

# THE MASTERS HISTORIC FESTIVAL

**BRANDS HATCH**  
GRAND PRIX CIRCUIT



BrandsHatch 

**28/29/30 MAY 2011**

OFFICIAL PROGRAMME **£5**

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28/29/30 MAY 2011



This event is organised by MotorSport Vision Racing and will be held under the following MSA Permit numbers:  
 Nat B 65344 (Saturday)  
 Nat B: 65345 (Sunday/Monday)

This event is NEAFP permitted.

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**Rescue Units** – MSVR, BRSCC SE  
**Rescue Unit Chief** – Andy Lyle  
**Recovery** – D&G Cars  
**Safety Car** – Ian Barnett



## MASTERS HISTORIC FESTIVAL BRANDS HATCH 28/29/30 MAY

# TIMETABLE

### SATURDAY MAY 28TH

09.15 – 09.40	Cloth Cap with XK Challenge qualifying
09.55 – 10.20	Oldies but Goldies qualifying
10.35 – 10.50	Formula Ford Champion of Brands qualifying
11.05 – 11.30	Pre-66 Touring Cars qualifying
11.45 – 12.10	70s Celebration race qualifying
12.10 – 13.10	Lunch break including Karting Legends demonstration
13.10	Race 1 Cloth Cap with XK Challenge 45 mins
14.10	Race 2 Oldies but Goldies 45 mins
15.10	Race 3 Formula Ford Champion of Brands 20 mins
15.45	Race 4 Pre-66 Touring Cars 45 mins
16.45	Race 5 70s Celebration race 45 mins

### SUNDAY MAY 29TH

10.00 – 10.30	Pre-66 Touring Cars qualifying
10.45 – 11.10	GP Masters qualifying
11.25 – 11.55	World Sportscar Masters qualifying
12.10 – 12.40	Sports Racing Masters qualifying
12.40 – 13.40	Lunch break including <b>Formula 1</b> and Karting Legends demonstrations
13.40 – 14.05	Interserie Revival qualifying
14.20 – 14.55	Gentlemen Drivers Pre-66 GT Cars qualifying
15.10 – 15.30	<b>Formula 1 demonstration</b>
15.45	Race 1 GP Masters 25 mins
16.30	Race 2 World Sportscar Masters 30 mins
17.20	Race 3 Interserie Revival 25 mins

### MONDAY MAY 30TH

09.15	Race 4 Gentlemen Drivers Pre-66 GT Cars 120 mins
11.35	Race 5 Sports Racing Masters 60 mins
12.35 – 13.35	Lunch break including <b>Formula 1</b> and Karting Legends demonstrations
13.35	Race 6 Pre-66 Touring Cars 60 mins
14.55	Race 7 GP Masters 25 mins
15.40 – 16.00	<b>Formula 1 demonstration</b>
16.15	Race 8 Interserie Revival 25 mins
17.00	Race 9 Pre-66 Mini sprint race 20 mins
17.40	Race 10 World Sportscar Masters 30 mins

This programme is designed by Brian McCann, edited by David Addison and written by Paul Lawrence, David Addison, James Beckett and Mike Holder. Photography: Charlie Wooding, Paul Lawrence Jeff Bloxham, Peter Austin, LAT, BTCC.net, Tony Harrison. Thanks to Rachel Bailey and Ellie Headon at Masters for all their assistance. Published by Cloverleaf Media Ltd. Copyright Cloverleaf Media Ltd 2011.



# FOOD & DRINK

## MASTERS HISTORIC SPECIAL OFFERS



### Pitstopper Breakfast

2 x bacon rashers, sausage, egg, baked beans, tomatoes, mushrooms, hash browns, toast/fried slice plus a hot beverage. **£6.80**



Just **£5.50**

### Masters Meal Deal

Just **£5.50**

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

Available from Fast Lane at Paddock Hill and Colin Chapman Way. From 07:30 until the end of racing.



### Kentagon and Hailwoods Servery

A wide selection of freshly cooked dishes that include curries, grilled meats, pies, pasta and vegetarian options.

From **£6.80 per person**



### Sunday Evening Carvery

This Sunday come and enjoy a carvery at the Kentagon. Roast Turkey, Loin of Pork and a mouth-watering rib of Beef will be on offer together with a selection of fresh and roasted vegetables. **£8.00 per person**



### Organic Ale & Lager

Why not wash down the sumptuous food with a refreshing bottle of Laverstoke Park Organic Real Ale or Lager that is brewed with only the finest ingredients.

**£3.00 per bottle**  
(500ml bottle. Usual price £3.40)

## Kentagon Bar and Restaurant

### Saturday 28 May

Food 7.30am – 9.30pm

Bar 6.00pm – 11pm

### Sunday 29 May

Food 7.30am – 9.30pm

Bar 10am until late

### Monday 30 May

Food 7am until 'according to demand'

Bar 10am until 'according to demand'

## Hailwoods Bar and Restaurant

### Saturday 28 May

Food 7.30am until 'according to demand'

Bar 10am until 'according to demand'

### Sunday 29 May

Food 6.30am – 4.00pm Bar 10am onwards

### Monday 30 May

Food 6.30am – 4.00pm

Bar 10am onwards

## Fast Lane - Paddock Hill & Colin Chapman Way

Open Monday 30 May from 8am until the end of racing.

## Grand Prix Terrace

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

### IMPORTANT INFORMATION

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

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

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# WELCOME



**Jonathan Palmer**  
Chief Executive  
MotorSport Vision

IN JUST A FEW YEARS THE MASTERS HISTORIC FESTIVAL AT BRANDS HATCH HAS ESTABLISHED ITSELF AS A STANDOUT HIGHLIGHT ON THE HISTORIC RACING CALENDAR, AND I'M DELIGHTED TO WELCOME YOU TO THIS YEAR'S EVENT, WHICH LOOKS BETTER THAN EVER!

The Brands Hatch Grand Prix circuit remains one of the world's most iconic racetracks, and the sight of classic Formula 1 or sports cars competing once again triggers some wonderful memories of the halcyon days of motor racing.

As well as the colour and noise of the Grand Prix Masters we have a number of cars that raced at Le Mans in the World Sportscar Masters series, and there's a superb variety of machines competing in the various Touring Car and GT races too. Paddock access is free of charge at this event, so please take the opportunity to see the cars up close and chat to the drivers that have lovingly maintained them for everyone to enjoy.

I'm very excited that Damon Hill's championship-winning Williams-Renault from 1996 will be demonstrating on Sunday and Monday. This brings back fond memories of his title win at the Japanese Grand Prix when my BBC co-commentator Murray Walker was for once left speechless with emotion! Also joining in the fun are a number of race winning cars from the rival Benetton team.

Finally don't miss the impressive selection of classic cars on display next to the Kentagon restaurant at our new Kentagon parade area.

I hope you have a great weekend at the 2011 Masters Historic Festival!



**Rachel Bailey**  
Masters Historic Racing  
Event Manager

## WELCOME TO THE FIFTH MASTERS FESTIVAL AT BRANDS HATCH.

May, Brands Hatch and Masters Historic Racing go together as a perfect fit! Welcome to our fifth annual Brands Hatch Masters Historic Festival, and event, which just gets better every season.

This year, we have Formula 1 cars to celebrate, not just our GP Masters 1970s and 1980s cars, but also a fantastic demonstration of 1980s and 1990s technology. The cars, from Williams, Benetton, Toleman and Lotus, will be running twice on both Sunday and Monday – don't miss them.

We have a magnificent entry of GT cars in the Gentlemen Drivers Pre-66 GT Cars race, full grids of Pre-66 Touring Cars that run on Saturday (on the Indy circuit) and Monday, plus a tremendous array of sports cars in the WSM and Sports Racing Masters events. The Interserie Revival category continues to build and we are delighted to have a motor racing legend, John Fitzpatrick, on the grid as well. He will be driving one of Roger Wills' BMWs, and spare a thought for Roger: he is in every race this weekend. Yes, every race, even driving two cars in one race and leaping from one to another! That's commitment.

Saturday's Top Hat Raceday brings a superb mix of cars and includes something different for Masters: an FF1600 race, part of the revitalised Champion of Brands series.

As ever, can we thank all of the marshals and other volunteer officials for making this weekend possible. We are all, organisers or competitors, acutely aware of the importance of these essential volunteers and we thank you all for making our weekend of racing possible.

Whether you are here to race, report, spectate or as an official, we hope you have a superb weekend and enjoy the spectacle of Masters Historic Racing.

### CONDITIONS OF ADMISSION

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

### PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies in the descriptions of competing cars, MSV accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including making copies

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### SPECTATOR NOTICES

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

### PROHIBITED AREA NOTICES

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

### ENQUIRY OFFICE

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

Brands Hatch Circuit, Fawkham, Longfield, Kent, DA3 8NG  
Tel: 01474 872331







## FESTIVAL TIME

The Brands Hatch Masters Festival celebrates its fifth birthday and brings a wealth of mouth-watering cars to a great circuit. Mike Holder reports

**T**he Brands Hatch Masters Festival is a highlight of the historic motor racing season and this weekend will be another superb one of action and of memories. Where else can you see such a diverse collection of cars ranging from the 1950s to the 1980s?

The GP Masters races for Formula 1 cars bring together an eclectic snapshot of the 1970s and early 1980s, with the charismatic Benetton-liveried Tyrrell 012 of Ian Simmonds, the unique Amon of Masters prime-mover Ron Maydon and the distinctive Fittipaldi F5A of Richard Barber all set to do battle.



*Sports Racing Masters have their first race of 2011*

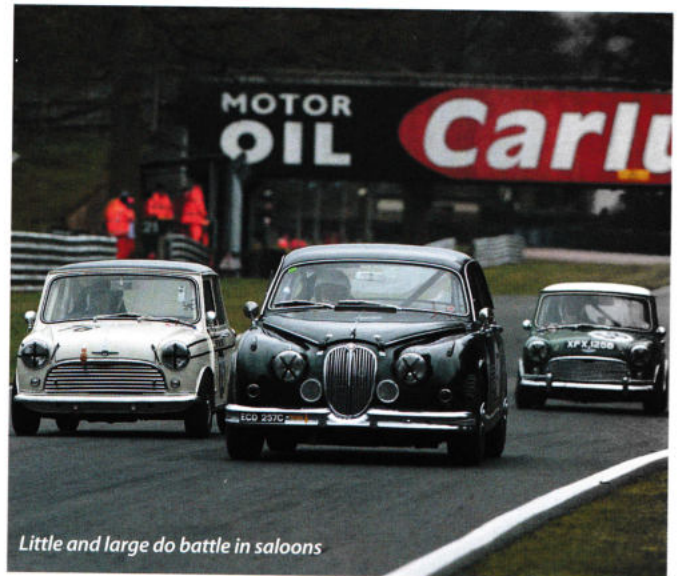


*Sports cars produce varied grids*





*Huge Touring Car entries have been received*



*Little and large do battle in saloons*



*Masters boss Ron Maydon races his Amon F1 car*

Then there is the sports car side of the weekend: the ground-shaking Chevrolet-engined Lola T70s in the WSM races are sure to be spectacular, especially with the likes of Simon Hadfield and Martin Stretton behind the wheel. Then there are the nimble Chevrons, both B16 and B8, plus an entry from Sid Hoole in his Alfa Romeo TT33. The earlier era is represented in Sports Racing Masters, cars that haven't yet had a stand-alone race this season. At Brands Hatch, though, a fine entry has been received and McLarens, Elvas and Merlyns square up against the Lotus 30 of Matthew Watts, shared with Tony Trimmer, the former Grand prix driver (who began with the dreadful Maki chassis in 1975) who was the 1978 British F1 champion.



*F1 cars return to Brands Hatch*

Then there is the later 1970s sports car era, represented by Proto70s that run in the Interserie Revival class, where Leo Voyazides races his successful Lola T280 against the wailing Matras of Rob Hall and Abba Kogan and the Can-Am specification McLaren M8F of Michiel Campagne, the experienced Dutch driver making a welcome visit to Brands Hatch. Look, too, for the mighty Touring 70s cars, with the famous BMW Batmobiles taking on Ford Capris, with racing legend John Fitzpatrick having his first race at Brands Hatch since 1983.

