

Brands Hatch

official programme FREE

october 18 - 20, 1996



**1996 DUCKHAMS FORMULA FORD
FESTIVAL & WORLD CUP**

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Brands Hatch - 18 - 20 october

Welcome to the Duckhams Formula Ford Festival

Welcome to 1996 Formula Ford Festival. This year marks the 25th anniversary of this international showcase for young drivers, and Duckhams is proud to have supported this prestigious event for the past eight years.

Since its inception in 1972, the Festival has become the undisputed highlight of the international Formula Ford calendar, with drivers descending on Brands Hatch from around the world. Some of motorsport's biggest names have competed in the event, including Michael Schumacher, Damon Hill, David Coulthard, Mika Hakkinen, and Johnny Herbert. Current Ferrari driver, Eddie Irvine, won the 1987 Festival in a Duckhams Van Diemen, as did Jan Magnussen in 1992.



Two young drivers hoping to follow in their famous footsteps this weekend are 1996 Duckhams Van Diemen drivers, Kristian Kolby and Mark Webber, who have already given the team one of its most successful seasons on record. Kolby recently won the British Formula Ford championship title, with Webber in second place - both are equally determined to add the category's most prestigious crown to the team's 1996 string of achievements.

Incidentally, the 'works' Van Diemens you see out on the circuit this weekend are running on fully-synthetic Duckhams QS, the same oil you can buy over the counter. This continues the Duckhams tradition established many years ago, of providing motorsport competitors with exactly the same oils that are available to the public.

I wish you all a thoroughly enjoyable and memorable 1996 Duckhams Formula Ford Festival and World Cup. May the best driver win!

Pam Chesters
Chief Executive
Alexander Duckham & Co Ltd

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TODD FARMS FOR SUCCESS

Cambridge farmer, Robert Todd, gets his opportunity to race against the world's best Formula Ford drivers when he joins Kristian Kolby and Mark Webber in the Duckhams works Van Diemen team, as part of his prize for winning the 1996 National Formula First Championship.

Twenty-eight year old Todd only took up racing last year after a few kart races, but finished a strong fourth in the 1995 British Formula First Championship as a privateer. He went on to win the Formula First winter series with Aztec Engineering, which earned him a test drive with the Duckhams Formula Ford team, and then captured this year's national championship after a dominant performance, which included seven pole positions, three fastest laps and seven wins. "I'm not under any illusions about the Festival," says Robert. "Even though I'm with the best Formula Ford team, I know I'm not going to go out and blast away from the rest of the field! I'll be happy to just get enough time in the car, learn as much as possible from the guys who have been doing it all year - Kristian and Mark - and then give it my best shot. I know the Brands Hatch Indy circuit fairly well, and I'm just going to take my time to dial myself in, and hopefully the speed will come."

Formula First is designed as a cost-effective, entry level category for inexperienced drivers, and has helped to launch the careers of a number of drivers, including nowadays *Eurosport* commentator, Ben Edwards, and ITC and F3 star, Oliver Gavin. Run for identical Van Diemen-built chassis, the Formula First cars will be in action this weekend, playing a support role to the Duckhams Formula Ford Festival. ●



Photo by: Action 35

EURO DECIDER

Many of this year's expected Festival front-runners have already had an opportunity to compete against one another, when they contested the opening two rounds of the Formula Ford Euro Cup at Spa, Belgium recently.

Darren Malkin and Mark Webber both took a win apiece, but failed to score in their other races, so it's French Formula Ford champion, David Terrien, who finished second in both races, who leads the mini-series into its final round at Brands Hatch on Friday.

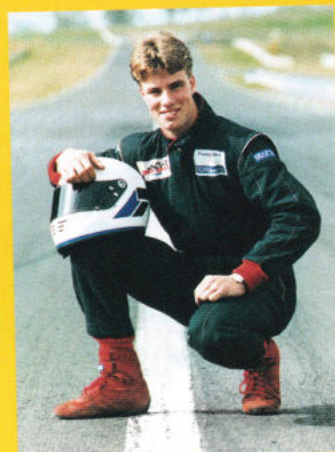
1. David Terrien	France	30
2. Darren Malkin	England	20
3. Mark Webber	Australia	20
4. Kristian Kolby	Denmark	14
5. Giorgio Vinella	Italy	13
6. Tomas Enge	Czech Rep	12
Vitor Meira	Brazil	12

DOWN UNDER AT BRANDS

One of the furthest travelling drivers this weekend is 1996 Australian Formula Ford 1600cc champion and multiple karting champion, David Besnard, who will make his UK racing debut with Manor Motorsport. The 19-year old Sydneysider will step up into the Zetec 1800cc class, but with a wealth of European karting experience already under his belt, the Van Diemen Australia driver should have no problems acclimatising to the cut and thrust of European Formula Ford action. Straight after the Festival, Besnard will jet off to the USA, where he will test with a leading Formula Ford 2000 team, before considering his 1997 options.

Also joining him from down under this weekend, is Formula Ford stalwart, the wonderfully named Dugal McDougall! The 26-year old Victorian gave the Mygale chassis its Australian debut this year, and backed it up with a win at the Sandown 500 meeting in September. For the Festival, however, McDougall, like Besnard, is moving up into the bigger cc class, joining Matthew Davies and Jacky van der Ende at Haywood Racing.

And, with Mark Webber lining up in the Duckhams Van Diemen team, Australia must surely be among the favourites for this weekend's World Cup honours.



DUCKHAMS ON DISPLAY

While this weekend's on-track entertainment is guaranteed to keep you on the edge of your seats, the Duckhams display area, situated adjacent to the Brabham/Stewart hospitality centre, is always worth a visit, too. One of its main attractions this year is the Duckhams Ducati Superbike team, fresh from competing in this year's British Superbike Championship. Team riders Ian Simpson and Phil Borley, will also take to the track at lunch time on Sunday, for a demonstration run on their superb 175-mph Ducati 916 machines.

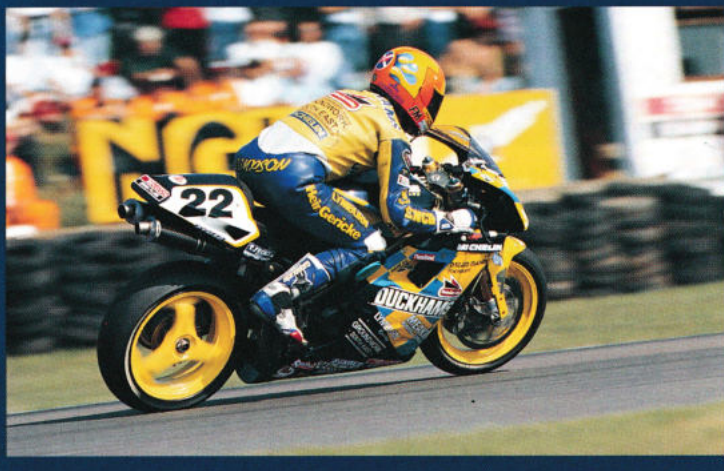


Photo by: Bryan Turner

MAGNUSSEN'S FESTIVAL RETURN

Stewart Grand Prix's brand new Formula One signing, Jan Magnussen, will make a guest appearance at this weekend's Duckhams Formula Ford Festival. It was only four years ago that the Danish ace won the 1992 Festival in a Duckhams-supported Van Diemen, but now he's back at Brands Hatch as one of Formula One's new generation drivers. Magnussen will be on hand to assist with trophy presentations and other official duties, but there will be plenty of opportunities too for autographs and photos. Rumour has it that Jan may even perform some demo laps in Jackie Stewart's Formula One March 701, during Sunday's lunchbreak.

THE CHARGER Matthew Davies has spent a learning year in the Slick 50 Formula Ford Championship this year, finishing in fifth, as the highest non-Van Diemen driver and the second Brit in the formula. He also finished a close fourth in the Avon Young Driver Award.

He began his single-seater career in France in 1995 contesting the Renault Campus series in which he took an outstanding victory at Albi. All good experience, but then he needed to learn the British circuits, which he has done this year. Racing the Haywood Racing Mygale 96, Davies has come very close to victory on more than one occasion but second was eventually his best placing in a pretty mixed season, and that was here at Brands Hatch. Renowned for being a hard-charger but still with a lot to learn, Davies - the 1994 British Karting Champion - will certainly be in there fighting this weekend and hoping to scoop the big pot at the end of the day.

And the pressure will be on Matthew - who instructs at the Nigel Mansell Racing School - to make it on to the podium and a lot for next year will depend on how the Festival goes for the Billericay 19-year-old. At the moment a second season in Formula Ford is on the cards. ●



Photo by: Action 35

● Another popular attraction will be the miniature Duckhams Van Diemens, built by Patrick Chetwood of Chester for his young sons. Patrick started building the little cars as a hobby to fill his time through the winter months, and now has produced three half-scale Van Diemens. The original car is displayed at the famous Donington Collection - the world's largest collection of single-seater racing cars - while in order to keep abreast of the times, another car has been painted to reflect the QS livery of the current 'works' Van Diemens of Kristian Kolby and Mark Webber.

● There will also be an opportunity for two people to win a pair of tickets each, to the SMMT British International Motor Show at the NEC, and a host of Duckhams goodies. Simply fill out an entry form at the Duckhams promotions caravan and then listen out over PA for the lucky winners.

● Duckhams will also be selling a wide range of merchandise and leisurewear including jackets, caps, sweaters and T-shirts, this weekend. So, if you're on the look out for early Christmas presents for that hard-to-please motorsport enthusiast in your family, then the Duckhams marquee may provide the answer!

URGENT

BRITISH RALLYCROSS CHAMPIONSHIP NOV 3

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Save the Children

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Further information please

contact: **Kent Area Manager, Christine Ford, 28 West Street, Faversham, Kent. ME13 7JG.**

Tel: 01795 535298

RAC FREE

If you suffer from any mechanical problems with your car or motorcycle while you are here at Brands Hatch this weekend, the RAC are offering a **FREE** rescue service for anyone in trouble on site - whether or not you are a member of the RAC. Just ring the direct dial number:

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DUCKHAMS FORMULA FORD FESTIVAL

HISTORY IN THE MAKING

by Martin Hadwen

Conceived in the bar

The idea for the Formula Ford Festival started, like so many brilliant ideas, in the bar! In mid 1972 at Snetterton, Barry Mercer of BOC and Firestone fame, Jim Russell of racing school fame, and the BRSCC's accountant, Peter Copper, started things rolling by suggesting that it was about time that the BRSCC ran an all-out Formula Ford meeting. For obvious reasons, the event was soon nick-named the Formula Ford knockout.

The thought of some 200 Formula Fords at one meeting turned the BRSCC's East Anglian Centre's Clerk of the Course, Dick Rayner, white with fear. He said it could not possibly work because there were not enough break-down trucks available in Norfolk to serve the meeting! Five gin and tonics later, he was voted onto the organising committee!

From these light-hearted ideas blossomed more serious plans for the Formula Ford Festival, for which much of the credit goes to Peter Browning, the then Executive Director of the British Racing and Sports Car Club. The Club continues to organise the event to this day.

The idea was to run a knockout contest for up to 200 entries, running through six heats, three semi-finals and a final. In addition to the prize money for podium places, there was to be a novel system of cash payments for everyone who entered, graded according to how long the driver could remain in the contest. First Prize was then £250, second £150 and third £100.

A Notable Absentee

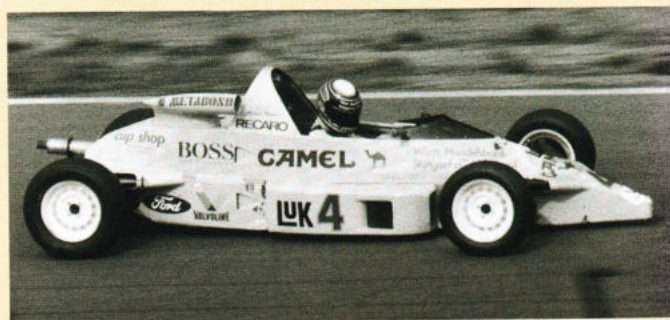
In 1977 he won 33 of the 42 Formula Ford races he entered, yet he never took part in the Festival - who? Nigel Mansell.

The field with the most star-studded potential?



In the 1985 Formula Ford Festival, the young hopefuls included Damon Hill (above), Johnny Herbert, Mark Blundell, Roland Ratzenberger, Eddie Irvine, Eric van der Poole, Ellen Lohr, Paulo Carcasci, Stephen Robertson, Bertrand Gachot, Gary Ayles, Perry McCarthy, Tim Harvey.

Did not progress too far!



During heat seven of the 1988 Formula Ford Festival, Andrew Guye-Johnson and a certain Michael Schumacher collided at Graham Hill Bend. The local driver ran wide over the grass and continued while Schumacher retired with a wheel hanging off.

A First for Duckhams



Young Ulsterman, Eddie Irvine, became the first Duckhams works Van Diemen team to win a Formula Ford Festival, when he beat current day Renault touring car star, Alain Menu, and Dave Coyne, in the 1987 event.

Double joy



The 1989 Formula Ford Festival was the first one to be sponsored by Duckhams, and was fittingly won by Brazilian Niko Palhares in a Duckhams supported works Van Diemen RF89! Amongst his rivals for the title that year, were double junior Formula Ford champion, David Coulthard, who finished second, and third placed Michael Vergers, making his UK racing debut. Williams F1 test driver, Jean-Christophe Boullion, BTCC ace, Kelvin Burt, and current-day Indycar stars, Adrian Fernandez and Gil de Ferran, were also among the entries.

What happened to?

The 1996 Duckhams Formula Ford Festival marks the 25th staging of this prestigious event, and while winning it may not guarantee you a place in Formula One, it certainly does help to move you up the ladder - as Martin Hadwen's review of past winners shows:

● Ian Taylor, 1972. Went on to F3 Championship honours the following year but then tried his hand at F5000 with little success. Became front runner in both FF2000 and Sports 2000 and in 1986 won the Uniroyal Production Saloon Championship. Founded the successful Ian Taylor Racing School at Thruxton, but was tragically killed in a saloon car race at Spa.

● Don McLeod, 1973 and 1979. The only man to win the Festival twice. Tried F3 but with too little money to make any impact. Back to FF1600 where he built the Sark with which he won in 1979.

● Richard Morgan, 1974. Demonstrated great potential in Formula Atlantic, was offered a test contract with Lotus F1 but turned it down. Returned briefly to F3 in 1985.

