

5TH ANNUAL

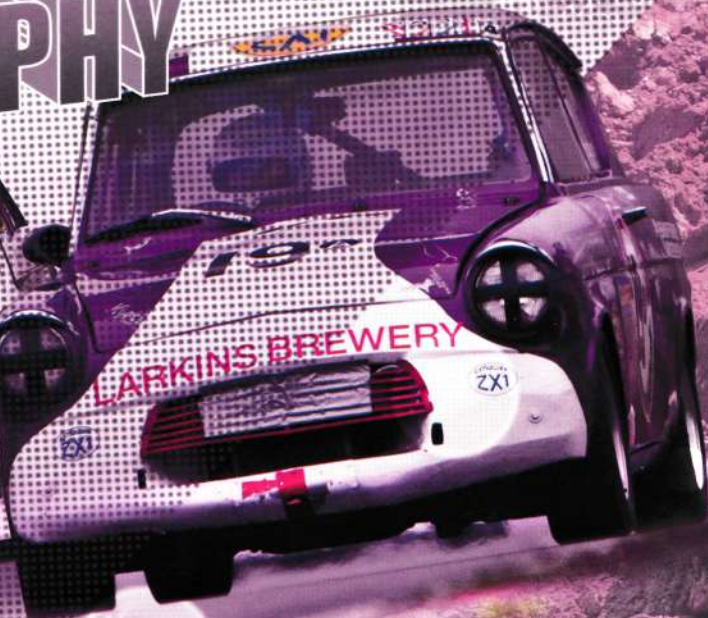
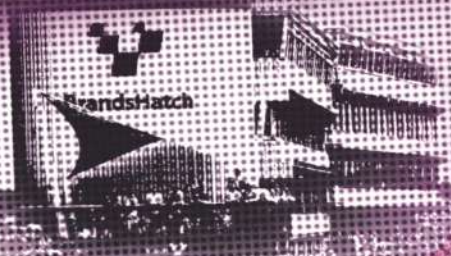
OFFICIAL PROGRAMME £3

Weee Festival

AND THE
6TH ANNUAL



VICTOR MELDREW TROPHY



SUNDAY 11 NOVEMBER 2012

MSVR

WELCOME



Welcome to the Vee Festival and the Victor Meldrew Trophy at Brands Hatch.

The 5th annual Vee Festival includes the evergreen single seaters with their Volkswagen engines, which always produce close and exciting racing. The Vee Festival is an established Brands Hatch event and has attracted a healthy entry.

I don't believe it! We have reached the sixth annual running of the Victor Meldrew Trophy already!

The tried and tested format for the event will form the basis and once again there will be a grid full of grumpy Victors in a variety of saloon cars from yesteryear – and may the best Victor take the 2012 victory!

A huge variety of saloon cars from a bygone era will race for the coveted title. The races are open handicap which means that the cars will leave the grid in intervals. Additionally there is a complex formula for awarding points:

The difference between the drivers best and average lap time subtracted from 3

multiplied by:

Half the drivers age (Birth certificate or passport required for over 65's)

Multiplied by:

Half the drivers weight in kilos (Scales will be available in Parce ferme after qualifying)

The resulting figure will be added to

Length of marriage (Certificate required) Multiple certificates will be accepted.

And on (and on) it goes. By now you will have gathered that the accent is on Fun with a competitive element!

There will be a support race for the hugely successful Club MSV Team Trophy which has a full grid of assorted race cars. The race is aimed at two drivers per car with mandatory pit stops and strategy playing its part.

Motorsport events throughout the UK rely on the band of volunteer marshals and officials and our thanks go to all of them for their support this weekend. As a thank you we will be holding a prize draw for the chance for one lucky marshal to win a Formula Jaguar drive at the PalmerSport Bedford Autodrome. Thanks to the generosity of rex resorts, all MSVR marshals over the year will be entered into a draw for a fabulous all inclusive Caribbean holiday! Finally Sainsbury's recognise the part that marshals play in motorsport with a fuel discount offer exclusively for marshals.

I hope you will join us on the 24th November at Brands Hatch for the the Britcar 'Into the Night' race.

Victor Scott

Event Director, MSVR

A stylized, handwritten signature in purple ink, consisting of several loops and a long horizontal stroke.

MSVR
MotorSport Vision Racing

OFFICIALS

MSA Steward
Howard Palmer

Club Stewards
Jim Keenan, Bill Shewan

Event Director
David Scott

Senior Clerk of the Course
David Scott

Clerks of the Course
Brian Poulter, Nick Turner,
Anita Williams, Barry Morris

Secretary of the Meeting
Simon Gnana-Pragasam

Deputy Secretary of Meeting
Penny Mount

Chief Scrutineer
Bob Towse

Chief Medical Officer
Tony Bateman

Starter
Rod Marshment

Chief Paddock Marshal
Vincent Markey

Chief Pit Marshal
Darryl Burgess

Chief Startline Marshal
Bryan Degerlund

Chief Timekeeper
Peter Knight

Race Control Secretary
Gill Barnett

Race Telephones
Juliet Morris, Mildred Wiltshire

Commentators
David Addison, Ian Titchmarsh

Press Officer
Tom Howard

Marshals/Event Officials
Members of the BMMC, BARC &
BRSCC and other MSA recognised
Clubs

Ambulances
St John Ambulance

Medical Services
St John Ambulance

Rescue Units
MSVR

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 number: Nat B 73394

This meeting is NEAFP permitted.

