood	Wimborne, Dorset	Driver / Neil Barnet	Dulon Mp15 1973
Invitation Class				
41	Mike Turner	Banbury, Oxfordshire	—	Jamun T12b 1983
Reserves				
96	James Hagan	—	Driver	Crossle 16F
91	Stevie Hagan	—	Driver	Crossle 32F
4	Simon Scott	Twickenham	T. Arnold	Van Deimen Rf80
3	Adriano Medieros	Brazil	Jesus Saves Racing	Van Deimen Rf80
27	Steve Pearce	Leicester	Driver	Van Deimen Rf81
99	Doug Kibble	—	Driver	Dulon Mp15

Grid Positions - Sunday Race 10

1	2	3	4	5	6	7	8	9	10
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Results - Sunday Race 10

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap..... Laps..... Speed.....mph

Grid Positions - Monday Race 5

1	2	3	4	5	6	7	8	9	10
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Results - Monday Race 5

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap..... Laps..... Speed.....mph

Championship Sponsor - Luna Logistics

The Main Sponsor of the Classic Formula Ford Championship is High Tech Logistics Company Luna Logistics - www.lunalogistics.co.uk

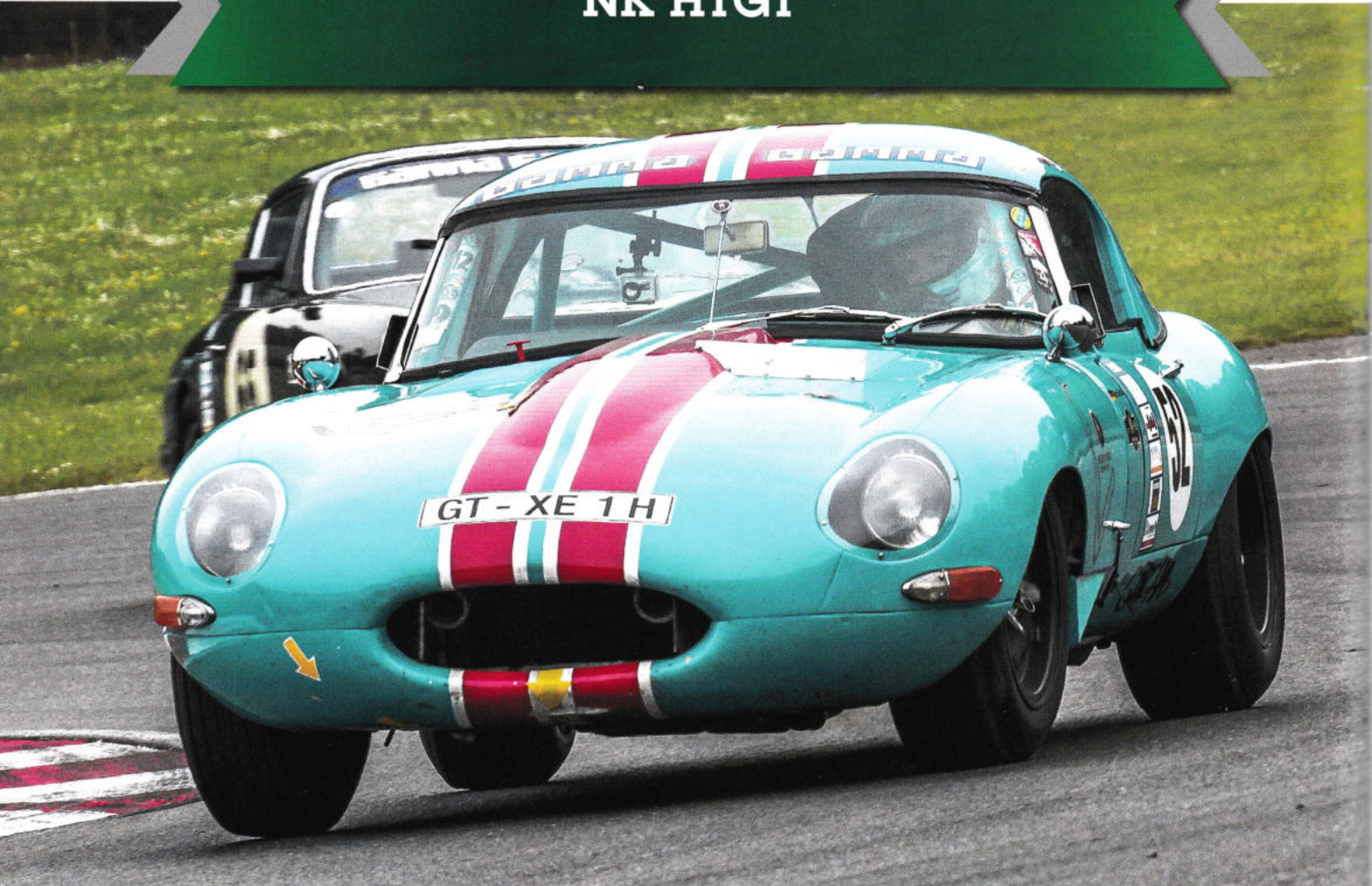
LUNA Logistics is a privately owned company offering business solutions in the specialist market to high tech customers. Founded by Brieger Leahy