● Geoff Lees, 1975. Has tried his hand at almost everything! Won in F3, took European F2 title in 1981 and Japanese F2 title in 1982. Started several Grands Prix with Shadow, Ensign and Tyrrell, raced CanAm, F3000, Group C and Global GTs.

● Derek Daly, 1976. F3 champion in 1977 and went onto race F2 and F1 with March, Tyrrell and Williams. Turned his attention to the USA, competing in Indycars.

● Chico Serra, 1977. F3 champion in 1979, then front runner in F2. His F1 career with Fittipaldi and Arrows failed to show his potential. Also driven in Group C.

● Michael Roe, 1978. Raced F3 in 1989 before switching to USA. Dominated the 1984 CanAm series.

● Robert Moreno, 1980. Went on to win F3, Formula Atlantic and F2 finishing second in the European Championship in 1984. Raced CART in USA, F2 in Japan before returning to Europe to race F3000. Then moved to F1.

● Tommy Byrne, 1981. Had a successful FF2000 season before stepping back to FF1600. Title honours F3 in 1982 British Championship and then F1 with Theodore. Moved back to F3 for 1983 European Championship.

● Julian Bailey, 1982. First to win Festival in a Lola, and first Briton to win a F3000 race at Brands Hatch in 1987, also in a Lola. 13 starts in Grand Prix, then Group C and British Touring Car Championship.

● Andrew Gilbert-Scott, 1983. Dominated FF1600 in 1983 and went on to F3 until ran out of money. Sporadic F3 season in 1985, then full year of F3000 in 1986. Lack of sponsorship held him back until return to International F3000.

● Gerrit van Kouwen, 1984. Initial promise confirmed with competitive showings in F3. The lack of funds caused a problem and he drove BMW M3 in Dutch Group N. Still a regular visitor to the Festival, and can often be spotted over

the weekend!

● Johnny Herbert, 1985. Followed by an uncompetitive FF2000 season, then dominated F3 Championship. Eventually moved into F1.

● Roland Ratzenberger, 1986. Strong Formula Ford performance brought him to the attention of BMW. He drove in Group A races in world and touring car championships. Also raced in British and EFDA F3 championships. Moved to F1 and tragically lost his life in the black weekend at Imola in 1994.

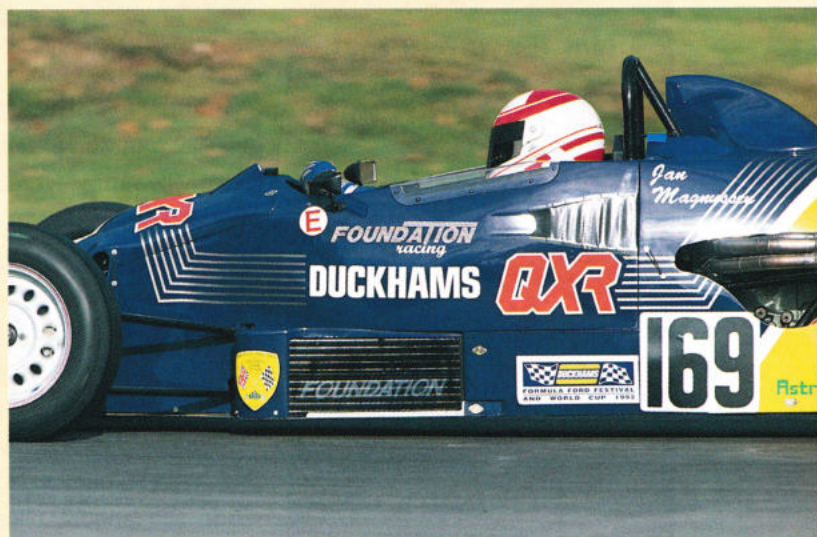
● Eddie Irvine, 1987. Progressed to International F3000 in 1989 and 1990 and then made the break into Formula One in 1993.

● Vincenzo Sospiri, 1988. Went on to International F3000 in 1993, and finally won the title in 1995.

● Niko Palhares, 1990. Has raced in everything from Indy Lights in 1995, Italian and Japanese Formula 3 and even the occasional Formula Renault Sport race in 1996. Spends much of his time these days, tutoring fellow compatriot, Vitor Meira, who is competing in this year's Festival.

● Dave Coyne, 1990. A Formula Ford stalwart, who had previously won in EFDA F3, but returned to Formula Ford for the 1990 Festival. Carried on in F3 and F3000.

● Marc Goossens, 1991. British F3 Championship in 1992, and currently placed third in this year's FIA International F3000 series.



● Jan Magnussen, 1992. 1994 British F3 Champion. International Touring Cars with Mercedes, and made Formula One debut with McLaren-Mercedes. Since then, has stood in for the injured Emerson Fittipaldi in this year's Indycar series, but just last week signed a four year deal with the fledging Stewart Grand Prix team.

● Russell Ingall, 1993. Finished third in the 1995 Formula Renault series, and then returned to Australia to win the Tooheys 1000 touring car race at Bathurst. Now competes in touring cars full-time in Australia.

● Jason Watt, 1994. International Touring Cars

● Kevin McGarrity, 1995. Competed in GM Euro Series in 1996



There are few race meetings anywhere in the world that can rival the sheer excitement of the Duckhams Formula Ford Festival at Brands Hatch each October. With the various national championships already run and won, it's the time of the year when the next generation of Formula One probables get their chance to shine on an international platform, in an event where success can act as a springboard to future stardom.

THE NEXT GENERATION

Formula Ford has been running in over 20 countries for almost 30 years. 1997 will, in fact, mark the 30th anniversary of this popular category in Britain, and this weekend, Ford is due to announce some very exciting plans for its celebratory season. Given its global profile, it's not surprising that so many of today's Formula One and Indycar drivers raced Formula Ford during their formative years, and a great number of them who have made the annual pilgrimage to Brands Hatch each October for the Festival and a crack at the unofficial Formula Ford 'world championship. But, who are the ones we should be watching out for this year, and who, perhaps, we'll be seeing in Formula One in a few years time...

Ever since its introduction in 1972, the Formula Ford Festival has been won by a driver who, regardless of his nationality, has competed in that year's British Formula Ford championship. This tends to suggest that the British series is still the toughest of the lot, a statement underlined by the fact

that each year, many overseas drivers still head to the UK to compete in the British series. But that said, the Festival is anything but predictable...

In 1996, Britain's premier Formula Ford series, the Slick 50 Formula Ford Championship, has produced arguably its strongest crop of drivers for some time. When the season kicked off in April, the smart money was on two drivers who impressed at last year's Festival, Kristian Kolby from Denmark and Mark Webber from Australia, both of whom had been snapped up over the winter months, by Van Diemen boss, Ralph Firman, to drive for his Duckhams works team. 1995 Formula Vauxhall Junior Championship runner-up, Darren Malkin (England) was also in the frame as a title contender, as was Essex driver, Matthew Davies, and Finland's Miku Santavirta - another star of last year's Festival.

The opening round was at Donington where Kolby and Webber began to assert their authority on the championship. From

pole position, Kolby led for the entire distance, while Webber passed Santavirta and then closed right up on Kolby's tail at the finish for a dominant 1-2 victory in Kolby's favour.

The team's winning streak continued unabated in rounds two and three at Brands Hatch where Webber (who instructs at the track's Nigel Mansell Racing School) and Kolby took a win apiece, and Webber gained a marginal lead in the championship.

At Thruxton in round four, it was Kolby who headed Webber across the line, and the suddenly the two team-mates were deadlocked in the points.

Yet, despite their fourth 1-2 victory of the season, Thruxton showed that the championship wasn't entirely cut and dry just yet, after Malkin broke the team's stranglehold and outqualified both drivers to take his first pole position of the year. The young Warwickshire driver featured strongly in the opening laps and would have provided some stiff opposition for Kolby and Webber, had it not been for a mistake which spun him out of contention while lying in second place.

Round five at Silverstone was the race that didn't officially happen - more's the pity for race winner, Webber! The failure of the starting lights should have seen the start delayed and the drivers given another green flag lap. But, instead, race officials opted to start the race with a flag. Webber, on the front row alongside pole sitter, Kolby, was quick to realise the situation and responded accordingly, as did half the field behind, while Kolby and the other half didn't! The race was left to run its course and Webber celebrated his second win of the season and a return to the top of the championship points. However, the young Yellow Pages Australia backed driver was later to discover that his efforts had been to no avail, as the race was declared null and void.

Round six at Oulton Park produced a new race winner, in the shape of Brazilian Vitor Meira, after an incident-packed race which saw all the favourites crash or spin out. Even Meira didn't realise he had won, because Santavirta was the actual on the road winner but had been given a 10-second penalty for a jumped start.

The championship reached its half-way point at Snetterton, with a double-header meeting. Bang on the doorstep of the works Van Diemen team, most people expected another Duckhams whitewash, but it wasn't to be. Webber didn't feature all weekend,



Darren Malkin (Top) and Mark Webber (Left) will be the main threats to Kolby this weekend.

Photos by: Gavin Lawrence/Sutton Motorsport Images, Barry Ambrose

and it was Malkin who took up the challenge on Kolby and won both races fair and square.

For the next few rounds, no-one could touch Malkin as he set the pace and won at Brands Hatch and Knockhill. His rise to form catapulted him from nowhere in the points up into second place, ahead of Webber, whose own form had inexplicitly slipped.

But, while attention focussed on Malkin, whose good run of results earned him Gulf Oil sponsorship during the year, Kolby was keeping out of trouble and was quietly amassing sufficient points to establish what was fast becoming an unassailable championship lead. The Sally Ferries sponsored driver did his cause no harm at all, by scoring a fifth win of the season at his adopted home circuit, Oulton Park.

Kolby was able to wrap up the championship at the next meeting at Thruxton, after both Malkin and Webber failed to pick up the necessary points to keep their championship aspirations alive, and at just 17 years of age, Kristian became the youngest ever winner of Britain's premier Formula Ford series.

With a superb record of consistency, Kolby finished every race he started, and was never placed any lower than eighth, and that was only after he was forced to start at the back of the field following a yellow flag infringement during qualifying!

While Kolby had the title in the bag, there was



Miku Santavirta (top) Vitor Meira leads the Mygale duo of Jacky van der Ende (right); Giorgio Vinella returns in another Mygale to the Festival after finishing third on the road last year, only to be throw out by the scrutineers.

Photos by: Gavin Lawrence/Sutton Motorsport Images, Barry Ambrose

an intriguing battle for second place to be decided between Malkin and Webber, the latter returning to form with a vengeance at the Thruxton double-header. Webber dominated qualifying, won the first race, and was running away with the second when a moment's lapse of concentration saw him spin, leaving Dutch driver, Jacky van der Ende, to enjoy a deserved moment of glory, and score Mygale's first win of the season.

Second place in the championship eventually swung in Webber's favour at the penultimate round at Donington, when the Aussie continued his winning streak and Malkin crashed out. This meant that, by the time the championship arrived at Brands Hatch for the final round, the major placings had been settled, and everyone was keen to use the race as a final Festival warm-up. The three works Van Diemen drivers, Kolby, Webber and Meira, provided the crowd with a superb three-car dice worthy of any Festival final, with the lead chopping and changing before Kolby eventually got the upper hand to score his sixth win of the season.

The Slick 50 series also provided a division for drivers of one year or older chassis', and this was won by 17-year old English driver, Richard Tarling, who has frequently shown he's not afraid of racing against the more established stars, and is already being tipped as a likely contender for next year's outright title.

During the season, the championship attracted a number of overseas visitors, most notably Eiffelland Racing's Lucas Luhr from Germany, and his Czech team-mate, Tomas Enge. Luhr had a superb result

on the Brands Hatch GP track earlier in the year, when he finished third behind Malkin and Davies, and Enge finished fifth here in the final round.

Other overseas drivers worth keeping a look out for this weekend include Swiss champion-elect, Iradj Alexander-David, Frenchmen Cyril Prunet and regular Festival runner, Raphael Real Del Sarte, while from further afield, don't discount Australian Formula Ford 1600cc champion, David Besnard.

No Festival would be complete without the returned of several notables from previous years. 1990 Duckhams Van Diemen driver, Dutchman Michael Vergers, has been knocking on the door to success for many years, and in a bid to reignite his career, return to Formula Ford last year and finished third in the Slick 50 series. He was the hot tip for last year's Festival until a huge pre-event accident at Donington meant he was a disappointed non-starter.

This year, Michael has taken on the role as tutor to Darren Malkin, and is expected to team up with his young charge in the Andy Welch Racing line-up. Another ex-Duckhams driver rumoured to be competing is Englishman, Justin Keen, who led the Duckhams team in 1994. Meanwhile, 1995 Formula Ford front runner, Giorgio Vinella, another instructor from the Nigel Mansell Racing School, returns to the category after a season in Formula Renault Sport. Vinella finished second on the road in last year's event only to be disqualified for an engine irregularity, joins French Formula Ford champion, David Terrien, in the Graf Racing Mygale line-up. ●

OUTSIDERS..... FOR THE TITLE

BARREN MALKIN - ANDY WELCH RACING - VAN DIEMEN RF96

One of Britain's most promising, young stars. A former motocross ace, 19-year old Malkin from Warwick, made a name for himself in Formula Vauxhall Junior last year, when he finished second in the championship. Graduated to the Slick 50 Formula Ford Championship this year with Andy Welch Racing, and after a patchy start to the season, came on strong mid-season and threatened to knock Kristian Kolby off the top perch after a string of wins. However, a bad run in the final rounds saw him slip to third in the championship, so he'll be particularly keen to make amends in the Festival. Recently nominated as a contender for this year's prestigious McLaren Autosport BRDC Young Driver Award.

IRADI ALEXANDER-DAVID - JENZER MOTORSPORT - SWIFT 96

At the time of going to press, Alexander-David was leading the Swiss Formula Ford Championship with four wins already under his belt, and one round still remaining. Was another driver to show up well at Spa recently, claiming pole position for the second Euro round in his Jenzer Motorsport Swift. Only began racing last year in Switzerland and finished 17th in last year's Formula Ford Festival, but is looking forward to doing well at Brands Hatch, a track which he says is his favourite.