Images supplied courtesy of:
Neil Lambert, Jon Bryant, Az Edwards,
Derek Partridge, James Fremont

TIMETABLE

SUNDAY 11 NOVEMBER 2012

10:00	Club MSV Team Trophy	Qualifying	30 mins
10:45	Remembrance		50 mins
11:35	Vee Festival	Qualifying	12 mins
12:00	Victor Meldrew Trophy	Practice	15 mins
12:25	Vee Festival	Race 3	12 mins
12:50	Victor Meldrew Trophy - Groups A & B	Race 4	15 laps
13:05	Break		18 mins
13:23	Vee Festival	Race 5	12 mins
13:45	Club MSV Team Trophy	Race 6	60 mins
14:55	Victor Meldrew Trophy - Groups B & C	Race 7	15 laps
15:20	Vee Festival - Final	Race 8	14 mins
15:45	Victor Meldrew Trophy - Groups A & C	Race 9	15 laps

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MSV www.marshals.co.uk

Visit www.msvracing.co.uk for:

- Live timing for every event
- Instant qualifying and race results
- Qualifying and race reports

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MSVR
website

Spectators and competitors will be able to follow all the action from the MSVR Donington Decider from the touch of a button with the use of MSVR's QR Codes. QR codes can be scanned using your internet ready Smartphone as a quick way of linking to a website to gain more information about a product or service. The code on the left will take you direct to the MSVR homepage for instant reports, meeting information and MSVR TV clips. The code on the right will display live timing to keep up to date with all the on track action.

To scan a QR code, simply download a QR reader app from the App Store or Market-place for example, then run the application and scan the codes.



Live
timing

Vee Festival

2011 REVIEW

Sam Oliveira took his fourth Vee Festival in a row last year, and so far is the only man to have held this title. Today he could make it five, or another name will finally be added to the roll of honour.

Oliveira resisted the challenge from a three-way threat at last year's festival. First, Autosport journalist and keen club racer Ben Anderson staged a stern challenge for pole position in qualifying. Vee rookie Michael Epps also made a big impression, whilst former BTCC racer and performance driving instructor Eugene O'Brien claimed third on the grid for the first heat.

A big contingent of Irish Formula Vee drivers also made the journey over to Kent. They joined several British drivers for the Early Starter race, which was won by Matthew Perks. A close three-way fight saw challengers Robbie Allen and Lloyd Murphy eliminated in a bizarre crash where the latter vaulted over the former's car. Both drivers were unhurt but Damien Murphy and John Stapleton were promoted to the final podium places.

Heat One provided Oliveira with a chance to prove his skills, helped by a slow getaway for fellow front-row starter Anderson. Meanwhile third-placed O'Brien came under attack from 2007 Formula Vee Champion Martin Galpin, and missed out on a podium position.

An incredible second heat saw Oliveira take the lead within two laps from a reversed top twelve grid. Behind him, an intense battle between Peter Belsey, O'Brien, Epps, Anderson and Galpin developed

nicely, eventually ending in Epps' favour. O'Brien avenged Galpin from the opening heat, with Anderson and Belsey following behind.

The aggregate finishing positions from both heats decided the grid for the final, where Oliveira was unchallenged on his way to a fourth Vee Festival win. Anderson bogged down on the grid once more and a puncture eventually put paid to his day. Galpin, O'Brien and Belsey fought over the runner-up position, but it was Epps who finished second, after catching and passing the trio, led by Galpin.





VICTOR MELDREW TROPHY

2011 REVIEW

Matt Seldon and Steve Cassar shared the spoils at last year's Victor Meldrew Trophy, heading into the winter with wins under their ever-expanding belts.

Poleman Brian Daly staged a valiant defence of first place in the opening race but with just a couple of laps to go, the rest of the pack caught him up. Gordon Streeter's Anglia offered an early challenge but it was Seldon who relieved the leader of his position at Surtees.

John Willcocks and Colin Tester both showed their class when dealing with traffic, and emerged with podium positions after starting at the back of the grid.

Streeter starred in the second race after passing Mickey Daly's Clio for the lead early on, but despite starting the final lap in first place, could only hold the position until Graham Hill bend. Making a successful bid for the win was Proton driver Steve Cassar, hanging on for the final two corners.

However there was some cheer for Streeter as after the results had been aggregated, he was declared the overall winner of the Victor Meldrew Trophy and became the latest driver to join a line of forgotten greats!





VEE FESTIVAL

Races 3, 5 and 8



Vee Festival

Returning for its 5th year the Formula Vee Festival is now firmly established as the must-do end of season event for Formula Vee cars.

