

# THE MASTERS HISTORIC FESTIVAL



**MSVR** OFFICIAL PROGRAMME £5

MotorSport Vision Racing



**SAT 29 - MON 31 MAY  
BRANDS HATCH INDY/GP CIRCUIT**



# HISTORIC SUPERPRIX

Featuring the FIA Historic Formula One Championship

## BRANDS HATCH GP 3/4 JULY 2010

The Brands Hatch Grand Prix circuit will reverberate to the evocative sound of classic racing machinery at the HSCC Historic Superprix this July.

Headlining will be the FIA Historic Formula Championship for Grand Prix cars raced between 1966 and 1985. Among the unique vehicles competing will be F1 cars once raced by motorsport legends including Villeneuve, Mansell and Rosberg.

There will also be action from historic single seaters, saloon and sports cars including Formula 5000 and Formula 2 machinery in the Derek Bell Trophy. Plus there will be racing from Historic F3 and Formula Ford machinery, Historic Road Sports and the Guards Trophy saloons.



ADULT ADMISSION (ONLINE)\* £17  
CHILDREN 12 & UNDER FREE

\* Advance tickets available until midday Weds 30 June.  
Postage fee applies.

0870 950 9000  
brandshatch.co.uk

BrandsHatch

This meeting is organised by MotorSport Vision Racing, governed by the General Competition Rules of the MSA, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

This event will be held under the following MSA Permit numbers: Nat B: 57414 Nat B: 57413. This event is NEAFP permitted.

**OFFICIALS**

MSA Steward – Ron McCabe  
 Club Stewards – Bill Shewan, Tony Johnstone  
 Event Director – David Scott  
 Clerks of the Course – Nick Turner, John Smith  
 Deputy Clerk of the Course - Anita Williams  
 Secretary of the Meeting – Gemma Mole  
 Chief Scrutineer – Chris Mount  
 Masters Eligibility Scrutineer - Stuart Vincent  
 Chief Medical Officer - Dr Alan Pearce  
 Starter - Rod Marshment  
 Chief Paddock Marshal - Vincent Markey  
 Chief Pit Marshal – Darryl Burgess  
 Chief Startline Marshal - Bryan Degerlund  
 Chief Timekeepers – Andrew Craker (Sat), Peter Knight  
 Race Control Secretary - Gill Barnett  
 Race Telephones – Juliet Morris, Mildred Wiltshire  
 Commentators - David Addison, Ian Titchmarsh  
 Press Officer – Chelsea Reay  
 Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other MSA recognised Clubs  
 Ambulances - St John Ambulance  
 Medical Services - St John Ambulance  
 Rescue Units - MSVR, BRSCC SE  
 Rescue Unit Chief - Andy Lyle  
 Recovery - D&G Cars  
 Safety Car – Ian Barnett, Nigel Goater, Terry Bower



**MASTERS HISTORIC FESTIVAL  
 BRANDS HATCH  
 29/30/31 MAY**

**TIMETABLE**

**SATURDAY MAY 29TH, 2010**

09.00 – 09.25	Cloth Cap with XK Challenge qualifying	
09.40 – 10.05	Oldies but Goldies qualifying	
10.20 – 10.45	Pre-66 Minis qualifying	
11.00 – 11.25	Stars of the 70s qualifying	
11.40 – 12.05	Pre-66 Touring Cars qualifying	
12.05 – 13.05	Lunch	
<b>13.05</b>	<b>Race 1 Cloth Cap with XK Challenge</b>	<b>45 mins</b>
<b>14.05</b>	<b>Race 2 Oldies but Goldies – Part 1</b>	<b>25 mins</b>
<b>14.45</b>	<b>Race 3 Pre-66 Minis</b>	<b>45 mins</b>
<b>15.45</b>	<b>Race 4 Stars of the 70s</b>	<b>45 mins</b>
<b>16.45</b>	<b>Race 5 Pre-66 Touring Cars</b>	<b>45 mins</b>
<b>17.45</b>	<b>Race 6 Oldies but Goldies – Part 2</b>	<b>20 mins</b>

**SUNDAY MAY 30TH, 2010**

10.00 – 10.35	Gentleman Drivers A – under 3-litre cars qualifying	
10.50 – 11.15	Grand Prix Masters qualifying	
11.30 – 12.00	Sports Racing Masters (inc WSM Bonnier Class) qualifying	
12.15 – 12.45	World Sportscar Masters qualifying	
13.00 – 13.25	Interserie Revival (inc Proto 70s & Touring 70s) qualifying	
13.25 – 14.15	Lunch	
<b>14.15</b>	<b>Race 7 Grand Prix Masters – Part 1</b>	<b>25 mins</b>
14.55 – 15.25	Pre-66 Mini and Pre-66 Touring Cars qualifying	
<b>15.40</b>	<b>Race 8 World Sportscar Masters – Part 1</b>	<b>30 mins</b>
<b>16.25</b>	<b>Race 9 Gentleman Drivers A – under 3-litre cars</b>	<b>120 mins</b>

**MONDAY MAY 31ST, 2010**

09.00 – 09.35	Gentleman Drivers B – over 3-litre cars qualifying	
<b>09.50</b>	<b>Race 10 Interserie Revival (inc Proto 70s &amp; Touring 70s) – Part 1</b>	<b>25 mins</b>
<b>10.30</b>	<b>Race 11 Sports Racing Msters (inc WSM Bonnier Class)</b>	<b>60 mins</b>
<b>11.45</b>	<b>Race 12 Pre-66 Mini and Pre-66 Touring Cars</b>	<b>50 mins</b>
12.35 – 13.35	Lunch	
<b>13.35</b>	<b>Race 13 Grand Prix Masters – Part 2</b>	<b>25 mins</b>
<b>14.15</b>	<b>Race 14 Interserie Revival (inc Proto 70s &amp; Touring 70s) – Part 2</b>	<b>25 mins</b>
<b>15.05</b>	<b>Race 15 World Sportscar Masters – Part 2</b>	<b>30 mins</b>
<b>15.50</b>	<b>Race 16 Gentleman Drivers B – over 3-litre cars</b>	<b>120 mins</b>

