

# LOTUS FESTIVAL BRANDS HATCH GP

**SAT 18-SUN 19 AUGUST 2012**

OFFICIAL PROGRAMME £5



Brands Hatch

**MSVR**  
MotorSport Vision Racing

LOTUS ON TRACK  
RACING DRIVERS CLUB





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Raw performance, mind blowing agility and unparalleled ride and handling, these attributes are what people have come to expect from Lotus. And we don't like to disappoint. Presenting the extraordinary new Exige S & Exige V6 Cup with its supercharged 345 hp V6 engine. The ultimate lightweight high performance sports car.

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Official fuel consumption, Lotus Exige S manual in mpg (l/100km): Urban 19.5 (14.5), Extra Urban 37.2 (7.6), Combined 28.0 (10.1). CO<sub>2</sub> emissions: 236 g/km.

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### Secretary of the Meeting

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### Deputy Secretary of Meeting

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St John Ambulance

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MSVR, BRSCC SE

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### Safety Car Driver extraordinaire

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: National B71125

This meeting is NEAFP permitted.

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# TIMETABLE

## SATURDAY 18 AUGUST 2012

09:00	St Cross Electronics Mono 2000/Mono Classic	Qualifying	15 mins
09:25	St Cross Electronics Mono 1800/1600/MotoMono	Qualifying	15 mins
09:45	GT Cup Championship	Qualifying	25 mins
10:20	Project 8 Racing Saloons	Qualifying	15 mins
10:50	F3 Cup	Qualifying	25 mins
11:30	Lotus Cup UK	Practice	20 mins
12:05	Marangoni Tyres Production BMW Championship in Association with Kwik Fit	Qualifying	15 mins
12:35	Lotus on Track Elise Trophy	Qualifying	20 mins
13.10	<b>St Cross Electronics Mono 2000/Mono Classic</b>	<b>Race 1</b>	<b>15 mins</b>
13.25	LUNCH – ELAN & LOTUS OWNERS' PARADE LAPS		35 mins
14.00	Lotus Cup UK	Qualifying	20 mins
14.35	<b>Project 8 Racing Saloons</b>	<b>Race 2</b>	<b>20 mins</b>
15.10	<b>GT Cup Championship</b>	<b>Race 1</b>	<b>25 mins</b>
15.50	<b>St Cross Electronics Mono 1800/1600/MotoMono</b>	<b>Race 4</b>	<b>15 mins</b>
16.20	<b>Lotus on Track Elise Trophy</b>	<b>Race 5</b>	<b>20 mins</b>
16.55	<b>F3 Cup</b>	<b>Race 6</b>	<b>20 mins</b>
17.30	<b>Project 8 Racing Saloons</b>	<b>Race 7</b>	<b>20 mins</b>
18.05	Classic Sports Car Club Elan 50	Qualifying	20 mins

## SUNDAY 19 AUGUST 2012

10:00	Champion of Brands	Qualifying	15 mins
10:25	St Cross Electronics Mono 2000/Mono Classic	Qualifying	15 mins
10:55	St Cross Electronics Mono 1800/1600/MotoMono	Qualifying	15 mins
11.15	<b>Marangoni Tyres Production BMW Championship in Association with Kwik Fit</b>	<b>Race 8</b>	<b>20 mins</b>
11.50	<b>GT Cup Championship</b>	<b>Race 9</b>	<b>25 mins</b>
12.25	<b>Lotus on Track Elise Trophy</b>	<b>Race 10</b>	<b>20 mins</b>
13.00	<b>F3 Cup</b>	<b>Race 11</b>	<b>20 mins</b>
13.20	LUNCH – F1 AND LOTUS RACING DEMOS		40 mins
14.00	<b>Classic Sports Car Club Elan 50 Race</b>	<b>Race 12</b>	<b>30 mins</b>
14.45	<b>St Cross Electronics Mono 2000/Mono Classic</b>	<b>Race 13</b>	<b>15 mins</b>
15.15	<b>Lotus Cup UK</b>	<b>Race 14</b>	<b>60 mins</b>
16.30	<b>St Cross Electronics Mono 1800/1600/MotoMono</b>	<b>Race 15</b>	<b>15 mins</b>
16.45	F1 DEMOS		15 mins
17.00	<b>Marangoni Tyres Production BMW Championship in Association with Kwik Fit</b>	<b>Race 16</b>	<b>20 mins</b>
17.30	<b>Champion of Brands</b>	<b>Race 17</b>	<b>15 mins</b>
18.00	<b>GT Cup Championship</b>	<b>Race 18</b>	<b>25 mins</b>

## FOLLOW THE LOTUS FESTIVAL ON YOUR SMARTPHONE



MSVR  
website

Spectators and competitors will be able to follow all the action from the Lotus Festival at Brands Hatch 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 Marketplace for example, then run the application and scan the codes.



Live  
timing

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MSA British Touring Car Championship

# RALLY RIDES

DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP

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SAT 20 - SUN 21 OCT



Brands Hatch

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GRANDSTAND SEATING FROM £5  
WEEKEND CAMPING \*(ONLINE) £16  
CHILDREN 12 & UNDER GO FREE

# WELCOME



Welcome to Brands Hatch with MotorSport Vision Racing and the 2012 Lotus Festival.

This weekend marks the return of this event at Brands Hatch and is a celebration of the famous Lotus marque.

Aside from the racing there will be static displays, parades of Lotus cars and high speed demonstrations.

Saturday will see a fabulous parade of Lotus Elan cars on the GP circuit, as well as many other Lotus models!

On Sunday several Lotus Formula One cars will take to the Grand Prix circuit including the Lotus 49, 79, 101 & 102. They will be joined by other race cars all proudly bearing the famous Lotus badge.

Over the two days there are plenty of races catering for all tastes – saloons, GT cars, sports cars and single seaters.

A fabulous weekend of Lotus racing is headlined by the Lotus on Track Racing Drivers' Club with the hugely popular Lotus Cup UK and Lotus on Track Elise Trophy. Our friends from the Classic Sports Car Club have also organised a race for the Lotus Elan celebrating the 50th anniversary of the car.

GT cars are bound to appeal with the mouthwatering Ferrari 458, McLaren MP12 and assorted other marques in the GT Cup.

There will be action aplenty, and more bumper

grids, for the Marangoni Tyres Production BMW Championship and the Project 8 Racing Saloons.

The F3 Cup have a race on each day and single seaters are also present with races for the Monoposto championships. On Sunday the Champion of Brands Formula Ford cars take to the track to see who will become the next champion.

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 enjoy the 2012 Lotus Festival at Brands Hatch.

MSVR will be back here on 15/16 September on the famous Grand Prix circuit with some great races for your entertainment.

A handwritten signature in gold ink, appearing to read 'DS', located below the text of David Scott's message.

**David Scott**  
Event Director, MSVR

**MSVR**  
MotorSport Vision Racing

# RALLY RIDES

BUCKLE UP AND ENJOY A PASSENGER RIDE TO REMEMBER THIS WEEKEND  
IN A RALLY-PREPARED ESCORT COSWORTH OR PEUGEOT 206 CUP CAR



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ON SATURDAY AND SUNDAY – JUST £25



## GET ON TRACK FROM JUST £25

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If you have always dreamed of driving around a race track but didn't know where to start then look no further than our Trackday Taster Sessions, where 20 minutes of track time **in your own car** is available for just £25! These events are aimed at newcomers to trackdays and are a great place to start if you have never driven on track before.

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Brands Hatch Oulton Park Snetterton Cadwell Park Bedford Autodrome

**CLUBMSV**  
YOUR CAR. YOUR BIKE. OUR CIRCUITS.



# CONTENTS

## 03 TIMETABLE

Make sure you don't miss any of the racing action this weekend. (Please note that all timings stated are approximate and are subject to change)

## 05 WELCOME

Official welcome from the MSVR Event Director

## 08 HATCH BACK!

From the inaugural Lotus Celebration at Brands Hatch in 2009 the Lotus Festival has grown each year as the event has evolved into a season highlight

## 10 SPIRIT OF 72

The connection between Brands Hatch and Lotus has never been stronger than during the 1972 season when Emerson Fittipaldi was on top of the world

## 14 EAST (ANGLIAN) ENDERS

The latest chapter in the Lotus saga has commenced. Where now for Hethel?

## 18 RETURN OF MOTOR RACING'S SLEEPING GIANT

From Formula One to Indy Car, Sportscars to rallying, Lotus is re-emerging as a major player and tour de force on the world motorsport stage

## 22 GOLDEN GRACE

Celebrating the 50th anniversary of one of the most iconic cars to ever leave the Lotus production line

## 24 LIGHTWEIGHT, HEAVYWEIGHTS

A guide to the mouth watering display of vehicles both on and off the track

## 26 ATTRACTIONS

Completing the festival line up will be an array of off track entertainment

## 28 WILL GIBNEY – COMMUNITY CHAMPION

Fairwell to a much loved friend and enthusiast

## 30 CHAMPIONSHIP RACE PREVIEWS

Details of all the championships racing at Brands Hatch this weekend

## 48 ENTRY LISTS AND SPOTTERS' GUIDE

A complete listing to all of the drivers with entry lists and spotters' guides

## 74 CIRCUIT MAP

Your guide to the Brands Hatch venue

# HATCH BACK!



The Lotus Festival returns to Brands Hatch, where it started in 2007 under the title of 'Lotus Celebration'. The first two events took place in March and the inaugural one featured the debut of the Elise Trophy.

For those braving the early spring weather to watch a full grid take part in two races, there were plenty of Lotus-themed attractions and then-CEO Mike Kimberley even turned up to present the winners' trophies. Club displays, track parades and trade stands have been a regular feature of the event, whilst 80s band Doctor and the Medics entertained the crowd during the lunch break.



The second event brought truck racing and snow, whilst the medical theme continued with seminal pub rockers Doctor Feelgood providing the soundtrack. The Elise Trophy had also grown, with two grids now taking to the track.





In 2009 the event moved up the A11 to Snetterton, the factory's local circuit, where many great Formula 1 cars were once tested. Feeling the sense of occasion, Classic Team Lotus joined in the fun with demonstrations, another trend that was to continue. Also raising the profile of the festival was the appearance of Land Speed Record holder Wing Commander Andy Green in the Elise Trophy race, his first outing in this branch of motorsport. There was even a record-breaking Lotus parade of 436 cars.

Classic Team Lotus was impressed with the event and ambitious plans were formed for the following year to reunite every single Lotus F1 car. It coincided with the return of the charismatic name to the top level of motorsport and Lotus Racing, as they were known, would be running their car too. Indeed, whilst Team Principal Tony Fernandes took time out at the British MotoGP round that his Air Asia company had sponsored, Mike Gascoyne, Jarno Trulli, Heikki Kovalainen and Fairuz Fauzy all took to the wheel of classic racers, the latter two enjoying a particularly spirited run in tandem.

The event drew a huge crowd to Snetterton and proved that there is plenty of affection for the marque. Last year saw another strong presence from Classic Team Lotus, running Martin Donnelly's 1990 Lamborghini V12 for the first time in years, whilst the factory brought a works Evora for the Ulsterman and Gavan Kershaw, which they used to devastating effect in the headline Lotus Cup UK race.

Regardless of size, all five events have been characterised by a sense of fun, with plenty to entertain both on and off the track. From the support of the Lotus community to the wider public, this year's event, expanded to the Grand Prix circuit, is set to continue that trend. Enjoy!

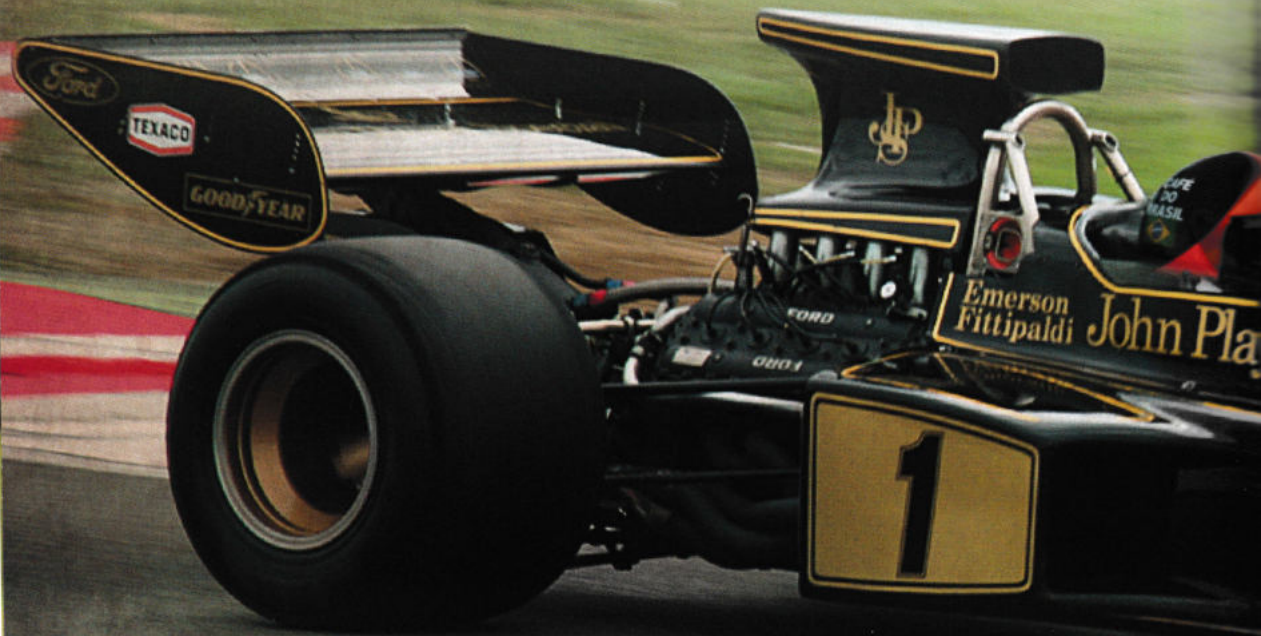


# SPIRIT OF 72

1972 was a very good year for Team Lotus, especially at Brands Hatch, writes Kevin Ritson.

Despite being two years old, a lifetime in modern Formula 1, the 72 was by the 1972 season a fully-developed race car. The team's number one driver, Brazilian trailblazer Emerson Fittipaldi, had been subjected to a battlefield promotion following the loss

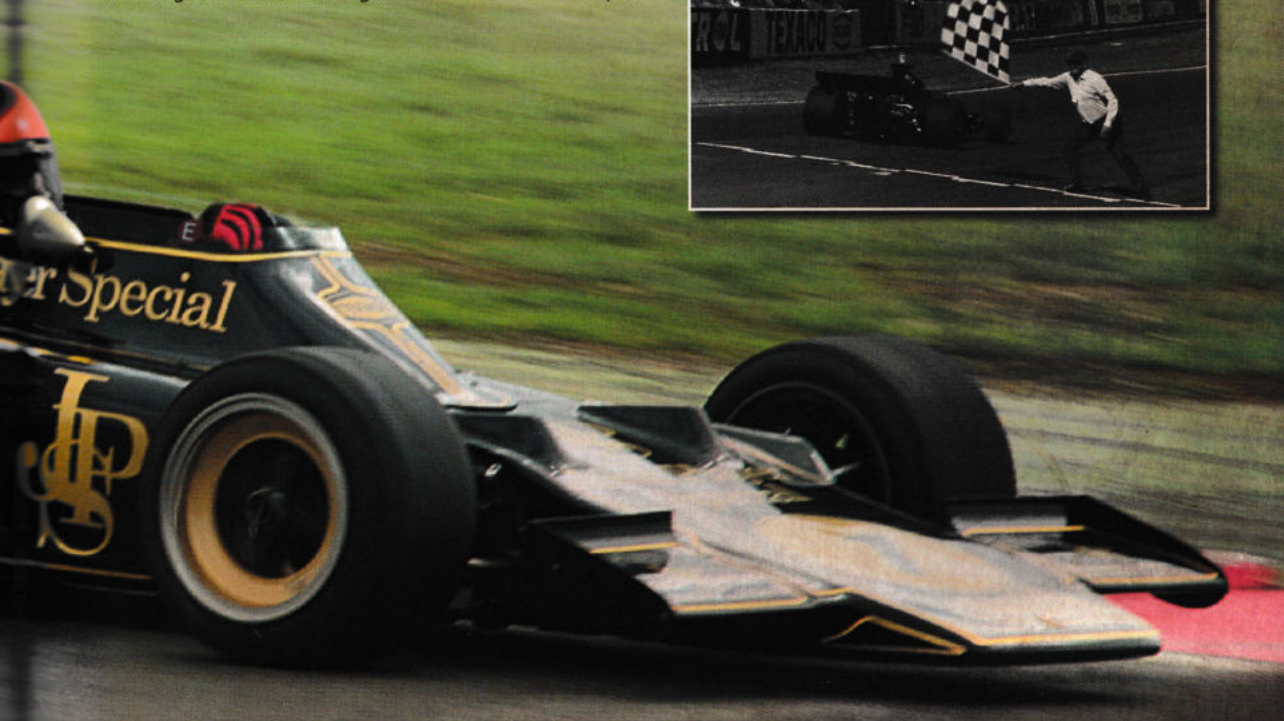
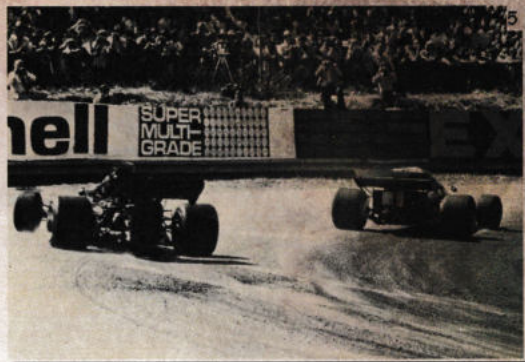
of Jochen Rindt in 1970, but had protected the late Austrian's title lead with victory in just his fourth Grand Prix. However 1971 was a tough learning year for the young pretender, exacerbated by experiments with the ill-fated Type 56B turbine car.