Four time Vee Festival winner Sam Olivera returns to challenge for the crown for the fifth straight season, but will face stiff opposition from 2012 Formula Vee Champion Paul Smith who has been in fine form throughout the year in his AHS Dominator. Smith who was the double winner at MSVR's Snetterton Season Starter event back in March will be aiming to end his season as he started it.

Other names to look for are Sam's brother Jake Olivera whose smooth driving style always impresses and could well spring a surprise. Likewise Ben Miloudi and Peter Belsey are both more than capable of winning if the cards fall their way. Ian Jordan is a former race winner at the Vee Festival and the 2012 Class B Champion will hope to end his season on a high.

However the true spirit of the Vee Festival comes from its extensive clubman support, and as ever a healthy entry means that we should be treated to some super racing throughout the pack.

Although the majority of the field is comprised

of the cars that compete in the national championship, keep an eye open for Erle Minhinick's historic Apal and John Bowles' German specification car. Running on treaded tyres and powered by a 1300cc VW engine the racing is often close, competitive and keenly fought with slipstreaming the order of the day.

"Today promises to be a real treat for spectators with the UK's two most prestigious motorsport events together on the same bill."

Retaining last year's format of the two qualifying races, including the now notorious reverse grid race, and the grand final, there will be everything to race for until the flag falls on the final and the 5th Vee Festival champion will be crowned.

Although the drivers are constantly reminded that crashing is a discretionary activity - we would like to say a big thank you to today's

marshals, although we hope not to keep you too busy.

Running alongside the Victor Meldrew Trophy, today promises to be a real treat for spectators with the UK's two most prestigious motorsport events together on the same bill.

The entry list and spotters' guide can be found on pages 14-15.





For the sixth time, in the face of seemingly insurmountable odds, the Meldrew has risen from the ashes of motorsport meltdown.

The popularity of this now near classic event can only be explained by the previous entrants forgetting to cancel their direct debit mandates until too late and therefore feeling obliged to turn up for another day of bafflement.

It was with some difficulty that the handicapper was persuaded to return. Former holders of the post are either residing in secure accommodation or have become agoraphobic. This year's incumbent was lured by the promise of no future approaches.

Meldrew races are a demonstration of uncertainty, sorely testing the commentators' ability to keep up with the action, which begins with a staggered start from the grid. The handicapper will be attempting to ensure every driver crosses the finish line at the same time. In the event of this happening, spectators in the Paddock Hill Grandstand will be glad of the tin hats, shields and goggles to be found under their seats.

There is something to watch throughout the Meldrew, as the faster car/driver combinations attempt to nullify the disadvantage dispensed by the handicapper. The action builds to an exciting climax, so it very much worth listening to the increasingly feverish explanations from the commentary box as the race unfolds and to the post race explanations of the drivers claiming that they "don't believe it".

For the VM Trophy itself, outright pace is not the prime requirement. A fiendish algorithm is applied to the driver's ability to be consistent; enabling elderly and portly athletes, with several

decades of experience, to relax and amble their way towards the chequered flag. However, on past performances the aging Victors will take any opportunity to race as if in their youth, providing a spectacle unrivalled since the Tour de France. Speaking of which, patrons will be no doubt pleased to hear that drug testing is mandatory in the Meldrew, though leeway is given for such as Prozac, Diazepam, Gentomycin and Warfarin.

The Meldrew racers are an amiable bunch, but a little hard of hearing, so very loud questions and plenty of hand gestures are in order when visiting the lower Paddock. They can become temperamental around mealtimes, please keep a supply of Mints or Wothers to hand.

Past Victors



2011 Gordon Streeter

- In car #9: Ask Gordon about Larkins and guitars.

2010 Richard Ibrahim

- In Car #1: Ask Richard about his outings with Karl Kling

2009 Brian Jordan

- Now the UK's top Vintage Kart racer.

2008 Nigel Brittain -

Disappeared, possibly held hostage.

2007 Eric Falce - in Car #27: Ask Eric about his grandchildren - all of them.

The entry list and spotters' guide can be found on pages 16-17.



VICTOR MELDREW TROPHY

Races 4, 7 and 9



CLUB MSV TEAM TROPHY

Race 6



With round seven of the Club MSV Team Trophy completing the 2012 season this weekend, it is fitting that we return to Brands Hatch for a final blast before winter sets in.

The graduate series to the Trackday Trophy has proved to be very popular, building in its second year with a healthy mix of ex-Trackday Trophy competitors and enthusiastic club racers enjoying the relaxed, informal and fun environment.

Tweeks for 2012 included race length being extended to 60 minutes (previously 45) offering teams great value for money, especially when competing as a two driver entry.

A full grid of 32 cars (most of whom have taken part in the Trackday Trophy) are raring to go this weekend and with substantial numbers in each class, there will certainly be some great battles throughout the field.