The Gentlemen Drivers GT race brings a mighty entry of pre-1966 GT cars with Jaguar E-types taking on the mighty AC Cobras in this, the Big Cat's 50th anniversary year. Add in Austin Healeys, Lotus Elites and Elans and Bizzarrinis, and variety is clear to see.

The Pre-66 Touring Car grid brings the mighty V8 American big-bangers to take on the Austin and Morris Coopers, Lotus Cortinas and BMWs, as well as featuring former Super Touring racer Patrick Watts, a regular here in the BTCC in the 1990s.

Take the opportunity of the pit walks over the weekend, and tear yourself away from the track action for a walk around the paddock – you won't be disappointed at a meeting like this. In fact, the only problem is knowing where to look next!



# SWINGING SIXTIES

Many years ago, before success ballast, three races a day and reverse grids, the British Saloon Car Championship produced spectacular racing and full grids. David Addison looks back



Frank Gardner won the BTCC in his Alan Mann Racing Ford Falcon



The Escort twin-cam carried Gardner to a second title

**A** look at the Masters Pre-66 Touring Car grids this weekend offers a snapshot of how touring car racing used to be in the 1960s. The British Saloon Car Championship, created in 1958, quickly evolved into the place to race in the early 1960s as more drivers and manufacturers decided it was the perfect place to showcase their wares. It was where the Lotus Cortina came to play, with Jim Clark adding the 1964 title to his three Grand prix wins that season. Imagine Jenson Button dovetailing his Formula 1 season with a drive for Team Aon now!

The sixties were a great time for touring car racing as manufacturers gradually cottoned on to the "Win on Sunday, sell on Monday" mentality. John Love won the crown in 1962 in a Mini Cooper but a year later it was the turn of power and size to conquer: the Ford Galaxie. It was handled by Jack Sears (the 1958 champion) but it was a turning point in the championship as the mighty American cars started to conquer British tracks. The next car along was the Ford Mustang, which Roy Pierpoint used to win the 1965 crown for Alan Mann Racing. Pierpoint moved to the Ford Falcon Sprint in 1966, Ford having made the 289 cubic inch-engined car into a racer. As a road car, it didn't catch on as the Mustang contained the same technology for less cost and

as a race car it was bigger and more unwieldy. Consequently it didn't enjoy the same success and as the bigger-engined Fords squabbled for overall wins, John Fitzpatrick came through for the crown in his Ford Anglia, taking the title at Brands Hatch. In doing so, John became the youngest champion, aged 23 years, four months and 21 days.

In 1967, the laconic Frank Gardner teamed up with Alan Mann to turn the Falcon into a winner and backed it up a year later with a second title in a Mann-run Ford Escort Mk1 Twin Cam.

In mainland Europe, the FIA commissioned Willy Stenger to come up with a championship for touring cars. The European Touring Car Championship began in 1963 with Peter Nocker's Jaguar MkII taking the title before Brit Warwick Banks won it a year later in his Mini. The Mustangs, Lotus Cortinas, and Minis were common on the grids, but so were Porsche 911s and the BMW 2000 and 2002s plus the spectacular Alfa Romeo 1600 GTA.

Those days are recreated this weekend with races on Saturday and Monday for huge grids. Take a step back in time.

Gordon Spice and John Rhodes do battle in 1969



Jack Sears, Jim Clark and Graham Hill blast away



# THE ONE SHOW

Formula 1 cars hold a special place in anyone's hearts and a snapshot of 1980s and '90s F1 is on display this weekend. Mike Holder reports



Michael Schumacher took his first Grand Prix win in a Benetton B192

This weekend, you'll have a chance to see a number of Formula 1 cars on display, such as the 1996 Williams FW18-Renault owned by Graham North, which was the car that Damon Hill used to win that year's FIA Formula 1 World Championship winning eight of the 16 races on his way. Running in its Rothmans livery, Hill's Williams won the opening three races of the season and led 480 laps across the season. He took the title by 19 points from team-mate Jacques Villeneuve, whilst Williams won the Constructors' title by 105 points!

Look, too, for the Benetton B190 that triple World Champion Nelson Piquet raced in the 1990 season. The car, with its V8 Cosworth HB engine, took wins in Japan and Australia that year and guided the Brazilian to third in the World Championship and is now owned

by John Reakes who will demonstrate the car this weekend. There will also be an ex-Michael Schumacher chassis, his 1993 car (now owned by Barry Walker) that was also driven that year by Riccardo Patrese. The car is believed to be the only B193 in the World still using its original paddle-shift gear system and is powered by a Cosworth HB Mk3 engine. The car raced five times in 1993 and a second place was the car's best result.

You'll see a 1992 Benetton, a car from a season that was won by Nigel Mansell but recorded Schumacher's first win at Spa-Francorchamps, his Benetton B192 powered again by a Cosworth engine.

Of course, Benetton was borne out of Toleman. The Italian knitwear company entered the sport

as a sponsor (of Tyrrell, then Alfa Romeo and Toleman) but bought the small British team for the 1986 season.

In 1984, though, Toleman was a fledgling constructor that had attracted Ayrton Senna to drive its Hart-engined TG184 and the Brazilian took it to second in the truncated 1984 Monaco Grand Prix. After team-mate Johnny Cecotto was injured here in 1984, Stefan Johansson was drafted into the team to complete the season and Alastair Davidson will be demonstrating the car this weekend. There will also be the ex-Nelson Piquet Lotus 101 (designed by Frank Dernie and Mike Coughlan) that took fourth in the 1989 Japanese Grand Prix.

Enjoy the noise and spectacle of Formula 1 as it was in the 1980s and 1990s.



Graham North owns the ex-Damon Hill Williams



1993 Benetton will be active



Nelson Piquet won in 1990 for Benetton



# WELCOME BACK



John Fitzpatrick makes a welcome return to Brands Hatch this weekend, amazingly the first time he will have raced here since 1983. That weekend he and Derek Warwick shared the JDavid-sponsored Porsche 956 to win the Brands Hatch 1000 Kilometres, a wet race but one in which they shone. Their 956 used modified front aero to maximise the car's potential and Derek took a lead on lap three that he and Fitz were never to lose. However, this weekend it is a touring car that John will be driving as he will pedal one of Roger Wills' BMW CSLs. "The BMW CSL is the best handling

touring car I ever drove and it took me to two of my best wins, the six hours of the Nurburgring in 1972 and the 1000kms at Silverstone in 1976. "I am delighted to be going back to Brands Hatch. I consider the Grand Prix circuit at Brands Hatch to be the best and most challenging circuit in the UK, and the most interesting for spectators. Brands Hatch brings back many good memories for me. I won my first race there in an 850 Mini back in the 1960s and I won my last international race there in 1983." Welcome back, Fitz!



## POCHIOL'S FORD POPULAR

Paul Pochiol plans a busy season with his 3-litre Ford Capri, sharing the car with his son Tom and his old friend Mike Wrigley. The Essex-powered car made its debut late last season and runs in the UFO Jeans livery used by Holman Blackburn in period. Paul met with Blackburn to glean advice during the build of the immaculate car, which will be out in Touring 70s races.

## MARATHON MEN

Masters regulars Joe Twyman, Andrew Smith, Oliver Bryant and Alasdair McCaig are all set to unite for the Spa 24 Hours later this season. The four young guns will race under the Ecurie Ecosse banner, the illustrious team which won the 24 Hours of Le Mans in 1956 and 1957. Twenty-five years after winning the Group C2 World Sportscar Championship, Ecurie Ecosse will be competing for overall honours in the 2011 Total 24 Hours of Spa in an Aston Martin DBRS9 GT3 as an Official Partner of the factory Aston Martin Racing Team, and this will be the platform for the team's short term plans to return to Le Mans. The team is seeking sponsorship partners to assist with the budget in order to fulfill this major development, which will mark the return of Ecurie Ecosse to international sports car racing, and therefore provides a rare chance to become involved with an iconic motor racing team and brand known throughout the world. If you want to know more, get in touch with Andrew Smith via [as@ecurieecosse.com](mailto:as@ecurieecosse.com)





## HIGSON STEPS UP

Former Sports 2000 racer Mark Higson has made the step up to Grand Prix Masters this season in the ex-Frank Williams Racing March 761, last raced by David Methley.

After four seasons in Sports 2000, Higson is realising a childhood dream to race a 1970s Grand Prix car. "I used to go to Brands Hatch on the bus in the '70s when I was an

early teenager," he said. "To end up driving one of the cars is ridiculous."

Higson, who only started racing when he turned 50, plans to contest as many GPM races as possible this season in the ex-Patrick Neve car.



## CHAMPIONSHIP STATUS AWARDED

Masters has obtained MSA-recognised championship status for four of its leading categories in a new initiative for 2011 after a five-year period of working towards this goal.

The MSA-recognised championship will be for GP Masters, WSM, Gentlemen Drivers and Pre-66 Touring Cars and will allow Masters to offer drivers the prestige of being Masters Historic European Champion. Masters series founder Ron Maydon said: "This is the result of several years of hard work from all of the Masters team; MSA Chief Executive Colin Hilton and his team, and John Hughes, President of the FIA Historic Commission to whom I would like to express my thanks for their co-operation."

## NORDEA BACKS MASTERS

Masters Historic Racing is excited to announce a three-year sponsorship agreement with Luxembourg-based Nordea Bank S.A., which builds on the existing co-operation between the two organisations.

Nordea Bank S.A. is a part of the Nordea Group, the leading financial services provider in the Nordic and Baltic Sea regions. Nordea Bank S.A. is the group's private banking subsidiary and manages investments for an international clientele, which fits well with the general profile of Masters' collectors and racers of historic cars.

Leading this new business connection for Nordea Private Banking Director, Lars Alstrup, who said: "Nordea is a strong bank that has won awards for its excellence in private banking services in Europe."

## WATCHING THE POINTS

This season is something of a watershed year for Masters Historic Racing. For the first time, Masters is able to boast four fully-fledged championships, with MSA-recognition. They are GP Masters, WSM, Gentlemen Drivers Pre-66 GT Cars and Pre-66 Touring Cars. Points are scored in each class in each of their races and an end-of-season champion wins a TAG Heuer Carrera watch, the perfect timepiece for racing drivers.

The GP Masters championship fight begins this weekend, but the latest standings in the other three championships are shown below.

### WSM

1	Jason Minshaw/Guy Minshaw	9
=	Brian Casey/Greg Caton	9
=	David Forsbrey	9
=	Paul Howells	9
7	Hugh Colman	6
=	John Pearson	6
=	Mark Bates	6
10	Piero Tonetti	4
=	Chris Fox	4
=	Mark Pangborn	4
=	Peter Hallford/Tony Crudgington	4
15	Jeremy Cooke	3

### GENTLEMEN DRIVERS PRE-66 GT CARS

1	Simon Hadfield/Michael Schryver	13
3	Chris Scragg/John Bussell	12
5	Jamie Boot	10
6	Mike Whitaker/Nigel Reuben	9
=	Keith Fell/Stephen Bond	9
=	Gordon McCulloch/Andy Newall	9
12	Steven Farrall/Peter Aylett	8
14	Allen Tice/Chris Conoley	6
=	John Griffiths/Sean McInerney	6
=	Keith Ahlers/Billy Bellinger	6
=	Jon Sandilands	6
=	Tom Smith	6

### PRE-66 TOURING CARS

1	Henry Mann	18
=	Nick Swift	18
3	Mike Dowd	15
4	Roy Stephenson	13
5	Jeremy Cooke	9
6	Chris Scragg/John Bussell	8
8	David Hall	6
=	Westley Harding	6
=	Christian Devereux	6
=	Ben Shuckburgh/Lloyd Stanton	6
=	Nick Naismith	6
=	Ron Maydon	6



# WHERE THERE'S A WILLS.....

When it comes to getting your mileage out of a racing weekend, no one does it better than Roger Wills. David Addison explains



Arch-enthusiast Roger Wills



Roger's mighty Mercury Comet Cyclone



Joe Twyman (left) and Roger Wills celebrate at Goodwood





The rare Gaz Volga at speed

Just imagine the scene: you're sitting in your office late on a Friday. All around you people are thinking about a weekend at home, mowing the lawn or going out for a few drinks. When Roger Wills closes his briefcase, he has a different agenda. First, there is a flight from Moscow, as that is home for the New Zealand-born financier. Then he has the small matter of three days of racing at Brands Hatch to think about at which he will tackle every race, some in more than one car!