This programme is designed by Brian McCann, edited by David Addison and written by Paul Lawrence. Photography: Charlie Wooding, Paul Lawrence and Peter Collins. Thanks to Rachel Bailey at Masters for all her assistance. Published by Cloverleaf Media Ltd. Copyright Cloverleaf Media Ltd 2010. Printed by Newman Thomson.

# FOOD & DRINK



Brands Hatch

# 2010

## MASTERS HISTORIC FESTIVAL SPECIAL OFFERS

**FREE**  
Glass of orange juice



### Pitstopper Breakfast

2 x bacon rashers, sausage, egg, baked beans, tomatoes, mushrooms, hash browns, toast/fried slice plus a hot beverage. **£6.50**



### Sandwich & Salad Bar

A selection of freshly prepared salads, cold meats, fish and cheeses. Choose from a bowl, sandwich, panini or a rustic baguette. **From £2.60**



### Meal Deal - Just £5.50

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

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



### Kentagon and Hailwoods Servery

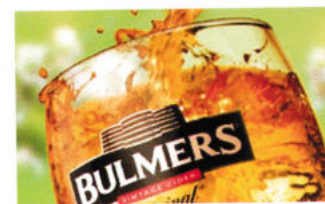
A wide selection of freshly cooked dishes that include curries, grilled meats, pies, pasta and vegetarian options. All meals are served with fresh vegetables or salad.

**From £6.50 per person**



### Hailwoods Masters BBQ

On Sunday evening head to Hailwoods for a bank holiday weekend BBQ. All the favourites from the grill including burgers, sausages and chargrilled chicken will be on offer together with salads, breads and sauces to accompany them. **£7.00**



### Bulmers Cider Offer

This Masters Historic Festival weekend, enjoy a pint of Bulmers refreshing Irish Cider now at an even lower price!

**Just £3.00 per pint**  
(Usually £3.30)

### Kentagon Bar and Restaurant

#### Thursday 27 May

Food 8am – 8pm  
Bar 10am – 11pm

#### Friday 28 May

Food 7am – 9pm  
Bar 10am – 11.30pm

#### Saturday 29 May

Food 7am – 9pm  
Bar 10.00am – 11.30pm

#### Sunday 30 May

Food 7am – 4pm  
Bar 10am – 11.30pm

#### Monday 31 May

Food 6.30am – 8pm  
Bar 10.00am – according to demand

### Hailwoods Restaurant

#### Saturday 29 May

Food 7am – End of racing  
Bar 10am – End of racing

#### Sunday 30 May

Food 7am – 9pm (Hailwoods BBQ)  
Bar 10am – 11pm

#### Monday 31 May

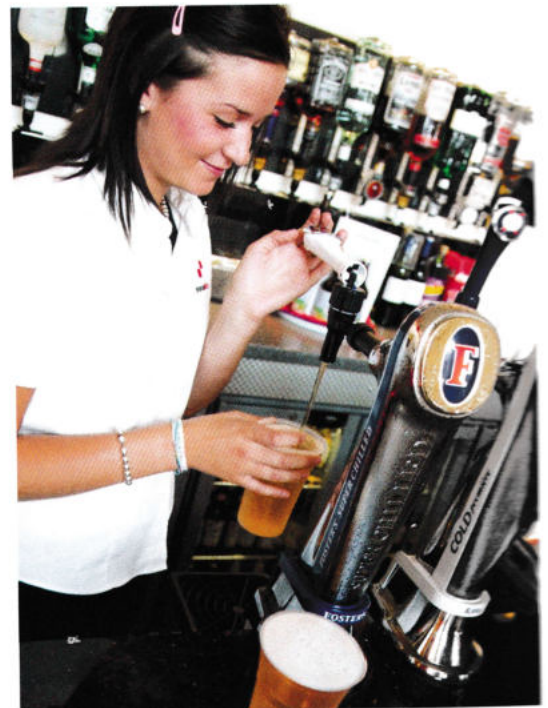
Food 6.30am – 4.30pm  
Bar 10am – End of racing

### Fast Lane – Paddock Hill

throughout the weekend from 8.00 until the end of racing.

### Grand Prix Terrace

Open throughout the weekend from 7am 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)

Brands Hatch

# WELCOME

## WELCOME TO BRANDS HATCH FOR THE MASTERS HISTORIC FESTIVAL.



**Jonathan Palmer**  
Chief Executive  
MotorSport Vision

This is the fourth time that we've hosted this event and each year Ron Maydon, Christopher Tate and the Masters team put on a fabulous show with an impressive range of historic vehicles.

The Master Festival is unique to Brands Hatch as it's the only event that takes place on both the Indy and Grand Prix circuits, starting with a celebration of classic sports and GT cars on our shorter configuration on Saturday. I am particularly looking forward to the Masters Series' new addition to their line-up, a competition for pre-1966 Minis and Hillman Imps!

For the second part of the festival we move over to our magnificent Grand Prix circuit, which is celebrating its 50th anniversary this year, for two days of racing including a wonderful array of Formula One cars that span 1970s and 80s, many of which have raced and won here at Brands Hatch.