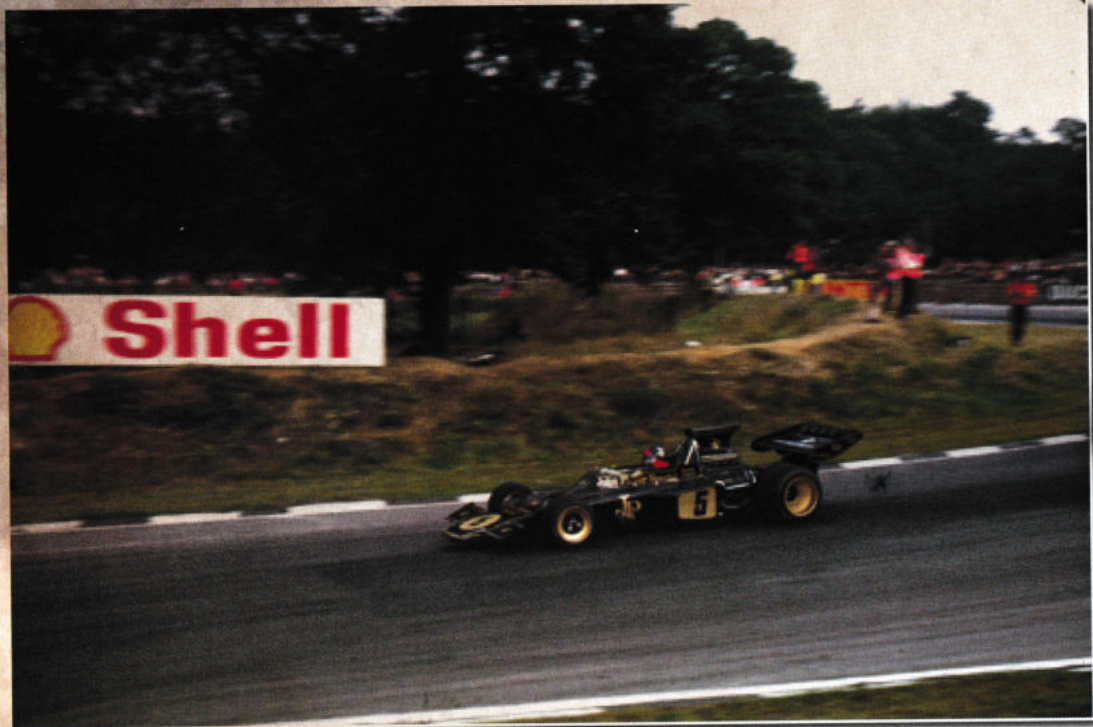


Chapman's attention returned to the 72, now dramatically reliveried in the colours of John Player Special cigarettes and sporting a few changes, most noticeably the anvil-shaped airbox that became one of the car's most memorable features. By the time the team arrived at Brands Hatch for the non-championship Race of Champions in March, Fittipaldi had already led the South African Grand Prix, the first time he had done so since his 1970 win. The Kent crowd was to be given a taste of what was to come that year when the Brazilian jumped to the head of the field and pulled away to record his second F1 victory.

***"The Kent crowd was to be given a taste of what was to come that year when the Brazilian jumped to the head of the field and pulled away to record his second F1 victory"***

Fittipaldi posted a further two wins in the World Championship by the time he returned to Brands Hatch that July for the British Grand Prix. The event was also sponsored by John Player and therefore the pressure was on Lotus to deliver. As ever, tweaks had been made to the car during the year and for this race they centred on the rear wing, following suspicions from rivals about their rigidity. However the beefed-up struts were, in fact telescopic, enhancing the effect! Nevertheless Fittipaldi set the fastest time in practice with the spare car, before returning to his regular mount for qualifying. Despite the team thinking their driver had done enough, it was Jacky Ickx's Ferrari that took the pole position, but the uneven grid at Brands Hatch gave them no cause to complain.





Come raceday, Emerson didn't make the start he'd imagined and had to follow Ickx into Paddock Hill bend. However it was clear that the Ferrari was trailing oil, so the Brazilian held station, waiting for the inevitable retirement. What he didn't account for, however, was the Tyrrell of Jackie Stewart, which was on the attack after being held up in the early laps.

Fittipaldi ran wide at Druids at one third distance and this error let the Tyrrell through. However he kept up the pressure and a few laps later the tables were turned. It didn't deter Stewart either and after Ickx finally gave in to the inevitable with two-thirds of the Grand Prix having run, the pair battled for the win. Fittipaldi eventually prevailed and left Kent with a seemingly unassailable lead in the World Championship.

Less than two months later, and on the brink of the title, Fittipaldi took part in the Rothmans 50,000 race at Brands Hatch, a hugely-publicised contest running to Formula



Libre-style rules. Despite the prize money (£50,000 as suggested by the title), a disappointing field of F1, F2, F5000, and 2-litre sportscars turned up for the 500km race. After dispatching fellow front row man Brian Redman at the rolling start, it was an easy win for the World Champion-elect but a useful morale booster for the forthcoming Italian Grand Prix that was crucial to his ambitions. It also produced the delicious irony of a cigarette company having to pay prize money to a team sponsored by a rival brand!

Sure enough, the championship was sealed at Monza and John Player

supported a victory race at Brands Hatch in October, the fourth F1 race of the year at the venue. However despite a pole time 1.4 seconds quicker than for the Grand Prix, it was not to be a John Player victory, for Emerson's engine failed and Jean-Pierre Beltoise took the spoils for BRM. Nevertheless, it was a year to remember for Team Lotus and Brands Hatch.

# BRANDS HATCH AND LOTUS

## AN ENDURING CONNECTION

Geographically Snetterton is Lotus' home race circuit; however Brands Hatch has enjoyed an equally illustrious association with the marque.

Holding Grands Prix during Chapman's glory years certainly helped forge this association, but as the founder was based in north London during his brief racing career, the emerging Kent circuit wasn't far away. Indeed it was during a Boxing day meeting that Chapman first encountered Graham Hill, who would later deliver his third drivers' championship and lift the team out of the post-Clark doldrums. The Scotsman had won the first Brands Hatch GP in 1964, but in the 1968 event Lotus' win was not from the works team as Jo Siffert in a Rob Walker-run Lotus 49 claimed the last privateer victory in F1.



In 1970 Jack Brabham lost out to Jochen Rindt when he ran out of fuel at the end of the race, but despite dominating the 1978 season, there was to be no glory at Brands Hatch and whilst the circuit hosted races every year from 1982 to 1986, the drought continued.

A strong JPS presence at many of the later events and an



enviable reputation as world-beaters ensured Lotus continued to be a big draw for the partisan crowd, whilst Jacky Ickx scored a memorable victory in the wet in the 1975 Race of Champions, incredibly in the 5-year-old Type 72. There were successes in other racing disciplines too, including Formula Ford, which has its origins here. More recently, the Elise Trophy had its inaugural race at Brands Hatch and the circuit has held more races for the series than any other, including many big headline events, including A1GP, DTM, FIA Formula Two and the WTCC.

And, of course, any circuit with corners named after former Lotus champions Graham Hill and Jim Clark, plus a road called Colin Chapman Way owes a huge debt to the marque!



# EAST (ANGLIAN) ENDERS



Lots Of Trouble, Usually Serious is a term often endearingly applied to the Norfolk factory's sportscars by both owners and admirers, but it could equally apply to the company itself. Ever since it was incorporated by Colin Chapman 60 years ago it has faced a constant battle with the balance sheet, and the ongoing soap opera is proof positive that its passion for its products takes precedence. It also explains why the marque has such a loyal following and will always be more than a mere brand.



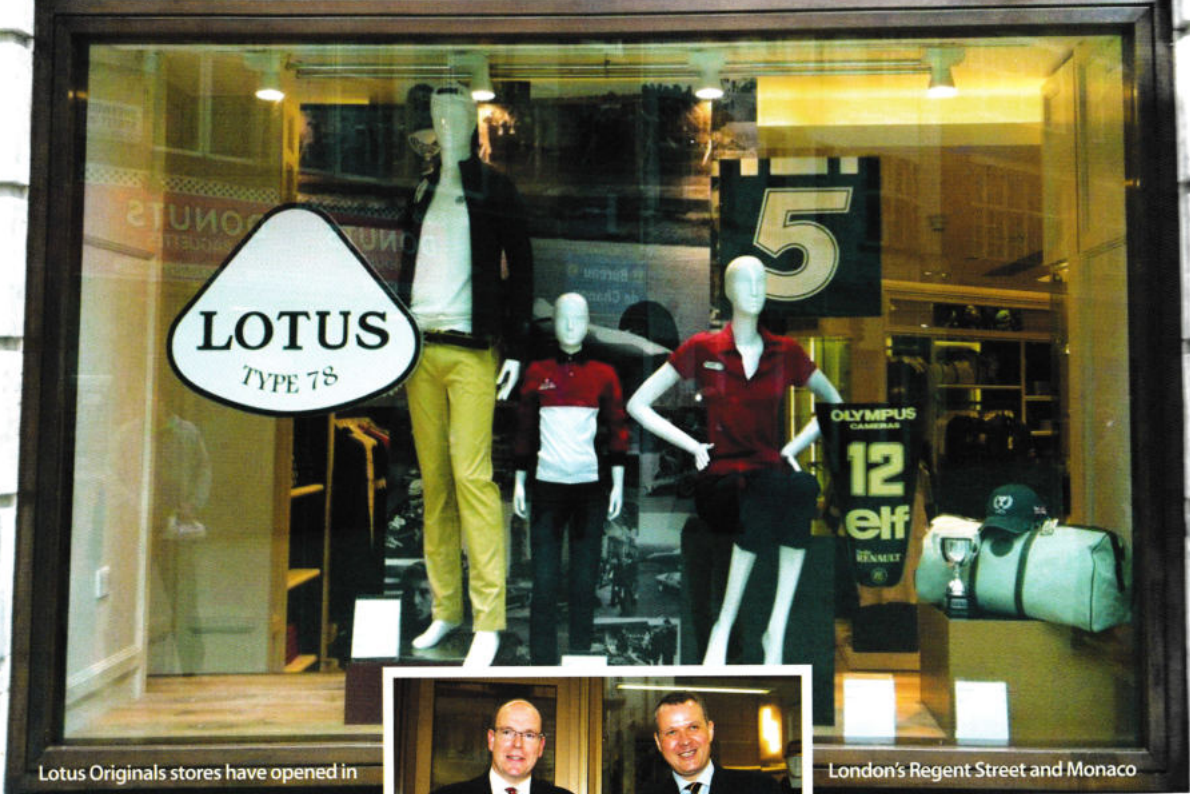
Out with the old: Former CEO Dany Bahar...



...In with the new: Lotus CEO Aslam Farikullah celebrates the first Exige S to leave the production line with factory staff



# ORIGINALS



Lotus Originals stores have opened in

London's Regent Street and Monaco



Ironically it is precisely the meaning of the brand that has caused much anguish amongst the Lotus community over the last three years, an era almost unprecedented in its ambition.

When Mike Kimberley left the company in 2009, it had finally launched a model to sit alongside the Elise/Exige platform, five years on from the demise of the Esprit. Very few would predict what would follow next.

Unlike his predecessors, who were often either engineering or accountancy-led, Dany Bahar is very much a marketing man. Indeed the Evora, whilst admired for its world-class handling, lacked the image of its rivals, many of which were winning on the race track or being seen with the 'right' people.

Thus the Bahar era became one of glitz and glamour, with Lotus represented heavily on the racetracks of the world, whilst celebrity endorsements were complemented with expensive clothing and merchandise ranges. Then five premium cars, starting with the Esprit, were announced amid great fanfare at the Paris motor show two years ago.

Since then, amid controversies over Formula 1 teams, Indycar engines, plus big name appointments tie-ins and even prime retail outlets, there's no denying that the name 'Lotus' has been a huge topic of conversation in

the motoring and sporting world. Not bad if you're fighting for attention in a world of Ferraris and Porsches. Whether Bahar's approach will have helped yield as much success as the relentless momentum of the other two still remains to be seen however.

What is clear is that the plan was fine whilst Proton was under state control. However earlier this year the Malaysian Government had confirmed the company would be sold to DRB-Hicom, and with balance sheets a much higher priority than the wider social-economic concerns held by the previous owners, the future was once again clouded by uncertainty. Ironically it had come after the launch of the V6-powered Exige S, one of the best cars to come out of the factory.

Initially Malaysian law meant that assets were frozen during the takeover period and following a period of intense activity, the ensuing silence did nothing to aid Lotus' cause.



Bahar communicated his worries to the world and in hindsight many may have wondered if they were about him as first came news of his suspension on the day he was due to open a flagship store in Monaco, on no less an occasion as the Grand Prix weekend. Just a few weeks later his dismissal was confirmed, excessive spending the given reason.

Since then the new owners have spoken of their desire to make Lotus work and whilst the five-car plan has been quietly dropped from their marketing strategy, the emphasis seems to be on developing and manufacturing product. What this means for the racing programmes, retail stores and changes to the company structure remains to be seen.

So what of the Bahar era? It's too early to pass judgment on the long term future of the company but there has undoubtedly been a huge spend that will need to be recouped. However, that spend has brought a marque that was in danger of slipping off the radar back into the centre of the automotive world's attention. The famous black and gold colours have undoubtedly helped give the brand back some of its former glamour. Meanwhile the attention to quality and design will surely enhance the first new product to emerge from Hethel, which many still hope will be the long-awaited Esprit, perhaps in two years' time.

If potential customers have ignored the Evora's dynamic brilliance in favour of better-built, sexier rivals, then the plan, even in curtailed form, may just have done the trick. But that's still to be decided in the next episode of the long running saga. For many here today, having another chapter to look forward to is reason enough to celebrate.

*"The famous black and gold colours have undoubtedly helped give the brand back some of its former glamour"*



Chris Evans and Kimi Raikkonen have helped raise Lotus' profile



The racing presence continues with the Grand Am Evora GX



# RETURN OF MOTOR RACING'S SLEEPING GIANT

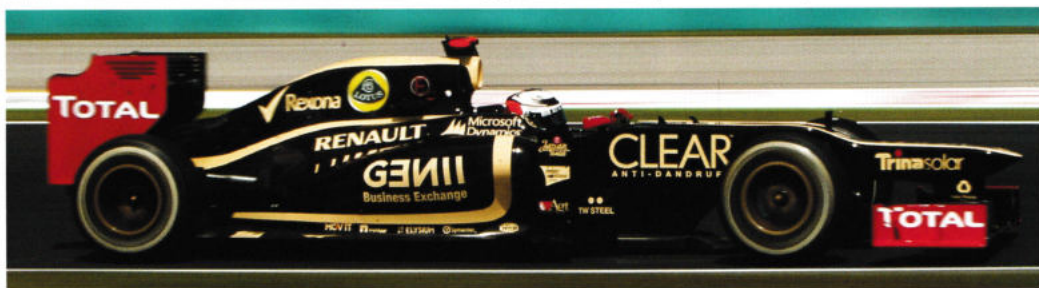
After a long absence from the sport, Lotus fans are now spoilt for choice with the marque represented in almost every major motorsport event. Kevin Ritson presents a round-up of where you can wave your black and gold flag.





## Formula 1

The Lotus team entered the 2012 Formula 1 season having signed 2007 World Champion Kimi Raikkonen and returnee Romain Grosjean, the reigning GP2 champion. The car was immediately on the pace and the team entered the mid-season summer break with both drivers on the podium in Hungary, with Kimi fifth in standings, Romain eighth, and Lotus third in the Constructors' race. However a win has so far eluded the squad, for whilst the chassis has helped the drivers make the most of the Pirelli tyres during the races, it has also prevented them from qualifying at the front. Nevertheless Romain's excellent second at Budapest bodes well for Spa-Francorchamps in two weeks' time.



## GP2

Wins for both Esteban Gutiérrez and rising British star James Calado has put the Lotus GP2 team top of the team standings, with the drivers third and fourth respectively in the F1 feeder series.



## Indycar

Lotus' presence in Indycar racing suffered a major setback during the DRB Hicom takeover process, and with all the work on their new engine delayed, they entered the season on the back foot. Presently only Simona de Silvestro's HVM team is running the engine, which is currently undergoing rapid updates.



## GP3

Lotus also reign supreme in GP3, with Aaro Vainio 17 points off the series lead in second, Daniel Abt placed fourth and Conor Daly sixth.



## Sportscars

In addition to Evora race programmes around the world, Lotus backed the Rebellion Racing Prototype programme at Le Mans in June, which featured ex-Lotus Renault F1 star Nick Heidfeld amongst its driving strength. The Toyota-powered Lola that Heidfeld shared with Alain Prost's son Nicolas and Swiss Neel Jani finished in fourth place, the best petrol powered and non-works car.

An LMP2 car has just been tested in the windtunnel and the 2013 contender will be called the T128. It is scheduled to begin testing at the end of November and will be available to customer teams.



## Lotus Cup

Lotus' presence on the racetrack also continues with the Lotus Cup programme across the globe, which brings amateur racers the chance to compete in the famous sportscars. The many series' will soon be boosted with the new Exige S Cup, which will be on display this weekend and will compete in the V6 class alongside the Evora. Owners of the latter are not left out either, for a GTN conversion kit was introduced this year, enabling road car owners to convert to full race specification.



## Rally

Often forgotten in Lotus' motorsporting exploits is its success in the forests. Lotus Cortinas frequently competed in the 60s and Jim Clark even impressed on the RAC Rally. By the late 1970s Chrysler commissioned the factory to produce a performance version of their rear wheel drive Sunbeam hatchback and the Lotus edition battled with the Escorts of the era. The Chrysler and later Talbot Sunbeam Lotus was a pacesetter and Henri Toivonen won the RAC Rally, and the best was yet to come with the 1981 manufacturers' title.

Since then stage success has come at a club level and in the hands of privateers with a range of machinery, but with the launch of the V6-powered Exige a chance to revisit past glories was realised. The Exige R-GT made its debut recently in the Madeira Rally, a round of the European championship and there are plans for an entry in the Monte Carlo Rally and a gravel version of the car.

In the meantime, take a trip to the tarmac rally stage behind Hailwood Hill to see a variety of rallying Lotuses performing spectacular slides.



## Demos and Passenger Rides

Throughout the weekend a collection of Lotus rally specials from will be sliding their way around the Brands Hatch tarmac stage at the far end of the outer paddock behind Hailwoods Restaurant.