There are many teams with notable form returning for the last round this weekend. Team Trophy regulars Jamie and Tom McHugh return in the McQ Motorsport Porsche 944, Oakfield Motorsport's Newstead and Ruxton-Cocker in their BMW E36 and brothers Ben and Adam Uren in the Bab Motorsport Seat Leon are all previous trophy winners who will be looking to end the year with more silverware.

Other notable entries come from Bubble and Kick Racing who are running two cars this weekend for Nimesh Inamder and Perry Winch and the return of Mad Motorsport's Matthew Weymouth and Adam McKeever in their BMW 328i.

With Trackday Trophy taking place on Saturday, some teams are giving themselves a busy weekend staying to race as a double-header. The ever present 2B Monkeys Broad/Jackson-Moore and Team Creamslice's David Thomas both in Clios are two such teams hoping to put their knowledge of the Indy circuit from Saturday's Trackday Trophy race to good use come Sunday afternoon.

Five other teams are also doubling up including Ricky Coomber's RKC who are using their trusty MINI on Saturday and heading out for the first time in a Honda Integra on Sunday.

We'd like to wish the best of luck to all the competitors. We hope you enjoy the race!

The entry list and spotters' guide can be found on pages 19-21.

 **Bubble & Kick Racing**

 **tractive SOLUTIONS**

 **Torque Developments International**

The series organisers would like to thank Technical Partners Torque Developments, Tractive Solutions and Bubble and Kick Racing. Bubble and Kick are also supporting all the rounds of the 2012 Trackday Trophy by providing their mechanical expertise free of charge to all competitors.



No.	Driver	Hometown	Team/Sponsor	Car	CC	Colour
1	Sam Oliveira	Buckingham	Jordan Racing	Sheane	1300	Blue
5	Paul Smith	Grays		AHS Dominator	1300	Blue/White
7	Peter Belsey	Reading		Spyder Mrk2	1300	Orange
12	Ian Jordan	Tonbridge		Sheane Jordan	1300	Blue/Yellow
21	James Allitt	Linton	JDA Trimming	Spyder	1300	Orange
22	Colin Gregory	Newquay		Leastone	1300	Blue
24	Jake Oliveira	Tingewick	Osport	Storm	1300	Black
28	Sam Engineer	Westoning		Sheane	1300	Green
30	Ben Miloudi	Birmingham		Ray Bowles 97	1300	Dark Blue
35	Dan Ditchford	Lutterworth	AHS Mech LTD	AHS Leastone	1300	White
40	Ivan Turner	West Kingsdown		Leastone	1300	Yellow
41	Paul Taylor	East Grinstead	Bears Motorsport UK	GAC	1300	Black
42	Gareth Evans	Basingstoke		Scarab Mk 2	1300	Red
43	John Stapleton	Crayford		Leastone JH002	1300	Red
44	Steve Bailey	Cuffley		Leastone AHS	1300	Grey
50	John Bowles	Sevenoakes			1300	Yellow
63	James Millman	Cullompton		Scarab Mk5	1300	Blue/Orange
75	David Cottrell	Weston-Super-Mare		Apal Mk IV	1300	Silver
77	Mathew Perks	Chelmsford	A.M.P Racing	GAC	1300	Yellow
91	Tony Mitchell	Horley		Ray Formula Vee	1300	Blue/Purple
92	Craig Pollard	Hepworth		Leastone	1300	Red
99	Gethin Jones	Chesterfield		Storm SG09	1300	Black
112	Erle Minhinnick	Burghfield Village		Apal Mk1	1300	Red

Description

For over 40 years Formula Vee has offered close, competitive, but most of all affordable single seater racing. The Vee Festival is an end of season fun event that enables drivers in UK and Irish specification cars to compete against each other for the prize of being Vee Festival Champion. Several Vee drivers including Niki Lauda, Jochen Rindt and Keke Rosberg have gone on to F1 success, and the category continues to thrive globally with Championships in Germany, Canada, USA, South Africa, Australia and New Zealand.

Specification

The UK cars are all powered by 1.3l VW Beetle engines, and utilise other Beetle components including the gearbox and front beam. There is no set chassis and a number of different marques are represented this weekend, giving considerable variety to the grid

Costs

Base car between £4,000 - £10,000
Full season between £5,000 - £15,000

Format

Qualifying - 12 mins - sets the grid for Race 1

Race 1 - 12 mins - grid formed from qualifying positions. Results form the Grid for Race 2, with the top 12 finishing positions reversed

Race 2 - 12 mins - reverse grid race based on Race 1 finishing positions

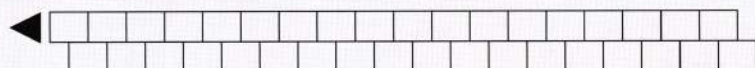
The grid for the final is set by the comined results from the two previous races. This is done on a basis that each driver's finishing position equates to a point e.g. 3rd = 3 points, and that the driver who gets pole for the final has scored the lowest number of points in the preceding races (i.e. if a driver wins both races they start on pole). In the event of points tie, the driver with the best individual race finish gets precedent, if they have both scored the same best finish then the result from the reverse grid race takes precedent.