There are also some truly breathtaking machines competing in the World Sportscar Masters event and I urge you to wander out to the GP loop and watch some of these magnificent cars in action. For the first time this year you can follow the race commentary through Radio Brands 87.7FM and earpiece radios are available to purchase from the Megastore.

I would also encourage you also to take advantage of our free paddock access to admire these beautiful historic cars up close. I'm sure the teams and drivers will be more than happy to tell you the some of the stories behind their racing past!

Have a great time and I'll hopefully see you again at our next major event on 17/18 July, when the FIA Formula Two Championship partners World Touring Cars, once again on the Grand Prix circuit.

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

Motor racing is a team business, whether working in a 500-person F1 team or in historic event organisation. We at Masters are lucky to benefit from a strong and enthusiastic event team, key members of which you see in the photograph below. This is always a special weekend for us, and we very much hope that all the work our Masters team members have done to prepare this weekend will make it so for you also.

Brands Hatch on the May Bank Holiday weekend has become a strong tradition for us. We hope that whether as competitors, team members, marshals or spectators, you will enjoy great cars, serious drivers in close competition, a friendly paddock to get up close to the cars, a relaxed atmosphere and maybe even, remarkably, some great British weather. But whatever the weather, we can expect that the racing will be good, and that the quality of the cars will once again be exceptional.

As always, there are some key groups to thank – every entrant today is a member of Master Racing Club, and we enjoy the advice and assistance of Chris Jolly as the Club Chairman and of his Committee. This special circuit here in Kent has been wonderfully revived under Jonathan Palmer's leadership, and we appreciate the hard work and great professionalism of his team here at Brands Hatch. Above all, every racer and every enthusiast owes a huge thank you to the dedicated marshals who make motor sport possible – please think about joining their ranks. Talk to an official here today to find out how.

Finally, historic motor racing is different to the modern professional sport. It is not all about the winning, the trophies and glory, but is very much about the enjoyment of everyone at the track, sharing special memories of the great eras from the 1950s to the 1980s. So, whether your own preference is for saloon cars of the 1950s or Grand Prix cars of the 1970s and 1980s, there is something for you to watch and revel in here today at Brands Hatch. We all wish you a great weekend's racing, whatever brings you to Brands Hatch, and hope to see you supporting a Masters event again soon

We hope you enjoy your day, or days, at the Masters Festival at Brands Hatch.

**Ron Maydon, Christopher Tate,  
Rachel Bailey and the Masters Team**





*World Sportscar Masters will be spectacular*

## LET THE ACTION BEGIN

The Masters Historic Festival is a highlight of the Brands Hatch season. Paul Lawrence sets the scene for a weekend of action and memories

**W**elcome to a fabulous weekend of historic racing here at Brands Hatch. From Saturday's action on the Indy circuit to Monday's sensational programme on the magnificent Grand Prix circuit, this is one of the biggest and best weekends of historic racing in Britain. Established back in 2003, the Masters Historic Racing organisation has developed rapidly over the last six seasons and now

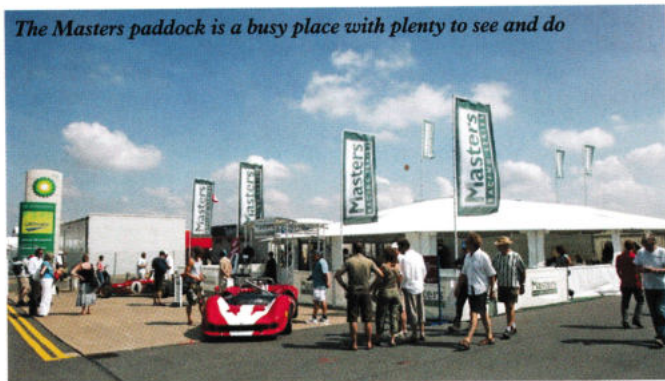
encompasses a broad range of historic racing classes, all of which are in action this weekend including the latest initiative, the series for pre-66 Minis.

Ron Maydon, who is president of Masters Historic Racing, founded the Masters operation seven years ago to bring a new style and cohesion to historic racing. Bringing together a diverse group of categories, Masters now offers historic racing to suit all tastes and that cannot be better demonstrated than in this weekend's 16-race programme. Everything from an Austin A40 and an MGB to a McLaren M8F Can-Am car and a Formula 1 Lotus has a home with Masters.

Once again in 2010, the Masters movement has a pan-European programme covering some of Europe's finest race tracks, and this weekend rates right up there with Spa and the Nurburgring as drivers get to tackle the fabulous Grand Prix circuit, rated as the favourite track of many racing drivers.

However, before the action switches to the full Grand Prix circuit for Sunday and Monday, the Top Hat classes from within the Masters

*The Masters paddock is a busy place with plenty to see and do*



*Grand Prix Masters grids include cars from the early 1980s*





umbrella will be racing on the Indy circuit. The Top Hat classes are typically for the older and less exotic cars and provide the perfect entry-level classes for drivers looking to get into historic racing. A wonderful diversity of cars will be racing, with some memory-jerking cars – for the more mature fans, at least – from the 1950s out in the Oldies but Goldies double-header.

But the big appeal for spectators will be on Sunday and Monday as the Masters categories are unleashed on the full Grand Prix circuit. The challenge of Paddock Hill Bend and Druids remain the same as on the Indy circuit, but then comes the rising and tricky left-hander at Surtees followed by the high-speed plunge down Pilgrim's Drop. Next up come the dauntingly fast Hawthorns and Westfield Bends before another three-dimensional trip through Dingle Dell and up to Sheene Curve. The deceptive camber of the left-handed Stirling's follows before you've had time to catch your breath, before the rush under the vehicle bridge and back into the Brands Hatch arena at Clearways. It is a massive challenge for the drivers and offers fans the chance to see these wonderful cars at full stretch, so a walk out onto the Grand Prix loop is highly recommended.