Meanwhile spectators keen on getting a lot closer to the action will be able to take part in hot rides, courtesy of MSV's high-revving 150bhp Peugeot 206s and 4WD 210bhp Escorch Cosworths, which can be booked on the day for just £25 from Hailwoods Restaurant at the foot of Paddock Hill bend.

The Exige R-GT in action during its recent debut in the Madeira Rally

# GOLDEN GRA

This year marks 50 years of the Lotus Elan - an icon of the sixties and one of Chapman's most enduring products. It lasted a decade, spawned larger and sportier derivatives and even starred on television!

The Elan was originally planned as the Seven's successor but as the Elite, for all its innovation, continued to drain the company's resources, it became increasingly desirable to end its production. The main problem with the Elite was its expensive build process - the fibreglass shell was complicated to make and it used many bespoke parts.

The Elan was designed from the outset to take advantage of more common - and cheaper - parts. However its backbone chassis almost came about by accident. With the drivetrain needing a test bed, a simple frame was built, said by Chapman to have been drawn up in a weekend, but it turned out to be ideal for the task. Even better, it would cost just £10 to build, compared to the Elite's £250 shell. The concept would be used in every Lotus until the Elise.

*"an icon of the sixties and one of Chapman's most enduring products"*

The car's distinctive nose featured a glassfibre and foam bumper capable of absorbing low-speed knocks, whilst the vacuum-powered pop-up headlights that would become *the* de rigueur addition to sportscars for the next few decades were in response to US

headlight height regulations. Power came from Lotus' first production engine - a Ford-derived twin-cam unit that started at 1500cc but was expanded by 100cc following changes to racing regulations.

The Elan went on sale as a two-seater convertible but a relatively more refined fixed head coupé soon joined it in showrooms. Available in fully-built or kit form - to avoid purchase tax - it became a hit. Enthusiasts loved its pure handling abilities, whilst the wider public loved



# RACE



the looks, no doubt helped by its appearance in *The Avengers*, capturing the zeitgeist as Emma Peel's vehicle of choice.

Later on a bigger 2+2 coupé was built, influenced by Chapman's growing family, and with a Tony Rudd-inspired power hike to the Twin Cam, the high-performance Elan Sprint, with its distinctive two-tone bodywork, was also born. Meanwhile on the track, successful efforts by Ian Walker and Graham Warner to adapt the Elan for racing inspired the Works and production 26R competition cars.

By the early 1970s, increasing legislative requirements were leaving the Elan behind and with the introduction of VAT, there was no benefit to selling kits. The +2S was sold in fully built form only and outlived the two-seater by a year when production ended in December 1974.

Designer Ron Hickman went on to invent the Black and Decker Workmate, whilst the car's success was remembered when the name was revived in the late 80s for a new two-seater Lotus. Ironically it was outsold by the Mazda MX-5 which was almost a tribute to the 60s original.

The Lotus Festival will celebrate 50 years of the original Elan with a special 30-minute race exclusively for the classic 60s sportscar and in addition to many owner examples around the circuit, one of the rarest Lotus cars of all will be on show. Just two Hexagon-modified Elan shooting brakes were made and one will be on display this weekend. The Sprint-based 'Elanbalance' added nearly 25% to the price of an Elan Sprint, and just two of a planned 50-car production run were built. With one car in Sweden, the model you will see here now lives in France.



# LIGHTWEIGHT HEAVYWEIGHTS



The highlight of this year's Lotus Festival will be a display of vehicles from the marque's past and present. Here's a run-down of what to expect this weekend, both on and off the track.

## CLASSIC TEAM LOTUS



### Type 49B

Designed for the new Cosworth DFV engine, the enduring powerplant was mounted to the chassis as a stressed member, saving weight over a then-conventional design. Graham Hill took the 1968 title with the 49B following Jim Clark's death.

### Type 79

The 79 refined ground effect, and powered Mario Andretti to the World Championship. One of the most beautiful F1 cars ever designed, form followed function with the whole body shaped to make full use of the airflow, heralding an obsession with aerodynamics that lasts to this day.

### Type 97T

The turbo-powered 97T coincided with Ayrton Senna's Lotus debut, with the Brazilian tasting victory for the first time in the wet at Portugal, with a further win at Spa. Team mate Elio de Angelis also won in San Marino, as the team enjoyed an Indian summer.

### Type 102

The last car produced by Team Lotus before it changed ownership, the 102 is powered by a Lamborghini engine, the only V12 to power a Lotus. Martin Donnelly and Derek Warwick raced the car in 1990, with Johnny Herbert joining after the former's career-ending accident at Jerez.



## LOTUS RACING



### Type 125

The ultimate race car ownership experience, the Lotus Type 125 is the closest thing to purchasing your very own Formula One car. A 560kg car is powered by a 640bhp 3.5 litre Cosworth V8 engine, linked to a six-speed paddle shift gearbox.

### Evora GX

The Lotus Evora GX has been built to meet the requirements of North America's Grand-Am Rolex Sports Car Series, with carbon-fibre doors, roof and engine cover trimming weight to 1,150kg. A 4-litre V6 provides 440bhp, linked to an XTRAC six-speed sequential paddle-shift. It will race later this year.

### Evora GT4 and GTS

The race-going siblings of the Evora road car are eligible to race in the Lotus Cup Series and the European Endurance Championship.

### Lotus Kart

Group Lotus becomes the only car manufacturer to have a presence at the entry level of motorsport, with the 100cc racing kart.

### Lotus Exige V6 Cup & Lotus Exige V6 Cup Race Car

The brand new Exige V6 Cup is aimed at those who want a purposeful car for track days whilst being road legal, and is also available in full race specification allowing drivers to race in all Lotus Cup race series. To help celebrate this launch, Exige Cup 190, 240, 255, 260 cars will be part of a special display and will be parading the circuit.





## ENTHUSIASTS' CARS

### 1962 Lotus 22

Developed from the 1961 Lotus 20, the Twin Cam-engined 22 was a Jim Russell Racing School car that was used in the making of John Frankenheimer's seminal film Grand Prix, which featured Brands Hatch as a location. Rescued from salvage, it has since been fully restored.

### 1989 Lotus 101

Originally raced in 1989, the Camel-liveried 101 was designed by Frank Dernie to run the Judd V10 engine for triple champion Nelson Piquet and Japan's Satoru Nakajima. The Brazilian finished eighth in the drivers' championship.

### 1994 107C

From Team Lotus' final year in 1994, the 107c was carried over from the previous season with a works Mugen V10 replacing the Ford V8. Intended as a stop-gap until the new 109 was ready, drivers Johnny Herbert and Pedro Lamy raced the car at the Brazilian, Pacific, San Marino and Monaco Grands Prix.

### Others

A 1960 Lotus-Climax 18/21 on display once raced by Stirling Moss and Tim Parnell also had a starring role in Midsomer Murders. More recently the Elise GT1 is the most extreme variant of Lotus' popular sports car, whilst the Evra from the 2011 Gumball Rally will be demonstrated on the track by Martin Donnelly.

### Historic Lotus Club

A parade of Historic Lotus Club cars will take to the Brands Hatch Grand Prix circuit, representing 60 years of the marque. The moving museum features the oldest surviving car, a Mk 2, which is based on an Austin Seven. Production cars include the Seven and Elite, Elan and Cortina, plus the Esprit, M100 Elan and Elise.



## PURSUIT BIKE

By the time the Olympic Velodrome in Stratford had completed its schedule of events on 7 August, Team GB had claimed the lion's share of the Gold medals on offer, following-up a world-beating performance in Beijing.

Twenty years earlier, Chris Boardman had started the British cycling revolution in the Barcelona Games, setting a new world record on board an innovative pursuit bike manufactured by Lotus. The Type 108 was developed following a proposal from an independent designer, Mike Burrows.

Applying an attention to detail that has innovated car design, it was realised that not only was light weight an important component to track success, but that the aerodynamic profile needed to be addressed. The resultant design forced the rider to assume a position that minimised drag.

Nevertheless the aerofoil-section composite chassis utilised all of Lotus' knowledge in cutting-edge racecar design and Boardman pulverised the opposition in Barcelona, going on to set the world hour record.

Cycling rules were later tweaked to neutralise the advantage of technology but the genie was out of the bottle. Boardman's Olympic success spurred him onto future achievements, including the Tour de France, where he won the Prologue on the road-going Type 110 and claimed the coveted Yellow Jersey, the first British success in the race for some years, as well as the 1994 Cycling World Championship. Bradley Wiggins' historic achievements this year are also a result of the wave of momentum that started in 1992.

The 108 arrives at Brands Hatch just a few weeks before the Paralympic Road Cycling events at Brands Hatch which restores a link to the venue's cycling roots.

# SPECIAL ATTRACTIONS

## AIR DISPLAY (1.30pm on Sunday)

There's action in the air, courtesy of British stunt pilot Sam Whatmough, who will be showing off his incredible acrobatic skills behind the controls of a Russian built competition winning Yak-55 aircraft. Whatmough, who regularly competes for Great Britain in international aerobatic competitions, will perform several death defying stunts, including a stunning vertical tumble through the air known as the "Lomchevak".

During the show the aircraft will be stressed to its limits, handling forces between +9 and -6 G. The Yak 55 has a symmetrical aerofoil which allows Whatmough to fly upside down. The stunt plane was also used by the Russian aerobatic team which triumphed in the 1984 World Aerobatic Championship.

## LIVE MUSIC (Behind the Kentagon on the SELOC campsite)

Back by popular demand, Geoff Leppard, the only band formed exclusively from Lotus enthusiasts, will be playing Brands Hatch as part of their world tour of British race circuits this August. Bizarre gardening accidents aside, this promises to be an incredible show.

They formed last year for their World Domination Tour, consisting of one-off gig for the Lotus Festival at Snetterton, then duly split up, but not before releasing a cover of Gary Numan's Cars in aid of The Alzheimer's Society charity. Upon the

request of SELOC they have re-formed to perform once more.

They will be supported by Unison Benz, a versatile Kent based covers band playing the music of Beatles, Pink Floyd, Coldplay, Stevie Wonder, Marvin Gaye, Stereophonics, The Rolling Stones, Tom Petty, Van Morrison, Snow Patrol, 10cc, Paul Weller, Santana...and much more!

### Approximate showtimes:

Unison Benz 7pm-9pm  
Geoff Leppard 9.15-11pm



## EXHIBITORS (By Paddock Hill Grandstand and on the gravel area along Colin Chapman Way)

The following exhibitors can be found in the trade village:

Pro Alloy, Lipscomb Lotus, Hangar 111, Elise-Shop, PNM Engineering, FrenoCarbon, Option 1 Sports Cars, Open Track, Classic Team Lotus, Club Lotus, Yokohama, Competition Car Insurance, Motul, Gaz Shocks, Öhlins, Seriously Lotus, Car Limits, Elise Spares, Lotus on Track.

In addition, there is an auto jumble and used Lotus car sales area next to the Funzone and funfair off of Colin Chapman Way.

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# WILL GIBNEY

# COMMUNITY CHAMPION

## 1983 - 2012

Right from the start, the Lotus Festival has emphasised the role of the Lotus community, as witnessed by the many club displays located around the circuit this weekend. Diverse groups from young professionals sinking their income into their first slice of motoring nirvana to keepers of the historic flame, all are united by their enthusiasm for a British marque that embodies a no-compromise spirit of freedom and exhilaration.

However whilst some may decry the keen motorist as a single-minded 'Mr Toad' figure of fun, delve into these

communities and you'll find plenty of evidence to the contrary. Epitomising this spirit is the story of Will Gibney, a long term member of SELOC.

A successful waterskiing champion in his youth, Will kept in close touch with his chosen sport and ran a leisure facility. This allowed him to buy his first Lotus, and like many Elise owners, he was drawn to the online community. Will's career and enthusiasm for wakeboarding found many kindred spirits and with some members also involved in fundraising, he was soon setting up charity events.



Unfortunately Will was diagnosed with Renal Cell Carcinoma late last year, an incurable form of Cancer. However new drugs had been developed to deal with the condition and whilst they were only likely to slow down the condition, Will's optimism and attitude in the face of such bleak news was remarkable.

Determined not to surrender to his condition, Will started to draw up a motoring-related 'bucket list', which read like a petrolhead's wish list: drive a Ferrari, take part in a race, enjoy the British Grand Prix from a hospitality suite being just some of them. Inspired by his positivity and grateful for his earlier endeavours, members of SELOC, unknown to Will, set to work on realising each ambition, making the most of their friends and contacts in the process.

Almost immediately Paul Golding of Lotus on Track had offered his car for a round of the Elise Trophy and owners of supercars were ready to welcome Will into the driving seat, but an emergency dash to hospital confirmed that the disease was spreading to his spine. Although he was saved from being confined to a wheelchair, Will would have to wait for the condition to stabilise before the more physical aspects of his list could be fulfilled.

Nevertheless this would be no deterrent and with the first of many planned events, Will was told about his friends' activities. Gratefully boarding a plane in late winter, he headed to Barcelona to watch the Lotus GP team testing ahead of the Formula 1 season, getting to meet Romain Grosjean in the process. Kimi Raikkonen was not due at the circuit until the following day but a trip to Dunsfold to watch Top Gear being filmed allowed him to see the 2007 World Champion being interviewed, as well as Slash playing the programme's theme tune at the end of the show.

Will's spirits were also lifted by encouraging signs that his condition was improving, giving hope of a back operation that would allow him to race. In the meantime he had a few passenger opportunities to fulfil. Generously donated rides in a McLaren MP4-12C, Ferrari Enzo and F50 were followed by something even more special. Motoring journalist, broadcaster and publisher Simon Taylor had invited Will for a ride in his HWM 'Stovebolt Special', powered by a 400bhp



V8. It also had a starring role in the 1955 Kirk Douglas film, 'The Racers'. If the thrill of the open road in such raw machinery, which captivated Simon as a schoolboy, wasn't enough, then many of us would happily have listened to a lifetime's worth of stories from Simon's years as a racing correspondent, discussed over lunch, a familiar scenario to readers of MotorSport magazine.

A day in an aircraft simulator and an event with BMW at the Nurburgring followed, whilst a Formula 1 drive in Finland had been arranged as well as a day at the Lotus Driving Academy. Amongst all of this, Will had even found time to help others, with fundraising for the 'Make a Wish Foundation' and 'Little Havens Children's hospice', as well as a driving day at North Weald with other Lotus enthusiasts. However he was unable to make the latter of these and it was becoming clear that he was losing the fight against his illness. Just a few short days later Will passed away and his funeral, despite being held on the Friday before Le Mans, was attended by many of his friends from the Lotus community.

Will's influence had spread far and wide. In addition to coverage in his local papers, Evo magazine, who had invited him to take part in a group test, paid tribute to him in the first editorial published after his death. Meanwhile Simon Taylor, who had made arrangements to take Will to the Goodwood Festival of Speed, wrote a touching piece in Classic and Sportscar magazine. He summed up the prevailing mood perfectly: "So his positive approach, good humour and determination to live life to the full, however many days he had left, are a real lesson. If something like that happened to

you, you know that's how you should deal with it, but in your heart of hearts you doubt you'd be able to."

You can read Will's inspirational blog at [www.willgibney.co.uk](http://www.willgibney.co.uk)

**The following Lotus clubs will be present this weekend:** Club Lotus, The Lotus Forums, SELOC, Lotus Elan Central, North Yorkshire Lotus Owners Club, Sunbeam Lotus Owners Club, East Anglia Lotus Club, Historic Lotus Club, Lotus on Track, LotusExcel.net, Lotus Cortina Register, North Kent Lotus Group, Lotus Drivers Club, Esprit Club, Lotus Francophone, Lotus Motor Club, VX220.org.uk



## The St Cross Electronics Mono Championship has a huge entry for this season's flagship rounds of this popular Championship. As usual the entry list is divided into two grids.

First on track is a full entry of MotoMono, Mono 1800 and Mono 1600 cars. The field is headed by Moto Championship leader Adrian Wright in his self-designed GEM, but he is going to need to fend off a swarm of quick rivals including Dan Clowes, Dave Connor, Dax Ward and Marc Fortune in Jedis, and Jason Timms and Geoff Fern in JKS's. Any of these are fast enough to win so it could get very hectic out there.

Mono 1800 may well see something of a showdown as Paul Britten and Ewen Sergison are very close on points for the title lead, but neither can afford a slip-up this weekend. There is a large contingent of Formula Ford Zetec cars in this class, who will be looking to take the Mono Z Trophy honours. Front runner here could well be teenage talent Ryan Hayes, who went brilliantly to take a double win last time out at Spa.

It will also be interesting to see who is quickest among the FF2000 contingent. Michael Dale is the on-form man, but he will have to deal with another very rapid young driver: Ollie Thorpe. Thorpe is the current holder of the prestigious Ray Dackombe Memorial Trophy, which is again being awarded at this meeting for the best overall performance by a Monoposto driver in any class.

Mono 1600 points leader Nigel Davers will be looking to consolidate his lead in the Team Fern Van Diemen, but behind him former champion Dave Parkinson is still in with a shout, and will benefit from Luke Rosewell's expected absence. Luke also leads the valuable SUNBAC Nova Awards for new drivers, and while his work for an F3 team is keeping

him away this weekend his nearest SUNBAC Nova challenger Adrian Heath will be aiming to gain ground in his Team Fern Vauxhall.

In the 2 litre Mono classes, title pace-setter Malcolm Scott had an unsettling non-finish last time out when a cam pulley failed. Leading points challenger Tony Bishop is really coming good having taking an excellent win at Oulton and could again be the front runner this weekend. However both will have to match quick returnee Robbie Watts, who is making a comeback in his beautiful F3 Lola after a couple of meetings marred by engine problems. Factor in a strong Dallara threesome from Topmarx Racing, lead by team Principal Richard Purcell, and a very tough Mono 2000 race is in prospect; even before the similarly rapid Dallaras of Russ Giles, Kevin Mason, Adam Lippitt and Kevan McLurg are included in the mix.

Jim Blockley may be described as a veteran racer, but he has put in a string of blindingly quick drives this year to head the popular Mono Classic points table from another experienced hand, Jim Timms in a Formula Ireland, and the young Chris Anstruther in the Bowman. Watch out today for Brands expert Lee Cunningham in a very smart Edginton Racing Van Diemen. Lee couldn't get hold of the Blockley Ralt at Oulton, but Brands may be a different story.