VITOR MEIRA - VAN DIEMEN INTERNATIONAL RACING SERVICE - VAN DIEMEN RF96

Brazil seems to have no shortage of talented young racing drivers, and 19-year old Meira is one of the latest crop. Winner of the 1991/1992 and 1994 Brazilian karting championship, Meira came to the UK with his mentor, 1989 Duckhams Van Diemen driver and fellow countryman, Niko Palhares, late last year to contest, and subsequently win, the 1995 Zetec Formula Ford winter series with the works Van Diemen team. He then stayed on with the crack team for this year's Slick 50 Championship and ended the year fourth overall. Meira is probably one of the fastest drivers around, but his sometimes wild and erratic driving style, has proved his

undoing on several occasions, although he won at Oulton Park earlier this year. He also drove well here at Brands Hatch last time out, swopping and changing positions with his more illustrious Van Diemen team-mates, Kristian Kolby and Mark Webber.

JACKY VAN DER ENDE HAYWOOD RACING - MYGALE 96

A highly-rated former kartist from Maasdijk, Netherlands, Jacky has battled hard against financial constraints all season, but was rewarded with victory in round 13 of the Slick 50 Formula Ford Championship at Thruxton, passing and beating Kristian Kolby in the process. Driving a Haywood Racing-prepared Mygale 96, the young Dutchman has had an eventful season, including a spectacular roll at Snetterton and a number of contretemps with his English team-mate, Matthew Davies. Despite this, he has shone on other occasions and his fifth place behind Davies, isn't really indicative of his talent.



Photo by: Gordon Dawkins/Gavin Lawrence/Sutton Motorsport Images, Andy Mason



TOMAS ENGE - EIFFELLAND RACING - VAN DIEMEN RF96

The first, young Czech to impress since Tomas Mezera in the mid-1980s. Enge has contested several rounds of this year's Slick 50 Formula Ford Championship, and has shown up strongly on most occasions, sometimes eclipsing his highly-rated team-mate, German Lucas Luhr. Enge wasn't best pleased after he and Vitor Meira collided at high speeds while contesting a top three position in the second round of the Euro Cup series at Spa recently, but has clearly shown he is capable of running at the front of the pack, and could be a dark horse for this year's Festival honours.

DAVID TERRIEN - GRAF RACING - MYGALE 96

Nineteen year old Terrien is the winner of this year's French Formula Ford Championship, courtesy of 11 wins. Last year, he finished fifth in the Duckhams Formula Ford Festival, but this

time around the youngster from Nantes, has his sights set on snatching the Festival crown away from the British-based teams and manufacturers, with his French-built and entered Graf Racing Mygale. Terrien has an impressive karting background which includes a host of top three places at national and international level. Pride of place though, is his 1993 victory in the Formula A Senior World Championship. He also raced against and beat many of today's Formula One stars, when he won the famous Elf Masters Kart Indoor title at Bercy. Terrien was in superb form in the opening two rounds of the Formula Ford Euro Cup at Spa recently, and enjoys a 10 point lead coming into the final round at Brands Hatch on Friday.

RICHARD TARLING - LANESPORT - SWIFT SC95

Another promising, young English prospect, 17-year old Richard is the First Division winner of this year's Slick 50 Formula Ford Championship. In 1995, Richard from Henley-on-Thames, became the youngest ever winner of the British Formula Ford 1600 Championship at just 16 years of age. This year, he has put in some startling performances in his year old Lanesport-run Swift to score seven First Division wins, and has no qualms about mixing it with, and often beating, Premier Division drivers in more current machinery. When he's not racing, Richard instructs at the Nigel Mansell Racing School, and has already shown he knows his way around the 1.2-mile Indy circuit, after qualifying third fastest, behind only Kolby and Webber, in the final round of the Slick 50 series last month.

Photo by: Gavin Lawrence/Sutton Motorsport Images

SCHOOLS OUT

Some of this weekend's competitors earn their crust during the week instructing here at the Nigel Mansell Racing School. Here are a few of the others you may come across on a trip to the school.

SIMON HILL - KENT

Tunbridge Wells local, Simon enters the Kent Festival hoping for a podium finish... preferably higher than sparring partner 'Taz' Marchant! Having began in Formula First, he went on to contest Barber Saab and Skip Barber FF1600 during '92 and '93 with many top placings in the few events he competed in. The 1994 Champion of Brands series saw Simon in the top three eight times, going on to finish third in the championship. Although running well in last year's Kent Final, he ultimately came seventh. The potential is there and now seated in the works Swift 96K with National Power joining his normal APR Publicity, IBA Consultants backers, victory celebrations will no doubt be held at Deja Vu in Swanley!!

PETER ALEXANDER - ALLIANCE & LEICESTER F2000

The only man who gave Graham Fennymore something to worry about! On the few occasions when Peter ran the car (on half a shoestring!) it was only Champion Fennymore who beat him. With FF1600 under his belt, F2000 was the next logical - and financial - step up. Don't be surprised to see Le Shuttle-backed driver on the

podium. As if this isn't enough, Peter will be running Frank Bradley once again in the Kent Festival, hopefully without the acrobatics at Paddock Hill as per last year!

MARK COLE - KENT

Mark 'Mr Nice Guy' Cole will be hoping to upset the Kent regulars in his Lanesport run Swift 94 (the team having run Richard Tarling in the Zetec series this year). Having already proved his worth in the Final a few years ago, the former Clio man deserves at least some luck to go with his obvious talent and speed.

GIORGIO VINELLA - ZETEC

Giorgio shone in last year's Festival in a Vector, third place unfortunately being taken away from him due to a car irregularity. This year he will stand down from his usual Formula Renault car for a crack at the Festival in a Mygale. Having already done very well at the recent European round, there's no doubting that he'll be there at the front end!

MARK MARCHANT - KENT

Jamun's hopes rest on the Performance Software cars of Mark 'Taz' Marchant and Adam Goodman. Marchant has already shown the cars potential especially in very wet conditions, with a brace of race wins. The 'Purple Van Diemen Eater' will certainly turn heads, just stay out till you see the chequered flag Mark! (a slight indiscretion with counting the number of laps!)

Officials of the meeting

Stewards

J. Lord (RACMSA),
P. Morley, E. Goodman, T. Johnstone,
R. McGhie, D. Jennings, J. Hayden,
W. Shewan (BRSCC).

Race Director

J. Nicol

FF Festival Clerks of the Course

M. Norman, A. Whitehouse,
N. Gray (Dep)

Support Races Clerk of the Course

C. Gill,

B. Cottrell (Dep), P. Gerrard (Dep)

Secretary of the Meeting

K. Farley

Starter

L. Everett

Judges

D. Baker, T. Whitaker, M. Stark,
A. Wits, J. Scivyer, P. Horne.

Chief Timekeeper

J. Ward

Timekeepers

G. Mephram, P. Spicer, C. Arnold,
P. Knight, M. Knight, T. Stevens.

Chief Scrutineer

G. Roberts

Scrutineers

D. Barnes, M. Hibbins, S. Cobbold,
C. Gadd (Dep), J. Atkinson, C. Barnet,
P. Brighton, T. Lomax, F. Matthews,

J. Monk, J. Winder

Chief Medical Officer

Dr. B. Rouse

Medical Officers

Dr. A. Pearce, Dr. C. Hasbury,
Dr. J. Willis-Owen, Dr. J. Benjafield,

Dr. A. Foggitt

Paramedics

R. Williams, J. Carbino

Chief Marshal

A. Spooner

Chief Flag Marshal

D. Blazeby

Chief Observer

D. Gilbert

Chief Paddock Marshal

J. Edghill

Chief Startline Marshal

B. Degerlund

Chief Pit Marshal

S. Rayner

Race Services

C. Glenn, T. Challinor, M. Wiltshire, M.
Purnell, J. Dent, C. Allnutt.

Chief Radio Control

R. Cuene-Grandidier

Technical Scrutineers

P. Riches, A. Parsfield, S. Vincent,
R. Bassett

Commentators

Brian Jones, Robin Murphy

Medical Services

BRSCC SE Centre Rescue Unit, BRSCC
Northern Centre Rescue Unit,
members of St John Ambulance
Brigade

Marshals

Members of the BRSCC

Eligibility may be checked by a
member or members of the Technical
Commission listed: C. Barnett, G.

Bracegirdle, R. Bassett, D. Elsmore, R.
Fewkes, R. Ford, A. Foster, M. Garton,

J. Harris, K. Laidlaw, R. MacDonald, A.
Parsfield, I. Ralston, P. Riches, D.

Russell, S. Vincent, N. Wordsworth.

These Technical Commissioners will be
considered to be "JUDGES OF FACT"

within the regulations laid down.

timetable

18 - 20 october 1996

friday 18 october

qualifying

12:00 - 12:20	Euro Zetec
12:25 - 12:45	Euro Kent
12:55 - 13:10	Kent - Heat 1
13:15 - 13:30	Kent - Heat 2
13:40 - 13:55	Kent - Heat 3
14:00 - 14:15	Kent - Heat 4
14:25 - 14:35	Lucas Eurocar V8 Challenge
14:40 - 14:50	Lucas Eurocar V6 Challenge - Session A
15:00 - 15:10	Lucas Eurocar V6 Challenge - Session B
15:20	

Race 1	Eurocup FF1600 Series	18 laps
Race 2	Eurocup Formula Ford Series (Zetec)	18 laps

saturday 19 october

qualifying

09:00 - 09:15	Classic FF1600 Championship
09:20 - 09:35	Pre '85 FF1600 Championship
09:45 - 10:00	Pre '90 FF1600 Championship
10:05 - 10:20	Alliance & Leicester Formula 2000 Champ.
10:25 - 10:40	Winter Formula First Championship
10:50	

Race 3	Windsor Insurance Heat 1 - Kent	12 laps
Race 4	Norton Press Heat 2 - Kent	12 laps
Race 5	Haines Watts Heat 3 - Kent	12 laps
Race 6	Allways Executive Travel Heat 4 - Kent	12 laps

Lunchbreak

13:00		
Race 7	Classic FF1600 Championship	12 laps
Race 8	MRSF Pre '85 FF1600 Championship	12 laps

qualifying

14:00 - 14:15	Semi-Final 1 - Zetec	
14:20 - 14:35	Semi-Final 2 - Zetec	
14:45		
Race 9	MRSF Pre '90 FF1600 Championship	12 laps
Race 10	Lucas Eurocar V6 Challenge	15 laps
Race 11	Alliance & Leicester Formula 2000 Championship	12 laps
Race 12	Winter Formula First Championship	12 laps
Race 13	Lucas Eurocar V8 Challenge	18 laps

sunday 20 october

13:00		
Race 14	Heli-Link Semi-Final 1 - Kent	15 laps
Race 15	Weller Wheels Semi-Final 2 - Kent	15 laps
Race 16	Lucas Eurocar V6 Challenge	15 laps
Race 17	Future Events Semi-Final 1 - Zetec	15 laps
Race 18	Williamson's Semi-Final 2 - Zetec	15 laps
Lunchbreak		
13:30		
Race 19	Duckhams Formula Ford Festival (Kent) Grand Final	20 laps
Race 20	Windsor Insurance Zetec Last Chance Race	5 laps
Race 21	Lucas Eurocar V6 Challenge	15 laps
Race 22	Lucas Eurocar V8 Challenge	18 laps
Race 23	Duckhams Formula Ford Festival (Zetec) Grand Final	20 laps

Race 1 18 laps

Eurocup Formula Ford 1600 (Kent) Series



factfile

specification:

Single-seater spaceframe chassis powered by Ford 1600cc pushrod 'Kent' engines, running on Avon tyres.

no.	driver/nationality	entrant	car	year
5	Don Hardman/GB	Driver	Reynard	1990
10	Jerome Bruhat/F	Profil C 3001	Van Diemen	1991
11	Romain Didier/F	Driver	Swift	1992
12	Eric Quaedpeers/BEL	Baudoin Visetoise	Van Diemen	1991
14	Justin Sherwood/GB	Driver	Swift	1994
15	Didier Stoestel/F	Driver	Ray	1996
16	Neale Blunden/GB	Driver	Reynard	1992
17	Gavin Wills/GB	Swift Racing Cars	Swift	1995
18	Herve Delauney/f	Driver	Royale	
45	Kari Maenpaa/FIN	Driver	Van Diemen	1995
67	George McAlpin/GB	Driver	Van Diemen	1990
79	Steve Bottoms/GB	Driver	Van Diemen	1992
81	Peter Dyrstad/NOR	Apollo Motorsport	Swift	1995
93	Francois Demachy/F	Driver	Van Diemen	1985
104	Jonathan Price/GB	Driver	Van Diemen	
107	Mike Oxley/GB	Driver	Ray	1995

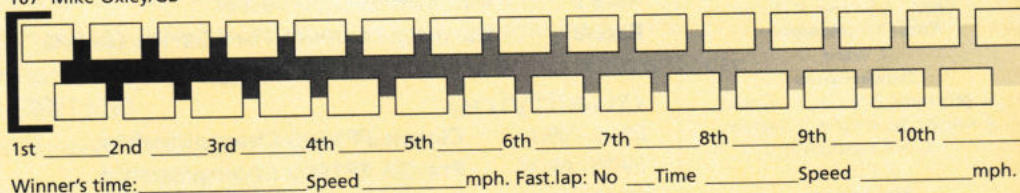
lap record

Jan Magnussen
(Van Diemen RF92)

time: 47.73s

average speed: 90.81mph

date: 24.10.92



Race 2 18 laps

Eurocup Formula Ford Series (Zetec) Series



lap record

specification:

Single-seater spaceframe chassis powered by Ford 1800cc pushrod 'Zetec' engines, running on Avon tyres.