*Richard Meins is always quick in his ex-Fittipaldi McLaren*



While many of the cars on the grids are extremely valuable and irreplaceable, the quality of racing will be tremendous as this is no staged demonstration. This is racing in its purest sense and the chance to unleash their cars on the 2.3-mile Grand Prix circuit makes this a very special weekend for the drivers.

In the headlining Grand Prix Masters races, the F1 cars of the 1970s and early 1980s will re-create the British Grand Prix era of Brands Hatch. Just about every car is presented in period livery and these really are the cars made famous by drivers like James Hunt and Emerson Fittipaldi, for example.

Meanwhile, in the World Sportscar Masters, some of the most inspiring sports-racing and GT cars of a generation make a wonderful spectacle. But that's only part of the story for there really is something for all tastes this weekend.

So, find one of the many great vantage points here at Brands Hatch, sit back and enjoy a marvellous spectacle!

## TUNE IN...

The full race commentary for the Masters Historic Festival, from Ian Titchmarsh and David Addison, is broadcast on 87.7FM this weekend meaning that you won't miss a thing – just put your earphones in and you'll be able to keep up with all the news, interviews and action.

And don't worry if you haven't got a radio with you – head to the Front Gate or the Megastore where they are on sale for £5. What are you waiting for?

# INTERSERIE REMEMBERED

The European equivalent of Can-Am racing was Interserie that thrilled crowds at its peak in the 1970s. Paul Lawrence looks back



*March was a leading constructor of Can-Am cars*

The Interserie Championship of the early 1970s is remembered this weekend as the series that put some of the greatest sports-racing cars on the tracks of Europe. But, the story goes back to the mid-1960s in North America.

Introduced in 1966, the Can-Am Championship was a sports-racing car series run in the USA and Canada with precious few restrictions. Engines were unlimited and turbo and supercharging was allowed, so power was everything. The result was some of the most spectacular sports-racing cars of all time, typified by the sensational McLaren M8 range of cars from the latter stages of the 1960s.

While Bruce McLaren and Denny Hulme were dominating Can-Am, and earning good money in the process, a movement started to bring such racing to Northern Europe and in 1970 the Interserie Championship was founded. Initially, recent generation Can-Am cars made up the grid with cars from McLaren, Lola, March and BRM. Just as they were across the water, these giants were the biggest and most powerful sports-racing cars of the era and it didn't take many of them to make an amazing spectacle.

However, times were changing and into the second and third season of Interserie, the car trend followed that of the Can-Am series where the mighty Porsche 917 – the open cockpit version – in turbo form soon became the car to have. Ironically, consistency had given Juergen Neuhaus the 1970 Interserie title in his Group 5 Porsche 917K, but thereafter it was the fearsomely powerful 917 turbo that

did the winning with drivers like Leo Kinnunen and Willi Kauhsen to the fore.

Changes to international sports car regulations in 1976 led to the demise of most of the Can-Am cars and, for many, the best era of Interserie racing was over. The championship continued, however, and by the 1980s it was home to Group C cars.

Arguably, Interserie never really achieved its full potential, but the fact that it brought Can-Am style racing to Europe is reason enough to remember and celebrate its best days.



*Richard Piper heads the Can-Am pack here last season*



More BMW CSLs are being tempted back on track



## TOURING THE PAST

The European Touring Car Championship of the 1970s brought spectacular cars, and racing, to eager fans. Paul Lawrence recalls the Ford versus BMW battles



Ford takes on BMW now as it did in the 1970s



The Capri/BMW battles were hard fought



The ETCC was home to many BMWs

One of the newer categories from Masters is re-living a golden era of international touring car racing. It was a time when Ford went up against BMW in a battle of Europe.

On the grid for this weekend's Touring 70s races – running within the Interserie Revival - will be examples of two of the most spectacular touring cars ever produced. The competition lives of these two cars were spectacularly short, but they left a lasting impression on anyone who witnessed the battles of the 1974 season.

The rivalry between Ford and BMW had built up through the 1972 and 1973 seasons, with the Capri RS2600 going into action against the 3-litre BMW CSL. But it all stepped up a gear for 1974, when the Capri, run from Ford's European HQ at Cologne, went head-to-head with the BMW Batmobile.

The Capri was in fact the RS3100, the result of a demand from Ford

in Germany for a more powerful car for the 1974 season; it needed a car capable of stopping BMW's run of success. Cosworth's Keith Duckworth came up with a 400bhp engine for the 'Cologne' Capri and the result was the 3.4-litre Cosworth GA engine.

However, the BMW CSL that had taken the 1973 European Touring Car Championship title was now known as the Batmobile due to the addition of dramatic wings. With the engine pushed out to 3500cc, the BMW was a formidable weapon.

Sadly, the contest did not run full course, for the 1974 oil crisis hit the manufacturers hard, just as the global credit crunch did nearly 35 years later, and motorsport budgets were slashed almost overnight. BMW withdrew mid-season and Ford took some hollow victories through the balance of the season. But the legacy of that touring car arms' race was the Cologne Capri and the BMW Batmobile, both of which are represented on the grid this weekend.