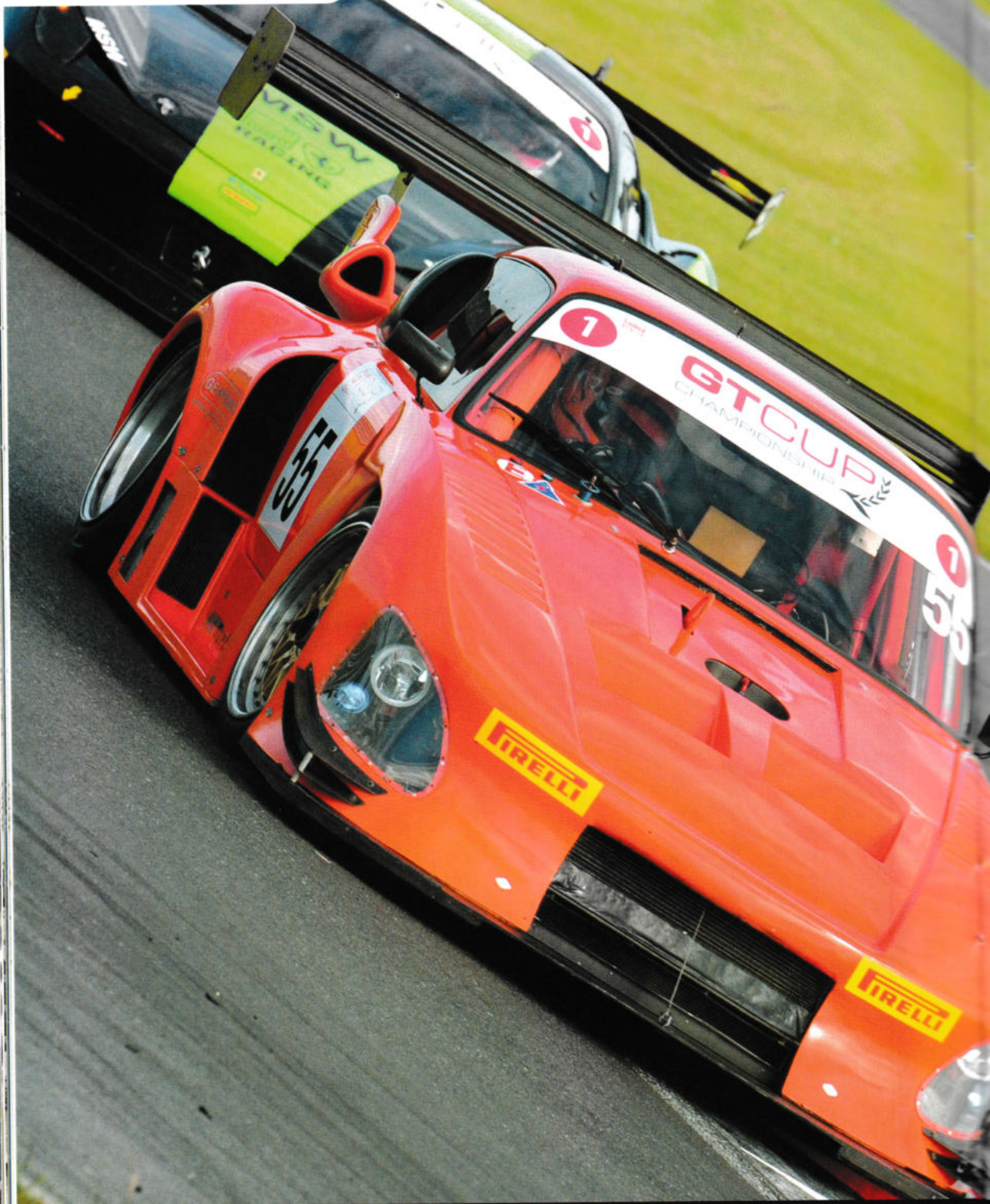
Monoposto racing continues to grow and this meeting sees no less than five drivers make their debuts with the category. It will be interesting to see how Dave Gillett, Lee McCrumlish and Phil Slate fare in Mono Classic, with George Fowler and Peter Bassill also appearing for the first time in Mono 1800.



## MONOPOSTO CHAMPIONSHIP



## GT CUP CHAMPIONSHIP





## As the GT Cup Championship arrives in Kent for round 6 of the season, we are all set for a cracking weekend of racing on the iconic Brands Hatch Grand Prix circuit.

This weekends' grid features a mouth-watering array of supercars; with Ferrari, Porsche, McLaren, Audi, Mosler, Viper, Chevron, BMW, Lotus, Ginetta and KTM all going head to head, we are certainly in for a treat!

Following a strong and consistent season in the #41 Ferrari, Derek Johnston arrives with a three-point championship lead. Striking the balance between good close racing and earning more valuable points will be high on the agenda for Johnston this weekend.

Following an impressive season debut at Oulton Park, Jim Geddie is back for more at Brands with the stunning McLaren (#77). This time he will be sharing driving duties with his son Glynn and the pair will be hoping for a repeat performance of the Oulton Park weekend, where Jim took double victories.

Jordan Witt will be back in his usual car the #98 Chevron GT3 this weekend, after crash damage put the car out of play last time out. He did get to race in his Dad's GR8 and gained a Group 2 win in the process, but he will be pleased to be back out in Group 1 and will be keen to make his mark.

Nigel Mustill will be gracing the grid once again in his gorgeous Audi R8 and after a steady weekend aimed at getting to grips with the new car at Oulton Park, he will be aiming for further improvement at Brands.

We welcome Mike Donovan (Porsche) and Peter and Matt Seldon (#23 BMW) back to the fold; as

previous GT Cup race winners these guys should all be serious contenders.

Richard Chamberlain has been quick but not had the luck this season and a spate of frustrating mechanical failures have thwarted his efforts in the Porsche 935 so far, but this may be the weekend it all comes together for #55.

You will also be seeing and hearing the unmistakable roar of a Dodge Viper thundering round the track this weekend, driven by Phil Keen, who is running in the invitation group as a trial to help the organisers assess eligibility criteria for the 2013 season.

Group 2 should be every bit as close as Group 1, with Don Grice's beautiful golden #14 BMW out to play and Dan Stringfellow having finally sorted his new engine (#21 BMW). They will be joined by previous race winners Nick and Harry Whale (#8 Porsche), David Witt (#97 Chevron) and returning competitor Chris Randall in the #58 Lotus.

Group 3 often provides fabulous racing, so watch out for Group winner Colin Broster (#15 Porsche 996) and Chris Bentley (#35 Porsche 996) who is currently third overall in the championship. We also have race winners Lee Mowle (#90) and John Saunders (#62) going head to head in their Ginetta G50s for the first time. And we are delighted to welcome back Peter Belshaw in his eye catching KTM X-Bow.



## A series for Saloon Cars built prior to 1994, Racing Saloons attracts a wide range of diverse machinery.

The overall winner is likely to come from class A with Mike Dugdale aiming to continue his recent gold rush. Similarly M3 mounted Peter and Matt Seldon will be keen to return to winning ways at this, their home circuit. Experienced BMW racers Stephen Pearson and Karl Catliff have won this season and will be looking to do so again here at Brands. Julian Newman's M5 has been improved and should be able to use its power on the GP circuit. Tom Murphy in a Sierra Cosworth returns to the track after recovering from a serious injury when emulating "the finger of Vettel" in front of an unappreciative audience. An unknown quantity is the Nissan 200SX of Nigel Olive-Jones. Long in gestation, this will be the car's debut and with Nigel fired up, should prove spectacular.

Class B features five Jaguar XJS models driven by the party animals that are the brothers Ball, Chrises Boon and Palmer and the second coming of Rodney Frost. The Coventry rockets will be challenged by a couple of Dagenham's finest driven by Ian Clark and series returnee David Margalies.

Class C has E30 M3s in the hands of Amanda Ewings and John Willcocks, the latter hoping for a more successful outing than his last here at Brands when he contrived to entertain the Paddock Bend crowd with some beach volleyball.

Class D has a resurgence of entries with seven E30 325s. All but one of the drivers of this model have graduated from the Production BMW Championship, seeking the excitement of an extra 60bhp. The exception is the venerable Sir

Richard Ibrahim, who alighted on BMW racing after a lifetime spent inspiring a generation in his Alfa 33. Eliot Dunmore has developed his Toyota Celica GTi and will be challenging "The Don" in his yellow Peugeot 306. This meeting sees the most welcome return of Oliver Davies, another former Paddock Bend beach inhabitant in his lurid pink R5 GT Turbo. Oli will likely be battling for the class lead.

Class E has attracted competitors hell bent on wresting the trophies from the grip of Cadwell Park legend Colin "Mo" Stubbs. Colin's Rover 216 GTi has run away with class honours this season and with the Modern Pentathlon bronze only a few days behind him, Colin will be adrenaline fuelled here. The challenge is from two Fiesta XR2s in the hands of Rob Manger and debuting international racing star from North of the Border, Stephen Emslie. Running in Class E but with a separate trophy are three former PBMW racers who have departed to the less intense arena of the Compact Cup. Welcome back Warren, Andrew and Mark.

Class F cars comply with Production BMW regulations. Scotland's Greg Graham, little known personal coach to Sir Chris Hoy, makes his first appearance at Brands. If he is as fast as his protégé, the rest of the drivers will be aiming for second place. However, Alan Wileman and Simon Glenn have been recipients of lottery funding and could prove worthy opponents.

Regulations and more on [www.racingsaloons.com](http://www.racingsaloons.com).



## PROJECT 8 RACING SALOONS



## F3 CUP



F3 Cup team Mark Bailey Racing are raising funds for Wiltshire Air Ambulance at the Brands Hatch Lotus Festival weekend, after one of their team members was affected by a devastating family tragedy and the Wiltshire Air Ambulance air lifted his Dad to hospital. Unfortunately, his Dad has since lost his fight for life and, as a Team, MBR wanted to do something worthwhile in his memory and to support his family and the charity that helped. MBR will be in the Paddock supporting the Wiltshire Air Ambulance throughout the weekend and holding events at the team awning. The cars will be on display from 9.00am until 12.00pm on Sunday and everyone is welcome to come along. All donations are welcome, you can even get your name on the rear wing of one of the MBR cars for a donation of £5, or you can send donations on-line to help to [www.justgiving.com/teams/MBR](http://www.justgiving.com/teams/MBR)

## The race to decide the inaugural F3 Cup champion couldn't be any closer heading into the sixth meeting of the season at Brands Hatch GP this weekend (18/19 August).

Just 5.5 points separate the top two in the championship standings with Omicron Motorsport's Tristan Cliffe leading Trophy Class runner Chris Dittmann, ahead of what could prove to be a pivotal meeting at the legendary Kent circuit.

With five different winners from 10 races, the F3 Cup has provided arguably the closest F3 racing in the country and produced a thoroughly intriguing title race. The season began with a double victory for former British GT champion Jamie Stanley, before Ex-British Formula Ford race winner Linton Stutely responded with a double of his own in treacherous conditions at Donington Park.

Louis Hamilton-Smith and Dittmann shared the wins at Silverstone National kick-starting their title bids, while current British F3 title challenger Alex Lynn showed his class by taking the flag twice at Spa Francorchamps. But it was Stutely who starred last time out at Snetterton recording his third and fourth wins of the season.

While the above have all tasted visits to the top step of the podium, consistency is hard to ignore in this championship with Cliffe leading the title race without claiming an outright win. The Norwich racer has scored heavily in all of the races but he is unable to relax at this stage.

This weekend a grid of 23 cars are set to do battle around the Brands Hatch Grand Prix circuit and two unpredictable races are on the cards. With the return of Mark Terry, Dave Karaskas, Frank Thomas, Jeremy Timms and Benjamin Harvey, the races will be even more difficult to predict.

The Teams' Championship is starting to take shape after the last round at Snetterton with Omicron Motorsport opening up a 17 point lead from Mark Bailey Racing. However, with plenty of points left to play for, the championship is far from over with four teams still in the hunt for glory.

After its inaugural season last year, the F3 Cup, the most cost effective F3 championship available, has enjoyed rapid growth during the winter, gaining championship status from the MSA in the process.

F3 Cup features Formula 3 cars built between the early 1980s and 2007, which lap only a few seconds slower than their British F3 counterparts and at a fraction of the cost. The championship is split into three classes known as Cup, Trophy and Masters. The Cup Class features cars built between 2002-2007, the Trophy Class caters for F3 machinery from 1997-2001 and the Masters Class will see classic F3 cars from 1980-1996 do battle.

The overall champion will receive a prize test drive in the FIA Formula Two car, a reward claimed by Aaron Steele last year. Drivers also have the chance to win a fully paid drive at America's Daytona International Speedway by taking part in the Sunoco GRAND-AM 200 Challenge, which runs alongside the championship.

In addition to the growing number of competitors, the F3 Cup receives even more exposure with the majority of the rounds being televised on the new Full Speed Racing programme on Motors TV. View the highlights from the season on [www.f3cup.co.uk](http://www.f3cup.co.uk) and follow us on twitter @F3Cup.





The Lotus Cup UK Championship debuted in 2011 and has split into two championships. Reigning champion Steve Quick defends the Production trophy, whilst the faster classes will be disputing the Supersport title. The challengers for this come from four classes, all equalised in weight and power.

This year most of the wins have come from the Open class, with Adrian Hall's Maidstone Sports Cars-prepared and Damien Hirst-liveried Exige taking two out of the four wins. Rob Fenn's Motorsport Elise won the first round and he shares the car with Adam Wilcox this weekend. Meanwhile consistency has paid off for BJ Chong and Paul McNeily, as the pair lead the championship.

However the lead is shared by 2-Eleven driver Simon Deacon, who won last time out at Oulton Park. One point behind is Steve Train, who lost out due to a rule infringement during his mandatory pitstop. Joining the pair in this close class are Marcus Jewell, Mark Gooday and Tom Chatterway.

The V6 class is currently exclusive to the Evora, however the new Exige V6 Cup on show for the first time this weekend will soon be joining them. The GTN road-based version of Steve Williams and Martin Donnelly is the frontrunner but they and the rest will face a stern challenge from another Evora. The GT4 Stratton Motor Company entry of Lotus test driver Gavan Kershaw and ex BTCC racer Mark Fullalove will be one of the favourites for victory.

Meanwhile Jamie Stanley and Glenn Sherwood hope to beat Clio Cup regular Jack Goff and Phill Capstick in the Exige Cup class for the 4-cylinder version. Based on Stanley's recent form, they could well challenge for overall honours if the car lasts the distance.

Also joining in this weekend is a healthy contingent of Lotus Cup Europe regulars, who are getting into the festival spirit and could well provide a wild card for victory. 2-Eleven brothers John and Nick Walker join Christophe Lisandre and Jean-Pierre Genoud-Prachex in the class, whilst siblings

Gregory and John Rasse race their Evora GT4 and Exige Cup respectively. Another of the latter cars is entered by Denis van den Savel. Of these, Jon Walker and the Rasses should be added to the list of favourites.

Elise Trophy dominator and title leader Rob Boston is clear favourite for the Production race, with champion Quick and 2011 rival Ken Savage expected to challenge. However, Andrew Bentley, Craig Denman and Warren Scott head the list of challengers to this three.

*"joining in this weekend is a healthy contingent of Lotus Cup Europe regulars, who are getting into the festival spirit and could well provide a wild card for victory"*



LOTUS CUP UK



**MARONGONI PRODUCTION BMW CHAMPIONSHIP  
IN ASSOCIATION WITH KWIK FIT**





Since its creation by a group of trackdaying Lotus enthusiasts keen to test their skills in a competitive but cost-capped environment, the Production BMW Championship has grown into one of the most successful and closely fought championships in the country.

The formula remains the same. Take a road going late eighties BMW 3 Series running the production spec six-cylinder 320i or four-cylinder 318i engines, equip them with mildly upgraded suspension, a roll cage and race seat, and you have club saloon car racing at its purest. Closely monitored driving standards, a comprehensive suite of safety requirements and a jovial paddock atmosphere has helped PBMW continue to attract big grids of amateur racers year after year.

The Marangoni control tyre has proved hugely popular with the drivers since its introduction at the start of the season, providing them with a high performance, durable and cost-effective race tyre with trackside support from Kwik-Fit.

Don't be fooled by the friendly and cost-conscious nature of the Championship however. The 42 car grid contains some seriously quick drivers, capable of eking every last drop out of their cars in the midst of thrilling wheel to wheel battles. Reigning champion Mike Tovey and fellow Bristolian Matthew Parkes continue to push former Clio Cup and Trofeo Abarth 500 Champion Ben Winrow, who heads into this meeting with a delicate two point advantage. As in previous seasons, it looks likely the title fight will go down to wire.

The points leaders are unlikely to have the podium to themselves though as Stuart Waite took a win here on the Indy circuit in March, whilst the experience and consistency of double PBMW Champion Liam Crilly is very hard to beat. Other drivers expected to feature include Alan Wileman, Jack Gabriel, Harry Goodman and 2011 runner-up Tim Wilson, who makes a welcome return to the grid for his first run this season.

But PBMW is as much about the battles amongst the field as it is about the front, so expect some close action throughout the order. Miles Howard showed very well last time out at Oulton Park, whilst local man Matt Swaffer will be aiming to capitalise on the home advantage. Meanwhile Aaron Morgan will be continuing to inspire other disabled drivers to take to the track as he puts on another impressive display of what can be achieved using only hand controls in an otherwise identical race car.

Please do drop into the paddock to meet the friendly PBMW throng and discover more about this very popular championship which is currently enjoying coverage on Motors TV thanks to support from Stratos fm.



Starting at Brands Hatch in 2007 with a capacity grid, the Elise Trophy has experienced huge growth in the last five years and continues to introduce new drivers to motorsport. In the past its rookies have included BBC F1 presenter Jake Humphrey and World Land Speed Record Holder Wing Commander Andy Green OBE, as well as over 100 trackday enthusiasts and Lotus owners.