This year, Roger is concentrating on modern GT racing so a weekend like the Brands Hatch masters Festival is a rare one to drive his fleet of beloved historic cars. From F1 machinery to humble Minis, you'll find Roger has something for every race. "It will be busy that's for sure, but it is also par for the course," he says. "Weekends like this one are rare for me and so I like to maximise the time available. I'll be tired by the end of the weekend but it will be great fun."

Wills may drive a desk during the week but his motor racing sure keeps him fit, as does his cross-country skiing and a recent fitness drive has made him even sharper for his racing. A controlled fitness regime and diet has made a big impact for 2011.

There was just one stumbling block in advance of this weekend: the Champion of Brands FF1600 race. To make sure that Roger is on the grid, a Van Diemen RF91 has been rented from Mike Gardner's team for the weekend!

Joe Twyman is the man who looks after Roger's UK life and says with a slightly mischievous grin: "I just kept putting the entry forms in and it seemed to reach quite a high number! With Roger's cars, mine and Georg Kjallgren's cars that all run under the same umbrella, I think we've reached 21 cars, 15 mechanics, nine drivers and three trucks to get them all there!"

And this, remember, is called relaxation....

## NO ORDINARY JOE

Joe Twyman (pictured left with Wills) is the man entrusted with running Roger Wills life in the UK, both his motor sport and finance business affairs. Not a bad gig for Joe who met Roger at the Silverstone racing School in 2002. "I was there doing an intensive week long course after my GCSEs," explains Joe, "and so was Roger. We were staying in the same B&B and we went for dinner and started chatting. I had no idea about his business life: we just had this common interest in cars. Roger offered to sponsor me in Formula Ford but then I became very ill so I had to give up on that idea. Roger stayed in touch and when I was out of hospital offered me a drive at the first Brands Hatch Masters Festival four years ago. From that day, we've shared cars, won races, become good mates and formed a business relationship."

# THE CARS

## LOTUS 92 1982

The last Cosworth-powered Lotus F1 car, this was raced by Nigel Mansell to sixth place in the 1983 Detroit Grand prix. It began as an 87 and evolved into a 92 and was used as a T-car by Elio de Angelis at the 1982 British Grand Prix at Brands Hatch.

## WILLIAMS FW05 1976

When Walter Wolf bought the assets of Hesketh Racing and a 60% stake in Williams, the Hesketh 308Cs became Williams FW05s for Jacky Ickx and Arturo Merzario. Later raced by Derek Cook in Group 8 and by John Cooper in the Aurora AFX British F1 Championship.

## MCLAREN M1B 1965

Sold to Brooke Doran who raced it in the USA, it came back to Britain and was raced by John Brindley and John Foulston before it passed to Ric Weiland, Tom Commander and Richard Dodkins.

## MCLAREN M1C 1967

Bought by John Woolfe and sold on to Alastair Cowin. Ken Wilson raced it in Wales for many years before Malcolm Clube owned it and it passed to Nick Overall, Kristoff Schausberger, David Clark, Graham Galliers and Richard Dodkins.

## BIZZARRINI 5300 GT 1965

Built by Giotto Bizzarrini who was involved in the Ferrari 250 project. This chassis was prepared for racing by Gilberto Panizza.

## BMW CSL 1973

Built from a road car into a racer, the 3.5-litre car carries period livery from the Schnitzer team who ran a CSL for Henri Pescarolo and Vittorio Brambilla.

## ELVA MKVIII 1965

One of 19 cars built and raced in period and owned by Peter Goetz in the USA.

## LOTUS ELITE 1963

Chassis 1928 owned and raced in the USA by Bob Challman and raced under the Ecurie Shirlee banner.

## MERCURY COMET CYCLONE 1964

Produced by the Mercury division of the Ford Motor Company, the Cyclone was the high performance variant. The original history of this car is unknown but it arrived in Europe race prepared.

## GAZ VOLGA M21 1959

Russian-built saloon car, built to be raced by F1 star Vitaly Petrov at Goodwood in 2010.

## AUSTIN COOPER S 1961

Built as an 850 Cooper in 1961 and evolved into an S in mid-1960s. Raced by the late Richard Wood and then by Lionel Dodkins in UK historic events before being bought by Wills.



# THE MASTERS' VARIETY ACT

Mike Wrigley is another of those drivers who maximises his racing with a fleet of cars at his disposal. Paul Lawrence reports

**M**ike Wrigley's story is not uncommon among drivers currently enjoying their racing with Masters. He was a young hot-shot in single-seaters until the money ran out. He then built up a successful business and is now enjoying a second career, racing in the cars he lusted after in his formative years.

It all started in 1972 when the 18-year old Wrigley started racing in Formula Ford 1600. It was done on a shoestring, but success soon came. "In 1972 I did about eight races and then bought a Merlyn Mk11A and started winning races with it. I did 52 races in 1973 and won about a dozen of them. I didn't know a lot about set-up, still don't," says the self-effacing Derbyshire racer.

Next came a flirtation with an Image FF1, recently vacated by John Morrison, but Mike was already thinking big. "I had aspirations to do Formula 3 with no money," he admits. In 1975 and 1976 he raced a March 733 and a Royale RP11, but both chassis were past their sell by dates and the next decision was painfully obvious. "I decided to stop in 1976 as I couldn't afford it and had to get on and do some work."

That work was in Peak Textiles, the family business based in Ashbourne in Derbyshire. The business was sold about 10 years ago and Mike is now involved in commercial property. He still lives near Ashbourne in the Peak District.

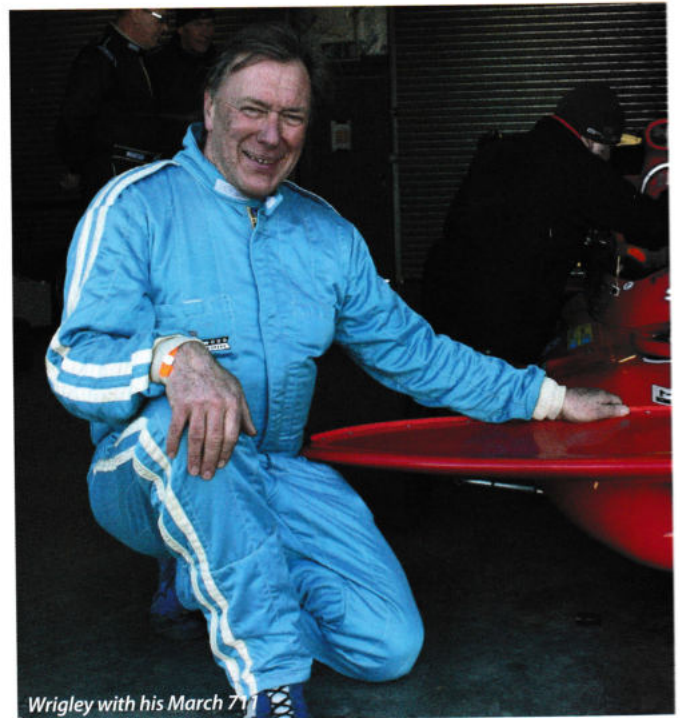
For the better part of 15 years he kept away from the sport, but it was a business deal that re-lit the old fire. "I sold an industrial unit and took an ARP Formula 3 car in part-exchange to make the deal work," he recounts. "I tested it at Oulton Park and said that if I was somewhere near the pace by lunchtime I would race it. At that point we were second quickest to William Hewland who was the top man of the day. Then I blew the head gasket in the afternoon and realised why I gave up racing in the first place."

However, the bug had bitten again and it was a period car that fired his imagination. "We decided to build a Chevron B16 with Vin Malkie, one of the first continuation cars, in some ways. We won everything we did in it and we then built a B19 and raced in International Supersports, which was a great series."

After two years with the B19, Mike bought his first Formula 1 car in 1996, a Shadow DN9B. "Unfortunately I wrote it off at Donington after brake failure," he recalls painfully. "I then bought a Tyrrell 012, which we played with for a couple of years and finally found out why it wasn't as competitive as we imagined and won the TGP title in 2003 and 2004."

But a full championship schedule was proving demanding and a chance encounter with Ron Maydon ultimately led Mike into the Masters fold. "I met Ron Maydon when we were both stood in our underpants getting changed for a Formula 5000 race," he admits, having raced with Masters ever since.

Embracing the Masters' spirit, Mike now has a range of cars to suit various categories. "We have a mix of cars, which is rather nice," he says. "They are very different cars and unfortunately, you don't do them



Wrigley with his March 711

justice some times by changing around because I can be in the Austin A35 one minute and the Formula 1 car the next."

The Formula 1 car is the ex-Frank Williams March 711, chassis number three, which Williams ran for Henri Pescarolo, though Ronnie Peterson raced it at the Race of Champions at Brands Hatch in 1971.

"As you get older you tend to look for cars that are less taxing to drive," he says, although that is hardly typical of the DFV-powered March 75S sports car that he plans to run in Proto 70s. He has a Ford Mustang ("a big lump of American metal and another learning curve"), and an Austin A35. "That's one of the prettiest cars around and it pedals reasonably well. It was built by a very good friend of mine called Terry Carthy." He also has a Mk1 Escort to Group 2 specification with a BDG engine for Touring 70s and shares the Ford Capri of his old friend Paul Pochciol.

"We try and race three or four times at a meeting, but it is difficult jumping from one car to another," he says. "I love historic racing. It's very competitive racing and you can choose the events you do. That is one of the advantages of Masters and that is key to enjoying your motor sport. The cars cost an awful lot of money to run, but they are an investment so it has got to be a pleasure."

Now, the Wrigley story is about to go full circle. "My 17-year old son Matthew has stated racing. He's run a Ginetta with Tollbar Racing and hopefully he will race some cars with me when he is up to speed and when he is faster than me, I'll retire. That's the deal!"



Wrigley's March 75S runs in Interserie Revival



### JAGUAR DRIVERS' CLUB (KENT AREA)

This year marks the 50th anniversary of the iconic Jaguar E-Type together with that of the Mark 10 and we expect an example of each of these cars to be on our Club's display during the weekend. A selection of other Jaguar and Daimler models produced over the last 80 years will accompany these anniversary models on our display. The Kent area of the Jaguar Drivers' Club caters for all models of Jaguar from the 1920s to the present day, together with all Daimler models. It has an active programme throughout the year, full details of which can be obtained either from Jeff Webb, by telephoning 01732 822607, or by visiting [www.jdc-kent.co.uk](http://www.jdc-kent.co.uk). New members are always welcome.

### LANCIA MOTOR CLUB



The Lancia Motor Club is the oldest club devoted to the Lancia marque. Founded in 1947, the Club caters for owners and enthusiasts of all models of Lancias from 1906 to the present. The club's main aim is to encourage the use and preservation of Lancia cars and to facilitate the provision of spare

parts, information and advice. The Lancia Motor Club represents Lancia enthusiasts living in the United Kingdom, but Lancia owners from all over the world are welcome to join. There are local meetings held in most parts of the country, details of locations, times and contact names and numbers are published in club magazine. There are a number of events organised for members, including motor racing circuit track days, autotests and the Lancia National Rally and AGM - which is held over a summer weekend. The Club also has an extensive library and a specialist tool hire scheme available to members.

### ALVIS OWNERS CLUB

The Alvis Company firmly subscribed to this view commonly trying out innovations in high profile races. Successful ideas included independent

front suspension, all synchromesh gearbox, front-wheel drive and 100mph pre-war touring cars. After the factory ceased racing privateers continued with factory support. To this day Alvis feature strongly in VSCC racing. In the fifties Alvis produced genuine 100mph saloons successfully competing against their contemporaries including Jaguar. The Alvis Owner Club aims to bring together enthusiasts through regular social and competitive meetings providing a forum for exchanging experiences, ideas and information. Although we can't improve the breed, we do preserve and promote the "brand".

### CLASSIC CORVETTE CLUB UK & MUSTANG OWNERS CLUB UK

Both the Classic Corvette Club UK and the Mustang Owners Club UK were formed in 1979. Both started from humble beginnings, but have grown into large national organisations with membership in the region of 700 Corvette and 1300 Mustang owners. All models are catered for, dating from the mid 1950s to the present day. Both produce top quality colour magazines, hold nationwide events and shows, and have many hard working regional representatives. Contact [www.corvetteclub.org.uk](http://www.corvetteclub.org.uk) and [www.mocgb.net](http://www.mocgb.net) for information on membership.