and Melvyn D'Cruz and supported by a dedicated management team, Luna Logistics offers many years of experience in the specialist industry.

Their HQ is based in Harlow and they pride themselves in being a customer facing organisation offering tailor made solutions, whilst being highly

competitive in the services offered. The Company has a fast growing customer base for Digital Imaging, Medical systems, ATMs, Gaming terminals Copiers, Fully equipped Communication racks, servers, and Photo Booths.

NK HTGT



The Dutch historic championship for touring cars & GTs, NK HTGT in short, was established in 1997 and had been growing in popularity ever since. It caters for touring cars and GTs built between 1947 and 1965

All competing cars are prepared according to FIA Appendix K. This means only safety modifications are allowed. As a result all cars look just as they did in period, making for a very attractive spectacle. Tyres are restricted as well: no modern roadholding, but old fashioned sideways motoring in the corners.

The series has been going from strength to strength and races at tracks like Zandvoort, Assen TT, Nürburgring and Spa. In 2014 the NK HTGT crossed the channel for the first time in its history to race in the UK, at Brands Hatch. A great time was had by all and that shows in this year's entry list of no less than 45. Touring cars and GTs will race together on the Grand Prix Circuit on Sunday, whereas on Monday they will have separate GT and Touring Car races on the Indy Circuit. The NK HTGT is hugely popular with spectators because of the wide variety of competing cars, ranging from the huge Corvette Grand Sport to tiny sub-1-litre Fiat Abarths. In between you'll see iconic sportscars like Lotus, Porsche, MG, Triumph, Marcos, Morgan and Jaguar. On the saloon front there are loads of Fords, Lotus Cortinas, Minis and hopefully a Volvo.

Predicting a winner is not easy, but among the favourites are fearless German Alexander Schlüchter in his Lotus Elan and Michiel Campagne in the Corvette. They had a huge battle last year. This year, Campagne has switched from the "tame" Stingray to the Grand Sport Corvette. Then there's the winner of the opening round at Zandvoort, Michiel Smits in a Shelby Mustang. In the touring car class it's Ford V8s all the way, with reigning champion Armand Adriaans out to prove that a Mustang can be just as quick as the lightweight Falcon Sprint brigade, which will be led by Norbert Gross and the pairing of Martin Bijleveld/Jaap van der Ende. British drivers in the NK HTGT are Roger Ebdon and Jonathan Lewis in Mini Coopers, Richard Evans in his quick but temperamental Marcos, John Faux in a Lotus Elan and Graham Wilson in a Lotus Cortina.

The 2015 NK HTGT event calendar consists of 12 races at 6 events, visiting 5 different circuits. Visit www.nkhtgt.nl for all the latest information.