no.	driver/nationality	entrant	car	year
2	Cyril Prunet/F	Palmyr	Van Diemen	1996
3	Damien Bianchi/F	Palmyr	Van Diemen	1996
4	Darren Malkin/GB	Andy Welch Racing	Van Diemen	1996
6	Fabien Viroulet/F	Gipsy Racing	Van Diemen	1994
7	Franck Talon/F	Graff Racing	Mygale	1996
8	Giorgio Vinella/I	Graff Racing	Mygale	1995
10	Per Christian Morland/NOR	Swift Racing Cars	Swift	1996
12	Kristian Kolby/DEN	Duckhams Racing with Van Diemen	Van Diemen	1996
15	Lucas Luhr/D	Eifelland Racing	Van Diemen	1996
16	M. Antonio Martins Dos Santos/P	Driver	Vector	1996
20	Ralph Heiniger/CH	Jenzer Motorsport	Swift	1996
21	Ralph Meichiry/CH	Jenzer Motorsport	Swift	1996
22	Robert Lechner/AUS	Dark Dog Racing Team Lechner	Van Diemen	1996
23	Sebastien Dumez/F	Graff Racing	Mygale	1996
24	Thomas Guinchart/GB	Driver	Vector	1995
26	Vitor Meira/BR	Duckhams Racing with Van Diemen	Van Diemen	1996
27	William Langhorne/USA	Lanan Racing	Van Diemen	1995
31	Iradj Alexander David/CH	Jenzer Motorsport	Swift	1996
34	Bernard Hernandez/SP	Speedlover	Van Diemen	1996
37	David Terrien/F	Graff Racing	Mygale	1996
38	Tommy Roland Jespersen/DEN	Driver	Van Diemen	1994
41	Gilles Martineau/F	Palmyr	Van Diemen	1994
43	Jean Claude Borel/F	Palmyr	Van Diemen	1996
44	Reto Tschanz/CH	Racing Team Tschanz	Mygale	1996
45	Pedro Miguel Alves Salvador/P	Driver	Swift	1996
46	Mikko Lempinen/FIN	Apollo Motorsport	Swift	1996
47	Mark Webber/AUS	Duckhams Racing with Van Diemen	Van Diemen	1996
48	Michael Schroter/DEN	Team Formula Sport	Van Diemen	1996
49	Michel Frey/CH	Otto Rupf AG	Mygale	1996
50	Christophe Contre/F	Profil C 30001	Swift	1995
51	Raphael Real Del Sarte/F	Gipsy Racing	Van Diemen	1996
52	Stephane Duclos/F	Gipsy Racing	Van Diemen	1994
55	Tomas Enge/CZ REP	Eifelland Racing	Van Diemen	1996

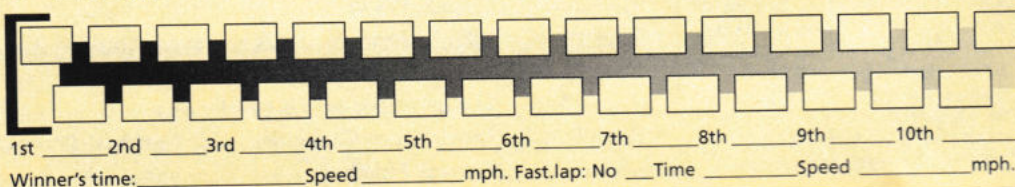
lap record

Darren Malkin
(Van Diemen RF96)

time: 46.07s

average speed: 94.05mph

date: 22.09.96



Race 3 12 laps

Heat 1 - 'Kent'

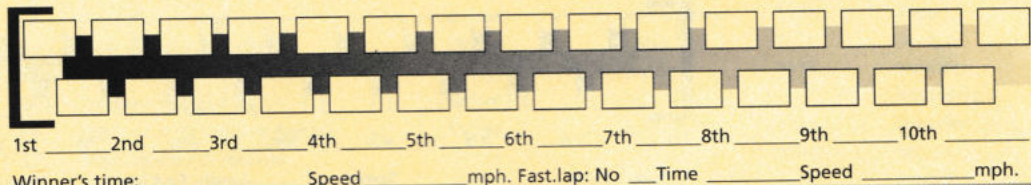


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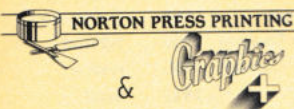
Windsor's presence in motorsport is expanding and to underline our commitment to the sport we have pleasure in once again supporting this year's Festival. Windsor's understanding of the sport stems from its involvement at every level from karting through to Formula One. This means we realise what an important weekend this is for everyone competing and we would like to take this opportunity to wish you all a safe and successful weekend. For more information contact Justin Everitt or Robert Kluth on 0171 407 7144

no.	driver/nationality	entrant	car	year	tuner
1	Andre Hansen/NOR	Andre Hansen Racing	Van Diemen	1996	Scholar
2	Bjorn Wirdheim/SWE	Team Itchi Ban	Reynard	1990	Kent
3	Chris Perkins/ENG	Driver	Van Diemen	1984	Scholar
4	David Steerck/F	Lanan Racing	Van Diemen	1992	Scholar
5	Don Hardman/ENG	Driver	Reynard	1989	Bold
6	Henry O'Friel/IRE	Driver	Van Diemen	1992	Loynings
7	Hugh Robertson/ENG	Driver	Mondiale	1992	Bold
8	Ian Agnew/AUS	Lindfield Racing	Swift	1993	Lindfield
9	James Hagan/ENG	Driver	Crossle	1972	Ford
10	Jeff Wright/IRE	Driver	Vector	1994	Loynings
11	Jonathan Ball/ENG	Driver	Jamun	1994	Ford
12	Larry Corrigan/IRE	Driver	Crossle	1981	Ford
14	Mark Cole/ENG	Lanesport	Swift	1994	Bold
15	Martyn Smith/ENG	Driver	Swift	1992	Drum
16	Neale Blunden/ENG	Driver	Reynard	1988	Auriga
17	Paul Morton/ENG	Driver	Van Diemen	1986	Scholar
18	Paul Walley/ENG	Driver	Reynard	1989	Bold
19	Rasmus Ellennann Hugh/DEN	Dan Glas Sport	Reynard	1988	Anders Bach
20	Stuart Thorburn/SCOT	Driver	Van Diemen	1991	Minister
21	Simon Kinsey/ENG	Driver	Van Diemen	1985/6	BDR
22	Tim Elkins/ENG	Driver	Zeus	1980	Ford
23	Tomi Furu/FIN	Driver	Van Diemen	1987	Ford
24	Peter Chippindale/ENG	Driver	Royale	1979	Jim Souter
30	Mark Marchant/ENG	Driver	Jamun	1996	Greenwood



Race 4 12 laps

Heat 2 - 'Kent'



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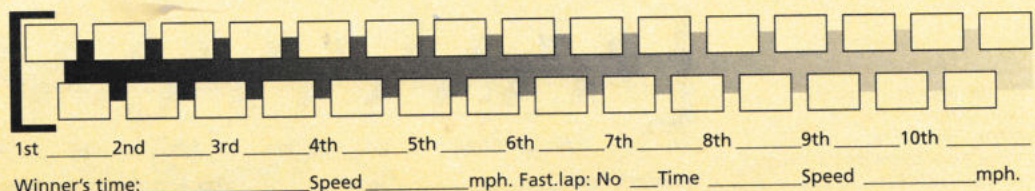
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Oldfield Park, Bath, BA2 3PW.
Tel: (01225) 442416

no.	driver/nationality	entrant	car	year	tuner
31	Alan Cooper/ENG	Driver	Swift	1992	Auriga
32	Alan Kelly/IRE	Driver	Van Diemen	1992	Scholar
33	Alan Ring/IRE	Driver	Van Diemen	1992	Loynings
34	Andreas Bostrom/SWE	Driver	Swift	1994/5	Scholar
35	Anthony Hampshire/ENG	Driver	Lazer	1986	Minister
36	Barry Pomfret/ENG	Driver	Van Diemen	1990	Scholar
37	Bernardo Baretti/BRA	Lingfield Racing	Swift	1993	Auriga
38	Bruce Evans/WAL	Driver	Swift	1992	Loynings/Bold
39	Christian Albers/HOL	Driver	Van Diemen	1996	Ford
40	Mark Langfield/ENG	Driver	Ray	1989	Swadkin
41	Colin Boal/ENG	Driver	Mondiale	1993	Loynings
42	David Quinn/IRE	Driver	Van Diemen	1990	Durrant
43	Ian Smythe/ENG	Driver	Swift	1992	Thorpe
44	James Forsyth/SCOT	Driver	Swift	1993	Minister
45	Kari Maenpaa/FIN	Driver	Van Diemen	1990	Bold
46	Lance Robson/ENG	Driver	Swift	1990	Drum
47	Matthew Wood/ENG	Ferris Racing	Swift	1994	Bold
48	Bryan Mullarkey/ENG	Driver	Ray	1996	Nelson
49	Nick Hart/ENG	Driver	Swift	1992	Bold
50	Paul Barnes/ENG	Driver	Van Diemen	1990	Bold
51	Richard Mendoza/ENG	Driver	Reynard	1991	Ford
52	Tommy Reid/N.IRE	Driver	Van Diemen	1992	Wichcraft
53	Ole Rasmussen/DEN	Driver			



Race 5 12 laps

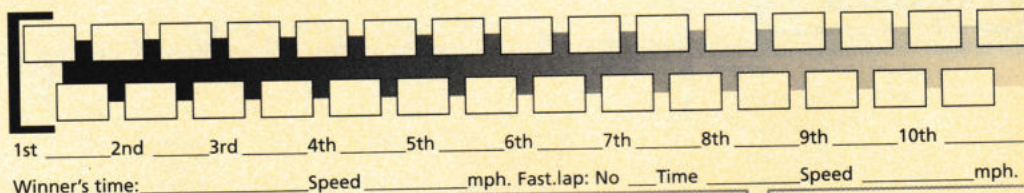
Heat 3 - 'Kent'

Haines Watts
H/W
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Haines Watts

Haines Watts Chartered Accountants (Slough) provide top quality advice and hands on approach to solving business problems. Specialising in medium sized companies, the Slough office has grown significantly in the last eleven years advising private sector businesses in the Thames Valley.

no.	driver/nationality	entrant	car	year	tuner
61	Alex Deighton/ENG	Tecnic Eng Systems/Sally	Van Diemen	1992	Drum
62	Andrew Powell/ENG	Driver	Royale	1979	Ford
63	Barry Wort/ENG	Driver	Van Diemen	1984	TMF Racing
64	Chris Bennett/ENG	Driver	Swift	1993	Bold
65	Colin Nield/ENG	Driver	Mondiale	1994	Bold
66	Frank Bradley/ENG	Driver	Swift	1991	Auriga
67	George McAlpin/N.IRE	Driver	Van Diemen	1990	Greenwood
68	Hans-Jorn Anderson/DEN	Driver	Van Diemen	1992/5	Scholar
69	Janne Koistinen/FIN	Somfy Ad Finland	Van Diemen	1994	Kent
70	John Whelan/IRE	Driver	Van Diemen	1990	Scholar
71	Jon Lowes/ENG	Driver	Van Diemen	1989	Drum
72	Kevin Mills/ENG	Driver	Swift	1992	Ford
73	Louis Di Resta/SCOT	Driver	Van Diemen	1992	Scholar
74	Mike Gardner/ENG	Mike Gardner Racing	Van Diemen	1990	Scholar
75	Stuart Sanders/ENG	Driver	Swift	1992	Sanone
76	Peter Hancock/ENG	Driver	Merlyn	1971	Hancock
77	Richard Goransson/SWE	Driver	Swift	1987	Ford
78	Richard Smyth/IRE	Driver	Reynard	1984	Ford
79	Scott Stringfellow/ENG	Driver	Van Diemen	1992	Minister
80	Shaun Magill/IRE	Cliff Dempsey Racing	FF	1996	Scholar
81	Peter Dyrstad/NOR	Apollo Motorsport	Swift	1995	Auriga
82	Alan Yule/ENG	Lindfield Racing	Swift	1993	Lingfield



Race 6 12 laps

Heat 4 - 'Kent'

**Allways
Executive Travel**

Allways Executive Travel

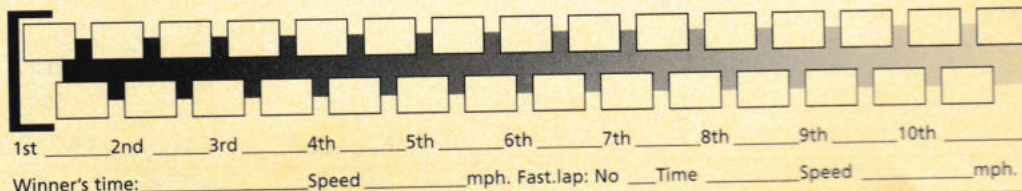
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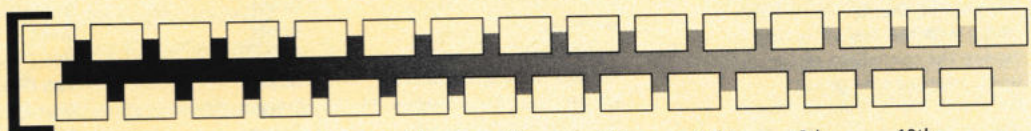
no.	driver/nationality	entrant	car	year	tuner
91	Adam Goodman/ENG	Driver	Jamun	1996	Greenwood
92	Allan Berndt/DEN	Pennzoil	Van Diemen	1992	Scholar
93	Francois Demachy/F	Driver	Van Diemen	1985	Nascar
94	Mike Bennett/ENG	Driver	Swift	1993	Bold
95	Thomas Faraas/NOR	SK Racing	Van Diemen	1989	
96	Mike Brain/ENG	Driver	Reynard	1989	Bold
97	Stewart Dell/ENG	Driver	Reynard	1983	Ford
98	Simon Hill/ENG	Swift Racing Car Constructors	Swift	1996	Drum
99	Bjorn Gustavson/SWE	Magic Racing	Van Diemen	1993	Ultra
100	Dave Hardisty/ENG	Driver	Van Diemen	1990	Auriga
101	James Long/IRE	Driver	Swift	1993	Nelson
102	Edward Moore/ENG	Driver	Swift	1992	Bold
103	Donal Loughrey/IRE	Cliff Dempsey Racing	Van Diemen	1992	Ford
104	Jonathan Price/ENG	Driver	Van Diemen	1990	Bold
105	Mark McKenna/IRE	Driver	Swift	1992	Auriga
106	Mark Slinger/ENG	Driver	Van Diemen	1984	Ford
107	Mike Oxley/ENG	Driver	Ray	1995	Connaught
108	Raymond Knox/ENG	Driver	Van Diemen	1992	Ford
109	Tom Scanlan/ENG	Driver	Van Diemen	1988	Cresswell
110	Richard Mansell/ENG	Driver	Van Diemen	1990	Auriga
111	Gregor Messer/D	Driver	Ray	1989	Ford
112	Rob Treacher/ENG	Driver	Ray	1993	Minister
114	Stewart Roden/SCOT	Driver	Van Diemen	1994	Auriga