Final - 14 mins - race to decide who will be the 5th Vee Festival Champion

2011 Vee Festival Final Standings

Pos	Name
1st	Sam Oliveira (Car no 1)
2nd	Michael Epps (Car no 30)
3rd	Martin Galpin (Car no 66)

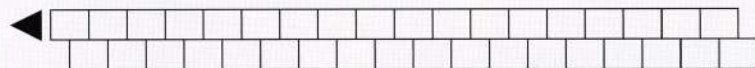
Grid Positions - Race 3



Results - Race 3

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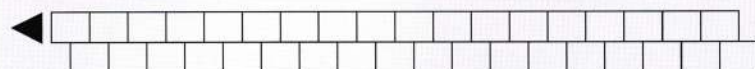
Grid Positions - Race 5



Results - Race 5

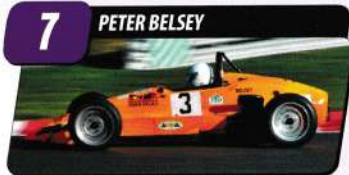
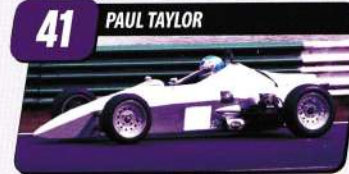
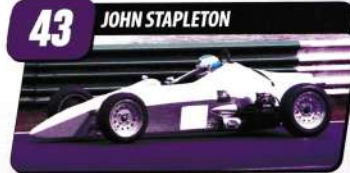
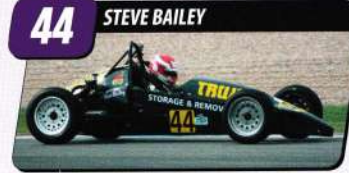
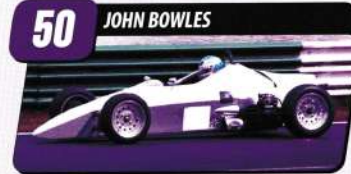
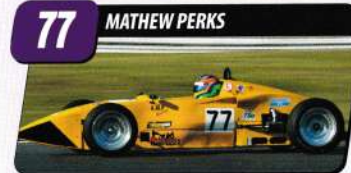
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Grid Positions - Race 8



Results - Race 8

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

1 SAM OLIVEIRA**5** PAUL SMITH**7** PETER BELSEY**12** IAN JORDAN**21** JAMES ALLITT**22** COLIN GREGORY**24** JAKE OLIVEIRA**28** SAM ENGINEER**30** BEN MILOUDI**35** DAN DITCHFORD**40** IVAN TURNER**41** PAUL TAYLOR**42** GARETH EVANS**43** JOHN STAPLETON**44** STEVE BAILEY**50** JOHN BOWLES**63** JAMES MILLMAN**75** DAVID COTTRELL**77** MATHEW PERKS**91** TONY MITCHELL**92** CRAIG POLLARD**99** GETHIN JONES**112** ERLE MINHINICK

No.	Driver	Hometown	Entrant/Sponsor	Make	Model	CC
1	Richard Ibrahim	Brent Knoll		BMW	325	2500
5	Vic Hope	Carshalton	Self	VW	Corrado	1800
9	Gordon Streeter	Tonbridge	Larkins Brewery	Ford	Anglia 105E	1489
15	Mark Fowler	Bury St Edmunds	Baker Bodycraft	BMW	M3	3000
16	Terry Nicholls	Worthing		Jaguar	XJS	4000
17	Rick Kerry	Ipswich	Ipswich Accident Repair Centre	BMW	M3	3000
21	Danny Cassar	East Ham		MG	ZR	1796
24	Stephen Cassar	Barking		Proton	Coupe	1834
27	Eric Falce	Orpington	E P F Autoservices Ltd	Ford	Fiesta	2000
30	Garry Barlow	Canning Town	Wife	Proton	Coupe	1800
38	Karl Cattliff	Newmarket		BMW	E36 M3	2990
40	Warren Gazzard	Basildon	Gaz Shocks	BMW	E30	2000
41	Jody Halse	Tunbridge Wells		BMW	M3	3000
42	Kenny Coleman	Whitstable	K And S Services Skip / Grab Hire	Ford	Sierra Cosworth	2000
45	Darren Stamp	Norwich		BMW	Fiesta	2500
50	Kieron Lehane	Chatham	Alley-Cat Graphics / Gates Powertrain	Ford	Fiesta	1597
56	Neil Adams	Hornchurch		BMW	E30 320i	2000
69	Eliot Dunmore	Thame	Edmotorsport.co.uk	BMW	323	2499
77	Tony Browes	Newmarket		MG	Maestro EFI	1994
81	Alan Yearley	Bow		Proton	Coupe	1834
88	Mike Watson	Royston		Ford	Sierra Cosworth	1993
89	Nick Starkey	Midhurst	Gold Arts	Honda	Integra DC2	1800
99	Matt Smith	Ryton On Dunsmore		BMW	320	2000
100	John Willcocks	Chichester	www.pwi.co.uk	Meldrew Special	E30	2300
108	Peter Seldon	Sevenoaks	Serverware Group Plc	BMW	E36 M3	2990
116	Gary Fryer	St Albans		BMW	E36 M3	3200
118	Don Sandom	Reading		BMW	320i	1998
119	Alistair Lindsay	Chichester	Saxon	VW	Golf GTI	1800
123	Nigel Innes	Loughton	Inro Engineering	BMW	E36 M3	2995
132	Charles Plumley	Rochester	Non Pro-Fit Racing	BMW	320i	2000
138	James Hebditch	Waterlooville		Volkswagen	Scirocco 16V	1800
141	Mark Hodder	Hildenborough	Alba Transport MOT Centre	Volkswagen	Golf	1781
152	Ken Lark	Peters Green	Ambient Technologies	Volkswagen	Corrado	2996
153	Ian Clark	Bracknell		Ford	Capri GXi	2995
188	Matt Seldon	Kemsing	Serverware Racing	BMW	E30	2700
191	Mike Collins	Angmering	West Sussex Racing	BMW	E36 M3	3000