NK HTGT

Race 13 (Sun 24) and Races 2 and 3 (Mon 25) (3x 25 Mins)

Sunday 24 May

No	Driver	Car	Year	CC	Class
7	Klaas Span	Morris Mini Cooper S	1965	1275	CT06/07
9	Stephen B. Perry	Ford Falcon Sprint	1964	4727	CT10
10	Norbert Gross	Ford Falcon Sprint	1964	4700	CT10
11	Rob Rappange	Austin Mini Cooper S	1964	1293	CT06/07
12	Bert Mets	Morris Mini Cooper S	1965	1275	CT06/07
13	Graham Wilson	Lotus Cortina	1965	1588	CT08
17	Roger Ebdon	Austin Mini Cooper S	1965	1293	CT06/07
18	Roel Korsten	Ford Mustang	1965	4700	CT10
21	Lars Bondesson	Lotus Elan 26 R	1965	1594	GTS10
25	Niek Gils	Lotus Elan	1965	1588	GTS10
27	Frank Romo	Lotus Cortina	1965	1588	CT08
33	Christof Forell	Triumph TR4	1963	2138	GTS11
37	Rene Vries	Austin Mini Cooper S	1965	1275	CT06/07
39	Mark Dols	MG B	1964	1840	GTS11
41	Jasper Izaks	Fiat Abarth 1000 TC Corsa	1965	982	CT06/07
44	Gerrit Jan Leenen	Lotus Cortina	1965	1594	CT08
45	Bob Stevens	Lotus Elan 26 R	1963	1558	GTS10
46	Jos Stevens	Lotus Elan 26 R	1964	1558	GTS10
47	Bert Du Toy van Hees	Lotus Elite	1960	1200	GTS03/04/08/09
48	Frans Maarschalkerwaard	Shelby Mustang GT350	1965	4700	GTS12
49	Roland Zoomers	Jaguar E-Type	1963	3781	GTS12
52	Rhea Sautter	Jaguar E-Type	1961	3800	GTS12
55	Rob Bergmans	Iso Rivolta	1965	5400	GTS12
63	Nico Zonneveld	Morgan +4ss	1963	2138	GTS11
64	Egbert Kolvoort	MG B	1964	1840	GTS11
65	Erwin Lieshout	Porsche 911	1965	1991	GTS11
69	Alex Korle	Lotus Elan	1965	1599	GTS10
88	Alexander Schlüchter	Lotus Elan 26 R	1964	1588	GTS10
89	Frits Campagne	Ford Falcon Sprint	1964	4795	CT10
96	Richard Evans	Marcos 1800 GT	1965	1815	GTS11
98	Mathijs Bakker	Ford Falcon Sprint	1964	4700	CT10
99	Michiel Smits	Shelby Mustang GT350	1965	4700	GTS12
110	Michiel Campagne	Chevrolet Corvette Grand Sport	1963	6200	GTP>2500
111	Jonathan Lewis	Mini Cooper S	1965	1275	CT06/07
129	Michel Oprey	Shelby Mustang GT350	1965	4728	GTS12
172	Harmen Putten	Shelby Mustang GT350	1965	4700	GTS12
196	John Faux	Lotus Elan	1965	1594	GTS10
247	Thomas Kargus	Lotus Elan	1963	1593	GTS10
289	Martin Bijleveld	Ford Falcon Sprint	1964	4700	CT10