# ON THE BILL

Bill Coombs has been an impressive addition to the Grand Prix Masters field this year, reports Paul Lawrence

**W**inning your debut Formula 1 race is pretty special, and that's just what Bill Coombs did when the Grand Prix Masters season opened at Silverstone at Easter.

The Hampshire racer is having a real career renaissance these days, having once been an aspiring young hopeful in Formula 3. But that was 25 years ago and, as for so many talented young racers, there just wasn't the money needed to progress. Instead, he concentrated on business interests and has more recently come back to racing in historic single-seaters.

Remarkably, Coombs won his first race in Classic F3, his first race in Historic F2 and now, last month, won on his first attempt at a Grand Prix Masters race. It's quite a record for this modest and personable 49-year old.

"If only it had happened in real life back in the 1980s, I'd have been alright," he said with a smile. "It would have been great if it had been first time around. But to win first time out in Grand Prix Masters was definitely beyond my expectations. I was hoping for top six, but we had a bit of luck."

The chance to finally make his F1 debut has come courtesy of his old friend Peter Orlando, once an FF1600 racer in his own right. The Tyrrell 009 they are campaigning is an ex-Jean-Pierre Jarier/Didier Pironi car from 1979. "It's a fantastic car to drive and Peter is kind enough to let me drive it. It was a ground-effect car in its day, although I'm not sure about the ground-effect of these cars any more without the sliding skirts." Back in period, sliding skirts controlled airflow under the car and sucked it to the ground, but the concept was banned long ago.

They had hoped to race the Tyrrell for the first time last season. "We had a go at racing at Spa last year, but we had an engine problem after 13 laps of running, so didn't even get anywhere near qualifying. So my debut Formula 1 race was a win at Silverstone, which was quite a result."

Now comes the majestic challenge of the Brands Hatch Grand Prix circuit. "That's going to be exciting because the F1 cars do get going quite well and it will be travelling pretty quickly. It'll be fantastic through the trees around the Grand Prix loop. As a driver, it's an amazing challenge at Brands Hatch and driving an F1 car will be pretty special."

For an engineering apprentice who got his break into racing by winning the Unipart Scholarship in 1980, which offered a season in Formula Ford 1600, it's been quite a journey. "I never really thought that was going to happen. I used to stand on the bank watching these cars, so to be able to drive them now is very special."

Although Coombs battled his way into Formula 3 by 1985, the year of Andy Wallace and Mauricio Gugelmin, that was as far as it went in the first chapter of his racing career. But things have now come full circle. "I'm 49 years old and I'm delighted it's happening now."

As well as around five events in the Tyrrell, Bill is also busy in Classic

Formula 3 and has some other possibilities developing. "I'm now getting the chance to drive one or two other things this season as well. I'm quite busy racing now, which is very nice and I'm enjoying life in historic racing. We're all quite competitive, but it is for fun!"



*Bill Coombs has a wealth of racing experience*



*Bill Coombs scored a win in his first Formula 1 race by taking Grand Prix Masters honours at Silverstone on Good Friday*



*The Tyrrell 009 is owned by Peter Orlando and entrusted to Bill Coombs for racing*



Roger Wills is just at home in a humble Mini just as he is in more powerful cars

## MARATHON MAN

Imagine doing every race in a day! That is the task ahead of the indefatigable Roger Wills as Paul Lawrence explains

**M**onday will be one of the busiest days of racing that Roger Wills has ever experienced. The Moscow-based New Zealander is set to break records by contesting all seven races in seven different cars and will have been racing for over four hours by the end of the day.

Wills has been based in Russia for 15 years now, but loves his historic racing. Given that he has a young family and a hectic business schedule, he tries to pack as much racing as he can into the weekends



Roger's trophy cabinet has been growing thanks to his busy race schedule



Roger's mighty Mercury Cyclone runs in Pre-66 Touring Cars



The Gentlemen Drivers grid echoes to Roger's Bizzarini



*Roger's McLaren M1 is rapid in Sports Racing Masters*



*The ex-Schnitzer BMW runs in Touring 70s*

he takes out for his sport. But this time he has surpassed himself.

"I have a busy weekend but that is par for the course," he said. "Whenever I race I want to maximise the weekend if I can and do as much as I can. This time, though, it is looking really ridiculous."

Look through Monday's race schedule, and Wills' name comes up in every race as he jumps from car to car. He'll drive everything from a Mini Cooper to a Grand Prix Williams FW05. In between are gems like a McLaren M1 and a Bizzarini 5300GT.

Despite the daunting schedule, Wills will be competitive across all his cars and says that he loves the whole Masters experience, with the chance to race multiple cars. "It's a unique opportunity," he said. "The cars are great and we're very fortunate to be out playing with them. It is very competitive on track and very friendly off track."

He says that jumping between cars does not faze him and as long as his crew are waiting with the next car ready to go, it should all work out as planned. "I'll be tired at the end of the day, but it's a real treat. I get pleasure from all the cars and they are all great fun to drive."



*Roger leads the SRM pack here last year*



*Roger has joined the World Sportscar Masters grid this season with a McLaren M1C*

# WINDING BACK THE YEARS

Formula 1 at Brands Hatch is – and was – always something special. This weekend's Grand Prix Masters races recreate that magic, says David Addison

Look back through the 1970s and early 1980s at Brands Hatch and it is clear that this was a dramatic place to watch Formula 1 races. Whether it was the British Grand Prix, the Race of Champions or even one of the special one-off trophy races created by John Webb, there was always drama. With the Grand Prix Masters category now allowing ground-effect cars in the Patrick Head class, the series looks after the whole decade of the 1970s, a time when privateers could take on – and beat – manufacturer teams.