Description

The format for the event is well established and as usual there will be a grid full of grumpy Victors in a variety of saloon cars from yesteryear – and may the best Victor take the 2012 victory!

Specification, Points and Rewards

The Meldrew brings together this great variety of saloon cars with enthusiastic drivers.

The races are open handicap which means that the cars will leave the grid in intervals.

Additionally there is a complex formula for awarding points:

The difference between the drivers best and average lap time subtracted from 3 will multiplied by:

Half the drivers age (Birth certificate or passport required for over 65s)

Multiplied by:

Half the drivers weight in kilos (scales will be available in Parc ferme after qualifying)

The resulting figure will be added to:

Length of marriage (Certificate required)

Multiple certificates will be accepted.

Mileage driven to the event from registered home address (Subject to equivalence factor. TBA)

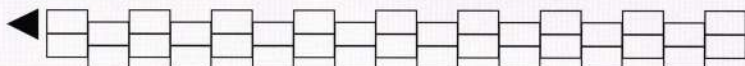
Overseas based competitors will have their distance added in kilometres.

And on (and on) it goes. By now you will have gathered that the accent is on Fun with a competitive element!

Past Victors

- 2011 Gordon Streeter Ask Gordon about Larkins and guitars.
- 2010 Richard Ibrahim Ask Richard about his outings with Karl Kling
- 2009 Brian Jordan Now the UK's top Vintage Kart racer.
- 2008 Nigel Brittain Disappeared, possibly held hostage.
- 2007 Eric Falce Ask Eric about his grandchildren - all of them.

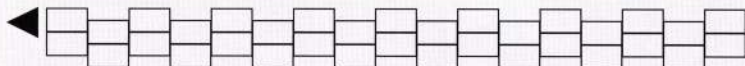
Grid Positions – Race 4



Results – Race 4

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

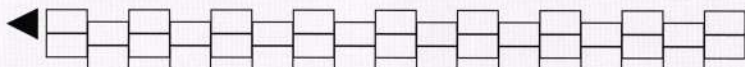
Grid Positions – Race 7



Results – Race 7

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

Grid Positions – Race 9



Results – Race 9

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

1

RICHARD IBRAHIM



5

VIC HOPE



9

GORDON STREETER



21

DANNY CASSAR



24

STEVE CASSAR



30

GARRY BARLOW



38

KARL CATTLIFF



40

WARREN GAZZARD



42

KENNY COLEMAN



56

NEIL ADAMS



100

JOHN WILLCOCKS



108

PETER SELDON



118

DON SANDOM



138

JAMES HEBDITCH



141

MARK HODDER



152

KEN LARK



153

IAN CLARK



188

MATT SELDON



191

MIKE COLLINS





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Official fuel consumption for the SEAT Leon range in mpg (litres per 100km); urban 26.4 (10.7) - 60.1 (4.7); extra-urban 42.8 (6.6) - 83.1 (4.3); combined 34.9 (8.1) - 74.3 (3.8). CO₂ emissions 190 - 99 g/km. Model shown is Leon FR+ Supercopa 2.0 TDI CR 170PS ROTR £22,535 with 'Speed Blue' custom palette paint at an RRP of £560 inc. VAT.