Monday 25 May

No	Driver	Car	Year	CC	Class
NK HTGT Touring Cars Grid					
7	Klaas Span	Morris Mini Cooper S	1965	1275	CT06/07
9	Stephen B. Perry	Ford Falcon Sprint	1964	4727	CT10
10	Norbert Gross	Ford Falcon Sprint	1964	4700	CT10
11	Rob Rappange	Austin Mini Cooper S	1964	1293	CT06/07
12	Bert Mets	Morris Mini Cooper S	1965	1275	CT06/07
13	Graham Wilson	Lotus Cortina	1965	1588	CT08
17	Roger Ebdon	Austin Mini Cooper S	1965	1293	CT06/07
18	Roel Korsten	Ford Mustang	1965	4700	CT10
27	Frank Romo	Lotus Cortina	1965	1588	CT08
37	Rene Vries	Austin Mini Cooper S	1965	1275	CT06/07
41	Jasper Izaks	Fiat Abarth 1000 TC Corsa	1965	982	CT06/07
44	Gerrit Jan Leenen	Lotus Cortina	1965	1594	CT08
89	Frits Campagne	Ford Falcon Sprint	1964	4795	CT10
98	Mathijs Bakker	Ford Falcon Sprint	1964	4700	CT10
111	Jonathan Lewis	Mini Cooper S	1965	1275	CT06/07
289	Martin Bijleveld	Ford Falcon Sprint	1964	4700	CT10
NK HTGT TGT Grid					
21	Lars Bondesson	Lotus Elan 26 R	1965	1594	GTS10
25	Niek Gils	Lotus Elan	1965	1588	GTS10
33	Christof Forell	Triumph TR4	1963	2138	GTS11
39	Mark Dols	MG B	1964	1840	GTS11
45	Bob Stevens	Lotus Elan 26 R	1963	1558	GTS10
46	Jos Stevens	Lotus Elan 26 R	1964	1558	GTS10
47	Bert Du Toy van Hees	Lotus Elite	1960	1200	GTS03/04/08/09
48	Frans Maarschalkerwaard	Shelby Mustang GT350	1965	4700	GTS12
49	Roland Zoomers	Jaguar E-Type	1963	3781	GTS12
52	Rhea Sautter	Jaguar E-Type	1961	3800	GTS12
55	Rob Bergmans	Iso Rivolta	1965	5400	GTS12
63	Nico Zonneveld	Morgan +4ss	1963	2138	GTS11
64	Egbert Kolvoort	MG B	1964	1840	GTS11
65	Erwin Lieshout	Porsche 911	1965	1991	GTS11
69	Alex Korle	Lotus Elan	1965	1599	GTS10
88	Alexander Schlüchter	Lotus Elan 26 R	1964	1588	GTS10
96	Richard Evans	Marcos 1800 GT	1965	1815	GTS11
99	Michiel Smits	Shelby Mustang GT350	1965	4700	GTS12
110	Michiel Campagne	Chevrolet Corvette Grand Sport	1963	6200	GTP>2500
129	Michel Oprey	Shelby Mustang GT350	1965	4728	GTS12
172	Harmen Putten	Shelby Mustang GT350	1965	4700	GTS12
196	John Faux	Lotus Elan	1965	1594	GTS10
247	Thomas Kargus	Lotus Elan	1963	1593	GTS10

Grid Positions - Race 2 (Monday)

1	2	3	4	5	6	7	8	9	10
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Results - Race 2 (Monday)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap Laps Speed mph

Grid Positions - Race 3 (Monday)

1	2	3	4	5	6	7	8	9	10
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Results - Race 3 (Monday)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap Laps Speed mph

Grid Positions - Race 13 (Sunday)

1	2	3	4	5	6	7	8	9	10
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Results - Race 13 (Sunday)

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap Laps Speed mph

Motorsport News Saloon Car Championship and Cannons Tin Tops



Motorsport News Saloon Car Championship

For 2015 Motorsport News takes over as the main sponsor of this popular BARC south east centre run championship. The championship caters for modified saloon and hatchback cars, with all cars remaining similar to the production model in external appearance. Slick racing tyres are permitted and there are five classes, loosely based on power to weight ratios.

Class A (division 1) caters for the super cars, such as all four wheel drive vehicles plus various V8 models. In recent years restrictors have become mandatory along with increased minimum weights in an effort to keep outright speed under control. Class B is for the less exotic forced induction cars along with some 2 wheel drive hybrids. Class C is for smaller turbo cars and normally aspirated machines up to 3200cc. Class D is primarily for multivalve up to 2500cc, whilst class E is for up to 2 litre cars.