Up until Oulton Park, newcomer Rob Boston has been the man to beat. The former MX5 champion has made a seamless switch to Elise racing and finished second in the season opener, before taking a string of wins. However his Cheshire weekend was a relative disaster, with a late pitstop in race one denying him a dominant win, before a spin in the second encounter left him to fight back from the back.

Even so, his imperious form in race one and stunning fight back that left him just tenths shy of the win later on, means it's hard to bet against another Boston victory. But there are plenty that are waiting to take the place from him.

Andrew Bentley was the beneficiary at Oulton Park, taking his first wins since his debut earlier in the year. Other newcomers to impress in a season of change are Martin Wills and Warren Scott. Joining Boston from the MX5 ranks is Tom Roche and he could well break through this weekend.

From the old guard Steve Quick won round

one at Silverstone and if he's here this weekend he will no doubt live up to his name. Craig Denman is always fast but can be a little wild at times, whilst Ken Savage has been a little off the front running pace but can be relied upon to feature in the top ten.

Stuart Rowland returns here after missing several of the early rounds but could repeat his debut win from nearly 12 months ago. Meanwhile Phil Stratton-Lake and David Hay

can be expected to figure in the running.

Another driver to return after time off is Dan Plant, who improved throughout 2011, whilst Frank Matthews and Axel Mertens, two drivers who battled well here

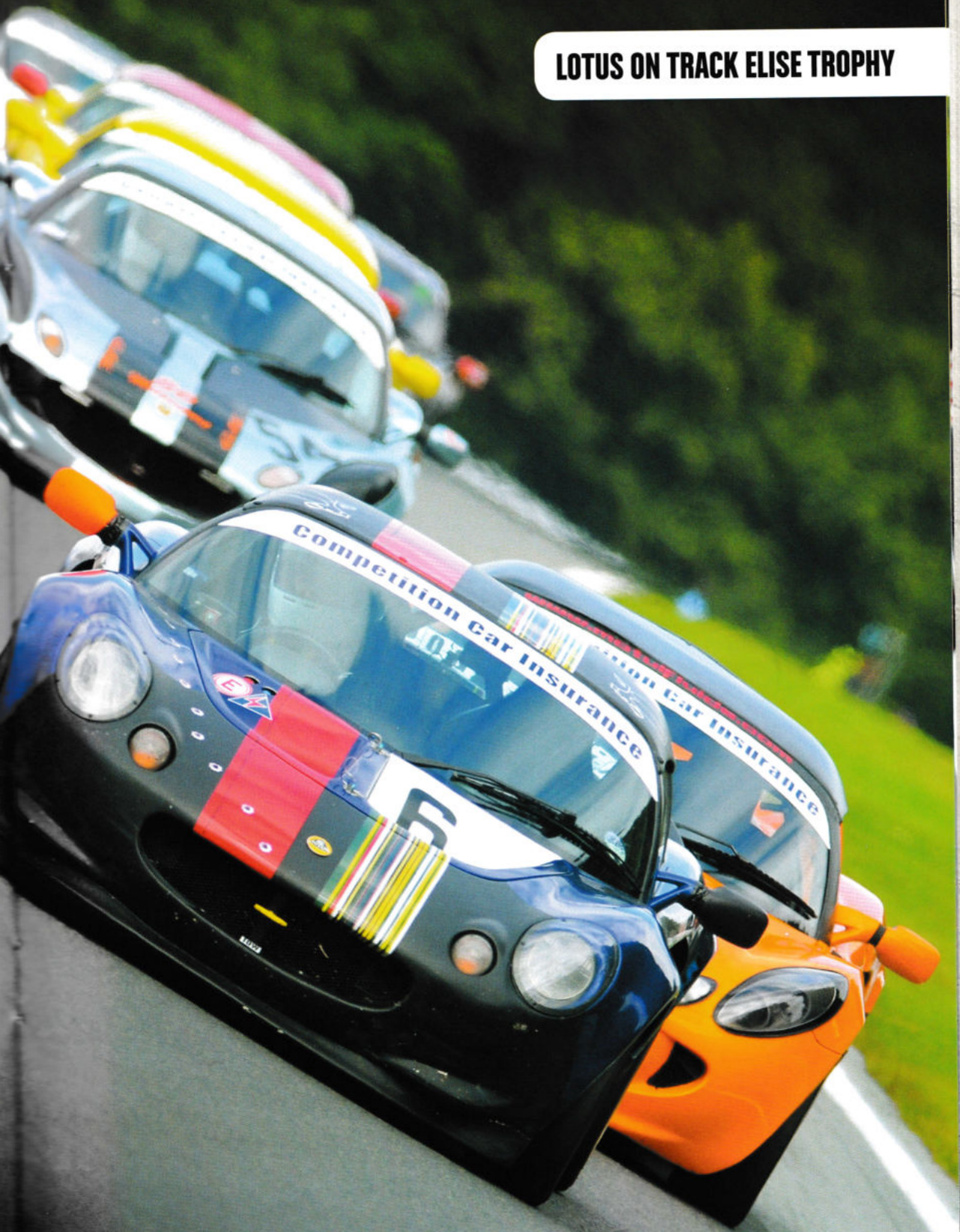
last year, are back to share a car. There should be plenty of frantic action throughout the field this weekend!

All of the Elise Trophy drivers and officials would like to thank the marshals for their continued support and hard work that allows us to enjoy our hobby. Your help is appreciated!

*"the Elise Trophy has experienced huge growth in the last five years and continues to introduce new drivers to motorsport."*



## LOTUS ON TRACK ELISE TROPHY



## CLASSIC SPORTS CAR CLUB ELAN 50 RACE





# ELAN 50 RACE

To celebrate the 50th Anniversary of Colin Chapman's Lotus Elan, the Classic Sports Car Club in conjunction with Club Lotus will be organising a series of two races for Lotus Elans only : The 'Classic Sports Car Club Elan 50' races.

These will take place at two of the United Kingdom's most prestigious race circuits, the Grand Prix Circuit here today at Brands Hatch during the Lotus Festival on August 18th /19th and at Donington Park at the CSCC's Autumn race meeting on September 15th/16th 2012.

Each will be a 30 minute single driver race for all Lotus Elans. There will be two classes, 'FIA' for cars complying to FIA Appendix K regulations running on Dunlop Historic Tyres and 'Classic' for cars running to either CSCC Swinging Sixties regulations or HSCC Roadsports regulations. These cars will have to run on MSA Blue Book 1a or 1b listed tyres of 60 profile or higher.

'Classic' class cars will have to run their original type of Lotus twin cam engine with carburettors (free) and with their original silhouette from all angles.

Having many Lotus Elans that regularly compete with the CSCC and having canvassed the drivers on their views it encouraged us to put on these races to celebrate 50 years since the birth of Colin Chapman's iconic sports car. The Elan continues to thrill us with its giant killing and race winning abilities on track and is a much loved part of the historic motor racing landscape. We have attracted several additional drivers from the continent to produce the

biggest grid of racing Lotus Elans ever seen together on track. The Lotus Festival will be the perfect venue for Lotus fans old and new to see these cars in action against each other."

The son of Colin Chapman, Clive Chapman, of Classic Team Lotus has kindly offered to provide 'The Colin Chapman Trophy' for the winner of the 'FIA' class and Club Lotus will provide 'The Ron Hickman' Trophy for the winner of the 'Classic' class. These prestigious Trophies are one-off cups for the winners to keep.

We are honoured to be supported by Clive Chapman from Classic Team Lotus with his generous offer to commemorate the

anniversary of the Elan, the car that was so important to the Lotus marque's survival. We are also indebted to Club Lotus for their generosity and help in publicising the event.

The CSCC runs its own race meetings at all the major circuits in the UK and also hosts 6 of its own Race Series. For more information please see [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)





## Brands Hatch is the home of Formula Ford racing and crowds attending MSVR meetings have not been disappointed with the standard of racing the Champion of Brands competitors have offered this year!

Each time the Formula Fordsters have taken to the track the Brands Hatch circuit has come alive as wheel-to-wheel combat has presented some of the best four-wheel action seen in the 'Garden of England' this year.

This weekend's Champion of Brands race brings down the curtain on another successful season for the series that crowns each race winner as the 'champion'. With June's race winner, Joey Foster, absent this weekend a new 'champion' will be crowned this weekend and that driver will head into the off-season holding the coveted number 1.

Josh Barnett heads the entry list in his Van Diemen and the Dorset racer has been a champion twice this season already. Winner of races on the Indy Circuit earlier in the season the Zsured and ZZ Creative-supported driver will be looking to end his season on a high note – but he can't expect to have it all his own way.

Jonathan Hoad and Stuart Gough will offer strong opposition in their Van Diemen cars. Hoad is a former champion himself, while Gough is making his CoB debut this weekend but comes to Brands Hatch with a good reputation having been very successful at MSV's Oulton Park circuit.

Gaius Ghinn is another Van Diemen driver who has been placed on the podium this year and the West Sussex racer always goes well around the Grand Prix Circuit.

This race also forms the final round of the SuperSeries for FF1600 presented by Cubik. New for 2012, the SuperSeries is the European Formula Ford series, and although races in France and Italy did sadly not take place, the SuperSeries has provided great action at Kirkistown, here at Brands and last weekend at Mallory Park.

Adrian Pollock took the opening Cubik-backed race at Kirkistown in April and Joey Foster scooped The Bert Ray Trophy by winning around Brands Hatch at the F3-GT meeting in June. Foster also dominated the third round at Mallory Park last weekend comfortably winning the 25-lap Champion of Mallory race from Ben Mitchell and Stuart Kestenbaum. The SuperSeries 'Driver of the Year' will be presented with The Cunningham Cup at the end of the season, a trophy carrying the name of FF1600 legend Neil Cunningham, who is fighting Motor Neurone Disease, and competitors will be looking to shine today as they attempt to claim this new and much coveted prize.

French racers Pierre Buret and Gilbert Cristini have travelled from France to make their Brands Hatch debuts with their Hawke and Van Diemen cars and it will also be worth looking out for Paul Mason, Gary Fletcher, Tom Stoten and Romsey's Shaun Macklin who should all feature.



## CHAMPION OF BRANDS



No.	Driver	Team/Sponsor	Car	Class
7	Kevin Riley	KRM Motorsport	Mosler MT900GT	1
39	Nigel Mustill	WVS	Audi R8	1
41	Derek Johnston	Graypaul Racing	Ferrari 458 Challenge GT	1
55	Richard Chamberlain	CTR Developments	Porsche 935	1
77	Jim/Glynn Geddie	ABG Motorsport	McLaren MP12cGT3	1
93	Dave Shelton	Moore Racing	BMW	1
98	Jordan Witt	Chevron Racing	Chevron GT3	1
8	Nick/Harry Whale	In2Racing	Porsche 997 GT3	2
14	Don Grice	Butler Motorsport	BMW M3	2
21	Dan Stringfellow	Stringfellow Motorsport	BMW E46 M3	2
23	Peter/Matt Seldon	Serverware Racing	BMW M3 GTR	2
58	Chris Randall	PCP Group	Lotus Europa	2
97	David Witt	Chevron Racing	Chevron GR8	2
11	Peter Rowbottom	Stringfellow Motorsport	Ferrari 430 Spyder	3
15	Colin Broster	ABG Motorsport	Porsche 996	3
35	Chris Bentley	CTR Alfature	Porsche 996	3
TBC	Peter Belshaw	ABG Motorsport	KTM Xbow	3
TBC	Phil Keen	Moore Racing	Viper	INV
TBC	Mike Donovan	In2Racing	Porsche 997 GT3 S	TBC

**Description**

The GT Cup Championship offers a fresh approach to GT racing, featuring an exciting double sprint race format it is open exclusively to Sportsman and Sportswomen drivers. Since its launch in 2007 the GT Cup Championship has gone from strength to strength and has become famous for its large grids and close racing.

Every round of the GT Cup Championship will be televised on specialist motor sport channel Motors TV.

**Specification**

The GT Cup Championship is open to a wide variety of fabulous GT cars, organised into three Groups they are split by power to weight ratio:

- Group 1: 400 bhp/ton maximum
- Group 2: 350 bhp/ton or lower
- Group 3: 300 bhp/ton or lower

**Costs**

Base car between £ 40,000 - £200,000  
Full season if self run from around £ 30,000

**2012 Calendar**

- 28/29 April Donington Park
- 12/13 May Silverstone National
- 16/17 June Brands Hatch
- 21 July Oulton Park
- 18/19 August Brands Hatch GP**
- 8/9 September Knockhill
- 6/7 October Donington Park

**Current Championship Standings**

**Group 1**

Pos.	Name	Pts.
1	Derek Johnston	328
2	Kevin Riley	159
3	Martin Short	155

**Group 2**

Pos.	Name	Pts.
1	Peter Smallwood	279
2	David Witt	133
3	Nick/Harry Whale	122

**Group 3**

Pos.	Name	Pts.
1	Chris Bentley	319
2	Peter Rowbottom	171
3	Colin Broster	167

**Website**

www.gtcup.co.uk



**Grid Positions – Race 3 (Rolling Start)**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

**Results – Race 3**

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

Winner's Time .....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

**Grid Positions – Race 9 (Rolling Start)**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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**Results – Race 9**

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

Winner's Time .....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

**Grid Positions – Race 18 (Rolling Start)**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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**Results – Race 18**

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

Winner's Time .....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph



**7** KEVIN RILEY



**8** NICK/HARRY WHALE



**11** PETER ROWBOTTOM



**14** DON GRICE



**15** COLIN BROSTER



**21** DAN STRINGFELLOW



**23** PETER/MATT SELDON



**35** CHRIS BENTLEY



**39** NIGEL MUSTILL



**41** DEREK JOHNSTON



**55** RICHARD CHAMBERLAIN



**58** CHRIS RANDALL



**77** JIM/GLYNN GEDDIE



**93** DAVE SHELTON



**97** DAVID WITT



**98** JORDAN WITT



**TBC** PETER BELSHAW



**TBC** PHIL KEEN



**TBC** MIKE DONOVAN



**GT CUP**  
CHAMPIONSHIP

For further details visit: [www.gtcup.co.uk](http://www.gtcup.co.uk)

# SPOTTERS' GUIDE

ST. CROSS ELECTRONICS  
MONO 2000/MONO CLASSIC

2 MALCOLM SCOTT



3 TONY BISHOP



4 JIM BLOCKLEY



5 RUSS GILES



9 RICHARD PURCELL



10 ANTONIO IMPIERI



11 MARK SCHOFIELD



12 PETER WHITMORE



14 MARK SMITH



17 KEVIN MASON



18 DAVE GILLET



20 JEREMY GOODMAN



22 ROBBIE WATTS



24 CHRISTOPHER ANSTRUTHER



25 JENNIFER SCOTT



For further details visit: [www.monoposto.co.uk](http://www.monoposto.co.uk)

26 LEE MCCRUMLISH



29 LOUIS WATTS



30 STEVE PATANIA



32 TERRY CLARK



33 ADAM LIPPITT



35 KEVAN MCLURG



36 MIKE HATTON



37 MICK KINGHORN



39 LEE CUNNINGHAM



40 ADRIAN HOLEY



42 PHIL SLATE



46 JARED WOOD



54 JIM TIMMS



St. Cross Electronics



MONO  
CHAMPIONSHIP

motorsportcables.com

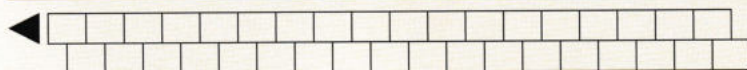
For further details visit: [www.monoposto.co.uk](http://www.monoposto.co.uk)

No.	Driver	Hometown	Entrant/Sponsor	Car	CC
<b>Mono 2000</b>					
2	Malcolm Scott	Upminster	Dallara F398	Vauxhall	2000cc
3	Tony Bishop	Whipsnade	Dallara F398	Toyota	2000cc
5	Russ Giles	Redditch	Dallara F398	Vauxhall	2000cc
9	Richard Purcell	Disley	Dallara F301	Toyota 3SGE	2000cc
10	Antonio Impieri	Highwood	Formula Renault	Renault Sport	2000cc
14	Mark Smith	Nuneaton	Dallara F395	Vauxhall	2000cc
17	Kevin Mason	Birmingham	Dallara F301	Vauxhall	2000cc
22	Robbie Watts	Benfleet	Lola F106/03	Ford Zetec	2000cc
30	Steve Patania	Doncaster	Dallara F301	TBN	2000cc
33	Adam Lippitt	Basingstoke	Dallara F398	Toyota	2000cc
35	Kevan McLurg	Brighton	Dallara F397	Opal	2000cc
40	Adrian Holey	Harrogate	Dallara F399	Toyota	2000cc

**Mono 2000 Classic**

4	Jim Blockley	Stroud	Ralt RT3	Vauxhall	2000cc
11	Mark Schofield	Wootton	Ralt RT30	Toyota 16V	2000cc
12	Peter Whitmore	Reading	Reynard 913	Toyota	2000cc
18	Dave Gillett	Hatfield Broad Oak	Vauxhall Lotus	Vauxhall	2000cc
20	Jeremy Goodman	Birmingham	Ralt RT3	Ford Zetec	2000cc
24	Christopher Anstruther	Bristol	Bowman BC3	VW 16v	2000cc
25	Jennifer Scott	Ingatstone	Van Diemen RF99	Ford Zetec	2000cc
26	Lee McCrumlish	Tunbridge Wells	Tatus RC98	Renault	2998cc
29	Louis Watts	Pangbourne	Van Diemen FX02	Ford Zetec	2000cc
32	Terry Clark	18 Dalston Gardens	Reynard 903	Vauxhall	2000cc
36	Mike Hatton	Aylesbury	Vauxhall Lotus	Vauxhall	1998cc
37	Mick Kinghorn	Newcastle upon Tyne	Mygale Formula Novis	Ford Zetec	1998cc
39	Lee Cunningham	Weybridge	Van Diemen	Slide Zetec	1800cc
42	Phil Slate	Sevenoaks	Reynard 893	Vauxhall XE	1998cc
46	Jared Wood	Aylesbury	Vauxhall Lotus Mk2	Vauxhall	2000cc
54	Jim Timms	Whitminster	Formula Ireland	Zetec	2000cc

**Grid Positions – Race 1**



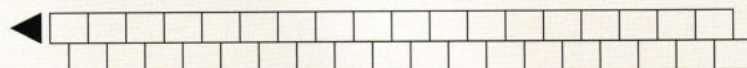
**Results – Race 1**

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

Winner's Time .....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

**Grid Positions – Race 13**



**Results – Race 13**

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

Winner's Time .....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

**Description**

Low cost single seater racing for the amateur club racer. Most of the cars being raced in the Monoposto championships are prepared by their owners and their friends. As a result the club has a reputation for fielding cars which are prepared to a very high standard by their enthusiastic owners.