**Race 7
12 laps**

**Classic Formula Ford 1600
Championship**

no.	driver/hometown	owner/sponsor	car	year	tuner
2	Bernard Baxter/Stockport	Driver	Crossle	1975	Searle
7	Robin Hubbard/Bedford	Driver	Royale	1979	Kitchin
9	James Hagan/Co. Antrim	Driver	Crossle	1972	Ford
11	Keith Ward/Stonesfield	Driver	Jomic	1972	Jennetts
15	Albert Clemets/Chelmsford	Driver	Lotus	1968	Scholar
19	Tim Cameron/Malvern	Driver	Royale	1975	
21	Alastair Billing/Hindhead	Driver	Jamun	1975	Ford
22	Tim Elkins/Oxford	Driver	Zeus	1980	Ford
24	Peter Chippindale/Ilkley	Driver	Royale	1979	Jim Souter
25	Richard Hill/Baycliff	Driver	Merlyn	1973	Haven
26	Paul Hubbard/Royston	Driver	Merlyn	1972	Minister
27	Steve Pearce/Blaby	Driver	PRS	1981	Bold
32	Graham Kiddy/Shudy Camps	Driver	Van Diemen	1980	Searle
38	Phil Walker/Loughton	Driver	Van Diemen	1980	Bold
43	Richard Elwell/Marlborough (1st reserve)	Driver	Van Diemen	1981	
45	Paul Sleeman/Brookland	Driver	Jamun	1970	Connaught
46	Nicholas Pearce/Chiswick	Driver	Alexis	1971	Scholar
48	Peter Lavender/Egham	Driver	Van Diemen	1979	Minister
49	Mark Harrison/Chesterfield	Driver	Lola	1979	Minister
50	Tommy Reid/Co. Armagh	Driver	Crossle	1973	Ford
52	James Beckett/Chackmore	Driver	PRS	1981	Auriga
61	Dave Lowe/Guernsey	Driver	Lotus	1969	Newbridge Eng.
62	Andrew Powell/Woking	Driver	Royale	1979	Ford
68	Piers Phillips/Rothbury	Driver	Van Diemen	1981	Aldon
69	John Henderson/Bromley	Driver	Lotus	1971	Auriga
77	Paul Walton/Bingley	Driver	Dulon	1973	Minister
81	Stephen Hare/Derby	Driver	Van Diemen	1981	Wainwright
88	Martin Camp/Higham Ferrers	Driver	Royale	1979	Greenwood
92	Michael Valentine/Ewell	Driver	Elden	1980	Searle
95	Alan Crocker/Winchmore Hill	Driver	Ray	1971	Scholar
97	Stuart Innes/Greenwich	Driver	Van Diemen	1978	Sismey



1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

'EXPERT' TIPSTERS TOP THREE

**CHARLES 'JARVIS' BRADLEY -
MOTORING NEWS**

- Zetec**
 1. Kristian Kolby
 2. Mark Webber
 3. David Terrien
Wild Card - David Besnard

- Kent**
 1. Mike Bennett
 2. Chris Bennett
 3. Mark Marchant

MATT JAMES - MOTORING NEWS

- Zetec**
 1. Mark Webber
 2. Kristian Kolby
 3. Damien Faulkner
Wild Card - Richard Tarling

- Kent**
 1= Mark Marchant
 1= Simon Hill (Dead heat - It's what the crowd have come to see!)
 3. Nicky Hart
Wild Card - Kevin Mills

JAIMES BAKER - AUTOSPORT

- Zetec**
 1. Kristian Kolby
 2. Darren Malkin
 3. Mark Webber
Wild Card - David Terrien

- Kent**
 1. David Hardisty
 2. Kevin Mills
 3. Alan Ring

**TIM JONES - NIGEL MANSELL RACING
SCHOOL'S GURU**

- Zetec**
 1. Kristian Kolby
 2. Mark Webber
 3. Richard Tarling
Wild Card - Matthew Davies

- Kent**
 1. Mark Marchant
 2. Nicky Hart
 3. Simon Hill
Wild card - Peter Dyrstad

BRIAN JONES - COMMENTATOR

- Zetec**
 1. Kristian Kolby
 2. Darren Malkin
 3. Tommy Field
Wild Card - Richard Tarling

- Kent**
 1. Mark Marchant
 2. Simon Hill
 3. Mark Langfield

ROBIN MURPHY - COMMENTATOR

- Zetec**
 1. Sebastian Bleekemolen
 2. Mark Webber
 3. Robert Lechner
Wild Card - Kristian Kolby

- Kent**
 1. Mark Marchant
 2. Peter Dyrstad
 3. Simon Hill
Wild card - Nick Hart

**DUD CANDLER - AUTOSPORT &
MOTORING NEWS CONTRIBUTOR**

- Zetec**
 1. Kristian Kolby
 2. Mark Webber
 3. Sebastian Bleekemolen
Wild Card - Fredrik Sorlie

- Kent**
 1. Mark Marchant
 2. Peter Dyrstad
 3. Chris Paul
Wild card - Mike Bennett

Race 8 12 laps

Pre '85 Formula Ford 1600 Championship

Motor Racing Safety Fund

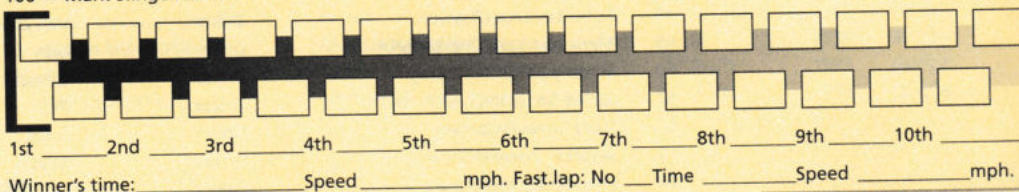
Motor Racing Safety Fund

The Motor Racing Safety Fund is a registered charity (No. 296802) set up with the aim of helping to equip the specialised rescue units, improve emergency communications, train marshals and generally to assist financially in raising the standard of safety at British motorsport events. All donations, however large or small, go directly to help achieve these aims. British marshals are renowned as the best in the world so please help the MRSF maintain and improve these high standards. You can make a donation by sending a cheque made payable to MRSF to the address below.

Lap record

Kevin Hall
(Reynard 84)
time: 49.72s
average speed: 87.14mph
date: 21.10.95

no.	driver/hometown	owner/sponsor	car	year	tuner
1	Chris Whittingham/Warlingham	Driver	Lola	1984	Minister
5	Paul Hodgson/Bedford	Driver	Lola	1984	Swadkin
12	Larry Corrigan/Dublin	Driver	Crossle	1981	Kent
14	Piers Taylor/Farnham	Driver	Lola	1984	Scholar
15	Philip D'Archambaud/Dunstable	Driver	Lola	1984	Scholar
16	Gary Powell/Luton	Driver	Reynard	1984	Auriga
27	Georgie Fowler/Beckenham	Driver	Van Diemen	1984	
41	Steven Collison/Buckingham	Driver	Van Diemen	1984	Randall
52	Tommy Reid/Co. Armagh	Driver	Reynard	1984	Reid
60	Tony Walsh/Waltham Cross	Driver	Mondiale	1984	Auriga
63	Barry Wort/Southampton	Driver	Van Diemen	1984	TMF Racing
77	Chris Needell/Weybridge	Driver	Tiga	1984	Scholar
78	Dick Smyth/Newcastle	Driver	Reynard	1984	Ford
81	Gerry Wainwright/Hounslow	Driver	Van Diemen	1981	Wainwright
97	Stewart Dell/Wing	Driver	Reynard	1983	Ford
99	Lee Cunningham/Welling	Driver	Jurassic	1984	T Rex
106	Mark Slinger/Basildon	Driver	Van Diemen	1984	Ford



Race 9 12 laps

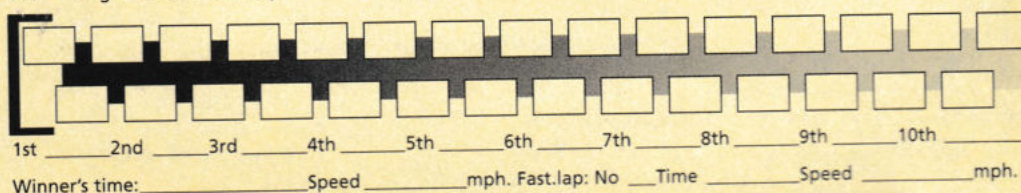
Pre '90 Formula Ford 1600 Championship

Motor Racing Safety Fund

Motor Racing Safety Fund

The Motor Racing Safety Fund is a registered charity (No. 296802) set up with the aim of helping to equip the specialised rescue units, improve emergency communications, train marshals and generally to assist financially in raising the standard of safety at British motorsport events. All donations, however large or small, go directly to help achieve these aims. British marshals are renowned as the best in the world so please help the MRSF maintain and improve these high standards. You can make a donation by sending a cheque made payable to MRSF to: MRSF, c/o BRSCC, Brands Hatch, Fawkham, Longfield, Kent. DA3 8NH.

no.	driver/hometown	owner/sponsor	car	year	tuner
3	Daniel Pyett/Oundle	Driver	Van Diemen	1988	Scholar
4	Jonathan Barnes/London	Driver	Van Diemen	1988	Minister
5	Don Hardman/Rearsby	Driver	Reynard	1989	Bold
9	Mark Jackson/Lincoln	Driver	Swift	1989	Scholar
10	Richard Lay/Dunstable	Driver	Van Diemen	1987	Ford
12	Richard Hosking/Battersea	Driver	Van Diemen	1988	Van Diemen
15	Simon Davey/Long Buckby	Driver	Reynard	1987/89	Scholar
17	Peter Jollands/Horncastle	Driver	Reynard	1989	Bold
18	Paul Walley/Biddulph	Driver	Reynard	1989	Bold
20	Chris Axford/Oxford	Protech Training Ltd	Ray	1989	Scholar
21	Simon Kinsey/Holmes Chapel	Driver	Van Diemen	1985	BDR
22	Alan Slater/Burgess Hill	Driver	Mondiale	1989	Drum
23	Simon Stebbings/London	Driver	Van Diemen	1988	Bold
25	Gerry Palmer/Iver	Driver	Reynard	1989	Ford
26	Sebastian Durrant/Reading	Driver	Van Diemen	1987	Scholar
27	Andrew Stafford/Preston	Integrated Electronics	Van Diemen	1989	Road & Stage
29	Dennis O'Sullivan/Lingfield	Driver	Van Diemen	1988	SNE
31	Steve Mead/Welling	Driver	Ray	1986	Auriga
32	David Carey/Sherston	Driver	Reynard	1988	Drum
38	Neil Tofts/Broxbourne	Driver	Van Diemen	1988	Scholar
39	Chris Yarwood/Coventry	Driver	Swift	1989	Scholar
40	Mark Langfield/Weybridge	Driver	Ray	1989	Swadkin
42	Duncan Tweedy/York	Driver	Van Diemen	1987	Gibbs
51	Leonard Kay/Willesborough	Driver	Van Diemen	1988	Bold
57	Trevor Fox/Woking	Driver	Van Diemen	1989	Ford
71	Jon Lowes/Leighton Buzzard	Driver	Van Diemen	1989	Drum
75	Paul Fox/Stockport	Driver	Van Diemen	1986	Scholar
86	Andy Marshall/Manchester	Driver	Reynard	1989	Bold
97	Hugh Elliott/Bradford	Driver	Van Diemen	1989	Minister
109	Tom Scanlan/Guildford	Driver	Van Diemen	1988	Cresswell
111	Gregor Messer/Germany	Driver	Ray	1989	



Race 10-16-21
15 laps

Lucas Eurocar V6 Championship

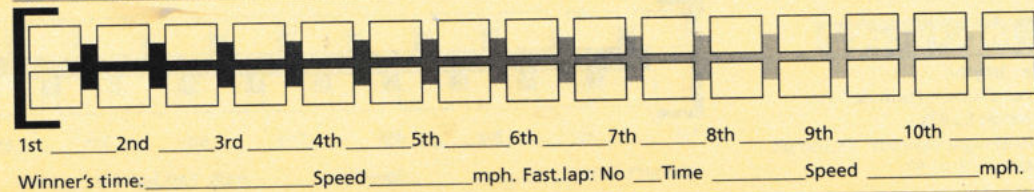
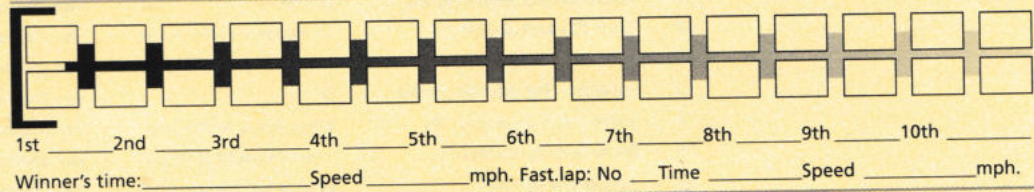
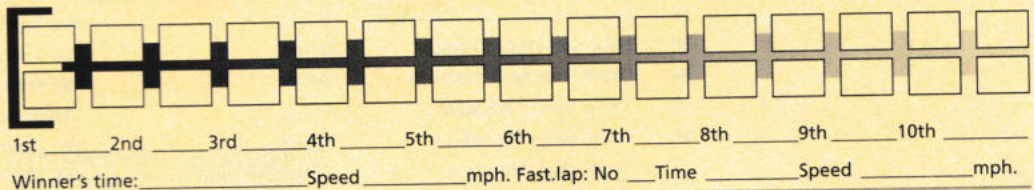


factfile

organised by: Eurocar
specification: Tubular steel chassis with kevlar body panels. V6 Ford 2.9 litre engine, Single carb, wet sump, standard crank rods, 228bhp, 200ft.lbs torque, 7250 rpm limit, wishbone adjustable suspension, wheelbase 2693mm, weight 850kgs.
points system: Points are awarded to competitors listed as classified finisher in the final results of each race as follows: 200, 175, 155, 140, 130, 120, 110, 100, 90, 80, 70, 60, 50, 40, 30. All other finishers get 20 points and all other starters get 10 points.
 Grid positions determined by blind draw. Drivers second grid position will be reversed.
special awards: There are special awards for the winners of the three practice sessions. There have been donated by the series sponsors, Lucas. Also there is an award for Entertainer of the Day. This is supplied at each round by Mallory Park Circuit. All trophies and awards are presented at a special ceremony at the end of the days racing.
qualifying rounds:
 March 17, Brands Hatch
 April 8, Mallory Park
 April 20/21, Pembrey
 May 4/5, Knockhill
 May 12, Brands Hatch
 May 27, Mallory Park
 June 9, Brands Hatch
 June 15/16, Mondello Park
 July 27/28, Lydden Hill
 August 11, Mallory Park
 August 26, Mallory Park
 September 22, Baarlo
 October 6, Lydden Hill
 October 18/20, Brands Hatch