No.	Team Name	Driver 1	Driver 2	Car	BHP/Ton	Class
8	BUC Racing	Mark Flower	Stewart Smith	BMW E46 M3	199	A
49	Oakfield Motorsport	Neil Newstead	Stephen Ruxton-Cocker	BMW E36	193	A
50	Skellys Heroes	Antony Sharpe	David Scarborough	Lotus Elise S1	177	A
79	Fingers and Pies	Mike Moss		BMW M3	200	A
94	Bab Motorsport	Ben Uren	Uren Adam	Seat Leon Cupra Cup Car	182	A
2	Littlewood Racing	Gary Littlewood	Ben Littlewood	Renault Clio 172 Cup	173	B
3	Windgat Racing	Mike Marais	Clint Compaan	Seat Leon Cupra R	168	B
6	Team Creamslice	David Thomas	David Thomas	Renault Clio	171	B
21	2 B Monkeys	Andrew Broad	Will Jackson-Moore	Renault Clio Cup 182	165	B
25	Team SaM	Steve Smees	Martin Scholfield	Honda Integra	158	B
28	Climax	William Burnett	Marcos Burnett	BMW M3	166	B
55	Jones Motorsport	Rob Jones	David Jones	VW Golf GTI	170	B
67	Gazmart Motorsport	Martyn Dolan	Gary Boon	Caterham Academy	153	B
90	Team Air Supply	George Wright	Jim Being	Porsche 993 C4	172	B
93	Big Skidz	Kester Cook		Ford Fiesta Zetec S	170	B
4	Apple Car Centre	Ray Honeybone		Renault Clio	149	C
12	LimaAlpha Racing	Simon Barnard		BMW M3	136	C
29	MAD Motorsport	Matthew Weymouth	Adam McKeever	BMW 328i	146	C
34	CMR	Mark Witherington	Charles Angrave	Ford Mondeo ST200	138	C
81	PHat Racing Team	Paul Hatton		Ford Focus	149	C
64	McQ Motorsport	Tom Mchugh	Jamie Mchugh	Porsche 944 S2	150	C
144	Preview	Nick Broom	Richard Fores	Renault Clio 172 Cup	147	C
126	HP-Racing	Tom Pughe	Geoff Gouriet	Mazda MX5	79	D
181	Bubble and Kick Racing	Nimesh Inamdar		MINI Cooper	98	D
27	MMC Motorsport	Andy Hancock	Gavin Spencer	Honda CRX		G
109	RKC2	Ricky Coomber	Joe Giovannini	Honda Integra		G
131	Serverware	Peter Seldon	Matt Seldon	BMW M3		G
83	Gaz Shocks	Kevin Maxted	Nick Starkey	BMW E36 M3		G
139	Team Lizard	Steve Burke	Mark Gillam	Nissan		G
154	DCB/Academy Motorsport	Matt Nicoll Jones	Mark Wania	Mazda MX5		G
165	Bubble and Kick Racing	Perry Winch		Renault Megane		G
189	Grandad Racing	Mark Steward	Chris Ledbury	Honda Integra		G
Reserves						
78	Granny Turismo	Edward McKean	Richard Evans	BMW 325 coupe	134	C
133	Meridian Motorsport 2	Paul Abercrombie	Rob Ellice	Renault Clio 200	155	B

Description

The Team Trophy is the graduate series for Trackday Trophy drivers and other more experienced competitors in post 1994 production and production based sports and saloon cars. Further details can be found on the Team Trophy website at: www.team-trophy.co.uk

Races

Races are designed for teams of two drivers so that the costs of running the car can be shared, together with the excitement! Classes are determined on a power-to-weight ratio and each event consists of 30 minutes practice/qualifying, followed by a 60 minute race both of which will take place on one day to reduce overnight costs.

Teams

Teams can be made up of two drivers or solo entries. All teams must complete a pit-stop during the pit-stop window of between 15 minutes and 45 minutes into the race. Two driver teams must complete a one minute, 50 seconds pit-stop whilst solo entries must complete a two minute stop.

Specification

Regulations for the series are reasonably relaxed to accommodate a wide range of vehicles.

Classes

Class A 176 - 200bhp/ton
Class B 151 - 175 bhp/ton
Class C 126 - 150 bhp/ton
Class D up to 125 bhp/ton
Class G - Guest Class

2012 Calendar

Race 1	25 March	Brands Hatch
Race 2	28 April	Donington Park
Race 3	29 April	Donington Park
Race 4	30 June	Snetterton
Race 5	22 July	Cadwell Park
Race 6a	8 September	Anglesey
Race 6b	8 September	Anglesey
Race 7	11 November	Brands Hatch