The grids are extremely varied ranging from flame spitting Ford Escort Cosworths right through to more humble Ford Fiestas. All the classes have an even chance of taking the overall title and the Paddy Hopkirk trophy, providing you have a decent number of starters in your class. Base cars can be bought for as little as £6000, and a full season of racing can cost under £10,000. The centre registration fee is just £35, and club membership is £50 for 12 months.

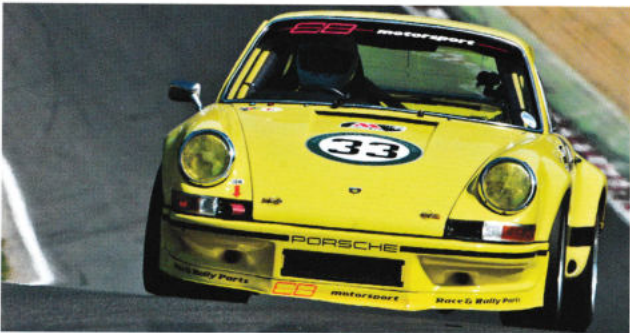
So who are the front runners likely to be? Clearly local man Rod Birley, from nearby West Kingsdown, will be one of them. He notched up a win and a second place here in April and followed this with two wins on May 3rd, all with his familiar Ford Escort WRC. Rod will face stern opposition

from the similar cars of Malcolm Wise and Rick May. Newcomer Daniel Palmer fields a Mitsubishi Evo and impressed at the first two rounds, whilst Andy Banham pilots an improving Subaru Impreza. Two rapid BMWs add further variety in the hands of Tom Knight and Martyn Scott. Class B should see Ian Butler to the fore in his Ford Focus, especially after winning the first race on April 11th and scoring a class win three weeks later. Veteran Tony Skelton will not be far behind in his heavily modified Renault Clio, provided it is reliable. Steve Dann scored a class win on May 3rd with his VW Golf. Class C will have former champion Gavin Thomson back in his fast Peugeot against Jamie Liptrott's quick BMW. Another former champion, Bill Richards, is hoping for better luck in class D with his very special Mini, where he faces the well prepared Renault Clio of Perry Winch. In class E the rather rapid Craig Shepherd will endeavour to beat the bigger cars in his Ford Fiesta, plus the Mk.1 Escort of Andy Pipe.

The championship is firmly established in the south east, having six events at Brands Hatch and two at Lydden Hill. Highlights after today will be the Lydden festival on June 20/ 21 and the Autumn truck meeting in November. For more information see www.barcseast.co.uk.



Masters 70s Celebration



The Masters 70s Celebration series remains something of an undiscovered gem. It provides scope for sports and saloon cars of the 1970s and – on occasions – cars of the very early 80s can creep in as well.

It allows a rare chance to see touring cars and GT cars going head-to-head and with its relaxed class structure is about variety and track time for competitors. At the time of writing, the entry was growing and expect more this weekend, but the initial gang make for an eclectic mix.

Take Bruce White's Porsche 911 for example, a car he races in the FIA Masters Historic Sport Car Championship, which will be tough to beat as its flat six engine barks around Brands, but he will be pushed hard by Porsche's age-old rival Ferrari: Chris Compton Goddard brings his Ferrari 308 and will be eager to conquer the Stuttgart car. More sports car variety comes from Tony Blake's 911 and the Aston Martin DB4 of Tarek Mahmoud, which comes from an earlier age than the 911s and the Ferrari but Mahmoud is a handy driver and will give energetic chase.