Brands Hatch's decade opened with a win for Jackie Stewart (March 701) in the Race of Champions and ended with Gilles Villeneuve's Ferrari 312T3 in the 1979 equivalent. In between were races such as the 1974 British Grand Prix in which Jody Scheckter took the win in his Tyrrell 007 and the notorious 1976 race that James Hunt won on the road but was later excluded. Indeed, had Hunt not been allowed to start, there was the real danger of a partisan crowd becoming more than a little... unruly.

Two years later, Hunt was a bit-part player as the race went through a number of leaders. The season-dominating Lotus 79s of Mario Andretti and Ronnie Peterson didn't have it all their own way: Andretti pitted with a puncture, Peterson suffered an engine failure and Jody Scheckter's Wolf picked up the lead until his gearbox failed. That allowed Niki Lauda's Brabham to inherit the lead. A momentary lapse behind back-marker Bruno Giacomelli (McLaren) delayed him just enough to allow Carlos Reutemann (Ferrari) to pounce and secure the win after a rollercoaster race.

When Formula 1 left Brands Hatch in the spring of 1979, a small British team called Williams was starting to emerge as a force. True, it was yet to win a Grand Prix but the plucky underdog team was starting to look more serious. When F1 returned to Kent in 1980, the team to beat was Williams, the man to beat was Alan Jones. That season, the Cosworth-DFV powered cars had better reliability than the turbos cars but not the absolute grunt in a straight line. At a circuit like Brands Hatch, that mattered less and hence it was



*Alan Jones stormed to victory in 1980*



*The infamous race-stopping accident in 1976*

no surprise that the Williams of Jones and the Ligiers (of Didier Pironi and Jacques Laffite) set the pace. Pironi bolted away from pole position but suffered not one but two punctures during the race caused by poorly made wheel-rims. That allowed Jones to take the lead and take a very popular win, while the weekend was notable, also, for a non-qualifier. South African Desire Wilson made an effort to qualify for her first Grand prix and while she didn't achieve it, she failed honourably. Her car? A Williams.

By 1982, the Cosworth days were looking numbered as the turbocharged engines, so ridiculed at Silverstone in 1977 when Renault's first attempt broke cover, were looking stronger. It was still a Cosworth win, though, as returnee Niki Lauda won the race in his McLaren MP4 in stiflingly hot conditions. So hot was it that pole-sitter Keke Rosberg's Williams suffered a vapour lock in its fuel system and had to be push-started into the race. A hero's drive by Derek Warwick made the British crowd cheer his unwieldy Toleman to the echo, but it was a headline-grabber as the car ran on low fuel and eventually retired with a broken CV joint.

But before the turbo era finally took hold, there was one last chance for the F1 cars of the era to tackle the Brands Hatch Grand Prix circuit at the start of 1983 when the Race of Champions was held. Keke Rosberg's Williams FW08C won the race but only after he had suffered from tyre problems. Struggling for grip, he managed to keep American Danny Sullivan (Tyrrell) at bay by just half a second as they crossed the line.

By the time the Grand Prix of Europe hit town in September 1983, the turbo revolution had started. Nelson Piquet's Brabham BMW won the race (which marked the F1 debut of MSV boss Jonathan Palmer) but the Cosworth days certainly produced fine racing and many memories.



*Jody Scheckter won in 1974 for Tyrrell*



*Emerson Fittipaldi starred in his Lotus72*



# LAP OF THE GODS

The Brands Hatch Grand prix circuit is a fabulous venue and one that drivers adore. Simon Hadfield, left, told Paul Lawrence how to produce the perfect lap

“This is one of the few times I agree with Eddie Irvine, in that Brands Hatch is one of the greatest circuits in the world. Spa-Francorchamps and Brands Hatch are among the few circuits left with proper challenging corners, where it is not all mapped out for you. As a racing driver, you should be challenged.

“I know the lap at Brands Hatch is shorter, but you came away with just the same buzz you get at Spa. It really is that good. But a bad car round here, when you are just clinging on to it, is probably not so much fun.

“Coming up over the start/finish line into Paddock you are unsighted and turn down the hill, taking a late apex. There’s a real rush as the circuit comes up to meet you. Over the years I’ve tried most lines at Druids and I tend to stay tight to the apex and be neat and tidy, trying not to use too much road on the way out.

“If you are running on your own, you go over to the right on the way down to Graham Hill Bend, but stay more in the middle of the road if you are defending. You go back down a gear, probably to second in a five-speed box.

“Surtees is one of the great corners. You turn in so late that it feels like you’ve missed the corner. You drive right round to the exit kerb and I use the ripple strip on the outside as my datum to turn up the hill.

“Up over the hill and then down into Pilgrim’s Drop you get this great feeling coming down the other side – at something over 160mph in the

fastest cars - and seeing Hawthorn’s in front of you. You normally get well onto the up-slope before you brake. You’ve got gravity working with you and the car gets pushed into the ground, often hitting the floor. Hawthorn’s is much quicker than you think with quite a late apex. The thing about Hawthorn’s is that you have so much time to watch it coming towards you.

“At Westfield, you turn in when you are still on the straight. It’s probably the earliest turn in of any corner in the world. The apex is almost as soon as you have turned and you run right to the outside. As you are turning you are hoping that it’s going to catch you and you can pick up the last bit of grip as you go down the hill.

“Sheene Curve is also quicker than you think. As soon as you see the kerb on the right hand side, you turn towards it. You turn in blind as the track goes over the brow; it’s another big leap of faith that the track is going to pick you up on the exit.