### BMW CAR CLUB GB LTD

The O2 Register is part of the BMW Car Club GB Ltd, which is passionate about the models. It freely imparts knowledge of specific BMW O2 models to register members, providing them with technical help and advice, insurance valuations, parts advice and social gatherings and runs where you can meet and chat with fellow owners of rare, classic BMW models. The Register covers the following models: 1502, 1600-2, 1602, Neue Klasse saloons (incl 1800 TiSa, 2000), 1600-GT, 2002 (all variants incl Cabrio/Targa, Touring, Ti, Tii, and Turbos). For more info go to: <http://www.bmw2002.co.uk>



## KARTING LEGENDS

Karting Legends will be providing spectacular demonstrations this weekend, with karts from three decades on track

**K**arting Legends is a club formed to bring back the history of karting from the 1960s, 70s and 80s with air and water-cooled engines, from the times of Stirling Moss racing the Keele Mk1 kart through to 1980s with Zip Karts and big grids in all classes. The aim of the club is to take well-presented karts to events for static display and demonstration runs at race circuits. The karts, whether original or replicas, display an information board so you can read its history. All karts are rebuilt to a high standard by members of the club who have all been involved in karting themselves over the years. The club has history of past champions



such as its patron Martin Hines and the President Reg Gange who have been World, European and British Champions. In the late 1950s, the kart chassis was constructed in a ladder-frame shape top and bottom with the engine mounted at the rear of the driver. Engines were the likes of the Bultaco and Villers, air-cooled with a four-speed gearbox, and drum brakes. By the 1980s, the chassis changed to a single frame and the introduction of the water-cooled engines, six-speed gearboxes and disc brakes and from the 1960s speed of 100mph, the karts produced 0 - 60mph in under three seconds and a top speed of 160mph in a 250cc superkart by 1981. This period also introduced aerodynamic bodywork which was designed for the high speeds of the long circuits.

Check out the Karting Legends display in the paddock and don't miss them on track.





Tom Pochiol's Ford Capri will be one to watch in the 1970s Celebration Race



# SUPER SATURDAY

A tradition of the Brands Hatch Masters Historic Festival is the Saturday Indy circuit meeting, which should be full of action. Mike Holder reports

Saturday's Top Hat Raceday brings together an eclectic mix of cars and includes a rare sight at a Masters event: an FF1600 race, part of the Champion of Brands series.

The 1970s Celebration race brings together touring cars and GT cars of the late 60s and 1970s, with the Chevrolet Camaro of Peter Hallford and former BTCC driver Tony Crudgington taking on the fleet of BMW CSLs of Roger Wills. The Moscow-based finance man will drive one himself (the Schnitzer-liveried car), while the distinctive orange Jaegermeister livery adorns the car handled by Swede Georg

Kjallgren. However, the third car will be in the hands of a man who starred in the Batmobiles in period, John Fitzpatrick. The former BTCC champion, Bathurst 1000 winner and ETC pace-setter loves these cars and it will be great to see the 67-year-old back behind the wheel. Add in the Sunbeam Tiger of Chris Beighton and Tom Pochiol's Ford Capri and a spectacular race is in prospect.

Go back a decade to the 1960s and you find hordes of touring cars. The Pre-66 race has a bumper entry and the cars will be out on the Grand prix circuit later in the weekend, but the Indy circuit should allow the smaller-engine cars a chance





Peter Hallford's Chevrolet Camaro



Cloth Cap grid attracts MGBs



A rare sight at a Masters event will be FF1600 as the Champion of Brands series has an Indy circuit outing



Oldies but Goldies are always spectacular

to challenge the big-bangers. Step forward Oulton Park winner Henry Mann in his Lotus Cortina, the ever-spectacular Nick Swift in his Mini and rally legend John Haughland in Arne Berg's Cortina. The Cloth Cap sports car category runs with the Jaguar XK Challenge and brings the delectable XK120s to do battle with Triumph TR4s, TVR Griffiths and MGs, while the Oldies but Goldies race for 1950s saloons boasts the former rally car Aston Martin DB2 of Chris Jolly, the only racing Gaz Volga in existence for owner Roger Wills and Joe Twyman, while Kiwi Neil Cunningham teams up with James Beckett (having a rare race outing) in the Buckingham resident's Austin A40.



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TIME ATTACK

PIRELLI DRIFT



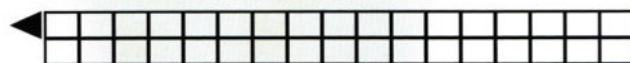
## CLOTH CAP/XK CHALLENGE

RACE 1  
45 MINS

No	Driver (s)	Nat	Car	Clas	Colour	Year	CC
2	Chris Keith-Lucas/Melvin Floyd	GB/GB	Jaguar XK120 Roadster	XK	Red	1951	3781
5	Richard Hackett	GB	Jaguar XK120 OTS	XK	BRG	1951	3800
10	Karl Wetherell/Mark Campbell	GB/GB	Triumph TR4	CCB	Blue	1962	2198
13	Nik Rochez	GB	Jaguar XK150 FHC	XK	Grey	1959	3800
14	Colin Youle	GB	Jaguar XK120	XK	Grey	1959	3800
17	Gavin Henderson	GB	AC Cobra	CCA	Blue	1963	4700
21	Gillian Goldsmith/Charles Jones	GB/GB	Mercedes 190 SLR	CCB	Black	1955	1980
22	Read Gomm/Andrew Keith-Lucas	GB/GB	Jaguar XK150	XK	BRG	1957	3800
23	Graham Love/Chris Logue	GB/GB	Jaguar XK150	CCA	Green	1957	3800
35	Neil Watson	GB	Jaguar XK120	XK	Red	1954	3800
40	Claire Keith-Lucas/Dick Skipworth	GB/GB	Jaguar XK150S FHC	XK	Green	1959	3781
44	Stephen Skipworth/James Dean	GB/GB	Jaguar XK120*	XK	Silver	1951	3800
48	Michael Schryver/Simon Hadfield	GB/GB	Lotus Elan 26R	CCB	Red	1967	2000
62	Simon James/Rupert West	GB/GB	Sunbeam Tiger	CCA	White/Green	1965	4200
66	Michael Pearson/Dave Devine	GB/GB	Triumph TR4	CCB	Yellow	1964	2198
69	Roger Wills/Joe Twyman	NZ/GB	Lotus Elite	CCC	White/Green	1963	1600
72	Nicholas Sleep/Bill Wykeham	GB/GB	MG B	CCB	Red	1964	1840
75	Rory Henderson	GB	Austin Healey 3000 MkII	CCA	Blue	1962	3000
77	Jonathan Bloohn/Andy Nunn	GB/GB	TVR Griffith	CCA	Red	1964	4700
91	Neil Merry/Christian Dick	GB/GB	Sunbeam Tiger	CCA	Red	1965	4200

CLASS STRUCTURE  
 CCA Over 2,500cc  
 CCB 1601cc-2,500cc  
 CCC 1301cc-1,600cc  
 CCD 1001cc-1,300cc  
 CCE Up to 1,000cc  
 XK Jaguar XK Challenge cars

Grid positions



Results

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

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

FastestLap:No.....Time.....Speed.....mph





## OLDIES BUT GOLDIES

RACE 2  
45 MINS

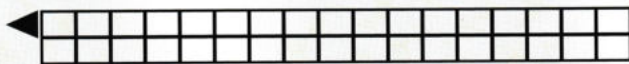
No	Driver (s)	Nat	Car	Class	Colour	Year	CC
5	Aidan Donegan/John Donegan	GB/GB	Austin A40 Farina	OBGS	Grey/Cream	1962	1100
11	Nick Naismith	GB	Austin A95	OBGB	Beige	1956	2650
16	Chris Jolly	GB	Aston Martin DB2	OBGA	Black	1952	2922
24	Mike Wrigley/Matthew Wrigley	GB/GB	Austin A35	OBGS	Light Blue	1958	1293
25	James Beckett/Neil Cunningham	GB/NZ	Austin A40 Farina	OBGS	Grey/White	1959	1289
69	Roger Wills/Joe Twyman	NZ/GB	Gaz Volga M21	OBGB	Black	1958	2600
89	Piers Townsend	GB	Daimler Dart SP250	OBGB	White	1961	2548
96	Michael Pearson	GB	Renault Dauphine Gordini	OBGD	Brown		845

CLASS STRUCTURE

- A Over 2,701cc
- B 1,601cc-2,700cc
- C 1,201cc-1,600cc
- D Up to 1,200cc
- S Speedwell – 1,300cc (for cars using BMC 1275 and Triumph 1296 based engines)



Grid positions



Results

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

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

FastestLap:No.....Time.....Speed.....mph



## CHAMPION OF BRANDS FF1600

RACE 3  
20 MINS

No	Driver (s)	Nat	Car	Colour	Year	CC
2	Roger Wills	NZ	Van Diemen RF92	White	1992	1600
4	Alex Kapadia	GB	Ray 97F	Blue	1997	1600
10	Miles Johnston	GB	Mygale SJ01	Red	2001	1600
12	Shaun Macklin	GB	Swift SC92F	Red	1992	1600
22	Jamie Jardine	GB	Ray GRS07	Black	2007	1600
25	Dieter-Klaus Haeckel	D	Van Diemen RF92	White	1992	1600
26	Tom Stoten	GB	Swift SC93F	Yellow/White	1993	1600
27	Jonathan Hoad	GB	Van Diemen RF90		1990	1600
56	Jon Davis	GB	Van Diemen RF92	Black	1992	1600
64	David Cooper	GB	Swift SC95K	Blue	1995	1600
66	Kevan McLurg	GB	Van Diemen RF00	Orange	2000	1600
86	George Salter	GB	Spectrum 011C	White	2009	1600
90	Josh Barnett	Gb	Van Diemen RF01	White	2000	1600

# CHAMPION OF BRANDS

Formula Ford 1600 is synonymous with Brands Hatch, says James Beckett.

It was here in 1967 that the junior racing category made its first race appearance and throughout the years the Brands Hatch Indy Circuit has played host to some of the best and most memorable FF1600 races ever seen.

Returning to the tracks in 2010 after being absent for many years, the Champion of Brands has captured the imagination of the Brands Hatch faithful. With Neil Alberico, the winner of the opening 2011 race absent this weekend, a new champion will be crowned this weekend.

The winning driver will be presented with the number 1, which he will then display on his car when the Champion of Brands returns here next weekend for the Bert Ray Memorial Trophy around the iconic Brands Hatch Grand Prix circuit.

Of the regular CoB runners, Josh Barnett lines-up as a potential race winner. Driving a Barnett Racing Van Diemen, the Dorset-based racer has been knocking on the door of a race victory here at Brands since the start of 2010. Only bad luck has prevented a podium appearance, or indeed a race win, and the youngster arrives this weekend hoping to make amends.

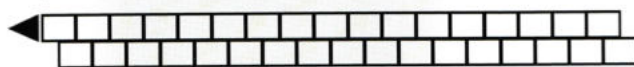
Miles Johnston is another driver who has looked like breaking into the top three on occasion, and for 2011 he switches to a Mygale car from a Jamun. Johnston has plenty of experience of FF1600, back in the 1980s he was a team-mate to Warren Hughes, and he will be aiming for success in a car that is overseen by students from a nearby college.

George Salter made his FF1600 debut back in April, and will be the only driver on-track this weekend in an Australian-constructed Spectrum. Salter, son of former Champion of Brands racer, Mark Salter, will drive for Kevin Mills Racing – a team run by a man who knows a thing or two about winning Formula Ford races.

David Cooper makes a category return after many years away from the sport in a Swift SC95F, a car that was last seen in the hands of Stewart Dell in the 2005 Walter Hayes Trophy, and former Formula Ford Zetec and Formula Renault driver Alex Kapadia makes his Kent-engined Formula Ford debut in a car overseen by race winning driver, Matt Rivett.

One name that will become very familiar to you all during the weekend is that of Roger Wills. Wills is attempting to drive in every race at this meeting, and the Moscow-based Kiwi will drive the Van Diemen RF91 regularly competed by its owner, Mike Gardner. This will be Wills' first FF1600 race, and with his vast experience, he should go well!