Website

www.team-trophy.co.uk

TEAM TROPHY CLUB MSV

Grid Positions - Race 6**Results - Race 6**

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

Winner's Time Gap Laps Speed mph

Fastest Lap: No. Time Speed mph

SPOTTERS' GUIDE

CLUB MSV TEAM TROPHY

2 LITTLEWOOD RACING



3 WINDGAT RACING



4 APPLE CAR CENTRE



8 BUC RACING



12 LIMA ALPHA RACING



21 2 B MONKEYS



25 TEAM SAM



27 MMC MOTORSPORT



28 CLIMAX



29 MAD MOTORSPORT



34 CMR



49 OAKFIELD MOTORSPORT



50 SKELLYS HEROES



55 JONES MOTORSPORT



64 MCQ MOTORSPORT



TEAM T CLUB MSV

For further details visit: www.team-trophy.co.uk

67 GAZMART MOTORSPORT



78 GRANNY TURISMO



79 FINGERS AND PIES



81 PHAT RACING TEAM



83 GAZ SHOCKS



90 TEAM AIR SUPPLY



93 BIG SKIDZ



94 BAB MOTORSPORT



144 PREVIEW



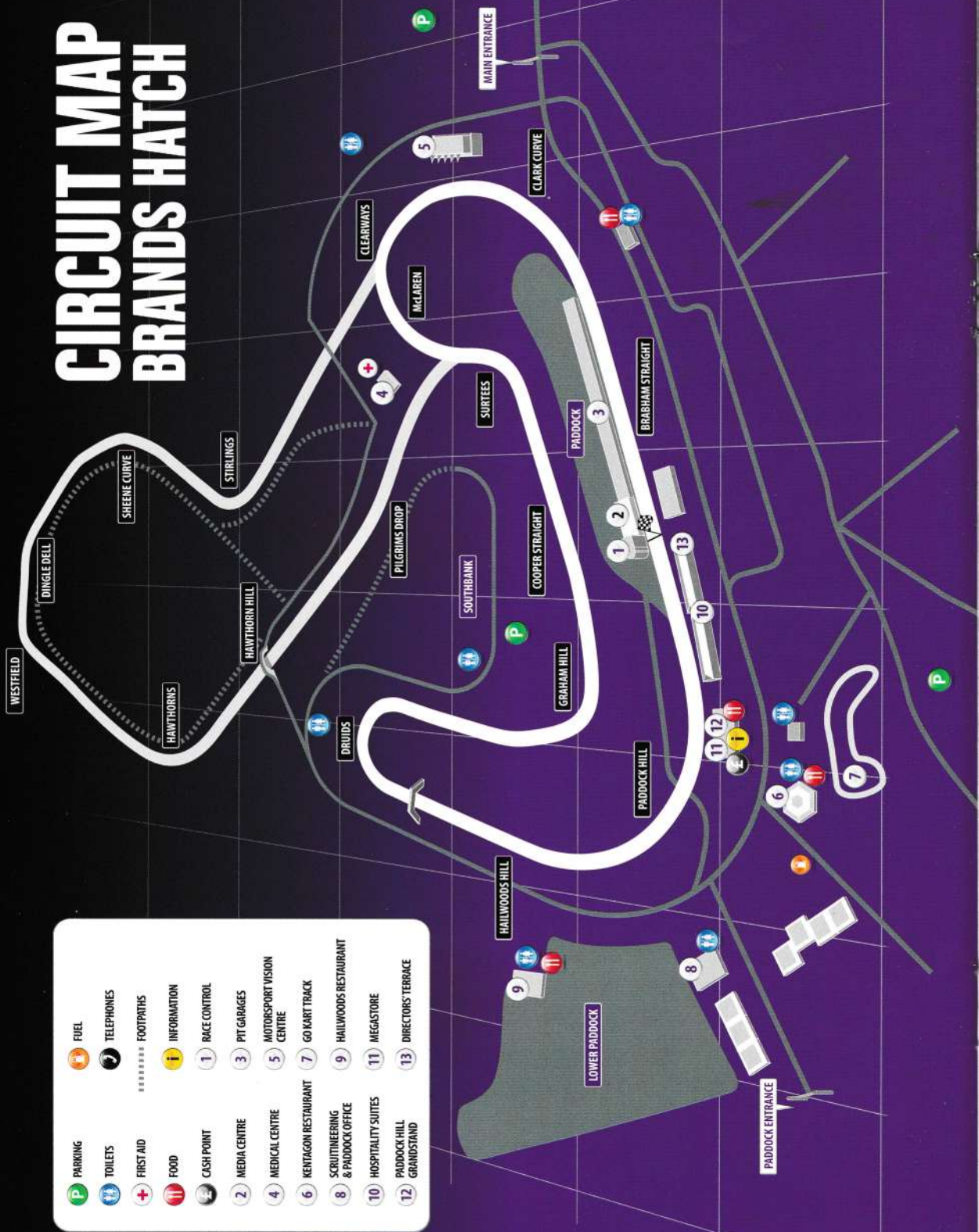
181 BUBBLE AND KICK RACING



TEAM TROPHY CLUB MSV

For further details visit: www.team-trophy.co.uk

CIRCUIT MAP BRANDS HATCH



CONDITIONS OF ADMISSION

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

PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including making copies of the recording or reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain, or otherwise dealing with it in whole or in part is strictly forbidden. Use of privately owned camcorders for private viewing purposes only is not permitted by the circuit owners without prior permission. Furthermore, the Promoters reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

SPECTATOR NOTICES

Please do not leave litter about the grounds - take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public **ANIMALS ARE NOT ADMITTED**. This is most important.

PROHIBITED AREA NOTICES

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

ENQUIRY OFFICE

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property, should be directed to the Circuit Office.



Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.

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 (STEADY)

Danger ahead; no overtaking, slow down, be prepared to stop.

YELLOW (WAVED)

Great danger ahead; no overtaking, slow down, be prepared to stop.

YELLOW/RED STRIPES

Slippery surface ahead.

GREEN

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.

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