“At Stirling’s, it is a trade-off of how much kerb you can take on the inside without upsetting the car. If it is a softly sprung car, you can take quite a lot, but if it is stiffly sprung, you take just a bit. If you take too much kerb on the outside there is a real chance it will spin you round.

“You then go under the vehicle bridge, which looks awfully low, into Clearways and pretty much take an early apex. The camber falls away from you as you go through the corner and you have to hope that you, the car and the circuit come together at the right time on the very outside of Clark Curve.”









Ford Capris rule the roost in the Stars of the 70s

# INDY CIRCUIT ACTION

The hors d'oeuvres for the Masters Historic Festival is served on Saturday with the Top Hat classes on the menu. Paul Lawrence explains

Saturday's six-race programme on the Indy circuit brings the Top Hat classes out to play in a series of mini-enduro races, with the emphasis on sports, saloon and GT cars of the 1950s and 1960s in close to standard trim.

These races are all about variety and nostalgia. In a world where much modern racing is based around single model or single marque competition, the Top Hat races offer a glorious diversity of car and model. The result is some highly entertaining racing and the prospect of some real cat and mouse races, with giant-killing performances coming as standard.



Oldies but Goldies always deliver close racing

First out is the Cloth Cap contest, which also takes in the Jaguar XK Challenge from the Jaguar Enthusiasts' Club. The Cloth Cap category is for pre-66 front-engined production-based GT and sports cars, while the concurrent XK Challenge is contested by XK120, XK140 and XK150 model Jaguars from the mid-50s.

Heading the field should be a more recent Jaguar, the E-Type of Kent hotelier Chris Scragg, who is partnered by E-Type expert Michael Wilkinson. Scragg, who has a passion for Jaguars and Aston Martins in equal parts, has become an accomplished racer over recent seasons and will be busy throughout the weekend with several other cars.

## TOP HAT RACE DAY

Ranged against the Scragg E-Type are the similar cars of Harry Wyndham, of whom we will hear more later in the day, and Carlos Cruz. But the confines and twists of the Indy circuit reward power and nimbleness in equal amounts, and the quickest of the smaller-engined cars will surely be snapping at the heels of the E-Types as well as the rumbling Chevrolet Corvette Stingray of talented all-rounder John Young.

From the two-litre ranks come the Lotus Elan 26R of racing veteran Roberto Giordanelli, the potent Triumph TR4 of Michael Pearson/David Devine and the similar car of Karl Wetherell.

The Top Hat race is for pre '66 Touring Cars, which return to race on the GP circuit over a busy weekend. The Ford Mustang and Falcon lead the way with V8 American muscle, and Leo Voyazides stands out as the man to beat in his super-successful Falcon. But the cars of former BTCC ace and all-round hard-charger Patrick Watts, Chris and Ben Beighton, Harry Wyndham and Westley Harding/Nick Whale are all contenders.

Of course, the V8 dicers need to watch their mirrors for the best of

the Lotus Cortina drivers, which include Norwegians Arne Berg and rally legend John Haugland. Shaun Lynn, one of many drivers set for a busy weekend, shares his Cortina with James Turner and the experienced Alistair Dyson won't be far behind, either.

Running in tandem to the Top Hat Saloons are the Pre '66 Minis and here it is Masters founder Ron Maydon taking on fellow F1 racer Richard Meins and Mini Miglia champion Andy Hack who is partnered by sports car star Darren Turner.

With two races, it will be a busy afternoon for the Oldies but Goldies racers, in pre-60 saloons and sports cars. Although an unlikely racing car, the Volvo Amazon of Malcolm Harrison is a big contender and with one-make racing veteran Paul Taft sharing the car, it will fly. Nick Whale and Westley Harding swap their Top Hat Ford Falcon for a rather more humble Hillman Minx, while Chris Jolly campaigns his Aston Martin DB2, a former rally car from the early 1950s.

Finally, the Stars of the 70s race includes an Alfa Romeo invitation and has an entry headed by long-time racer Terry van der Zee in his Triumph Dolomite Sprint.

*Cloth Cap Challenge races mix a variety of sports cars with a full entry of Jaguar XKs*