Grid positions



Results

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

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

FastestLap:No.....Time.....Speed.....mph



FF1600 adds to the action this weekend



## PRE-66 TOURING CARS

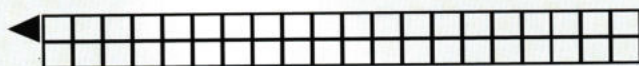
RACE 4  
45 MINS

No	Driver (s)	Nat	Car	Class	Colour	Year	CC
1	Leo Voyatzides	GB	Ford Falcon	A	Red/Gold	1964	4700
4 (R3)	Till Bechtolsheimer	GB	Alfa Romeo Giulia Sprint GT	C	Blue/White	1964	1500
6	Henry Mann	GB	Ford Lotus Cortina Mk 1	HS	Red/Gold	1964	1599
7	Joe Twyman/James Cottingham	GB/GB	Austin Cooper S	D	Green	1964	1293
15	Patrick Watts	GB	Ford Mustang	A	Green	1965	4700
16	Glyn Swift	GB	Morris Cooper S	D	Grey	1965	1293
19	Jack Ondrack	CDN	Ford Mustang	A	Red	1965	4700
20	Tim Stanbridge/Rob Seiby	GB/GB	Morris Mini Cooper S	D	Grey / Black	1965	1275
22	Joe Twyman/Andrew Smith	GB/GB	Ford Falcon	A	White/Black	1964	4700
26	Ron Maydon	GB	Austin Cooper S	D	Red	1964	1290
27	Philip Burgess	GB	Austin Cooper S	D	Red	1966	1275
31	Georg Kjallgren/James Littlejohn	S/GB	Austin Cooper S	D	Red	1964	1293
35	Paul Clayson/Roberto Giordaneli	GB/GB	Ford Falcon Sprint	A	Red	1964	4727
37	Mike Gardiner/Phil Keen	GB/GB	Ford Falcon Sprint	A	Yellow/Black	1964	4700
44	Georg Kjallgren/Rolf Kjallgren	S/S	Ford Mustang	A	Black/Gold	1964	4272
50	Paul Tarry/Mike Youles	GB/GB	Morris Cooper S	D	Blue	1964	1293
51 (R1)	Mike Wrigley	GB	Ford Mustang	A	Silver	1965	4890
53	David Hall	GB	Ford Lotus Cortina Mk 1	HS	White	1964	1598
57	William Ward	GB	Austin Cooper S	D	White	1964	1293
59	Martin StrommenHolm Jacob Matheson	N/N	Ford Lotus Cortina	HS	White	1966	1590
63 (R3)	Nigel Cox	GB	Ford Lotus Cortina	INV	White	1963	1598
67	Christian Devereux	GB	Austin Cooper S	D	Green	1965	1293
69	Roger Wills/Ross Calgher	NZ/NZ	Mercury Comet Cyclone	A	Turquoise	1965	4700
71	Gavin Henderson/Rory Henderson	GB/GB	Austin Cooper S	D	White/Black	1964	1293
73	Chris Clarkson/Ted Williams	GB/GB	Ford Falcon Sprint	A	Blue	1964	4700
74	Ioannis EdipidisManolis Tzamaraiadakis	GR/GR	Mini Cooper S	D	Green	1964	1300
75	Martin Angle/Hugh Angle	GB/GB	Ford Mustang	A	Red	1965	4700
76	Nick Swift	GB	Morris Cooper S	D	White	1965	1293
77	Nick Naismith	GB	Ford Lotus Cortina	HS	White/Green	1966	1600
79	Roger Wills/Shawn Lynn	NZ/GB	Austin Cooper S	D	Green	1964	1293
80 (R4)	Colin Kingsnorth/Bill Wykeham	GB/GB	BMW 1800T5a	HS	Blue	1965	1800
81	Chris Beighton/Ben Beighton	GB/GB	Ford Mustang	A	Orange	1966	4700
82	Paul Pochciol	GB	Ford Lotus Cortina Mk 1	HS	White/Green	1965	1558
91	Arne Berg/John Haugland	N/N	Ford Lotus Cortina Mk 1	HS	White/Green	1963	1590
92	Stephen Jones	GB	Morris Cooper S	D	Red/White	1965	129
96	Michael Pearson/Dave Devine	GB/GB	Ford Lotus Cortina Mk 1	HS	Yellow	1965	1558

Class structure

- A1 Over 4,000cc
- A2 2,501cc to 3,999cc
- B 1,601cc-2,500cc
- C 1,301cc-1,600cc
- D 1,001cc-1,300cc
- E Up-rated engines in Appendix K cars up to 1,000cc
- HS Homologation Specials - Lotus Cortina, Alfa Romeo GTA, BMW 1800T5a
- Inv Invitation Class

Grid positions



Results

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

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

FastestLap:No.....Time.....Speed.....mph



Mike Wrigley will be a front-runner in his Ford Mustang



Paul Pochiol's Lotus Cortina at speed



Alfa Romeo Giulia Supers take on the Cortinas



Till Bechtolsheimer's Alfa Romeo 1600GT



## 1970s CELEBRATION RACE

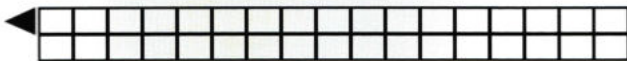
RACE 5  
45 MINS

No	Driver (s)	Nat	Car	Class	Colour	Year	CC
10	Roger Wills	NZ	BMW 3.5 CSL	2A	Silver/Orange	1972	3500
11	Georg Kjallgren	S	BMW 3.5 CSL	2A	Orange	1972	3500
12	John Fitzpatrick	GB	BMW 3.5 CSL	2A	Green	1972	3500
14	Peter Hallford/Tony Crudgington	CDN/GB	Triumph Dolomite Sprint	TCB	Blue	1973	2000
18	Chris Clarkson	GB	BMW 2002	TCB	Brown	1972	1990
20	Ken Welch/Nick Swift	GB/GB	BMC Mini Cooper	TCD	Blue	1969	1300
30	Mike Wrigley	GB	Ford Escort Mk1	2D	White	1972	2000
33	Mark Bates	GB	Porsche 911 RSR	2A	Yellow	1973	2900
36	Peter Mallett	GB	Ford Capri 3.0S	TCA	Red/White	1978	2994
40	Rudolf Ernst/Andrew Hibberd	D/GB	Porsche 914/6	GTB	White	1971	2000
42	Paul Pochciol	GB	Ford Capri	2A	Red	1979	3000
43	Tom Pochciol	GB	Ford Capri	TCA	White/Purple	1977	3000
48	Ian Kilpatrick	GB	Lotus Elan Sprint	GTC	Yellow	1971	1558
66	Michael Pearson	GB	Triumph TR4	GTB	Yellow	1964	2198
68	Mark Wright	GB	Ford Escort	2B	White/Blue	1975	2000
81	Chris Beighton/Jon Finnemore	GB	Sunbeam Tiger	GTA	Orange / Black	1964	5300

### CLASS STRUCTURE

- 2A Group 2 1974-1977 Over 2,000cc
- 2B Group 2 1974-1977 Under 2,000cc
- 2C Group 2 1970-1973 Over 2,000cc
- 2D Group 2 1970-1973 Under 2,000cc
- TCA Pre-80s Touring Cars Over 2500cc
- TCB Pre-80s Touring Cars 1601cc - 2500cc
- TCC Pre-80s Touring Cars 1301 - 1600cc
- TCD Pre-80s Touring Cars 1001cc - 1300cc
- TCE Pre-80s Touring Cars up to 1000cc
- GTA 1970s GT Cars over 2500cc
- GTB 1970s GT Cars 1601cc - 2500cc
- GTC 1970s GT Cars 1301 - 1600cc
- GTD 1970s GT Cars 1001cc - 1300cc
- GTE 1970s GT Cars up to 1000cc

### Grid positions



### Results

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

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

FastestLap:No.....Time.....Speed.....mph



Mark Wright's immaculate Ford Escort



Capris power down Graham Hill



Cologne Capri versus Mark 1



# A DIFFERENT ERA

Remember when Formula 1 cars all looked different, when names like Hesketh, Tyrrell and Fittipaldi graced the grid. They still exist in GP Masters.



*Bill Coombs will be hard to beat*

**F**ormula 1 was a different animal in the 1970s and early 1980s. The cars were the work of a designer's initiative and mental application more than wind tunnels, the cars were different shapes and the Cosworth 3-litre engine was used by most to power them.

Those days may seem a long time ago but are still around, thanks to Grand Prix Masters. The category, aimed at offering owners of 1970s and 1980s Grand Prix cars a place to race, has attracted a terrifically varied grid bringing together a host of constructors, many now lost to the annals of the sport.

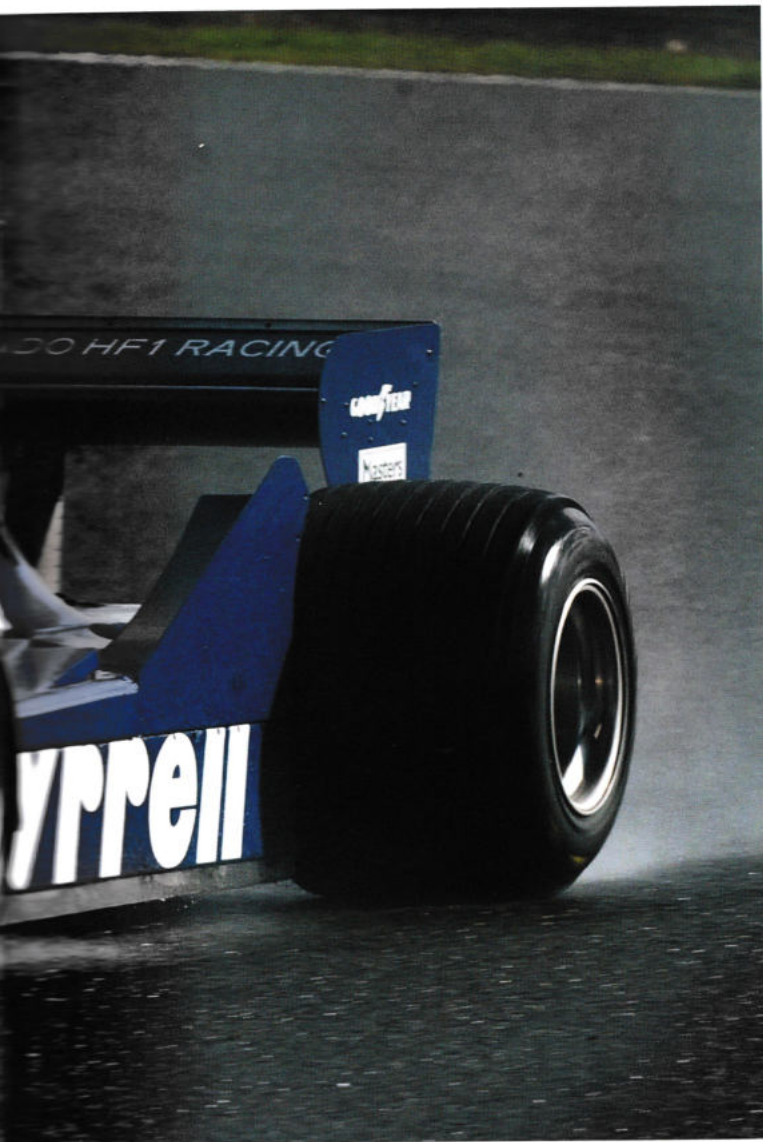
Take Tyrrell (that became BAR, then Honda, then Brawn and then Mercedes). Ian Simmonds drives the 012 model that was first seen at the end of the 1983 season but did the bulk of its racing in 1984. It runs in Benetton livery, the Italian knitwear maker having its first foray into Formula 1 as a sponsor. Before long, it would sponsor Alfa Romeo and Toleman and then buy out the British firm and creating its own F1 team, latterly sold to Renault. It all started here, though, with Tyrrell and Simmonds will make the ex-Michele Alboreto car go well. Bill Coombs drives the earlier Tyrrell 009 and will fly in the Peter Orlando-owned ex-Jean-Pierre Jarier/Derek Daly car from 1979.