no.	driver/hometown	owner/sponsor	car	cc
2	Alf Boarer/Ewell	Kennametal Hertel	Ford Mondeo 2.9 V6	2900
6	David Oates/Alton	Panasonic Computer Monitors	Ford Mondeo 2.9 V6	2900
7	Steven Hodgson/Mirfield	Hodgson Motorsport	Ford Mondeo 2.9 V6	2900
9	Mike Beeston/Christchurch	Driver	Ford Mondeo 2.9 V6	2900
10	Mark Loveland/Grendon	Driver	Ford Mondeo 2.9 V6	2900
11	Rob Kerkhoven/Worcester	Driver	Ford Mondeo 2.9 V6	2900
14	Ian Fewings/Bognor Regis	Driver	Ford Mondeo 2.9 V6	2900
16	Stephen Dance/Reading	Tulip Computers	Ford Mondeo 2.9 V6	2900
18	Paul Sheard/Congleton	Driver	Ford Mondeo 2.9 V6	2900
19	Paul Lee/Chelmsford	Driver	Ford Mondeo 2.9 V6	2900
20	John Haffey/Portadown	Ford Motorsport/P&O	Ford Mondeo 2.9 V6	2900
24	Neil Cunningham/Wittlebury	Conos/Muratec/First Line	Ford Mondeo 2.9 V6	2900
25	Rick Lemmon/Hailsham	Driver	Ford Mondeo 2.9 V6	2900
27	Chris Ayling/Littlehampton	Axtra Express Haulage	Ford Mondeo 2.9 V6	2900
32	Art Markus/London	Mac Tools	Ford Mondeo 2.9 V6	2900
36	Peter Falding/Rotherham	Booth Metal Processing	Ford Mondeo 2.9 V6	2900
39	Jason Hunn/Canvey Island	HBC Motor Auctions	Ford Mondeo 2.9 V6	2900
42	Shane Bland/Rugby	Kennametal Hertel	Ford Mondeo 2.9 V6	2900
43	Mark Skilton/Diss	STP Oil	Ford Mondeo 2.9 V6	2900
44	Paul Eaton/Hull	ARCO	Ford Mondeo 2.9 V6	2900
48	Tick Steward/Colchester	Driver	Ford Mondeo 2.9 V6	2900
57	Tony Paxman/Ewell	Multiview UK Ltd	Ford Mondeo 2.9 V6	2900
63	Phil White/Ickenham	Burnham Couriers	Ford Mondeo 2.9 V6	2900
65	Mark Willis/Slough	CW&G Bridges/Simpson Landfill	Ford Mondeo 2.9 V6	2900
66	Mark Proctor/Driffield	Driver	Ford Mondeo 2.9 V6	2900
69	David Pitcher/Egham	Driver	Ford Mondeo 2.9 V6	2900
71	Graham Miller/Milton Keynes	Driver	Ford Mondeo 2.9 V6	2900
72	Julie Butler/Wallasey	Driver	Ford Mondeo 2.9 V6	2900
73	Perry Clack/Carshalton	McKellar European	Ford Mondeo 2.9 V6	2900
74	Paul Poulter/Leatherhead	Guys of Farnborough	Ford Mondeo 2.9 V6	2900
78	Alan Robinson/Sutton Coldfield	Warranty Holdings	Ford Mondeo 2.9 V6	2900
89	David Philp/East Calder	Driver	Ford Mondeo 2.9 V6	2900
99	Cliff Butler/Wallasey	Driver	Ford Mondeo 2.9 V6	2900

results



lap record

Alf Boarer
 (Ford Mondeo V6)
time: 51.43s
average speed: 84.24mph
date: 17.03.96

Race 11 12 laps

Alliance & Leicester Formula 2000 Championship



specification: Van Diemen single seater racing cars manufactured for the series, with 155bhp Ford 2.0 engines.

points system: Drivers' Championship: Points are awarded to the first 10 finishers as follows: 15-12-10-8-6-5-4-3-2-1 plus 1 point for driver(s) setting the fastest lap of the race.

awards: Prize money awarded to the first 10 places as follows: £300, £200, £150, £120, £110, £100, £90, £80, £70, £60. A voucher to the value of £100 for the most improved grid to finish place is awarded by Van Diemen Int. The championship winner will test drive a F3 car with a top British team.

qualifying rounds: The total from all rounds will determine final championship points and positions.

no.	driver/hometown	entrant	car	tuner
All cars 2000 cc				
1	Elliot Lewis/London	ME Team 2000	Van Diemen Formula 2000	D.S. Motorsport
4	Garry Findley/Fressingfield	Driver	Van Diemen Formula 2000	Sceptre Racing
5	Mike Turner/Inkberrow	Driver	Van Diemen Formula 2000	D.S. Motorsport
6	Mike Bate/Kingston-upon-Thames	Driver	Van Diemen Formula 2000	Ford
7	Robin Liddell/Tiverton	Hays Express	Van Diemen Formula 2000	D.S. Motorsport
8	Graham Fennymore/Oxford	Tecton Racing	Van Diemen Formula 2000	Scholar
9	James Beales/Norwich	Hays Express	Van Diemen Formula 2000	D.S. Motorsport
11	Chris Dawkins/Maidstone	Driver	Van Diemen Formula 2000	Aztek
12	Stuart Innes/Hampton Court	Driver	Van Diemen Formula 2000	Move Plus
15	Steffan Baker/Woldingham	Driver	Van Diemen Formula 2000	D.S. Motorsport
21	Vincent P. Tweedy/Middlesbrough	Driver	Van Diemen Formula 2000	
22	Mike Doble/Bletchingley	Driver	Van Diemen Formula 2000	D.S. Motorsport
24	Martin Sismey/Iver	Driver	Van Diemen Formula 2000	
28	Martin Wallbank/Croydon	Driver	Van Diemen Formula 2000	D.S. Motorsport
41	Peter Alexander/Folkestone	Driver	Van Diemen Formula 2000	Shuttle
52	Marcus Cunnington/Westbury	Pole Position Racing	Van Diemen Formula 2000	
88	Steve Griffiths/Newport	Driver	Van Diemen Formula 2000	

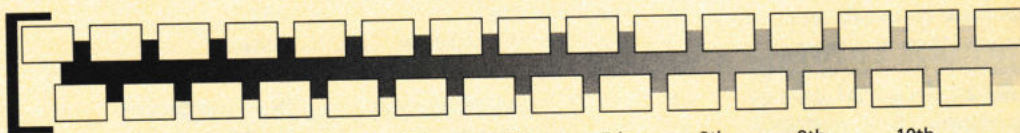
Lap record

Mike Kirkham
(Formula 2000)

time: 47.21s

average speed: 91.78mph

date: 22.10.95



1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

Race 12 12 laps

Winter Formula First Championship

organised by: BRSCC

specification: This 'starter' series is for identical Van Diemen Formula First single seater racing cars running on Ford 1600cc engines.

no.	driver/hometown	entrant	car	tuner
6	Mark Higgins/Esher	Mortgage Link	Van Diemen Formula First	
7	Warren Kent/Witham	Driver	Van Diemen Formula First	Aztec
8	Keith Brough/Banbury	Driver	Van Diemen Formula First	Aztec
10	James Andrews/Portsmouth	Driver	Van Diemen Formula First	Aztec
11	Paulo Rizzi Ispes/Oxford	Bank Top Racing	Van Diemen Formula First	Ford
12	Glenn Conwell/Bognor Regis	Bank Top Racing	Van Diemen Formula First	Ford
21	Graeme Colloff/London	Driver	Van Diemen Formula First	Aztec
23	Jay Wheals/Kings Lynn	Lynnspeed Motorsport	Van Diemen Formula First	Lynnspeed
27	Richard Keenan/Gt. Yarmouth	Driver	Van Diemen Formula First	Scarrow
29	Mike Bohling/Lightwater	Driver	Van Diemen Formula First	Scarrow
34	David French/Chesterfield	Driver	Van Diemen Formula First	
36	James Osborne/Sudbury	Driver	Van Diemen Formula First	Scarrow
44	Daren Hollis/Woodford	Driver	Van Diemen Formula First	Shepherd
55	Roger Seear/Horsham	Driver	Van Diemen Formula First	Aztec
56	Nicholas Padmore/Reigate	Driver	Van Diemen Formula First	Aztec
67	Chris Clarke/London	Lynnspeed Motorsport	Van Diemen Formula First	Lynnspeed
68	Alex Garner/Mansfield	Mark Burdett Motorsport	Van Diemen Formula First	Ford
70	Jonathan Pettitt/Winchester	Driver	Van Diemen Formula First	DS Motorsport
77	Steve Hayr/Auckland, NZ	Steve Mole Motorsport	Van Diemen Formula First	Aztec
78	Berni Scott/Croydon	Steve Mole Motorsport	Van Diemen Formula First	Aztec
97	Anthony Davidson	Lynnspeed Motorsport	Van Diemen Formula First	Lynnspeed

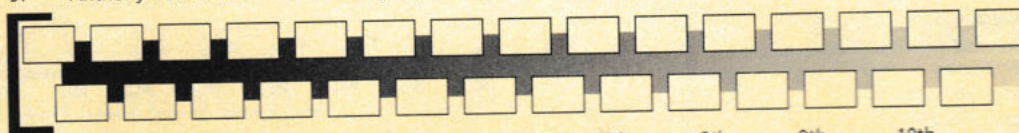
Lap record

Ian Smythe
(Van Diemen Formula First)

time: 50.67s

average speed: 85.54mph

date: 08.08.93



1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

**Race 13 - 22
18 laps**

**Lucas Eurocar V8
Championship**



factfile

organised by: Eurocar
points system: When there are 15 or more cars competing at a meeting the same system of points scoring as the V6's will be adopted. However, at the start of this season when there will be less cars the following modification will apply. Points will be awarded such that, if all cars finished, then last place would receive 30 points, each higher finisher would receive 10 points more than the previous finisher up to 4th place, 3rd place 15 more points than 4th, 2nd place 20 points more than 3rd and the winner 25 points more than 2nd place. hence if nine entries started the meeting the points would be scored as follows:

1st - 140, 2nd - 115, 3rd - 95, 4th - 80, 5th - 70, 6th - 60, 7th - 50, 8th - 40, 9th - 30. Grid positions determined by blind draw. Drivers second grid position will be reversed.

special awards: There are special awards for the winners of the three practice sessions. There have been donated by the series sponsors, Lucas. Also there is an award for Entertainer of the Day. This is supplied at each round by Mallory Park Circuit. All trophies and awards are presented at a special ceremony at the end of the days racing.

qualifying rounds:

- March 17, Brands Hatch
- April 8, Mallory Park
- April 20/21, Pembrey
- May 4/5, Knockhill
- May 12, Brands Hatch
- May 27, Mallory Park
- June 9, Brands Hatch
- June 15/16, Mondello Park
- July 27/28, Lydden Hill
- August 11, Mallory Park
- August 26, Mallory Park
- September 22, Baarlo
- October 6, Lydden Hill
- October 18/20, Brands Hatch

no.	driver/hometown	owner/sponsor	car
1	Barry Lee/Chelmsford	Dagenham Motors	Eurocar V8
4	Kevin Clarke/Kidderminster	Kennametal Hertel	Eurocar V8
5	Peter Chambers/Guildford	Chambers Waste Management	Eurocar V8
12	Tony Gale/Reading	Tulip Computers	Eurocar V8
13	Ian Mitchell/Newton Abbott	Cybertec Ltd	Eurocar V8
33	Peter Medley/Guildford	Driver	Eurocar V8
55	Graham Hathaway/Maldon	Texaco	Eurocar V8
77	Mike Jordan/Sutton Coldfield	Mac Tools	Eurocar V8

results

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1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		
Winner's time:		Speed		mph.		Fast.lap: No		Time		Speed	

lap record

Barry Lee
 (V8 Eurocar)
time: 52.22s
average speed: 82.97mph
date: 17.03.96

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1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		
Winner's time:		Speed		mph.		Fast.lap: No		Time		Speed	

Race 17 15 laps

Semi-Final 1 - 'Zetec'



Future Events

Does your company exhibit at shows, run conferences or roadshows, need a parade float, require some graphics, need a trailer designed or modified either in the UK or abroad?

Do you have the hassle of organising who's going to design and build it?

Do you wish you could do something different and exciting for a change?

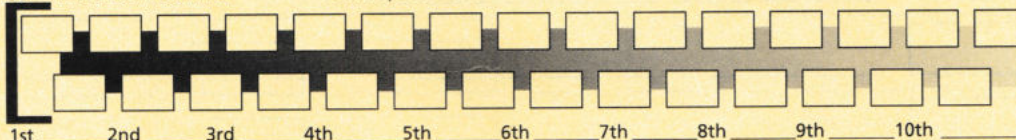
Do you wish you had one company who could do it all for you?

If the answer is YESS to all four questions then gives us a ring! Be it big or small, complicated or easy, UK or abroad - we'd be glad to help.