**Specification**

Single-seater racing cars. Commercially built chassis first produced for the 2006 model year or before. Standard engines up to 2000cc (engines with variable valve timing are not permitted, even if it's disabled).

**Costs**

Base car from around £3,000 - £7,500  
Full season from around £4,500-£5,000

**2012 Calendar**

24/25 March	Brands Hatch
28/29 April	Donington Park
12/13 May	Silverstone National
30 June/1 July	Snetterton 300
21 July	Oulton Park
18/19 August	Brands Hatch GP
1/2 September	Cadwell Park

**Current Championship Standings**

**Mono 2000**

Pos.	Name	Pts.
1	Malcolm Scott	104
2	Anthony Bishop	81
3	Robbie Watts	61

**Mono Classic**

Pos.	Name	Pts.
1	Jim Blockley	95
2	Jim Timms	80
3	Chris Anstruther	79

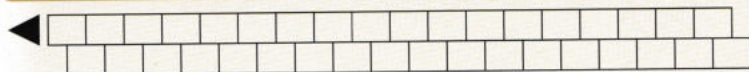
**Website**

[www.monoposto.co.uk](http://www.monoposto.co.uk)



No.	Driver	Hometown	Car	Engine	CC
<b>Moto Mono</b>					
1	Adrian Wright	Burton upon Trent	GEM AW3	Yamaha R1	1000cc
7	Geoff Fern	Warminster	JKS TFR 11	Suzuki Hayabusa	1400cc
12	Christian Parker	Liverpool	Seward F1010	Yamaha R1	998cc
15	Len Turner	Rawcliffe	Jedi MK6	Yamaha R1	998cc
16	Stephen Brooks	Meols	JKS 03	Suzuki GSXR	1000cc
19	Dan Clowes	Newcastle-under-Lyme	Jedi Mk6	Suzuki	1000cc
22	Mike Scott	Newington	Speads RM02	Suzuki K8	998cc
29	Dax Ward	Southampton	Jedi Mk6	Suzuki	1000cc
30	Marc Fortune	Southampton	Jedi Mk6	Suzuki	1000cc
37	Dave Connor	Brentwood	Jedi Mk6	Yamaha R1	1000cc
40	Mike Reed	High Wycombe	Jedi Mk6	Suzuki GSXR	1000cc
59	Jason Timms	Whitminster	Speads RM07	Suzuki	1000cc
122	Chris Scott	Sittingbourne	Speads RM02	Suzuki K8	998cc
<b>Moto 1800</b>					
3	George Fowler	Chelsfield	Van Diemen RF82	Ford Pinto	2000cc
23	Will Howe	Banbury	Reynard	Ford Pinto	2000cc
42	Paul Britten	Milton Keynes	Van Diemen RF00	Zetec	1800cc
52	Michael Dale	Nantwich	Van Diemen RF82	Ford Pinto Holt	2000cc
55	Peter Bassill	Teaford	Ray GRS 98Z	Ford Zetec	1800cc
56	Ewen Sergison	Doncaster	Swift SC99Z	Ford Avit	1800cc
60	Matt Hayes	East Studdal	Jamun M97Z	Ford Zetec	1800cc
61	Ryan Hayes	Ewell Minnis	Jamun T25	Ford Zetec	1800cc
64	John Whitbourn	Burgess Hill	Ray GRS02	Ford Zetec Scholar	1800cc
71	Olly Thorpe	Gt Eversden	Royale	Ford	2000cc
73	Jonathan Baggott	Gerards Cross	Van Diemen RF95	Ford Zetec	1800cc
74	Marcus Sheard	Thurilton	Mygale SJ00	Ford Zetec Solus	1800cc
83	Kevin Rootes	Paddock Wood	Van Diemen RF98	Vauxhall 16v	1600cc
84	Mark Edwards	Guildford	Mygale SJ00	FF Zetec	1800cc
91	Douglas McLay	Castle Gresley	Mygale SJ04	Zetec 1800	1800cc
94	Jock Sergison	Doncaster	Swift SC98Z	Ford Zetec	1800cc
97	Mary Whittaker	Swanley	Van Diemen	Connor	2000cc
<b>Moto 1600</b>					
57	Eddie Guest	Thrusington	Lola T640	FF Kent	1600cc
65	Richard Evans	Stroud	Swift Formula Renault	Renault	1700cc
66	David Parkinson	Bottesford	Reynard FF	Kent	1600cc
70	Joe Venor	Wootton	Lola T644E	Kent Scolar	1600cc
75	Dane Catanzaro	Whitminster	Formula Renault	Renault	1721cc
77	Nigel Davers	Staverton	Van Diemen RF89	Ford Kent	1600cc
88	Adrian Heath	Warminster	Vauxhall FJ	Vauxhall 8v	1600cc
99	Mat Jordan	Cheltenham	Formula Vauxhall Junior	Vauxhall	1600cc

Grid Positions - Race 4



Results - Race 4

1<sup>st</sup>... / 2<sup>nd</sup>... / 3<sup>rd</sup>... / 4<sup>th</sup>... / 5<sup>th</sup>... / 6<sup>th</sup>... / 7<sup>th</sup>... / 8<sup>th</sup>... / 9<sup>th</sup>... / 10<sup>th</sup>...  
 Winner's Time ..... Gap.....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

Grid Positions - Race 15



Results - Race 15

1<sup>st</sup>... / 2<sup>nd</sup>... / 3<sup>rd</sup>... / 4<sup>th</sup>... / 5<sup>th</sup>... / 6<sup>th</sup>... / 7<sup>th</sup>... / 8<sup>th</sup>... / 9<sup>th</sup>... / 10<sup>th</sup>...  
 Winner's Time ..... Gap.....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

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21 July	Oulton Park
18/19 August	Brands Hatch GP
1/2 September	Cadwell Park

Current Championship Standings

Mono 1800		
Pos.	Name	Pts.
1	Paul Britten	88
2	Ewen Sergison	86
3	Marcus Sheard	61

Mono 1600		
Pos.	Name	Pts.
1	Nigel Davers	99
2	Luke Rosewell	89
3	David Parkinson	80

MotoMono

Pos.	Name	Pts.
1	Adrian Wright	123
2	Jason Timms	85
3	Marc Fortune	68

Website

www.monoposto.co.uk



# SPOTTERS' GUIDE

ST. CROSS ELECTRONICS  
MONO 1800/MONO 1600/MOTOMONO

**1** ADRIAN WRIGHT



**3** GEORGE FOWLER



**7** GEOFF FENN



**12** CHRISTIAN PARKER



**15** LEN TURNER



**16** STEPHEN BROOKS



**19** DAN CLOWES



**22** MIKE SCOTT



**23** WILL HOWE



**29** DAX WARD



**30** MARC FORTUNE



**37** DAVE CONNOR



**40** MIKE REED



**42** PAUL BRITTEN



**52** MICHAEL DALE



**55** PETER BASSILL



**56** EWEN SERGISON



**57** EDDIE GUEST



**59** JASON TIMMS



**60** MATT HAYES



**61** RYAN HAYES



64 JOHN WHITBOURN



65 RICHARD EVANS



66 DAVID PARKINSON



70 JOE VENOR



71 OLLIE THORPE



73 JONATHAN BAGGOTT



74 MARCUS SHEARD



75 DANE CATANZARO



77 NIGEL DAVERS



83 KEVIN ROOTES



84 MARK EDWARDS



88 ADRIAN HEATH



91 DOUGLAS MCLAY



94 JOCK SERGISON



97 MARY WHITTAKER



99 MAT JORDAN



122 CHRIS SCOTT



For further details visit: [www.monoposto.co.uk](http://www.monoposto.co.uk)

# SPOTTERS' GUIDE

## PROJECT 8 RACING SALOONS

**2** PAUL WILSON



**3** STEPHEN PEARSON



**6** RODNEY FROST



**7** IAN SHEPHERD



**13** PETER SELDOM



**14** DAVID BALL



**31** NIGEL OLIVE-JONES



**32** ROBYNE OLIVER



**34** GREG GRAHAM



**37** GRAHAM EWINGS



**38** KARL CATLIFF



**39** MIKE COLLINS



**40** WARREN GAZZARD



**41** RICHARD IBRAHIM



**44** COLIN STUBBS



**45** DARREN STAMP



**46** MARK GAZZARD



**47** BOD BUCKBY



**48** DON HUGHES



**51** MIKE DUGDALE



**53** ANDREW TSANG





56 NEIL ADAMS



64 AMANDA EWINGS



67 IAN FRANCIS



69 ELIOT DUNMORE



70 JULIAN NEWMAN



71 ROB MANGER



74 TOM MURPHY



91 OLIVER DAVIES



97 SIMON GLENN



100 JOHN WILLCOCKS



114 LAWRENCE BALL



119 CHRIS PALMER



131 ALAN WILEMAN



134 STEPHEN EMSLIE



139 CHRIS BOON



153 IAN CLARK



160 DAVID MARGALIES



162 BEN WOODCOCK



164 ANDY EWINGS



188 MATT SELDOM



199 RIKKI CANN



# SPOTTERS' GUIDE

## PROJECT 8 RACING SALOONS

**2** PAUL WILSON



**3** STEPHEN PEARSON



**6** RODNEY FROST



**7** IAN SHEPHERD



**13** PETER SELDOM



**14** DAVID BALL



**31** NIGEL OLIVE-JONES



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139 CHRIS BOON



153 IAN CLARK



160 DAVID MARGALIES



162 BEN WOODCOCK



164 ANDY EWINGS



188 MATT SELDOM



199 RIKKI CANN



No.	Driver	Hometown	Entrant/Sponsor	Make	Model	CC
<b>Class A</b>						
3	Stephen Pearson	Bury St Edmunds	Eunuch Racing	BMW	E36 M3	3000
13	Peter Seldon	Sevenoaks	Serverware Group plc	BMW	E36 M3	2990
31	Nigel Olive-Jones	Chichester	MOJ Engineering	Nissan	200SX	2000
38	Karl Gattiff	Newmarket		BMW	E36 M3	3000
39	Mike Collins	Angmering		BMW	E36 M3	2990
51	Mike Dugdale	Southampton	www.evolved-to-race.com	BMW	E36 M3	2990
70	Julian Newman	Truro	TonniesFleisch	BMW	M5	3600
74	Tom Murphy	Welling		Ford	Cosworth Sierra	2000
188	Matt Seldon	Kensing	Serverware Racing	BMW	E36 M3	3000
<b>Class B</b>						
6	Rodney Frost	Oxshott		Jaguar	XJS	4000
14	David Ball	Coventry	Ball Brothers Racing	Jaguar	XJS	3600
114	Lawrence Ball	Coventry		Jaguar	XJS	4000
119	Chris Palmer	Chertsey	XJ Motor Services	Jaguar	XJS	4000
139	Chris Boon	Coventry	Covcats	Jaguar	XJS	3980
153	Ian Clark	Bracknell		Ford	Capri GXL	2995
160	David Margalies	Chichester	Corbeau	Ford	Capri	2998
<b>Class C</b>						
64	Amanda Ewings	Sturmer	Tiny Toes Childcare LTD	BMW	E30 M3	2300
100	John Willcocks	Chichester	www.pwi.co.uk	BMW	E30 M3	2300
<b>Class D</b>						
7	Ian Shepherd	London	Disruptive Music	BMW	325i	2498
32	Robyne Oliver	Whiteley	MOJ Engineering Ltd	BMW	325i	2490
37	Graham Ewings	Leigh-on-Sea	Ewings Software Ltd	BMW	325i	2500
41	Richard Ibrahim	Brent	Brent Knoll	BMW	325i	2495
45	Darren Stamp	Norwich	Crown Garage	BMW	325i	2498
46	Mark Gazzard	Wickford	Gaz Shocks	BMW	E36 Compact	1900
47	Bod Buckley	Wilmslow		BMW	325i	2498
48	Don Hughes	Andover	Owslebury Crankshaft Service	Peugeot	306 s16	2000
69	Eliot Dunmore	Thame	edmotorsport.co.uk	Toyota	Celica Gti	1998
91	Oliver Davies	Orpington		Renault	5 GT Turbo Coupe	1396
164	Andy Ewings	Sturmer	Metcraft Engineering	BMW	325i	2500
<b>Class E</b>						
140	Warren Gazzard	Basildon	Gaz Shocks	BMW	E36 Compact	1900
44	Colin Stubbs	Louth		Rover	216 GTi	1590
53	Andrew Tsang	Kings Lynn		BMW	Compact 318ti	2000
71	Rob Manger	Alresford	RMR Team Wessex with Cleeve Construction	Ford	Fiesta XR2i Mk3	1597
134	Stephen	Emslie	Cumbernauld	Ford	Fiesta	1600
<b>Class F</b>						
2	Paul Wilson	Nailsea		BMW	320	1990
34	Greg Graham	Alloa	Marangoni Tyre	BMW	320i	2000
56	Neil Adams	Hornchurch		BMW	E30 320i	2000
67	Ian Francis	Dunstable		BMW	318i	1795
97	Simon Glenn	Hertford	Climax Motorsport	BMW	E30 320i	1991
131	Alan Wileman	Ferring	Brookland Cars	BMW	320	2000
162	Ben Woodcock	London	Parc Ferme Surveyors	BMW	E30 320i	2000
199	Rikki Cann	Great Wakering	Rikki Cann Aston Martin Specialists	BMW	E30 320i	2000

**Description**

Run by Project 8 Racing, the series caters for saloon cars marketed before 1st January 1994, of which more than 5,000 examples were manufactured in any 12 month period during the overall production run and/or were homologated by F.I.A. for competition in Group N category for production cars, prior to that date.

**Specification**

Cars are divided into classes as follows:  
 Class A – Over 2989cc  
 Class B – 2501cc to 2989cc and cars running to JEC regulations classes E & G  
 Class C – 2001cc to 2500cc  
 Class D – 1601cc to 2000cc  
 Class E – Up to 1600cc and cars running to JEC regulations classes D & F  
 Class F – cars fully compliant with the Production BMW Series regulations

**Points and Rewards**

As a series there are no points awarded. Trophies are awarded to the class winners.

**2012 Calendar**

24/25 March	Brands Hatch
14/15 April	Silverstone GP
12/13 May	Silverstone National
30 June/1 July	Snetterton 300
21 July	Oulton Park
18/19 August	Brands Hatch GP
1/2 September	Cadwell Park
6/7 October	Donington Park

**Website**

www.p8mwc.co.uk/p8rs

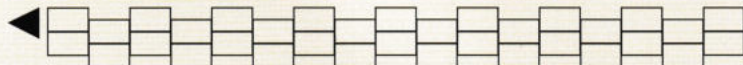
**Grid Positions – Race 2**



**Results – Race 2**

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

**Grid Positions – Race 7**



**Results – Race 7**

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



No.	Driver	Hometown	Team/Sponsor	Car	CC
1	Mike Tovey	Bristol	Wessex Vehide Services	E30 320i	2000
2	Tim Wilson	Wraxall		320	1990
4	Stuart Waite	salisbury	BARTLEY BMW Specialists	320i	1990
5	Ben Winrow	Earls Barton	Stratos Control Systems	320i	1998
6	Andrew Partridge	Walsall		E30 320	1990
11	Steve Turtill	Caxton	www.revelare.co.uk	E30 320i	1990
15	Jack Gabriel	Bracknell	Bodytone	320i	2000
16	Declan Russell	Horsmonden	Welding Innovations Ltd	e30	1800
18	Ian Russell	Horsmonden	FROG Diamond Drilling/ Owllet Fruit Juices	E30	1991
19	Kevin Hodgjin	Fareham		320i	1990
21	George Sealey	Lutterworth		320i	1990
22	Liam Crilly	Royston	@liamcrilly	E30 320i	1990
30	Leonard Oliver	Whiteley	MOJ Engineering Ltd	e30 320i	2000
33	David Graves	Colchester	@graves_msport	320i	2000
34	Greg Graham	Alloa	Marangoni Tyre	320i	2000
35	Mark Palmer	flitwick		320i	1998
42	Tom Ibrahim	Cardiff		320i	1990
43	Miles Howard	Warwick		320i	1991
56	Neil Adams	Hornchurch		E30 320i	2000
62	Andy Gay	Crowborough	Parc Ferme Surveyors	E30 320	2000
66	Mike Jones	NORWICH	MODELLO	E30 320	1999
67	Ian Francis	Dunstable		318i	1795
72	Stephen Carter	New Alresford	www.phasetechnology.co.uk	E30 318	1800
76	Harry Goodman	Chipping Norton		320i	1990
78	Kevin Welsh	southampton	RAW motorsport	320i	2000
88	Geoff Beavis	Ellisfield		318i	1796
95	Steve Gilbert	Lincoln		320	2000
97	Simon Glenn	Hertford	Climax Motorsport	E30 320i	1991
98	Jerry Brown	Marlborough		E30 318i	1800
99	Tim Dixon	Birmingham		318	1796
102	Rob Cooper	Marlow		320i	1990
117	Manoli Yannaghass	London		E30	2000
131	Alan Wileman	ferring	Brookland Cars	320	2000
132	Charles Plumley	Rochester		320	2000
138	Matt Parkes	BRISTOL	Thatchway motorsport/Motorcare	E30 320i	1990
144	Stephen Murphy	manchester	ASWR BMW PARTS	318i	1789
145	Matthew Swaffer	Hythe	Production BMW Track Day Experience	320	2000
150	Paul Kembery	Bristol	www.kdclocks.co.uk	E30 320i	1990
177	Aaron Morgan	Basingstoke	Adapted Vehide Hire / CCL Vehvac/ City Gate Automation	320	1989
199	Lauren Cann	Great Wakering	Rikki Cann Aston Martin Specialists	E30 320i	2000

**Description**

The Production BMW Championship is a one-make race series specifically designed to provide close, friendly and as much as possible cheap racing for any driver from beginner to advanced.