Richard Barber has the Fittipaldi F5A at his disposal that the former World Champion Emerson Fittipaldi raced in 1978. The car, running in its Copersucar livery, still looks fast but its results in period didn't reflect that. Barber, however, has done a great job in recent seasons of making the car ever more competitive and he should be one to watch this weekend. A second car should be in the hands of Alain Planchet who was rapid in the opening GP Masters races of the season in Barcelona.

So, too, will the indefatigable Roger Wills who has the ex-Nigel Mansell Lotus 92/5 and an earlier Williams FW05 to choose from, while Steve Allen will be quick in his Arrows A1, the type of car in which Riccardo Patrese came so close to winning the 1978 South African Grand Prix in the team's maiden season. A later Arrows, the A3, is in the hands of Philip Hall, while the British March constructor is represented by Mark Higson, who drives the ex-Patrick Neve 761 in his first season in GP Masters, and the earlier 721 of Rudolf Ernst.

Pilot Chris Perkins is behind the wheel of the Surtees TS14 and Masters boss Ron Maydon drives the unique Amon, a car that was reunited with Chris Amon himself over the winter months. Add in the Lyons family, Frank, Judy and recent British GT winner Michael, and that includes McLaren and Hesketh on the list of constructors on the grid. They are all in period livery, all driven hard and all stirring memory banks.





## GP MASTERS

RACES 1 & 7  
25 MINS

No	Driver (s)	Nat	Car	Class	Colour	Year	CC
1	Bill Coombs	GB	Tyrrell 009	Head	Blue	1979	3000
3	Ian Simmonds	GB	Tyrrell 012	Head	Green	1983	3000
9	Judy Lyons	GB	Surtees TS9	Stewart	Blue/White	1971	3000
13	Rob Austin	GB	Arrows A4	Head	Orange/White	1982	3000
15	Roger Wills	NZ	Lotus 92/5	Head	Black/Gold	1983	3000
16	Richard Barber	GB	Fittipaldi F5A	Lauda	Yellow	1978	3000
18	Chris Perkins	GB	Surtees TS14	Fittipaldi	Blue/Yellow	1973	3000
21	Roger Wills	NZ	Williams FW05	Lauda	Black	1976	3000
24	Michael Lyons	GB	Hesketh 308E	Lauda	Blue	1975	3000
25	Ron Maydon	GB	Amon F101	Fittipaldi	Blue	1974	3000
26	Frank Lyons	IRL	McLaren M26	Lauda	Red/White	1976	3000
29	Philip Hall	GB	Arrows A3	Head	Gold	1980	2993
35	Steve Allen	GB	Arrows A1	Head	Gold/Black	1978	3000
40	Rudolf Ernst	D	March 721	Stewart	Blue	1970	3000
41	Alain Plasch	B	Fittipaldi F5A	Lauda	Yellow	1977	3000
44	John Wilson	GB	Tyrrell 011	Head	Blue	1982	3000
77	Mark Higson	GB	March 761	Lauda	Red/White	1976	3000

### GP MASTERS CLASS STRUCTURE

Jim Clark Class 1966-1968 Pre-wing F1 cars

Jackie Stewart Class 1969-1971 Winged F1 cars

Emerson Fittipaldi Class 1972-1974 Winged F1 cars

Niki Lauda Class 1975-1978 Winged F1 cars

Patrick Head Class Post 1978-1985 Ground Effect and Flat Bottomed F1 cars

### Grid positions Race 1



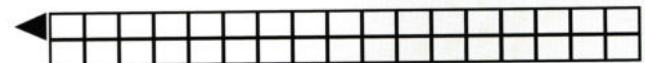
### Results Race 1

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

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

FastestLap:No.....Time.....Speed.....mph

### Grid positions Race 7



### Results Race 7

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

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

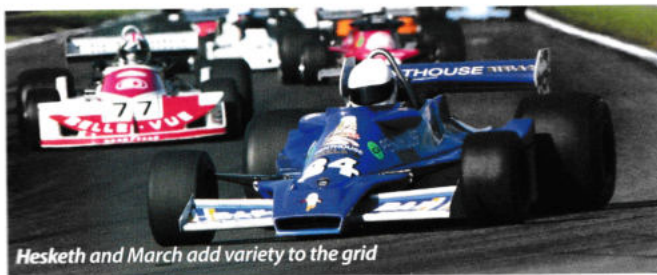
FastestLap:No.....Time.....Speed.....mph

### Aggregate Results

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

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

FastestLap:No.....Time.....Speed.....mph



Hesketh and March add variety to the grid



Roger Wills has entered his Williams FW05



# MAKING THE EARTH MOVE

Large-engined sports cars and two-litre prototypes do battle in WSM, as two sprint races are the perfect way to create spectacular action.



*Sid Hoole's stunning Alfa Romeo is a welcome addition to WSM*

**A** grid of mighty Le Mans-type sports cars blasting away from a rolling start is always a stirring sensation and there will be two chances to abuse the senses this weekend as the WSM (World Sportscar Masters) field enjoys two races.

Roger Wills heads the entry in his immaculate ex-Alistair Cowin McLaren M1C but will be pushed hard by the Lola T70 Mk3B of Leo Voyazides which won in Spain last month. Leo shares with Simon Hadfield and the two will take some stopping, although the continuation T70 of Steve Tandy and Martin Stretton will be one to watch. Tandy has improved year on year and now partnered by Stretton he is benefiting from Martin's experience. The yellow T70 went well in Spain and should go well here, as will Chris Beighton's ex-Picko Troberg Lola T70 that he shared with preparer Jon Finnmere. The evocative Alfa Romeo T33 of

Sid Hoole is a welcome addition to the grid, shared with Ron Maydon, while Shaun Lynn makes a welcome return to Masters in his ex-David Piper Lola T70 and should be on the pace.

WSM grids aren't all about the big-bangers though. Adrian Watt starred at the recent Catalunya Classic revival in his rare Coldwell C14, while Gregoire Audi will be worth watching in his Lola T212 shared with experienced historic GT racer Tarek Mahmoud. Roberto Farnetti is always rapid in his Chevron B16 and Andrew Middleton always tries hard in his Taydec. Alec Hammond goes well in his Chevron B8 as does Greg Caton in Brian Casey's B16 and he came within a whisker of a podium finish at Oulton Park in March. Jamie Boot's Chevron was in the wars at Barcelona, spilling oil on the circuit, but should be back to full health here as he takes on the similar car of Martin Angle.

*Roger Wills (McLaren) heads the Lola T70s*



*Chris Beighton and Jon Finnmere share a Lola T70*







The unusual Daren Mk2 of Georg Kjallgren will be rapid, the John Green-created car powered by a 2-litre engine, the same type of car that Martin Raymond used to win the 1969 Motoring News GT Championship.

There are plans for the versatile Carlos Monteverde to bring his Porsche 908 to the event, the Brazilian having had to back out of racing at the Spanish festival after he aggravated a skiing injury. If he's here, Gary Pearson will share the car with him and will be competitive.

Mark Bates and Paul Howells have their near-identical Porsche 911s to add to the grid and, along with the Martini-liveried car of Jeremy Cooke, will be set for a tremendous GT fight.



Peter Hallford's spectacular Corvette at speed

## WORLD SPORTSCAR MASTERS

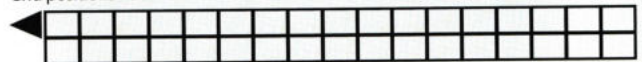
RACES 2 & 10  
30 MINS

No	Driver (s)	Nat	Car	Class	Colour	Year	CC
2	Roger Wills	NZ	McLaren M1C	Rodriguez	Red	1967	5000
6	Leo Voyazides/Simon Hadfield	GR/GB	Lola T70 Mk3B	Rodriguez	White	1968	5000
12	Peter Hallford/Tony Crudgington	CDN/GB	Chevrolet Corvette	Pescarolo	White/Red	1968	7500
21	Steve Tandy/Martin Stretton	GB/GB	Lola T70 Mk3B (c)	Rodriguez	Yellow	1969	5000
25	Roberto Farneti	I	Chevron B16 (C)	Siffert	Red/Yellow	1969	2000
33	Mark Bates	GB	Porsche 911 RSR	Pescarolo	Yellow	1973	2900
34	Andrew Middleton	GB	Taydec MK3	Siffert	Blue	1970	1800
37	Brian Casey/Greg Caton	GB/GB	Chevron B16	Siffert	Red	1969	1790
44	Philip Hall	GB	Lola T212	Marko	Black/Gold	1971	1800
45	Alec Hammond	GB	Chevron B8	Bonnier	Red	1970	2000
49	Michael Schryver/Will Schryver	GB/GB	Chevron B6	Bonnier	Green	1967	2000
50	Georg Kjallgren	S	Daren Mk2	Bonnier	Red	1969	2000
51	Tim Cousins	GB	Chevron B23	Siffert	Blue/White	1973	1790
53	Gregoire Audi/Tarek Mahmoud	F/LB	Lola T212	Marko	White	1971	1800
58	Shaun Lynn	GB	Lola T70 Mk3B	Rodriguez	Green	1969	5000
61	Piers Ward	GB	Chevron B8	Bonnier	Blue	1968	1991
66	James Cottingham/ Jeremy Cottingham	GB/GB	Chevron B8	Bonnier	Grey	1968	2000
68	Jeremy Cooke	USA	Porsche 911 RSR	Pescarolo	Silver	1974	3000
72	Jamie Boot	GB	Chevron B16 (C)	Siffert	Maroon	1970	2000
74	Paul Howells	GB	Porsche 911 RSR	Pescarolo	Yellow	1973	3000
75	Martin Angle/Hugh Angle	GB	Chevron B16	Siffert	Yellow	1970	1790
77	Justin Maers	GB	Lola T70 Mk3B (c)	Rodriguez	Burgundy	1968	5000
80	Sid Hoole/Ron Maydon	GB/GB	Alfa Romeo T33	Pescarolo	Red	1971	2998
81	Chris Beighton/Jon Finnmere	GB/GB	Lola T70 Mk3B	Rodriguez	Orange/Black	1969	5000

WSM CLASS STRUCTURE

Barth Pre 1966 Sports Prototypes and GT cars Under 2,000cc  
 Bonnier Pre 1971 Sports Prototypes and GT cars Under 2,000cc  
 Siffert Sports Prototypes Under 2,000cc built prior to 31.12.74  
 Pescarolo Sports Prototypes and GT cars Over 2,000cc, built prior to 31.12.74  
 Hulme Pre 1966 Sports Prototypes and GT cars Under 5,700cc  
 Rodriguez Pre 1971 Sports Prototypes and GT cars Over 2,000cc  
 Marko Open Sports Prototypes Under 2,000cc built prior to 31.12.74

Grid positions Race 2



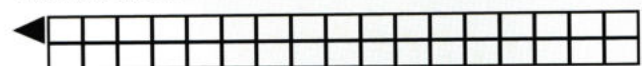
Results Race 2

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

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

FastestLap:No.....Time..... Speed.....mph

Grid positions Race 10



Results Race 10

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

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

FastestLap:No.....Time..... Speed.....mph

Aggregate Results

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

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

FastestLap:No.....Time..... Speed.....mph



# INTERSERIE REVIVAL A DIFFERENT WORLD

Sports car racing has always been popular around the World. Le Mans, Can-Am and its European equivalent Interserie all attracted dramatic cars and those grids are recreated this weekend.



Leo Voyazides will chase the bigger-engined cars in his Lola

**A** different generation of sports cars runs in the burgeoning Interserie revival category which brings cars from the Can-Am era with sport cars of the mid-1970s and the Touring 70s class which looks after Group 2-style saloons.

The entry is a mixed one with the big-bangers represented by Frank Bradley in the mighty ex-Helmut Kelleners March 717 with its 8.8-litre engine, while Dutchman Michiel Campagne has a mere 8.4-litres of power to play with in his McLaren M8F from 1972. It will be Campagne's first races of the season with Masters, although Bradley took the big blue beast to Barcelona and took a third place in the first race, only to be pinged for a jump start in the second. Sadly, Frank didn't spot the drive-thru penalty board and hence was excluded.... He'll be keen to make amends on home soil this weekend.