Tel: 01628 669228

Fax: 01628 669927

no.	driver/nationality	entrant	car	year	tuner
1	Andrew Booth/NZ	Mick Gardner Racing	Van Diemen	1995	Scholar
2	Cyril Prunet/F	Driver	Van Diemen	1996	
3	Damien Bianchi/F	Driver	Van Diemen	1996	
4	Darren Malkin/GB	Andy Welch Racing	Van Diemen	1996	Langford
5	David Besnard/AUS	Manor Motorsport	Van Diemen	1996	Solus
6	Fabien Viroulet/F	Driver	Van Diemen	1993	
7	Franck Talon/F	Driver	Mygale	1996	
8	Giorgio Vinella/I	Driver	Mygale	1995	Solus
9	Hugo Godinho/P	Driver	Vector	1996	Mountune
10	Per Christian Morland/NOR	Swift Racing Car Constructors	Swift	1996	Ford
11	Klaas Van Straaten/HOL	Pyroban Product Promot	Swift	1995	Ford
12	Kristen Kolby/DEN	Duckhams Racing with Van Diemen	Van Diemen	1996	Solus
14	Lasse Jakobsen/DEN	Dolle A/S	Van Diemen	1996	Zagk
15	Lucas Luhr/D	Jelland Racing	Van Diemen	1996	Minister
16	Marco Santos/P	Vector Portugal	Vector	1996	Mercury
17	Marco Schumann/DEN	Driver	Van Diemen	1993	Scholar
18	Matthew Davies/GB	Haywood Racing	Mygale	1996	Solus
19	Michael Vergers/HOL	Andy Welch Racing	Van Diemen	1996	Langford
20	Ralph Heiniger/CH	Jenzer Motorsport		1996	Langford
21	Ralph Meichtry/CH	Jenzer Motorsport		1996	Ford
22	Robert Lechner/AUS	Dark Dog Racing Team Lechner Austria	Van Diemen	1996	
23	Sebastian Dumez/F	Driver	Mygale	1996	
24	Tom Guinchard/GB	Driver	Vector	1995	Quantiam
25	Carl Breeze/GB	Carl Jarvis Racing	Van Diemen	1995	Scholar
26	Vitor Meira/BR	Duckhams Racing with Van Diemen	Van Diemen	1996	Solus
27	William Langhorne/USA	Lanan Racing	Van Diemen	1996	Mountune
28	Jan Neumann/DEN	Driver	Vector	1994	Wichcraft
29	Noel Dunne/IRE	Driver	Vector	1995	
30	Andre Van Hoof/BEL	URRT-Speed Lover	Van Diemen	1995	



Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

Race 18 15 laps

Semi Final 2 - 'Zetec'



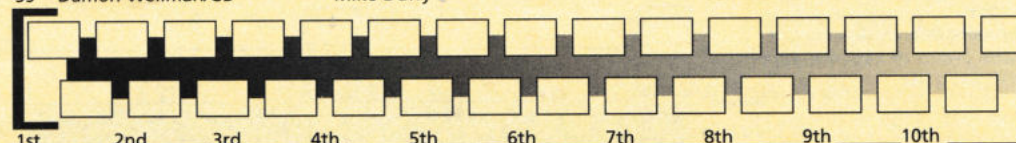
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no.	driver/nationality	entrant	car	year	tuner
31	Alexander David Iradj/CH	Jenzer Motorsport		1996	Ford
32	Aluizio Coelho/BR	Andy Welch Racing	Van Diemen	1996	Langford
33	Andrew Schulz/GB	Mick Gardner Racing	Van Diemen	1996	England
34	Bernard Hernandez/SP	Speedlover-Toison D'Or	Van Diemen	1995	Scholar
35	Tommy Field/GB	Lanan Racing with Prosperity Managem.	Van Diemen	1995	Mountune
36	Damien Faulkner/IRE	Driver	Van Diemen	1996	Scholar
37	David Terrien/F	Driver	Mygale	1996	
38	Tommy Roland Jesperjen/DEN	Driver	Van Diemen	1994	Scholar
39	Dugal McDougall/AUS	Haywood Racing	Mygale	1996	Scholar
40	Fredrik Sorlie/NOR	Apollo Motorsport	Swift	1996	Auriga
41	Gilles Martineau/F	Driver	Van Diemen	1996	
42	Jacky Van Der Ende/HOL	Haywood Racing	Mygale	1996	Solus
43	Jean Claude Borel/F	Driver	Van Diemen	1995	
44	Joao Bica/P	Duriforte-Construcoes	Swift	1995	Scholar
45	Jose Peres/P	Driver	Swift	1996	Mountune
46	Kosma Zarazik/F	Driver	Van Diemen	1995	
47	Mark Webber/AUS	Yellow Pages Australia with Duckhams	Van Diemen	1996	Solus
48	Michael Schroter/DEN	Team FormulaSport	Van Diemen	1995	Zagk
49	Paul Edwards/USA	Swift Racing Constructors	Swift	1996	Mountune
50	John Svensson/BEL	Ardennes/Johns Racing	Swift	1995	Minister
51	Raphael Real Del Sarte/F	Driver	Van Diemen	1996	
52	Richard Tarling/GB	Driver	Swift	1995	Mountune
53	Robert Todd/GB	Duckhams Racing with Van Diemen	Van Diemen	1996	Solus
54	Sebastian Bleekemolen/HOL	Geva Racing Services	Swift	1996	Mountune
55	Tomas Enge/CZ Rep	Jelland Racing	Van Diemen	1996	Minister
56	Derek M. Daly/IRE	Driver	Van Diemen	1995	Scholar
57	Dan Svenson/DEN	Driver	Vector	1995	Wichcraft
58	Bjorn Wirdheim/SW	Swift Racing Car Constructors	Swift	1994	Drum
59	Damon Wellman/GB	Mike Duffy	Van Diemen	1994	Scholar



Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

**Race 19
20 laps**

**Duckhams Formula Ford
Festival (Kent) Grand Final**



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1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's time: _____ Speed _____ mph. Fast.lap: No _____ Time _____ Speed _____ mph.

**Race 20
5 laps**

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No:	Driver	
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Result:
 1st _____ 2nd _____ 3rd _____
 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____
 10th _____ 11th _____ 12th _____
 Winner's time: _____
 Speed _____ mph.
 Fast.lap: No _____
 Time _____
 Speed _____ mph.

First 11 drivers from each semi-final qualify directly for the final. The next seven drivers from both semi-finals will then have the last chance to qualify for the remaining 6 places in this race.

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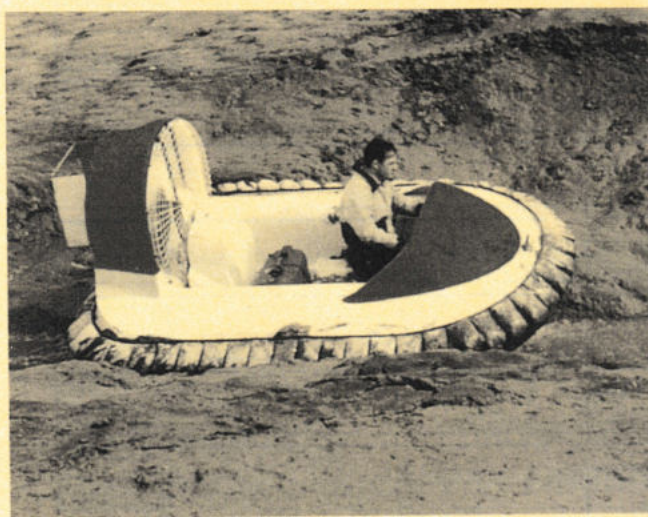


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- 4 Hailwoods Stand
- 5 Druids Stand
- 6 Brabham Centre
- 7 Stewart Centre and Shops
- 8 Main Entrance
- 9 Paddock Entrance
- 10 Kentagon Bar/Restaurant
- 11 Hailwoods Bar/Restaurant
- 12 Auto Store
- 13 Expovillion
- 14 Earlydrive/4 x 4 Office
- 15 4 x 4 Off-Road Course
- 16 Mini-Hatch Kart Circuit
- 17 Competitors' Petrol Station
- 18 Industrial Units
- 19 Brands Hatch Information Centre
- 20 BRSCC (British Racing & Sports Car Club) Office
- 21 Pits Walkabout Entrance
- 22 Petrol Station (Competitors Only)

- NIGEL MANSELL CENTRE:**
- 23 Brands Hatch Activities Centre
 - 24 Media Centre
 - 25 Pit Garages
 - 26 Pit Lane - No Access Except Walkabout
 - 27 Assembly Area & Parc Fermé
 - 28 Pre-Race Scrutiny Bay
 - 29 Race Control
 - 30 Start/Finish Line
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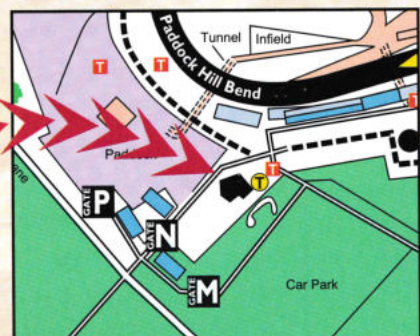
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FESTIVAL FAVOURITE

Turning 18 is seen as a milestone for any youngster and often this passing is celebrated with a big party, but this has not been the case for Kristian Kolby. He turned 18 only a few days ago but is waiting to celebrate until he hopefully can add the coveted title of Duckhams Formula Ford Festival winner to his 1996 British Formula Ford Championship.

"It would be a top birthday present to win the Festival this weekend - then there would really be something to celebrate. I'm looking forward to the whole event but I know it's not going to be easy because there are a lot of good drivers out there and I'm not the only one who wants to win."

Knutsford-domiciled Dane Kolby arrives at Brands Hatch as favourite after his dominance of the British Formula Ford Championship this year. On his way to the coveted title, which he claimed with two rounds left, Kolby took six wins and seven other podium finishes and became the youngest-ever championship winner. Kolby's pre-eminence also meant that he won the Avon Young Driver Award and the Nations Cup for Denmark. His performances also helped to wrap up the teams title for his Duckhams Van Diemen outfit, his chassis and engine tuner Solus - so all that's left is for Kolby to win this weekend.

"It would be great to end what has already been a fantastic season by winning the Festival. I was so close to winning it last year and I still feel really bad when I think about it. But this year I want to make amends. I'm in it to win it," confirmed Kolby, who was on pole position for last year's final after dominating the qualifying heats. However, the unfortunate Dane ended up finishing seventh after making a bad start, but still fought his way up the field and set fastest lap on the way - a small consolation for Kolby in his first year of circuit racing.

The Brands Hatch circuit is one of Kolby's favourites and he is feeling confident especially after claiming a superb victory in the last round of Slick 50 Championship. It was during this race that the teenager pulled off what was described by many as 'the best manoeuvre of the year' when he did the impossible by overtaking two cars on the inside going into Paddock Hill Bend.

"I like the Brands Hatch Indy circuit. It's a fast and fun track to drive and I know I'm quick around there. Some of my best races have taken place at Brands Hatch, and the circuit is also good from a spectators point of view because they can see most of the action. Also because it's fairly small there is a guarantee for close racing."

The Festival has in the past couple of years been dominated by Danes. Jan Magnussen and Jason Watt have both won it and Kolby hopes that he will follow in their illustrious footsteps.

"I remember I was at the Festival as a spectator when both Jan and Jason won and I dreamt that one day it would be me standing on the top of the rostrum. The only problem is I'm actually afraid of heights so I don't really like to stand top of the podium. However, that will not stop me and I hope I will get the chance this weekend to become the youngest ever Festival winner."

A youngster with Kolby's record automatically becomes hot property in the world of motorsport and various teams have already made contact offering deals for next year.

"I still don't know what I will do next year. Since I clinched the championship I have been concentrating on the Festival. After this weekend I will have a belated birthday party and then I will start to consider what to do next year."

● Ellen

FRIENDS AND FOES

Why did Kristian win the championship?

MW "Kristian finished more races and made less mistakes than I did. I also had a slight handicap because it's my first race in Britain and the racing is very different to Australia, in that you are allowed to get away with a lot more blocking over here. British racing teaches you a lot more about racecraft - not that you need it when you get to Formula One!"

Have you had any cross words with each other this year?

KK "None about the motor racing, but we did when he beat me in a horse racing game in Spa! It's good to have a quick team-mate, because it makes you push yourself harder. Neither of us are big-headed - we're both here to learn at the moment, and we are now both better drivers."

MW "We have learnt different things off each other. We share each other's telemetry data, which has helped us both."

What has been the best race between the two of you?

MW "The last round of the British championship at Brands. We both pulled off good moves - I hit Kristian and then didn't have very good steering! I think Kristian is a fraction stronger still in hard battles, because it's his second year racing in Britain."

KK "That race was good because it was like a warm-up for the Festival. I wanted to prove why I had the championship, and by winning that race it has put the pressure on everyone else leading up to the Festival."

Do you think the Festival will be a straight fight between you two?

MW "We had a good look at some of the European opposition at Spa, and I think that the Mygale of David Terrien will be a threat, along with my others works Van Diemen team-mate, Vitor Meira."

KK "I think that as well as Mark, Darren Malkin, Meira and Terrien will be the ones to look out for."

MW "Also, if Michael Vergers does it, then he'll definitely be up there."

KK "Yeah, but he'll crash out!"

Will you help each other get through the qualifying rounds?

KK "Well we won't help anyone else!"

MW "We won't take each other off in the semi-final."

KK "If we're fighting and a Mygale is closing in, then we're intelligent enough to cool it off and



keep a gap."

So what might happen if Kristian's leading on the last lap of the Final, and Mark is right behind?

KK "There's gonna be a big lunge isn't there! The Final is do or die."

MW "I'd have to find a way past him. If I'm 10 car lengths behind, that would be too much...maybe nine is OK! If I'm too far back in second then I may as well go off trying to get him!"

Would you fall out if some kind of incident happened?

KK "That depends on how bad the lunge from Mark is!"

MW "I could try around the outside at Paddock. If I think it's possible but it still goes wrong, then there could be a few words said!"

KK "The biggest word would come from Ralph Firman (the boss of Van Diemen) - especially if a Mygale wins!"

How important is victory at the Festival?

KK "Very, very important. It is regarded as the unofficial Formula Ford 'World Cup'. People can always name the winner of the Festival from any year - it has an extra prestige of its own. I think big teams higher up the ladder take a lot of notice."

MW "It is something special because everyone in the world wants to win it."

So who is going to win the Festival?

KK "I am!"

MW "That's wrong...!" ●

Having finished first and second in Britain's Slick 50 Formula Ford Championship, Duckhams Van Diemen team-mates, Kristian Kolby (Denmark) and Mark Webber (Australia) are the favourites for top honours at this year's Festival. They've battled hard against each other on the track for the majority of the 1996 season, whilst still remaining good friends. Chris Needell asked them about their views on each other, their chances at the Festival and what might happen if their simmering rivalry does finally boil over...



David Hardisty with Darren Rayfield just over his left shoulder. **Photo by:** Gary Hawkins

What odds a home win?

The Kent engined Formula Fords no longer have the prestige they once enjoyed, yet they still outnumber Zetec powered cars. Whichever power plant they use, winning the Ford Festival is top of any drivers list. Autosport correspondent Dud Candler has a look at the home based Kent powered contenders.

I think that given the breaks, Mark Marchant is our best chance of a home win. A senior instructor here at the Nigel Mansell Racing School, he won the 'Champion of Brands' FF1600 title back in 1994. Since then, he has raced only frequently, and, take a look at his Festival record and you'll see that ill fortune has struck him (or rather other competitors did!) at the '94 and '95 Festivals. But for that, he may well have won in '94.