**Specification**

Cars competing include the BMW E30, the 3-series car made between 1983 and 1990. Only the 318i and 320i are permitted, with the M40 or M20 engines respectively.

**Points and Rewards**

Points will be awarded to Competitors listed as classified finishers in the Final. Results as follows: 30,28,26,24,22,20,18,16,14,12,10, 9, 8, 7, 6, 5, 4, 3, 2, 1, plus 2 for fastest single recorded lap in practice or race, provided that the driver in question is not the race winner. Should this be the case the additional points will not be re-allocated to another driver.

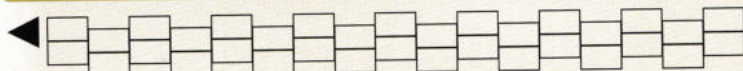
**2012 Calendar**

24/25 March	Brands Hatch
12/13 May	Silverstone National
30 June/1 July	Snetterton 300
21 July	Oulton Park
18/19 August	Brands Hatch GP
1/2 September	Cadwell Park
6/7 October	Donington Park

**Website**

www.pbmwc.co.uk

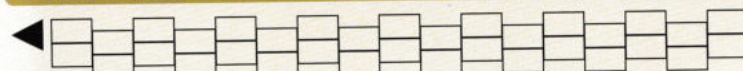
**Grid Positions – Race 8**



**Results – Race 8**

1<sup>st</sup>... / 2<sup>nd</sup>... / 3<sup>rd</sup>... / 4<sup>th</sup>... / 5<sup>th</sup>... / 6<sup>th</sup>... / 7<sup>th</sup>... / 8<sup>th</sup>... / 9<sup>th</sup>... / 10<sup>th</sup>...  
 Winner's Time ..... Gap.....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

**Grid Positions – Race 16**



**Results – Race 16**

1<sup>st</sup>... / 2<sup>nd</sup>... / 3<sup>rd</sup>... / 4<sup>th</sup>... / 5<sup>th</sup>... / 6<sup>th</sup>... / 7<sup>th</sup>... / 8<sup>th</sup>... / 9<sup>th</sup>... / 10<sup>th</sup>...  
 Winner's Time ..... Gap.....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph



# SPOTTERS' GUIDE

MARANGONI TYRES PRODUCTION BMW  
CHAMPIONSHIP IN ASSOCIATION WITH KWIK FIT

1 MIKE TOVEY



2 TIM WILSON



4 STUART WAITE



5 BEN WINROW



6 ANDREW PARTRIDGE



11 STEVE TURTILL



15 JACK GABRIEL



16 DECLAN RUSSELL



18 IAN RUSSELL



19 KEVIN HODGIN



21 GEORGE SEALEY



22 LIAM CRILLY



30 LEONARD OLIVER



33 DAVID GRAVES



34 GREG GRAHAM



35 MARK PALMER



42 TOM IBRAHIM



43 MILES HOWARD



56 NEIL ADAMS



62 ANDY GAY



66 MIKE JONES



67 IAN FRANCIS



72 STEPHEN CARTER



76 HARRY GOODMAN



78 KEVIN WELSH



88 GEOFF BEAVIS



95 STEVE GILBERT



97 SIMON GLENN



98 JERRY BROWN



99 TIM DIXON



102 ROB COOPER



117 MANOLI YANNAGHAS



131 ALAN WILEMAN



132 CHARLES PLUMLEY



138 MATTHEW PARKES



144 STEPHEN MURPHY



145 MATTHEW SWAFFER



150 PAUL KEMBERY



177 AARON MORGAN



199 LAUREN CANN



MARANGONI TYRES MADE IN ITALY  
Production BMW Championship  
In Association With Kwik Fit

For further details visit: [www.pbmwc.co.uk](http://www.pbmwc.co.uk)

No.	Driver	Hometown	Team	Car	Class
1	Chris Needham	Morecambe	DST Group Ltd	Dallara F302	Cup
2	Mark Harrison	Kidderminster	Magic Motorsport	Dallara F306	Cup
3	Neil Harrison	Kidderminster	Magic Motorsport	Dallara F302	Cup
4	Stuart Wiltshire	Billericay	JSM Construction Ltd/Mark Bailey Racing	Dallara F307	Cup
7	Tony Bishop	Whipsnade	Omicron Motorsports	Dallara F306	Cup
9	Louis Hamilton-Smith	Brackley	-	Dallara F304	Cup
10	Prajesh Shah	London	Chris Dittmann Racing	Dallara F307	Cup
14	Nick Robinson	Ely	Performance Packaging/Mark Bailey Racing	Dallara F302/4	Cup
16	Gino Ussi	Padworth Common	Grays Motorsport	Dallara F307	Cup
21	Mark Terry	Chatham	Lanan Racing	Dallara F302	Cup
24	Matt Payne	Eastwood	-	Dallara F307	Cup
25	Kourosh Khani	Iran	Lanan Racing	Dallara F302/4	Cup
27	Tristan Cliffe	Norwich	Omicron Motorsports	Dallara F307	Cup
33	Benjamin Harvey	Penistone	Prestige Car Leasing/Mark Bailey Racing	Dallara F307	Cup
37	Robbie Watts	Benfleet	Raw Power Motorsport	Dallara F306	Cup
45	Frank Thomas	Belgium	Mark Bailey Racing	Dallara F305/6	Cup
74	James Abbott	Thurlby	-	Dallara F306	Cup
8	Philip Austin	Lancaster	Hartley Hire	Dallara F398	Trophy
11	Chris Dittmann	Tewkesbury	Chris Dittmann Racing	Dallara F301	Trophy
20	Jeremy Timms	Tuffley	Topmarx Racing	Dallara F301	Trophy
22	Winston Graham	Northolt	-	Dallara F300	Trophy
58	Linton Stutley	Peterborough	Enigma Motorsport	Dallara F399	Trophy
77	Dave Karaskas	Epping	Dave Karaskas Racing	Dallara F300	Masters

**Description**

After a successful inaugural season, for 2012 the F3 Cup has been opened up to newer cars, up until the end of 2007, and has been granted Championship status.

**Specification**

The F3 Cup caters for Formula 3 chassis built after 1980 and before 2008, with a race calendar consisting of the leading UK circuits. Each race weekend consists of one 25 minute qualifying session and two 20 minute races.

**Cup Class:** For cars built and raced between January 2002 and December 2007.

**Trophy Class:** For cars built and raced between January 1997 and December 2001.

**Masters Class:** For cars built and raced between January 1981 and December 1996.

**Approximate costs**

Base car: From £10,000 (Trophy Class) or £30,000 (Cup Class)  
Full Season: From £30,000

**Rewards and points**

Points will be awarded per class as follows: 25-18-15-12-10-8-6-4-2-1, 1 point will be awarded for the fastest lap in qualifying and in each of the races. If there are 4 or less starters in a class, the points awarded will be divided by 2, if 2 or less starters the points awarded will be divided by 4.

The 2012 F3 Cup Champion will win a test drive in a Williams F1-designed FIA Formula Two Championship Car.

**Team Championship**

Points will also be awarded to Teams with 2 or more cars and an Entrants licence. Team points are awarded to the two highest-placed cars from each team in each race and are awarded as per the F3 Cup Drivers Championship, but without additional points for pole position and fastest lap.

**2012 Calendar**

9 April	Oulton Park
28/29 April	Donington Park
12/13 May	Silverstone
15-17 June	Spa Francorchamps
30 June/1 July	Snetterton 300
18/19 August	Brands Hatch GP
8 September	Anglesey
21/22 September	Silverstone GP
27/28 October	Snetterton 300

**Website**

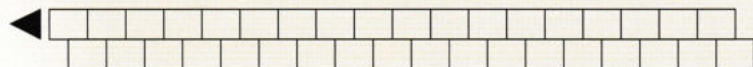
www.f3cup.co.uk  
Follow us on Twitter - @F3Cup

**Championship Standings**

1st	T. Cliffe (Cup)	147 pts
2nd	C. Dittmann (Trophy)	141.5 pts
3rd	M. Harrison (Cup)	119 pts
4th	L. Stutley (Trophy)	113.5 pts
5th	G. Ussi (Cup)	103 pts



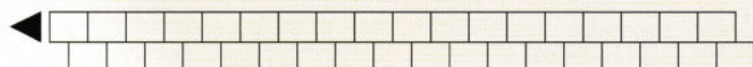
**Grid Positions – Race 6**



**Results – Race 6**

1<sup>st</sup>... / 2<sup>nd</sup>... / 3<sup>rd</sup>... / 4<sup>th</sup>... / 5<sup>th</sup>... / 6<sup>th</sup>... / 7<sup>th</sup>... / 8<sup>th</sup>... / 9<sup>th</sup>... / 10<sup>th</sup>...  
Winner's Time .....Gap.....Laps.....Speed.....mph  
Fastest Lap: No.....Time.....Speed.....mph

**Grid Positions – Race 11**



**Results – Race 11**

1<sup>st</sup>... / 2<sup>nd</sup>... / 3<sup>rd</sup>... / 4<sup>th</sup>... / 5<sup>th</sup>... / 6<sup>th</sup>... / 7<sup>th</sup>... / 8<sup>th</sup>... / 9<sup>th</sup>... / 10<sup>th</sup>...  
Winner's Time .....Gap.....Laps.....Speed.....mph  
Fastest Lap: No.....Time.....Speed.....mph



**1** CHRIS NEEDHAM



**2** MARK HARRISON



**3** NEIL HARRISON



**4** STUART WILTSHIRE



**7** TONY BISHOP



**8** PHILIP AUSTIN



**9** LOUIS HAMILTON-SMITH



**10** PRAJESH SHAH



**11** CHRIS DITTMAN



**14** NICK ROBINSON



**16** GINO USSI



**20** JEREMY TIMMS



**21** MARK TERRY



**22** WINSTON GRAHAM



**24** MATT PAYNE



**25** KOUROSH KHANI



**27** TRISTAN CLIFFE



**33** BENJAMIN HARVEY



**37** ROBBIE WATTS



**45** FRANK THOMAS



**58** LINTON STUTELY



**74** JAMES ABBOTT



**77** DAVE KARASKAS



**F3 CUP**

For further details visit: [www.f3cup.co.uk](http://www.f3cup.co.uk)

# SPOTTERS' GUIDE

## LOTUS ON TRACK ELISE TROPHY

**1** KEN SAVAGE



**4** NIGEL AYRES



**6** CLIVE WILLIS



**9** ROB BOSTON



**12** SETH WALPOLE



**15** ADAM KNIGHT



**17** NEIL LIVESEY



**19** ED MORRIS



**23** JOSE PALAZON



**27** SIMON DOWKER



**28** WILL PRICE



**30** DAVE CARR



**32** MATTHIAS RADESTOCK



**33** MARTIN WILLIS



**34** JAMES PROCTOR



**36** PAUL DAVIES



**37** MARK YATES



**38** CHARLOTTE BURRIDGE



**39** WARREN SCOTT



**43** PHIL STRATTON LAKE



**47** DAVID HAY



**48** PIT KETVEL

LOTUS ON TRACK  
  
 ELISE TROPHY

**49** GISELLA KETVEL

LOTUS ON TRACK  
  
 ELISE TROPHY

**53** CHRISTOPHER MAYHEW



**54** SIMON OAKLEY



**56** STUART ROWLAND



**57** NEIL STOTHERT



**58** ADAM BEWSEY



**59** NIGEL HANNAM



**63** PAUL BAKER



**65** JOHN LAMASTER



**67** PENNY KELL



**72** DAN PLANT



**81** ROB WOOLRIDGE

LOTUS ON TRACK  
  
 ELISE TROPHY

**85** STUART RATCLIFF



**86** ANDREW BENTLEY



**89** SIMON JONES



**92** CRAIG DENMAN



**93** ANDY STANFORD



**98** MATT COLLINS

LOTUS ON TRACK  
  
 ELISE TROPHY

LOTUS ON TRACK



[www.elisetrophy.com](http://www.elisetrophy.com)

No.	Driver	Hometown	Team/Sponsor	Car	Colour
1	Ken Savage	Pottersbury	Perrys	Elise S1	Yellow
4	Nigel Ayres	Flitwick	Daedalus Computing	Elise S1	White / Orange
6	Clive Willis	Ewhurst Green	Punk Dog Racing	Elise S1	Blue
9	Rob Boston	Gainsborough	Tembe DIY	Elise S2	Laser Blue
12	Seth Walpole	Kings Lynn	Track-Group.com	Elise S1	Silver
15	Adam Knight	London	Track-Group.com	Elise S2 111R	Blue
17	Neil Livsey	Manchester	V2 Race	Elise S2	Titanium Grey
19	Ed Morris			Elise S1	
23	Jose Palazon	London	Track-Group.com	Elise S2 111R	Orange
27	Simon Dowker	Sunningdale	Speed Six Racing	Exige S2	Green
28	Will Price	Stamford	-	Elise S1	Blue
30	Dave Carr	Norwich	ES Motorsport	Elise S1	Black
32	Matthias Radestock	London	ES Motorsport	Elise S1	Black
33	Martin Wills	Maidenhead	Vision Accident Management	Elise S1	Black
34	James Proctor	Tonbridge	SW Lotus	Exige S2	Orange
36	Paul Davies	Crowlink	Chestnut Tree House	Elise S1	Yellow / Red
37	Mark Yates	Dover	Active Transport	Elise S1	Silver
38	Charlotte Burridge	Wareside	James Taylor Group	Elise S1	Yellow
39	Warren Scott	Buntingford	Team BMR	Elise S2 111R	White/Black
43	Phil Stratton Lake	Earley	Gaz Shocks	Elise S1	Green
47	David Hay	Hartley Wintney	-	Elise S2	Blue
48	Pii Ketvel	Hampstead Grove	ES Motorsport	Elise S2	Black
49	Gisella Ketvel	Hampstead Grove	ES Motorsport	Elise S2.5	Red
53	Christopher Mayhew	Coventry	A-TECH Chemicals	Elise S2	Yellow
54	Simon Oakley	Fritton	SO Motorsport	Elise S2	Blue
56	Stuart Rowland	Oxford	KB Motorsport	Elise S1	Black
57	Neil Stothert	Tenbury Wells	raw-group.com	Elise S1	Blue
58	Adam Bewsey	Oxford	Lotus Interiors	Elise S1	Power Blue
59	Nigel Hannam	Garforth	ES Motorsport	Elise S1	Blue
63	Paul Baker	Stowmarket	Cakes by Appointment	Elise S1	Friesian Cow
65	John Lamaster	London	Lama on Track	Elise S2	Green
67	Penny Kell	Shamley Green	Wonder Llama	Elise S2	Orange
72	Dan Plant	London	Armour Gel	Elise S1	White
81	Rob Woolridge	Towbridge	Motul Oils	Elise S1	White / Red
85	Stuart Ratcliff	Sutton Coldfield	tedwilliamsenswear.com	Elise S1	Purple
86	Andrew Bentley	Northampton	Hangar 111	Elise S2 111R	White
89	Simon Jones	Oldbury on Seven	ecarinsurance.co.uk	Elise S1	Blue
92	Craig Denman	Hengoed	denmanandsonsltd.com	Elise S1	Orange
93	Andy Stanford	Bridgend	QMECH Racing	Elise S1	Silver/Orange
98	Matt Collins	Eastry		Elise S1	Blue / Green

**Description**

The Elise Trophy is a series aimed as a safe and social environment for those wishing to move from track days into racing. A 20 minute qualifying session determines the grid for the first of two 20 minute races, the second featuring a reverse top-ten from qualifying.

**Specification**

Normally-aspirated Elises and Exiges: Rover-engined cars running up to 151bhp at the hubs with car and driver combined weight of 825kg. Toyota-powered cars 172bhp and combined weight of 945kg. All cars run Yokohama A048 tyres.