Wins in Spain went to Rob Hall with the symphonic-sounding Matra MS670B, and the Hall & Hall team will be busy running three of the wailing

cars this weekend: Rob's (chassis number three), father Rick's ex-Jo Siffert/Francois Cevert car(chassis number five) and Abba Kogan's chassis number one. Kogan raced impressively in Spain and narrowly missed out on a podium when he missed a gear on the last lap.

Leo Voyazides will be on the tail of the more powerful cars, using the nimbleness of his three-litre Lola T280 running in its charismatic Gitanes colours. It may not have the grunt of the more powerful cars, but Voyazides makes it fly.

The Touring 70s class pits BMW against Ford. Roger Wills has a fleet of BMW CSLs which will be driven by returning legend John Fitzpatrick, Swede Georg Kjallgren and Roger himself, while Paul Pochiol will be chasing them hard in his Ford Capri. Indeed, expect the more rapid of the BeeEmms to be up with the slower prototypes by the end of the race.

A different era but a spectacular one: welcome to the 1970s.



Frank Bradley's March will be hard to beat



Hall & Hall brings a fleet of Matras



Michiel Campagne's mighty McLaren









## TRUE GENTLEMEN

Then as now, GT racing is popular. With full grids, pit stops and long races, there is much to look for in the Gentlemen Drivers Pre-66 GT race.



*AC Cobras take on the British Jaguars*

**T**wo hours of action on Monday morning offers the Gentlemen Drivers Pre-66 GT Cars a chance to shine. Recapturing the glory days of GT racing with plenty of different cars and mandatory pit stops, the Gentlemen Drivers series a hugely popular one and has an over-subscribed entry.

Where to start with such a tremendous entry? There is the Marcos 1800GT of Allen Tice/Chris Conoley which will be a competitive car, as will the AC Cobra of Leo Voyazides which he shares with Simon Hadfield. Shaun Lynn has his AC Cobra out for the first time this season and will be up against the similar cars of Gavin Henderson and of the Chris Chiles' father and son.

Jaguar E-types are well represented in the car's 50th anniversary season and the fleetest will no doubt be that of Jon Minshaw, shared with Martin Stretton. They took a win in the searing heat of Barcelona last month, with Stretton sharing the Steve Tandy-owned car as well. Tandy's car will be competitive, while Read Gomm/Andrew Keith-Lucas share a Low Drag Coupe, as do Stefan Ziegler and Ben Shuckburgh. The Pearson brothers, John and Gary, will be up front in their E-type while Gary is also due to share one with Carlos Monteverde. Jamie Boot's E-type will be rapid as well, while Galal Mahmoud shares his car with Gregoire Audi and will be quick, too.

More TVRs are being tempted out this season. Mike Whitaker took a win with preparer Nigel Reuben at Oulton Park in his Griffith and the two are here set to do battle against Jonathan Bloohn's similar car that he shares with Andy Nunn, while Ian Bankhurst has his Grantura to share





Jon Minshaw/Martin Stretton will be tough to beat

with Ron Maydon.

Michiel Campagne has his mighty Chevrolet Corvette Grand Sport, former Ferrari specialist Michel Oprey a Shelby Mustang GT350 and Roger Wills has his Bizzarrini 5300GT to share with Joe Twyman. Add in Jon Sandilands' MGB, the Austin Healey 3000s of Chris Clarkson/Ted Williams and Rory Henderson/Michael Grant Peterkin and the Lotus Elan of husband and wife David and Lorraine Gathercole and there is a huge variety of cars.

Then you have Porsche 911s, Triumph TR4s and the Diva GT of Peter Aylett/Steven Farrall – it's like an I-spy book of cars on the move!



Porsche and Lotus add to the long list of manufacturers on the grid

## GENTLEMEN DRIVERS PRE-66 GT CARS

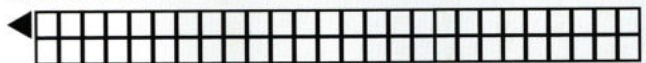
RACE 4  
120 MINS

No	Driver (s)	Nat	Car Class	Colour
1	Allen Tice/Chris Conoley	GB/GB	Marcos 1800GT	C2 Red/Silver 1964 1800
2	Leo Voyazides/Simon Hadfield	GB/GB	AC Cobra	C3 Black 1964 4700
10	Karl Wetherell/Mark Campbell	GB/GB	Triumph TR4	C2 Blue 1962 2198
12	Michiel Campagne	NL	Chevrolet Corvette Grand Sport	C3 White 1964 6100
13	Shaun Lynn	GB	AC Cobra	C3 Red/White 1963 4700
16	Andrew Haddon	GB	Jaguar E-type	C3 Silver 1963 3800
17	Gavin Henderson	GB	AC Cobra	C3 Blue 1963 4700
18	Roman Caresani/Kees Kooy	A/NL	Porsche 911	C1 Red 1965 1991
19	Chris Chiles Snr/Chris Chiles Jnr	GB/GB	AC Cobra	C3 Orange 1964 4700
20	Anthony Ditheridge/John Harper	GB/GB	Jaguar E-type	C3 Green 1962 3800
22	Read Gomm/Andrew Keith-Lucas	GB/GB	Jaguar E-type	C3 BRG 1963 3800
23	Ian Bankhurst/Ron Maydon	GB/GB	TVR Grantura MkII	C1 Blue 1964 1800
26	Ben Shuckburgh	GB	Jaguar E-type	C3 Silver 1963 3781
27	Nick Naismith	GB	Aston Martin DB4	B2 Silver/Green 1961 3670
33	Jon Minshaw/Martin Stretton	GB/GB	Jaguar E-type	C3 Blue 1963 3800
35	Peter Adams/Ben Adams	GB/GB	Turner Mk 11	C1 Red 1963 1650
36	Sean Walker/Ian Flux	GB/GB	Lotus Elan 26R	C2 Gold/Green 1964 1600
37	Philip Walker/Danny Wright	GB/GB	Lotus X1 Le Mans	A2 Green 1957 1460
46	Mike Whitaker/Nigel Reuben	GB/GB	TVR Griffith	C3 Blue 1965 4727
48	Michael Schryver/Simon Hadfield	GB/GB	Lotus Elan 26R	C2 Red 1965 1558
50	David Smithies/Julian Bronson	GB/GB	Austin Healey 3000 Mk I	C2 Red/White 1957 2992
51	Michel Oprey	NL	Ford Shelby Mustang GT350	C3 White 1965 4700
52	Max Boodie	NL	Corvette Stingray	C3 Yellow 1965 5300
53	John Pearson/Gary Pearson	GB/GB	Jaguar E-type	C3 Blue 1961 3800
58	Tarek Mahmoud/Cyril Bustros	GB/LB	Ford Shelby Mustang GT350	C3 White 1965 4700
63	Jon Sandilands/Tom Smith	GB/GB	MGB	C1 Red 1963 1840
64	David Green/Matthew Green	GB/GB	MGB	C1 Green 1963 1840
65	Peter Thompson	GB	Marcos 1800GT	C2 Blue 1964 1800
66	Michael Pearson/Dave Devine	GB/GB	Triumph TR4	C2 Yellow 1964 2198
67	Peter Foster/Martin Brewer	GB/GB	Triumph TR4	C2 Blue/White 1962 2188
68	Ian Cox/David Methley	GB/GB	Marcos 1800GT	C2 Red 1965 1800
70	David Grace/Jeremy Welch	GB/GB	Austin Healey 3000 Mk I	C2 BRG 1960 2998
71	Roger Wills/Joe Twyman	NZ/GB	Bizzarrini 5300 GT	C3 Blue 1965 5359
72	Jamie Boot	GB	Jaguar E-type	C3 BRG 1963 3800
73	Chris Clarkson/Ted Williams	GB/GB	Austin Healey 3000 Mk1	C2 Green/White 1958 3000
74	Peter Aylett/Steven Farrall	GB/GB	Diva GT	C1 Blue 1965 1120
75	Rory Henderson/Michael Grant Peterkin	GB/GB	Austin Healey 3000 MkII	C2 Blue 1962 3000
77	Jonathan Bloohn/Andy Nunn	GB/GB	TVR Griffith	C3 Red 1964 4700
80 (R)	Tony Eckford	GB	Sunbeam Le Mans Tiger	C3 Green 1964 4700
81	Steve Tandy/Martin Stretton	GB/GB	Jaguar E-type	C3 White/Blue 1962 3800
84	John Hitch/Bob Birrell	NZ/GB	MG B	C1 Red/White 1965 1840
87	Carlos Monteverde/Gary Pearson	BR/GB	Jaguar E-type	C3 Silver 1961 3800
88	Jeffrey Pattinson	GB	Ford Shelby Mustang GT350	C3 White 1965 4300
90	Galal Mahmoud/Gregoire Audi	LB/F	Jaguar E-type	C3 Gunmetal 1963 3800
94	Peter Mallett	GB	MG B Roadster	C1 White 1965 1840
97	Oliver Louisoder/Raef Lawbaty	D/D	Jaguar E-type	C3 Red 1963 3800
98	David Gathercole/Lorraine Gathercole	GB/GB	Lotus Elan Series 1	C1 Red 1963 1558

CLASS STRUCTURE

- A1 Sports cars Pre-1963 up to 1,200cc
  - A2 Sports cars Pre-1963 up to 2,000cc
  - A3 Sports cars Pre-1963 Over 2,000cc
  - B1 GT cars up to end of 1960 up to 2,000cc
  - B2 GT cars up to end of 1960 Over 2,000cc
  - C1 GT cars up to 1965 up to 2,000cc
  - C2 GT cars up to 1965 up to 3,000cc
  - C3 GT cars up to 1965 Over 3,000cc
- All Marcos 1800GT and Lotus Elan 26Rs must run in Class C2

Grid positions Race 4



Results Race 4

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

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

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





# SOUNDS OF THE SIXTIES

The Sports Racing Masters grid offers another superb mix of cars with the 1960s being the era on display.

**S**ports Racing Masters offers a snapshot of how sports-prototype racing was in the early 1960s, and a 60-minute race will produce action aplenty on Monday.

Roger Wills heads the entry in his ex-John Brindley McLaren M1B which will be shared with Joe Twyman who is as quick as anyone in these cars. Laurie Bennett has his similar McLaren M1B to challenge the Wills/Twyman combination and Shaun Lynn has his charismatic Ford GT40 as he makes a return to historic racing from modern GT racing: he drives a CRS Racing-run Ferrari F430 in the Le Mans series and one of his co-drivers is Roger Wills. Expect a little rivalry to prove who is top dog here.

John Bladon's McLaren M1A will be on the pace as will the Cooper T61M of Masters Racing Club Chairman Chris Jolly. He shares the car with Steve Farthing and the rumbling 5.3-litre car shouldn't be discounted. More of the sensational-looking Ford GT40s will do battle, in the hands of Gavin Henderson/Ted Williams and Georg Kjallgren/James Littlejohn, plus David Forsbrey's Gelscoe Motorsport-run car that was successful at Barcelona – thanks to an emergency EasyJet flight that brought out spare parts!

Experienced historic racer Matthew Watts shares his Lotus 30 with former Grand prix driver Tony Trimmer. The man who tried to make the recalcitrant Maki Formula 1 car behave like one doesn't do much racing

*Ford GT40s bring back memories*



these days but it is great to have him back at a circuit at which he has had much success over the years, including his 1978 British Formula 1 Championship season.

Elvas are represented with the MkVIII of Roger Wills, the Kiwi leaping from one car to another, and Andrew Smith. The Flying Scotsman will be competitive in the 2-litre BMW-engined car that spent much of its early life racing in America.

An earlier Elva Mark VIIS of Andrew Owen joins the smaller-engined battle, taking on the Lotus 23Bs of John Pearson and Mark Pangborn.

With mandatory pit stops and driver changes for those sharing a car, this promises to be another dramatic contest.