In the Jamun M96, Tony Mundy has produced his best car ever and while Mark has only done six races this year, his strike rate is incredible. In addition, Irish engine wizard Ivor Greenwood has promised to supply his very top unit for the weekend.

Double Kent County FF1600 champion David Hardisty must rate as a very serious bet to reach the Grand Final. And then, who knows? He blew his chance at last year's event with an

elementary error, starting his heat in third gear. He was always playing catch-up into the Semi and Grand Final. I'm sure that he'll make no such mistake this time.

Simon Hill is surely the dark horse of the category. Another to instruct here at Brands, Simon returned from a lay-off recently and went quickly. A spectacular but erratic driver, he either does well or falls off! On that occasion he fell off. He hopes to race Gavin Wills' Swift SC96F this weekend and knows that this is his big chance. Wills cannot race, for as a past winner, he is no longer eligible. Wills was the last Brit to win, and I bet that Hill would dearly love to follow in his footsteps.

If Darren Rayfield submits an entry, watch out. The Kent lad has had a troubled year since switching teams, but is still very quick. Too quick sometimes, as twice this year his car has fallen foul of post race scrutineering.

Mike Oxley is the most improved of the Brands regulars, and is coming good just at the right time. Locally based Irishman James Long can go well on his day while fellow Irishman Chris Paul tops the invasion from the Emerald Isle. Winner of the Irish Formula Ford Festival in June, Chris was fourth here last year and rates among my favourites for success this weekend.

Fellow Irish visitors George McAlpin and Derek Hayes will be with us, and both could be among the top 10 finishers. These three are only the tip of the Irish iceberg, I'm even more convinced that a few pints of Guinness will be drunk if Paul and Co. can take the honours.

In Scotland, title protagonists James Forsyth and Stewart Roden will have settled their season long battle last weekend, and each will be looking to pip the other. Roden will be hoping to avoid a repeat of last year, where he was taken out in his heat. Along with fellow Scot Stuart Thorburn, they are more than capable of making it through to the Grand Final.

Others to traverse Hadrians Wall on an annual basis include Louis di Resta and David Taylor. Let's not forget our friends from the Welsh championship either, it's currently being led by Van Diemen driver Robin Parsons. The series finishes at Pembrey next weekend where Parsons will look to add to the title he won last year.

Parsons' main rival is the vastly improved Richard Carter, who has grown in stature this year. Having put missing the Welsh title by 0.01s last year firmly behind him, Carter has a string of strong performances to his name this term.

Regional Champions Kevin Mills (Castle Combe), Stuart Kestenbaum (Mallory Park and the national BRC titlist) and Mike Bennett (Oulton Park) will be looking to uphold their honour. Bennett and Mills clashed in a semi-final last year, Bennett being sidelined with bent steering. This meeting might



be Mills' swansong as he is now running on a fresh air budget. Bennett's brother Chris made it to the Grand Final last year, only to fall off at Paddock whilst trying to wrest fourth spot on the last lap.

Others to look out for include Alan Cooper, the ever improving youngsters Martyn Smith and Edward

Moore, Alan Yule, Sussex based Australian Ian Agnew and Didier Stoessel. Colin Nield and Bryan Mullarkey head down from Oulton seeking further success, while local men Richard Mansell and Richard Mendoza both know Brands like the back of their hands.

So you see, there really is plenty of home grown talent. Hang on, didn't Scandinavians fill the top three spots last year? Yes, but that's another story. ● by Dud Candler



Mark Marchant (top) Kevin Mills, Castle Combe Champion (middle) and Stuart Kestenbaum and Ian Smythe in the Star of Mallory series. **Photos by:** Andy Mason, Barry Ambrose

Last chance for the Irish?



Formula Ford is undergoing big changes globally. It still remains

in doubt whether Ireland will join the Zetec bandwagon for next year or perhaps the year after, but for 1996, the Kent Festival remains the only hope in which an Irishman can win. Linda Keen checks out the possibility of an Irish Kent victory and follows in the steps of Andrew McAulay.

DUNNE GOES ZETEC!

Noel Dunne - the hero of the 1995 Irish squad in the Kent Festival - has just concluded a late deal to compete in the Zetec Festival in the Vector 95 used by Kristian Kolby last year.

The 26-year-old Dubliner has been competing in the Irish Formula Opel Championship this year but is anxious to try Zetec power. He has backing from Lovato, a motor control equipment company, and the Mercury-powered car will be run by Steve Newman. He will be joined on the Zetec grid by veteran Dublin Formula Fordster Derek M. Daly.

Formula Ford 1600 remains a very competitive formula in the Emerald Isle and this year has produced closer racing than ever. No less than six drivers had a chance of winning the main Ford of Ireland Championship this year, the title going down to the wire and finally ending up in the hands of one of Ireland's former karters, Alan Ring. The 25-year old Kerryman makes his debut at Brands this weekend and Kent Festival victory would certainly be the crowning glory.

With two wins to his credit this year, veteran George McAlpin - who has contested this event many times, had the early lead in the Ford of Ireland series. The Portrush restaurateur failed to maintain his early season pace and it was left to 23-year-old Mark McKenna to move up the order with two successive wins. McKenna finally lost the fight for the title in the final round to Ring by one point and for the second year running the Dubliner was the bridesmaid. McKenna finished the Kent Festival 13th last year - the highest of the Irish entries here again this weekend - and being of a determined disposition, Mark will be aiming a lot higher.

Nineteen-year-old Jeff Wright has his second Brands Hatch outing having taken third place in the Ford of Ireland Championship, and will be intent on at least finishing here this year, which he failed to do in '95. One good win at Mondello Park and

Damian Faulkner has been seen competing in the Slick 50 series this season (left). George McAlpin (below)
Photos by Andy Gibbs, Linda Keen



another at Kirkistown will have boasted his confidence for Brands.

Of the Irish runners, Alan Kelly, should be one of the favourites and despite his return to racing in Ireland this year and only finishing seventh, they don't come much more experienced than the laid-back Dubliner. Kelly's been around for a long time and actually finished this event seventh - his highest finish - in 1982, the year Julian Bailey won. Kelly will be racing for the 'crack' this weekend.

John Whelan has his first taste of the Indy circuit this weekend. Along with Shaun Magill, Whelan is being run here by Cliff Dempsey Racing. Magill departed from Formula Ford to try his hand in the Dunlop Touring Car Championship in Ireland this year but was persuaded into the ex-John Gunning Van Diemen RF91 for this event. The 1995 Irish Festival winner, it's Magill's fourth Festival at Brands where he's made the final twice.

Raymond Knox is the last of the regular Ford of Ireland runners, the highlight of the season being an outstanding victory in the Phoenix Park. He got as far as the Semi-Final last year but will be anxious to make it into the final this weekend. Dick Smythe, who finished third in the Pre'85 Championship, and James Hagan (fifth in the Northern Ireland Class B series) complete the Irish line-up in their more elderly machinery.

● by Linda Keen

SCANDINAVIAN (DANISH) DOMINATION!

Newly signed Stewart Grand Prix driver Jan Magnussen won the Festival four years ago, and after Jason Watt repeated the feat two years later, newly crowned British Champion Kristian Kolby is in line to become the third Dane in just five years to clinch the prestigious end-of-season win.



It will be the teenager's second attempt at the Brands event. Last year he won his semi final and started from pole for the final, but unfortunately experience was not on his side, the Dane ending up a lowly eighth. This time, however, things are bound to be different. Kristian has not only matured immensely, but has also amassed vital race craft which he ably demonstrated by passing Mark Webber and Vitor Meira at Paddock Hill in what could be the move of the year at the final Slick 50 round.

Michael Schroter is another Dane who is back for a second crack at the Festival. Last year he was so unlucky to retire from his semi-final, but this year he has been a regular front runner in the German series, his Team FormulaSport Van Diemen ending up third in the overall standings. Michael, however, will not be the only member representing the Schroter racing dynasty this weekend. Watched by father - a former Danish Saloon Car Champion - twin brother Tommy will also bring his Team FormulaSport car along in order to show the Kent regulars the speed that won him his national Formula Ford 1600 championship in his first full season in the class.

Another Danish champion at Brands Hatch will be Zetec man Tommy Jespersen. With

consistent driving he clinched the title by a mere point from Jan Neumann, who himself is both a former national FF1600 champion as well as a Festival finalist. A total newcomer, however, is Marco Schumann, who has elected to drop his private Van Diemen RF93 for an Elvin Nielsen RF95 for his first crack at the event.

In Scandinavia Zetec Formula Ford is a purely Danish affair, but the old Kent class is still alive and kicking in the whole area. In Denmark Hans Jorn Andersen was the driver offering the strongest challenge to Tommy Schroter, but in the Nordic Championship no-one could stop the Finnish steamroller. Second season driver Janne Koistinen was virtually unbeatable in his Van Diemen RF95, whereas fellow countryman Kari Maenpaa secured his runner-up spot more through consistent driving than outright speed.

Finally the Scandinavian contingent will be made up by Ole Rasmussen and Allan Berndt. Whereas Rasmussen has been doing the Danish series, Berndt has been racing in the Benelux with good results this year. Apart from clinching the Dutch FF1600 title, third overall in the Benelux championship also went to Berndt, who incidentally was last year's Euro Cup runner-up. ● by Morten Alstrup

Photo by: Steve Boniface



EUROCAR DECIDER!



Lucas V6 goes to the wire this weekend with Neil Cunningham (24), Phil White (63) and Peter Falding having it all to do.

LUCAS EUROCAR V6

Who would have predicted the closeness of the Lucas Eurocar V6 Championship at the start of the series way back in April at the first round at Mallory Park.

At that meeting today's contenders for the title had mixed fortunes with non of them coming in the first four places in round one. Peter Falding was highest placed when he took fifth with Neil Cunningham and Phil White 10th and 12th respectively.

However, each of them indicated at that meeting that they were drivers to watch with White and Falding picking up second places in one of their races and Cunningham winning one of his.

Today we see both Cunningham and White on exactly the same number of points (3815) with Falding not far behind on 3625. Any one of these three can take the 1996 title and it will all be decided this weekend.

A blown engine or a visit to the gravel trap could play its part, so with 400 points available, let's hope that all three drivers have a trouble free last round and may the best man win.

The last round at Lydden a fortnight ago produced some very exciting racing but it was Phil White who produced the performance that

finally closed the gap on Neil Cunningham who had led the championship since July. Phil won the round with 340 points whilst Neil could only manage 165 after not finishing his second race following an unscheduled visit to the gravel trap at Devils Elbow.

Peter Falding had two relatively quiet races (for him) mainly due to tyre choice in the damp and changeable conditions all afternoon. But he still managed to pick up 220 points to get within striking distance of the leading pair.

As well as these three, there are a number of battles going on down the points chart which are equally exciting. Jason Hunn has done really well to get to his present fourth position and although it is mathematically possible to get up to third place, he will be the first to admit that this would be highly unlikely. He has a 110 lead over fifth placed driver, Mark Willis, who was the early leader of the championship before having a string of bad results around the middle of the year.

Graham Miller, Steve Dance, Alf Boarer and Mark Proctor are all within 260 points of each other and will be hoping to improve on their present positions within the top 10, whilst John Haffey, the present holder of 10th place, will be doing his best to improve on it whilst keeping

Photos by: Colin Taylor Productions, Gary Hawkins, Andy Mason, Gordon Dawkins



half an eye on Art Markus, David Oates, Ian Fewings and Paul Eaton who are all in contention for a top 10 place.

With one of the V6 Eurocar races on Saturday, we should have a clearer picture of who will finish where come Sunday morning. But one thing is certain, we will not know who has won the 1996 championship when racing starts on the last day of what has been an extremely exciting series.

LUCAS EUROCAR V8

A fortnight ago at Lydden Circuit, Mike Jordan became the first ever winner of the Lucas Eurocar V8 Championship. He had led the series right from the start of the season and his MAC Tools team has dominated the formula.

However, a late burst from Barry Lee kept the outcome in doubt. Barry has battled against a start to the season which was dogged with problems in getting his car right. Since then his results have gradually improved but he has run out of time. But his Dagenham Motors team should not be disappointed because they certainly seem to have got the car going well at the moment as, no doubt, Barry will demonstrate today.

Mike will also be able to show just how good

a driver he is this weekend. The pressure is off and his tremendous talent will mean that we will be treated to some storming racing over the two days.

Kevin Clarke, in his Kennametal Hertel sponsored car has also confirmed his third place in the championship following the last rounds results. Kevin has had a year of mixed fortunes and although he always likes to win he should be satisfied with his placing when you consider the amount of work that he put into heading his team which looks after at least five Eurocars of one sort or another.

The team is running very smoothly now and expect Kevin to be after Mike's title next year.

Tony Gale has had an up and down year in his Tulip Computer-backed car. His round win at Lydden a fortnight ago means that he continues to be a top contender on his day.

There is very little between Peter Medley, Peter Chambers and Graham Hathaway with only 75 points separating them in the points chart going into this weekend's meeting. Each will be out to win their battle for the lower places.

Ian Mitchell only joined the series recently but each race sees him coming to terms with the awesome power of the V8's.

● by Phillip Bond

Lucas V8 Champion Mike Jordan on the right will be sure to put a show on with the rest of the V8 brigade.



James Beales is looking for his second F200 race win today.

Can Beales make it two?

James Beales has netted the runner-up spot in the Alliance & Leicester Personal Finance Formula 2000 Championship. James' consistency this season has seen him keep tabs on Graham Fennymore's charge to championship honours.



Graham Fennymore (above) wrapped up the F2000 Championship at Mallory Park. He will be testing the SpeedSport British F3 car next week as part of the championship prize. Alliance & Leicester Personal Finance back Elliot Lewis in the 1996 F2000 Championship. (right).

Photos by: MVG Photographic



His best result was his win at Donington, he followed that with two consecutive pole positions at Mallory Park's round nine and ten. Although Fennymore stole wins here too, James has clearly shown increasing form in his first year of slicks and wings competition. Other graduates to impress have been Martin Wallbank (Formula First) and Robin Liddell (FVaux Junior).

As for today's race, there will be plenty of action as drivers pull out all the stops to show what they can do at this internationally renowned event. Local expert Peter Alexander will be looking for the top podium slot; he very nearly made it at Brands Hatch earlier in the year putting his local knowledge to good effect. Alliance & Leicester's Elliot Lewis is also bound to provide some great action. He won the championship's first Brands Festival back in 1994 and leapt from eighth on the grid to third at the flag earlier this year with some stunning racecraft.

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● by Ray Bacon

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