**Approximate costs**

Base car: from £10,000  
Running costs: from £600 per round

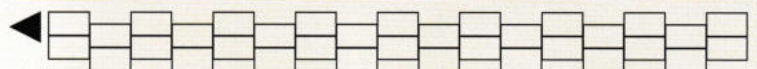
**2012 Calendar**

- 14/15 April Silverstone GP
- 19-20 May Brands Hatch Indy (DTM)
- 16 June Castle Combe
- 28 July Oulton Park
- 18-19 August Brands Hatch GP
- 8 September Anglesey
- 6 October Donington Park
- 28 October Snetterton 300

**Website**

[www.elisetrophy.com](http://www.elisetrophy.com)

**Grid Positions and Results – Race 5**



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

Winner's Time .....Gap.....Laps.....Speed.....mph

**Grid Positions and Results – Race 10**



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

Winner's Time .....Gap.....Laps.....Speed.....mph

LOTUS ON TRACK



ELISE TROPHY

No.	Driver 1	Driver 2	Team/Sponsor	Car	Colour
<b>2 Eleven</b>					
6	Nicholas Walker	-	Walker Motorsport LLP	Lotus 2 Eleven	Orange
37	Liz Halliday	-	John Danby Racing	Lotus 2 Eleven	Blue
39	Simon Deacon	-	Tri-Light	Lotus 2 Eleven	Black
42	Mark Gooday	-	Ashdown Bass Amps	Lotus 2 Eleven	Black / Gold
62	Tom Chatterway	-	Structural Membranes	Lotus 2 Eleven	White
70	Marcus Jewell	-	Track-Group.com	Lotus 2 Eleven	Orange
79	JP Genoud Prachex	-	Lotus Thierry Verhiest	Lotus 2 Eleven	Krypton Green
80	Steve Train	-	Track-Group.com	Lotus 2 Eleven	Silver
105	Jonathan Walker	-	Walker Motorsport LLP	Lotus 2 Eleven	Orange & White
192	Christophe Lisandre	-	Bourcier Competition	Lotus 2 Eleven	Black
<b>V6 Cup</b>					
10	Adrian Lester	-	RainwaterHarvesting.co.uk	Lotus Evora GTN	Silver
18	Steve Williams	Martin Donnelly	SW Lotus	Lotus Evora GTN	Yellow
99	Gavan Kershaw	Mark Fullalove	Stratton Motor Company	Lotus Evora GT4	Green
122	Gregory Rasse	-	Lotus Thierry Verhiest	Lotus Evora GT4	White
<b>Exige Cup</b>					
22	Phill Capstick	Jack Goff	ES Motorsport	Lotus Exige Cup	Black
46	Denis Van den Savel	-	Lotus Thierry Verhiest	Lotus Exige Cup	Orange
47	Glenn Sherwood	Jaime Stanley	GT Trucktyre	Lotus Exige Cup	Red / White / Blue
115	Daniel Coker	-	-	Lotus Exige Cup	Black
142	John Rasse	-	Lotus Thierry Verhiest	Lotus Exige Cup	Orange
<b>Lotus Open Class</b>					
8	Paul McNeilly	BJ Chong	FOXINT.com	Exige S1 NA Honda	Yellow
24	Doug Setters	Chris Setters	Combat Laser Games	Exige S1 NA Honda	Green
66	David Fenn	Rob Fenn	Go Green Motorsport	Motorsport Elise	Black & Green
73	Adrian Hall	-	Maidstone Sports Cars	Exige S1 NA Honda	White
74	Campbell Cassidy	Chris Randall	Apex Tubulars	Lotus Europa	Black & Blue
<b>Production Class</b>					
2	Ken Savage	-	Perrys	Lotus Elise S1	Yellow
5	Stuart Plotnek	-	KB Race Radio	Lotus Elise S1	White / Blue
9	Rob Boston	-	Tembe DIY	Lotus Elise S2	Laser Blue
15	Adam Knight	-	Track-Group.com	Lotus Elise S2 111R	Blue
17	Neil Livsey	Tom Bradshaw	V2 Race	Lotus Elise S2	Titanium Grey
27	Simon Dowker	-	Speed Six Racing	Lotus Exige S2	Green
30	Dave Carr	-	ES Motorsport	Lotus Elise S1	Black
32	Matthias Radestock	-	ES Motorsport	Lotus Elise S1	Black
36	Paul Davies	-	Chestnut Tree House	Lotus Elise S1	Yellow / Red
38	Charlotte Burridge	Tom Dunston	James Taylor Group	Lotus Elise S1	Yellow
48	Pii Ketvel	Gisella Ketvel	ES Motorsport	Lotus Elise S2	Black
61	Andy Napier	-	Motul Oils	Lotus Elise S1	White / Blue
65	John LaMaster	-	Lama on Track	Lotus Elise S2	Green
85	Stuart Ratcliff	Anthony Dunn	tedwilliamsmenswear.com	Lotus Elise S1	Purple
86	Andrew Bentley	-	Hangar 111	Lotus Elise S2 111R	White
92	Craig Denman	-	denmandandsonstd.com	Lotus Elise S1	Orange
125	Andrew Wright	-	Speedlogic Motorsport	Lotus Elise S1	Red
139	Warren Scott	-	Team BMR	Lotus Elise S2 111R	White/Black
<b>Reserves</b>					
67	Andrew Kell	Penny Kell	Wonder Llama	Lotus Elise S2	Orange
37	Mark Yates	-	Active Transport	Lotus Elise S1	Silver
54	Simon Oakley	-	SO Motorsport	Lotus Elise S2	Blue

## Grid Positions – Race 14 (Rolling Start)

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

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

Winner's Time .....Gap.....Laps.....Speed.....mph

## Description

The Lotus Cup UK is aimed at drivers who want all the benefits of a championship in a fair, safe and social environment whilst driving arguably the most iconic of all British marques.

Races are a mixture of one hour endurance with a pit stop enabling two drivers to share a car and two sprint races of 20 and 30 minutes. Qualifying is 20 minutes while most rounds also have free practice.

## Specification

5 Classes:

**V6 Cup:** for normally-aspirated GT4-spec Evoras, up to 360 bhp

**2-Eleven:** for 2-Elevens running up to 248bhp and combined car and driver weight of 815kg

**Exige:** for Series 2 Exige cars up to 260bhp and combined weight of 910kg

**Production:** Normally-aspirated Elises and Exiges: Rover-engined cars running up to 151bhp at the hubs with car and driver combined weight of 825kg, Toyota-powered cars 172bhp and combined weight of 945kg. All cars run Yokohama A048 tyres.

**Lotus Open:** All Lotus cars otherwise ineligible for the above classes on an invitation-basis, maximum power-to-weight ratio of 285.7bhp per tonne including driver

## Approximate costs

Base car: from £10,000

Running costs: from £800 per round

## Points and Rewards

Points will be awarded to competitors listed as classified finishers in the final results as follows:-

1<sup>st</sup> = 20, 2<sup>nd</sup> = 18, 3<sup>rd</sup> = 16, then incrementally down one point for each finishing position to 18th

One bonus point for each starter in group, up to a maximum of 10 points, will be awarded to each finisher in group and added to the finishing position score.

The competitor setting the fastest lap in each championship Group in each race will score one (1) additional point.

A bonus of 10 points will be awarded to every competitor entering the overseas round and starting at least one of the two races at that round.

A bonus of 10 points will be awarded to every competitor who starts all 9 races.

# SPOTTERS' GUIDE

## LOTUS CUP UK

**2** KEN SAVAGE



**5** STUART PLOTNEK



**6** NICHOLAS WALKER



**7** JONATHAN WALKER



**8** PAUL MCNEILY/BJ CHONG



**9** ROB BOSTON



**10** ADRIAN LESTER



**15** ADAM KNIGHT



**17** N LIVESEY/T BRADSHAW



**18** S WILLIAMS/M DONNELLY



**22** PHIL CAPSTICK/JACK GOFF



**24** DOUG SETTERS/CHRIS SETTERS



**27** SIMON DOWKER



**30** DAVE CARR



**32** MATTHIAS RADESTOCK



**36** PAUL DAVIES



**37** LIZ HALLIDAY



**38** C BURRIDGE/T DUNSTON



**39** SIMON DEACON



**42** MARK GOODY



**46** DENIS VAN DEN SAVEL



**47** G SHERWOOD/J STANLEY



**48** PII KETVEL/GISELLA KETVEL



**54** SIMON OAKLEY



**61** ANDY NAPIER



**62** TOM CHATTERWAY



**65** JOHN LAMASTER



**66** DAVID FENN/ROB FENN



**67** ANDREW KELL/PENNY KELL



**70** MARCUS JEWELL



**73** ADRIAN HALL



**74** C CASSIDY/C RANDALL



**79** JP GENOUD PRACHEX



**80** STEVE TRAIN



**85** S RATCLIFF/A DUNN



**86** ANDREW BENTLEY



**92** CRAIG DENMAN



**99** G KERSHAW/M FULLALOVE



**115** DANIEL COKER



**122** GREGORY RASSE



**125** ANDREW WRIGHT



**137** MARK YATES



**139** WARREN SCOTT



**142** JOHN RASSE



**192** CHRISTOPHE LISANDRE



[www.lotrdc.com/lotuscupuk](http://www.lotrdc.com/lotuscupuk)

No.	Driver's Name	Hometown	Entrant/Sponsor	Car	Engine
11	Austin Mackie	Bromley	PA Motorsport	Macon MR8	Auriga
14	Glen Finn	Plymouth	Emax Motorsport	Van Diemen RF89	Philspeed
15	Gary Fletcher	Twickenham	Emax Motorsport	Swift SC92F	Philspeed
24	Paul Mason	Stoke on Trent	Driver	Swift SC94	Bold
26	Tom Stoten	Reigate	Driver	Ray GRS06	Classic+Race
27	Shaun Macklin	Romsey	Emax Motorsport	Swift SC92F	JRP
29	Stuart Gough	Nottingham	Oldfield Motorsport	Van Diemen RF92	Bold
31	Peter Hill-King	London	Emax Motorsport	Swift SC92F	Philspeed
40	Charlie Reilly	Danbury	Havering College	Van Diemen RF92	Bold
55	Gilbert Cristini	France	Driver	Van Diemen RF88	Ford
71	Stephen Gibbins	Dursley	Driver	Van Diemen RF01	Bold
72	Jonathan Hoad	Warminster	JPH Motorsport	Van Diemen RF90	JPH
77	Gaius Ghinn	Petworth	Ghinn + Co Sport	Van Diemen RF00	Sneller
90	Josh Barnett	Shaftesbury	Barnett Racing with Assured Group and ZZ Creative	Van Diemen BR001	NES
95	James Gowens	Maidstone	Driver	Vector MG95	Connaught
115	Pierre Buret	France	Driver	Hawke DL15	Buret
116	Conor Murphy	Wisborough Green	QRS	Van Diemen RF83	Daly



For further details visit: [www.msvracing.co.uk/cars/champion-of-brands](http://www.msvracing.co.uk/cars/champion-of-brands)

Grid Positions – Race 17



Results – Race 17

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

Winner's Time .....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

Description

The Champion of Brands returned to the Brands Hatch circuit in 2010 after being absent for many years. The series for Formula Ford 1600 cars quickly developed a cult following, and re-established itself as Britain's premier FF1600 category. All races take place here, at the birthplace of the formula, with events on the Indy and Grand Prix layouts.

Specification

Formula Ford single-seat racing cars running to the technical regulations issued by the Ford Motor Company and MSVR. Cars are powered by the 1600cc Ford 'Kent' engine. All cars compete on Avon treaded racing tyres.

Approximate Costs

Base car from: £5,000  
Full season from: £5,000

Points and Rewards

The Champion of Brands is a series, not a championship, and so no points are scored by competitors. The overall winner of each race becomes 'The Champion of Brands' and is presented with the prestigious Champion of Brands trophy. For the next race the champion will carry the number 1 on his/her car where they will either defend the title, or surrender it to a new victor!

The Champion of Brands trophy lives permanently at Brands Hatch in the Kentagon. Trophies are awarded to podium finishers, as well as to competitors in the Kentagon Cup class, which is open to FF1600 cars manufactured on or before 31.12.1986.

2012 Calendar

- 24 March Brands Hatch Indy
- 2 June Brands Hatch Indy
- 24 June Brands Hatch GP (F3/GT)
- 19 August Brands Hatch GP

2011 'Champions of Brands'

- April - Neil Alberico
- May - Josh Barnett
- June - Jordan Skinner
- July - Craig Currie
- August - Jonathan Hoad





11 AUSTIN MACKIE



14 GLEN FINN



15 GARY FLETCHER



24 PAUL MASON



26 TOM STOLEN



27 SHAUN MACKLIN



31 PETER HILL-KING



40 CHARLIE REILLY



55 GILBERT CRISTINI



71 STEPHEN GIBBINS



72 JONATHAN HOAD



77 GAIUS GHINN



90 JOSH BARNETT



95 JAMES GOWENS



115 CONOR MURPHY



116 CONOR MURPHY



For further details visit: [www.msrracing.co.uk/cars/champion-of-brands](http://www.msrracing.co.uk/cars/champion-of-brands)

No.	Driver	Entrant	Car	CC
<b>Classic</b>				
5	Peter Shaw	Driver	Lotus Elan 26R	1600
6	Larry Kennedy	Driver	Lotus Elan	1558
7	Jim Gathercole	Driver	Lotus Elan Plus 2	1598
33	Pat Thomas	Driver	Lotus Elan 26R GTS	2000
42	Philip Rothwell	Driver	Lotus Elan S3	1558
44	Richard Hayhow	Driver	Lotus Elan	1558
46	Paul Tooms	Driver	Lotus Elan	1600
52	Malcolm Mitton	Driver	Lotus Elan Plus 2	1600
87	Al Fleming	Driver	Lotus Elan 26R	1558
91	Paul Keevill	Driver	Lotus Elan	1598
126	David Holroyd	Driver	Lotus Elan	2000
160	Bill Watt	Driver	Lotus Elan	1598
<b>FIA</b>				
9	Christophe Van Riet	Driver	Lotus Elan	1593
13	Andy Wolfe	Graham Wilson	Lotus Elan	1594
17	Alain Bazard	Driver	Lotus Elan	1593
19	Guy Fawe	Driver	Lotus Elan	1598
26	Steve Seaman	Driver	Lotus 26R Elan	1597
50	Andrew Marler	Philip Rothwell	Lotus Elan	1558
51	Louis Lempereur	Driver	Lotus Elan	1600
59	Lorraine Gathercole	Driver	Lotus Elan	1597
79	John Watson	Driver	Lotus Elan	1594
97	Nick Atkins	John Danby Racing	Lotus Elan	1600
150	Vicky Brooks	Driver	Lotus Elan	1598
191	Nick Fleming	Driver	Lotus Elan 26R	1598

**Description**

A 30 minute race to celebrate the 50th Anniversary of Colin Chapman's Lotus Elan.

**Specification**

There will be two classes, 'FIA' for cars complying to FIA Appendix K regulations running on Dunlop Historic Tyres and 'Classic' for cars running to either CSCC Swinging Sixties regulations or HSCC Roadsports regulations. These cars will have to run on MSA Blue Book 1a or 1b listed tyres of 60 profile or higher.

'Classic' class cars will have to run their original type of Lotus twin cam engine with carburettors (free) and with their original silhouette from all angles.

**Website**

[www.classicsportscardclub.co.uk](http://www.classicsportscardclub.co.uk)

**Grid Positions – Race 12****Results – Race 12**

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

Winner's Time ..... Gap..... Laps..... Speed..... mph

Fastest Lap: No..... Time..... Speed..... mph



### 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

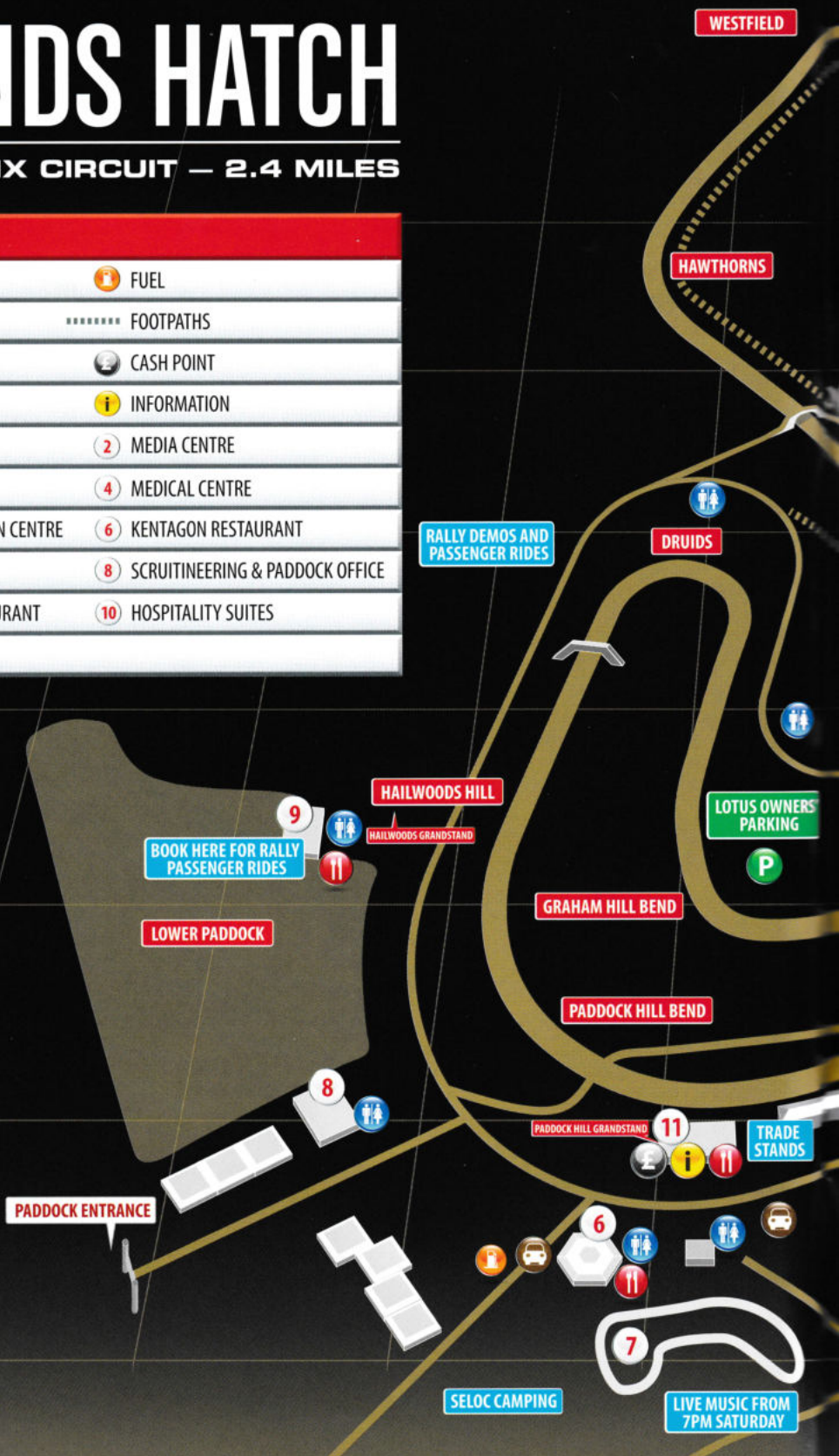
End of the race.

# BRANDS HATCH

GRAND PRIX CIRCUIT — 2.4 MILES

## CIRCUIT KEY:

PARKING	FUEL
TOILETS	FOOTPATHS
FIRST AID	CASH POINT
FOOD	INFORMATION
RACE CONTROL	MEDIA CENTRE
PIT GARAGES	MEDICAL CENTRE
MOTORSPORT VISION CENTRE	KENTAGON RESTAURANT
GO KART TRACK	SCRUTINEERING & PADDOCK OFFICE
HAILWOODS RESTAURANT	HOSPITALITY SUITES
MEGASTORE	





**LOTUS DISPLAY CARS**

A collection of Lotus machinery from Lotus Cars, Classic Team Lotus, Lotus Motorsport and the Historic Lotus Club



**LOTUS CLUB STANDS**

With many Lotus clubs in attendance, take the time to catch up with friends and like-minded enthusiasts



**AUTO JUMBLE AND CAR SALES**

Find a bargain or that elusive car part, alternatively you may just find a car to make you reach for your cheque book

Lotus on Track Racing Drivers Club would like to express its thanks to all our generous sponsors and supporters