SRM brings together closed and open sports racers

## SPORTS RACING MASTERS

RACE 5  
60 MINS

No	Driver (s)	Nat	Car	Class	Colour	Year	CC
2	Roger Wills/Joe Twyman	NZ/GB	McLaren M1B	D	Orange	1965	5500
3	Robert Gett	USA	Brabham BT8	D	Blue	1965	2500
8	Roger Wills/Andrew Smith	NZ/G B	Elva MKVIII	C	Green	1965	2000
13	Shaun Lynn	GB	Ford GT40	I	Blue	1965	4700
16	Chris Jolly/Steve Farthing	GB/GB	Cooper T61M	B	White/Blue	1963	5300
17	Matthew Watts/Tony Trimmer	GB/GB	Lotus 30	D	White	1964	5300
21	Andrew Owen	GB	Elva Mk VII S	C	Blue/Orange	1963	2000
23	John Pearson/Gary Pearson	GB/GB	Lotus 23B	A	Yellow	1962	1594
26	Simon Drabble	GB	Merlyn MKVI A	A	Blue	1965	1595
30	John Bussey	GB	Elva MKVII	A	Red	1963	1600
40	Georg Kjallgren/James Littlejohn	S/GB	Ford GT40 (C)	I	Red/Gold	1966	4700
65	Laurie Bennett	AUS	McLaren M1B	D	Blue	1966	5727
67	Ned Spieker	USA	Lotus 23B	A	Yellow	1965	1600
71	Gavin Henderson/Ted Williams	GB/GB	Ford GT40	I	Blue	1966	4727
86	David Forsbrey	GB	Ford GT40 Mk1	I	Green	1965	4700
87	Carlos Monteverde/Gary Pearson	BR/GB	Lola T70 Spyder	D	Blue	1965	5700
88	Marcus Mussa	MC	McLaren M1B	D	Blue/Green	1966	5900
89	Mark Pangborn	GB	Lotus 23B	A	Green/Yellow	1965	1598
91	John Bladon	GB	McLaren M1 A	D	Blue/White	1965	5700

## SRM CLASS STRUCTURE

- A Pre-1966 Under 2,000cc (Lotus twin-cam engine cars)
  - B 1961-1963 Over 2,000cc
  - C Pre-1966 Under 2,000cc (BMW engine cars)
  - D 1964-1965 Over 2,000cc
  - E Climax – pre-1963 up to 2,000cc
  - F Climax – pre-1963 over 2,000cc
- Invitation GT & GT Prototypes

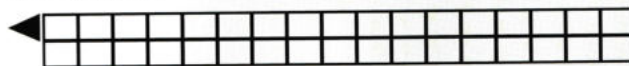
Roger Wills is aiming for a win in his McLaren M1B



Masters Racing Club Chairman Chris Jolly shares his Cooper with Steve Farthing



## Grid positions Race 5



## Results Race 5

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

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

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



Full grids are a feature of Pre-66 Touring Car racing



# VAST CHANCE SALOON

A massive entry of Pre-66 Touring Cars will make for a tremendous spectacle on Monday.

**T**he Pre-66 Touring Car entry is a huge one for this weekend and with a race on the Indy circuit on Saturday before Monday's Grand Prix circuit thrash, there is plenty of track time for the cars as well. The entry can almost be divided into three: the V8-engined big-bangers, the homologation specials like Lotus Cortinas and the super Coopers, Morris and Austin examples, that snap at the heels of the bigger cars like terriers. And there is much to look for in the entry this weekend.

Leo Voyazides won in Barcelona in his Ford Falcon Sprint and heads the entry here, but will be pushed hard by the Falcon of young guns Joes Twyman/Andrew Smith and the Mercury Comet Cyclone of Roger Wills which he shares with fellow Kiwi Ross Calgher. Chris Clarkson's new Falcon has been in previous races this season at Oulton Park and Barcelona but mechanical gremlins have stopped it in both so he and co-driver Ted Williams will be looking for better fortune this weekend.

Against the Falcons are the smaller Ford Mustangs, with the experienced former oval racer John Young driving one car and Georg and Rolf Kjallgren sharing another. All being well, Patrick Watts will be on the grid as well, the former BTCC racer having a rare outing this season but will be keen to score a win at his home circuit. The Beighton, Chris and Ben, share another Mustang, the father and son duo eager to mix it with the race leaders, while Jeremy Cooke will go solo in the car that led at Oulton Park in March.

Henry Mann won the Oulton Park season-opener in his new-for-2011 Lotus Cortina, while Shaun Lynn's Cortina is set to be rapid. A co-driver was yet to be confirmed, but you can expect it to be a single-seater hot-shoe.... More quick Cortinas come from Mike Gardiner and Phil Keen,

both stars in modern as well as historic racing, plus rally legend John Haugland sharing Arne Berg's car.

Then there are the Minis, plenty of them and all capable of springing a surprise, especially if it is wet. Nick Swift is the man to beat, the BMC A-Series engine specialist one of the fastest men behind the wheel of these cars, but there are plenty of others who will be keen to get ahead of him. Ron Maydon is a former race winner in his ex-Norman Grimshaw Austin Cooper S (Ron having bought the car after he put it in the wall here a few years back when sharing it with Grimshaw), while Christian Devereux has proved to be fast and spectacular in his limited racing years. Gavin and Rory Henderson share another immaculate Cooper S, but look for former Le Mans Group C2 class winner Mike Youles who teams up with Paul Tarry in their immaculate Morris Cooper S.

At the right places, the Minis can mix it with the V8-engined cars







Nick Swift is the benchmark Mini pilot



Ted Williams shares Chris Clarkson's Ford Falcon Sprint



Jeremy Cooke's Mustang took third at Oulton Park



Christian Devereux is spectacular

## PRE-66 TOURING CARS

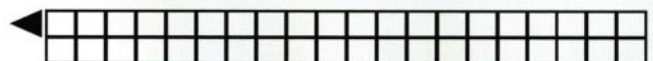
### RACE 6 60 MINS

No	Driver (s)	Nat	Car	Class	Colour	Year	CC
1	Leo Voyazides	GR	Ford Falcon	A	Red/Gold	1964	4700
6	Henry Mann	GB	Ford Lotus Cortina Mk 1	HS	Red/Gold	1964	1599
7	Joe Twyman/James Cottingham	GB/GB	Austin Mini Cooper S	D	Green	1964	1293
8	John Young	GB	Ford Mustang	A	Red/Gold	1965	4700
11	Richard Dodkins	GB	Morris Cooper S	D	Red/Black	1965	1293
13	Shaun Lynn	GB	Ford Lotus Cortina	HS	White	1964	1600
15	Patrick Watts	GB	Ford Mustang	A	Green	1965	4700
16	Glyn Swift	GB	Morris Cooper S	D	Grey	1965	1293
19	Jack Ondrack	CDN	Ford Mustang	A	Red	1965	4700
20	Tim Stanbridge/Rob Selby	GB/GB	Morris Cooper S	D	Grey / Black	1965	1275
22	Joe Twyman/Andrew Smith	GB	Ford Falcon	A	White/Black	1964	4700
26	Ron Maydon	GB	Austin Cooper S	D	Red	1964	1290
27	Philip Burgess	GB	Austin Cooper S	D	Red	1966	1275
31	Georg Kjallgren/James Littlejohn	S/GB	Austin Cooper S	D	Red	1964	1293
35	Paul Clayson/Roberto Giordanelli	GB/GB	Ford Falcon Sprint	A	Red	1964	4727
37	Mike Gardiner/Phil Keen	GB/GB	Ford Falcon Sprint	A	Yellow/Black	1964	4700
44	Georg Kjallgren/Rolf Kjallgren	S/S	Ford Mustang	A	Black/Gold	1964	4272
50	Paul Tarry/Mike Youles	GB/GB	Morris Cooper S	D	Blue	1964	1293
51	Mike Wrigley	GB	Ford Mustang	A	Silver	1965	48990
56	Keith Padmore	GB	Austin Cooper S	D	Almond Green	1965	1293
57	William Ward	GB	Austin Cooper S	D	White	1964	1293
59	Martin Strommen/Holm Jacob Matheson	N/N	Ford Lotus Cortina	HS	White	1966	1590
63	Nigel Cox/Clive Denham	GB/GB	Ford Lotus Cortina	Inv	White	1963	1598
67	Christian Devereux	GB	Austin Cooper S	D	Green	1965	1275
69	Roger Wills/Ross Calgher	NZ/NZ	Mercury Comet Cyclone	A	Turquoise	1965	4700
71	Gavin Henderson/Rory Henderson	GB/GB	Morris Cooper S	D	White/Black	1964	1293
73	Chris Clarkson/Ted Williams	GB/GB	Ford Falcon Sprint	A	Blue	1964	4700
74	Ioannis Edipidis/Manolis Tzamaridakis	GR/GR	Mini Cooper S	D	Green	1964	1300
75	Martin Angle/Hugh Angle	GB/GB	Ford Mustang	A	Red	1965	4700
76	Nick Swift	GB	Morris Cooper S	D	White	1965	1293
77	Nick Naismith	GB	Ford Lotus Cortina	HS	White/Green	1966	1600
79	Roger Wills/Shawn Lynn	NZ/GB	Austin Cooper S	D	Green	1964	1293
80	Colin Kingsnorth/Bill Wykeham	GB/GB	BMW 1800 T1Sa	HS	Blue	1965	1798
81	Chris Beighton/Ben Beighton	GB/GB	Ford Mustang	A	Orange	1966	4700
82	Paul Pochciol	GB	Ford Lotus Cortina Mk 1	HS	White/Green	1965	1558
86	Jeremy Cooke	USA	Ford Mustang	A	Yellow/Orange	1965	4740
91	Arne Berg/John Haugland	N/N	Ford Lotus Cortina Mk 1	HS	White/Green	1963	1590
92	Stephen Jones	GB	Morris Cooper S	D	Red/White	1965	1293
96	Michael Pearson/Dave Devine	GB/GB	Ford Lotus Cortina Mk 1	HS	Yellow	1965	1558
99	Mike Dowsett	GB	Hillman Rallye Imp	D	Yellow/Pink	1965	1275

#### CLASS STRUCTURE

- A1 Over 4,000cc
- A2 2,501cc to 3,999cc
- B 1,601cc-2,500cc
- C 1,301cc-1,600cc
- D 1,001cc-1,300cc
- E Up-rated engines in Appendix K cars up to 1,000cc
- HS Homologation Specials - Lotus Cortina, Alfa Romeo GTA, BMW 1800T1Sa

#### Grid positions Race 6



#### Results Race 6

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

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

FastestLap:No.....Time.....Speed.....mph



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The Pre-66 Minis have their first stand-alone race of 2011



Yet another race for Roger Wills...



Nick Swift will be the man to beat



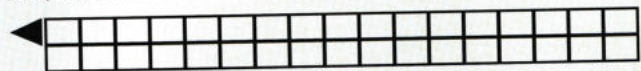
Glyn Swift, Nick's dad, is an experienced Mini Racer

## PRE-66 MINI SPRINT RACE

RACE 9  
20 MINS

No	Driver (s)	Nat	Car	Colour	Year	CC
7	Joe Twyman	GB	Austin Cooper S	Green	1964	1293
11	Richard Dodkins	GB	Morris Cooper S	Red/Black	1965	1293
16	Glyn Swift	GB	Morris Cooper S	Grey	1965	1293
20	Tim Stanbridge	GB	Morris Cooper S	Grey / Black	1965	1275
26	Ron Maydon	GB	Austin Cooper S	Red	1964	1290
27	Philip Burgess	GB	Austin Cooper S	Red	1966	1275
31	Georg Kjallgren	S	Austin Cooper S	Red	1964	1293
56	Keith Padmore	GB	Austin Cooper S	Almond Green	1965	1293
57	William Ward	GB	Austin Cooper S	White	1964	1293
67	Christian Devereux	GB	Austin Cooper S	Green	1965	1275
71	Gavin Henderson	GB	Morris Cooper S	White/Black	1964	1293
74	Ioannis Edipidis	GR	Mini Cooper S	Green	1964	1300
76	Nick Swift	GB	Morris Cooper S	White	1965	1293
79	Roger Wills	NZ	Austin Cooper S	Green	1964	1293
92	Stephen Jones	GB	Morris Cooper S	Red/White	1965	1293

Grid positions Race 9



Results Race 9

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

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

FastestLap:No.....Time.....Speed.....mph





### Key

- Information & grandstand seat sales
- Restaurant
- Fast food
- Toilet with disabled facilities
- Toilet
- Cash point
- Lost and found
- Venue entry/exit points

### IMPORTANT INFORMATION

Due to the large volume of people leaving the venue immediately after the last race, delays can be expected when exiting the car parks.

So let the rush go and take the opportunity to relax with a drink or a hot meal in the Kentagon Bar & Restaurant, which will remain open into the evening.



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