But at the other end of the scale it the Mini 1275 GT of Nick Swift. The car, an immaculate copy of Richard Longman's 1978 and 1979 British Saloon Car Championship winning car, is prepared and driven to

Masters 70s Celebration

Monday Race 6 (1x 40 Mins)



No	Driver	Car	Year	Colour	CC	Class
6	Henry Mann	Ford Fairlane	1964	Grey	7000	INV
18	Tarek Mahmoud	Aston Martin DB4 (White)	1959	White	4500	INV
30	Bruce White	Porsche 911 RSR	1974	Blue	3000	SPA
44	Christopher Compton Goddard	Ferrari 308	1976	Blue	3000	SPA
60	Nick Swift	Mini 1275 GT	1978	Blue	1293	TCD
68	Mark Wright	Ford Escort RS 1800	1975	White/Blue	2000	TCB
79	Tony Blake	Porsche 911	1979	Silver	3000	TCA
81	Chris Beighton	Sunbeam Tiger	1964	Orange	5300	INV
84	Steve Jones	Mini 1275 GT	1978	White	1300	TCD
85	Daniel Brown	Ford Escort MKII RS	1976	White	2000	TCB
127	Laki Christoforou	Ford Escort Mk 1 RS 1600	1972	White	1975	TCB
530	Craig Davies	Shelby Mustang GT350	1965	White	4800	TCA



the usual Swift high standards and anyone who saw the gusto with which it was driven at the Goodwood Members' Meeting in March will know just how quick it is and how Swift can humble the bigger cars.

That means that Craig Davies may need to be wary in his Shelby Mustang GT350 as may Henry Mann in his Ford Fairlane, both of which could be humbled by Swift and fellow 1275 GT racer Steve Jones in Monday's Indy circuit races.

More variety comes from the spectacular Mark Wright in his Ford Escort RS1800, his Zakspeed recreation being a rapid car and capable of taking overall honours, while Laki Christoforou's earlier Mark 1 Escort is another car capable of taking a podium result – and, like Wright's Mark 2, will be sideways en route!

It may be that a number of the Pre-66 Touring Cars stay on for another race, but expect some entertaining racing – and some giant-killing performances!

Grid Positions – Race 6

1	2	3	4	5	6	7	8	9	10
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Results – Race 6

1st... / 2nd... / 3rd... / 4th... / 5th... / 6th... / 7th... / 8th... / 9th... / 10th...
 Winner's Time Gap..... Laps..... Speed.....mph

CONDITIONS OF ADMISSION

Warning

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

Assistance

In the event of a member of the public requiring assistance (medical or otherwise), they should in the first instance contact the nearest official, marshal or gate/security steward who shall take the appropriate action.

Enquiries

All enquiries relating to property, children, lost or found, theft from cars, emergency messages and any other serious problems, should be directed to the circuit office.

Paddock

Drivers are responsible for the actions of all persons who accompany them to the circuit. Access to the paddock is available for those who would like a closer look at the competing cars and drivers. There is a blanket speed limit of 20mph on the circuit, other than that used for racing purposes. The use of generators in the paddock and campsite is to be restricted to between 7.00am and 11.00pm.

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. Although every effort is made to avoid inaccuracies, the club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including recording or reproduction to be seen or heard in public, in whole or in part is strictly forbidden, except for the sole purpose of private viewing.

Spectator Notices

Please do not leave litter about the grounds - use the litterbins provided or take it with you. Remember to ride/drive with care and caution when leaving the circuit.

To safeguard both competitors and public **ANIMALS ARE NOT PERMITTED.**

Car Parking

Vehicles are taken into the car parks and public spectator areas on the condition that neither Masters Historic Racing, the MSA, nor the circuit owners shall be liable in any way for loss or damage to the vehicle. Or to any part thereof, of to anything left in or about the vehicle. In whatever way or by whatever means such as the loss or damage may be caused.

Prohibited Area Notices

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


Promoters

This meeting is promoted by MotorSport Vision Limited, MotorSport Vision Centre, Brands Hatch Circuit, Fawkham, Longfield, Kent. DA3 8NG. Tel: 01474 872331. Fax: 01474 874766. Web: www.msv.com



FREE PIT WALK - SUNDAY 24 MAY

This is your chance to see some of the weekend's most popular machines in the pit garages in our free of charge pit walk on Sunday morning.

Queuing starts at 08.50 by Paddock Hill grandstand, please see the  symbol on the map opposite for the location.

FLAG SIGNALS

- BLUE (STEADY)** - Another competitor is close.
- BLUE (WAVED)** - Another competitor is trying to pass.
- WHITE** - Service vehicle or very slow car on circuit.
- YELLOW (WAVED)** - Danger, slow down to ensure full control of the vehicle. No overtaking.
- YELLOW (DOUBLE WAVED)** - Great danger, slow down considerably, be prepared to stop.
- YELLOW/RED STRIPES** - Slippery surface ahead.
- GREEN (WAVED)** - Proceed, hazard indicated has been cleared.
- RED** - STOP RACING, proceed slowly to pits or startline as instructed by marshals (at startline & individual marshal's posts). Race stopped.
- BLACK/ORANGE DISK** - Warning of mechanical failure which might not be obvious to driver; call into pits immediately.
- BLACK/WHITE DIAGONAL** - Warning to driver that his/her behaviour (e.g. corner cutting) is suspect and he/her may be black flagged.
- BLACK** - Driver must call in immediately and report to the Clerk of the Course.
- BLACK & WHITE CHEQUERED** - End of the race.



VENUE GUIDE

CIRCUIT LENGTHS – INDY: 1.208 Miles, GRAND PRIX: 2.433 Miles

CIRCUIT KEY:

P PARKING	F FUEL
T TOILETS FOOTPATHS
+ FIRST AID	C CASH POINT
! FOOD	I INFORMATION
..... PEDESTRIAN TUNNEL VEHICLE TUNNEL
1 RACE CONTROL	2 MEDIA CENTRE
3 PIT GARAGES	4 MEDICAL CENTRE
5 MOTORSPORT VISION CENTRE	6 KENTAGON RESTAURANT
7 GO KART TRACK	8 SCRUTINEERING & Paddock OFFICE
9 HAILWOODS RESTAURANT	10 BRABHAM STEWART HOSPITALITY SUITES
11 MEGASTORE	12 DIRECTORS' TERRACE
13 CROWD MEDICAL CENTRE (LARGE EVENTS ONLY)	



BrandsHatch



2015 RACING SCHEDULE*

APRIL	17-19	Barcelona, Spain	Espirito de Montjuic
	23-26	Road Atlanta, USA	The Classic Motorsports Mitty
MAY	15-17	Barber Motorsports Park, USA	Barber Historics at the Park
	23-24	Brands Hatch GP, UK	Masters Festival
	25	Brands Hatch Indy, UK	Masters Raceday
JUNE	19-21	Monza, Italy	Coppa Intereuropa
JULY	4-5	Donington GP, UK	Masters Festival
	16-19	Road America, USA	The Hawk
	24-26	Silverstone, UK	Silverstone Classic
AUGUST	7-9	Nürburgring, Germany	Oldtimer Grand Prix
	13-16	Mazda Raceway Laguna Seca, USA	Rolex Monterey Motorsports Reunion
SEPTEMBER	18-20	Zandvoort, Holland	Historic Grand Prix
	28-30	Spa-Francorchamps, Belgium	Spa 6 Hours
OCTOBER	2-4	Sonoma Raceway, USA (TBC)	CSRG Charity Challenge
	2-4	Dijon-Prenois, France	Dijon Motors Cup
	23-25	Circuit of the Americas, USA	Support Race to F1 USA Grand Prix



Masters Historic Racing

The Bunker, Lower End Road
Wavendon, Milton Keynes MK17 8DA

T +44 (0)1908 587545
F +44 (0)1908 587009

Email team@mastershistoricracing.com

Masters
HISTORIC RACING

www.mastershistoricracing.com

Masters Historic Racing

@MastersHistoric

*Correct at time of going to press. Dates and venues may be subject to change.