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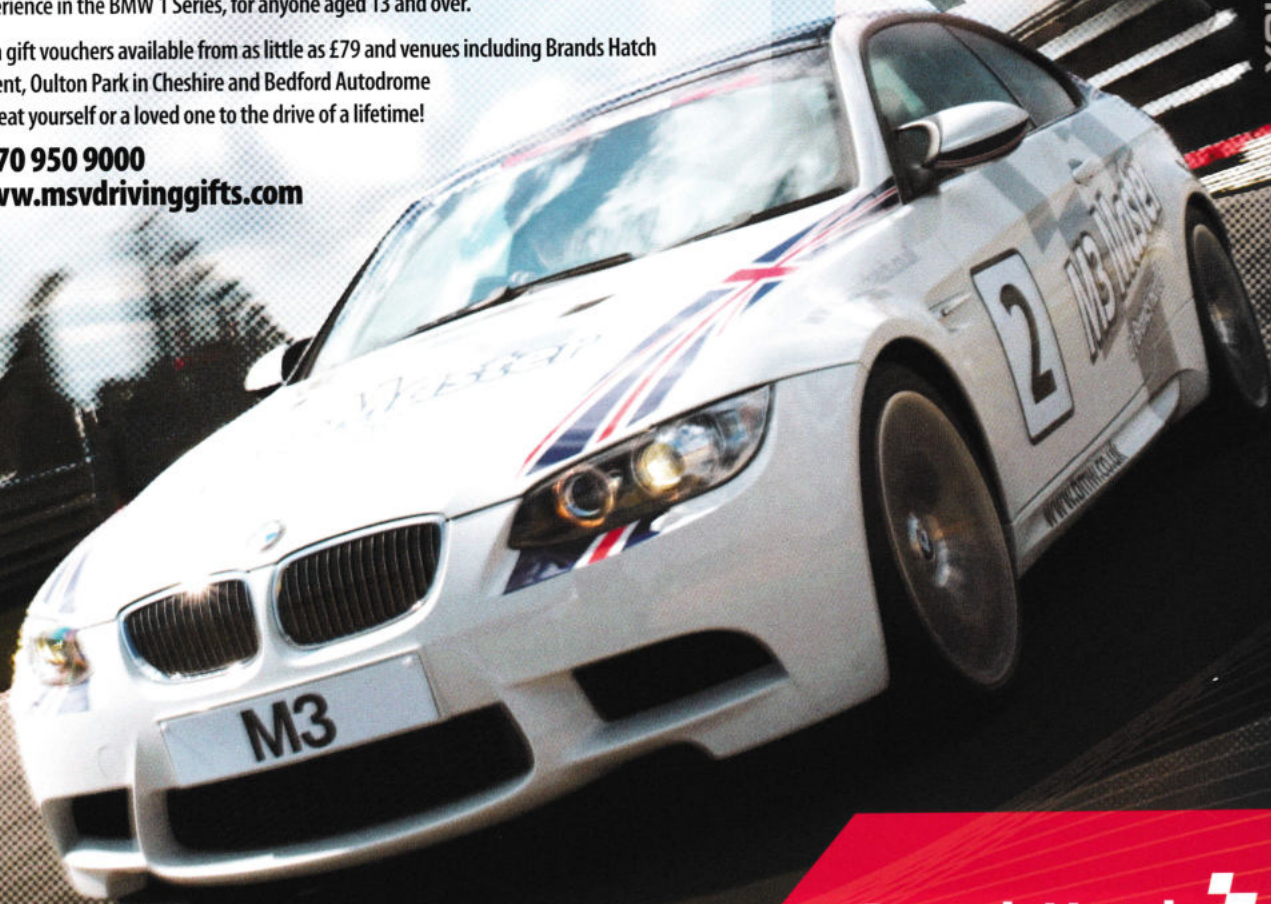


RACE

RALLY

OFF ROAD

YOUNGDRIVE



**BrandsHatch**

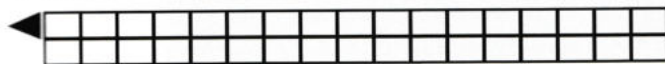
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## CLOTH CAP/XK CHALLENGE

### RACE 1 45 MINS

No	Driver (s)	Nat	Car	Year	CC
<b>CLOTH CAP</b>					
<b>Class A - over 2500cc</b>					
27	Nick Naismith/John Young	GB/GB	Aston Martin DB4	1961	3700
43	Carlos Cruz	P	Jaguar E-Type	1963	3800
62	Rupert West/Simon James	GB/GB	Sunbeam Tiger	1965	4200
63	Chris Scragg/Michael A. Wilkinson	GB/GB	Jaguar E-Type	1962	3800
64	Chris Levett-Prinsep	GB	Austin Healey 3000 MkII	1961	3000
72	John Young	GB	Chevrolet Corvette Stingray	1963	5300
77	Jonathan Bloohn/Andy Nunn	GB/GB	Ford Shelby Mustang GT350	1966	4700
80	Tony Eckford/Chris Beighton	GB/GB	Sunbeam Le Mans Tiger	1964	4700
83	Alexander Edipidis	GR	Jaguar E-Type	1962	3800
93	Harry Wyndham	GB	Jaguar E-Type	1963	3800
161	Andrew Haddon	GB	Jaguar-E-Type	1961	3800
<b>Class B - 1601-2500cc</b>					
10	Karl Wetherell	GB	Triumph TR4	1962	2200
66	Michael Pearson/Dave Devine	GB/GB	Triumph TR4	1964	2200
<b>Class C - 1301-1600cc</b>					
26	Roberto Giordanelli	GB	Lotus Elan 26R	1965	1600
85	Stephen Bond	GB	Lotus Elan 26R	1965	1600
<b>Class D - 1001cc-1300cc</b>					
12	Richard Frankel/Andrew Frankel	GB/GB	Alfa Romeo Giulietta Sprint	1958	1300
75	Georg Kjallgren/Rolf Kjallgren	S/S	Lotus Elite	1964	1300
<b>XK CHALLENGE</b>					
<b>Class C - 3.8-litre cars with modifications up to production XK150 'S' specification</b>					
2	Chris Keith-Lucas	GB	Jaguar XK120 Roadster	1951	3800
5	Stefan Ziegler/Rob Newall	A/GB	Jaguar XK120	1952	3800
13	Nik Rochez/Ian Mills	GB/GB	Jaguar XK150 FHC	1959	3800
15	John Burton	GB	Jaguar XK120 FHC	1952	3800
20	Michael O'Shea/John Bennett	GB/GB	Jaguar XK150S	1958	3800
22	Read Gomm/Andrew Keith-Lucas	CDN/GB	Jaguar XK150	1957	3800
23	Graham Love/Phil Keen	GB/GB	Jaguar XK150	1957	3800
40	Claire Keith-Lucas/Dick Skipworth	GB/GB	Jaguar XK150S FHC	1959	3800
41	Colin Youle	GB	Jaguar XK120	1952	3800
<b>Class D - Road-going modified</b>					
21	Andrew Wenman	GB	Jaguar XK120	1952	3800
25	Jim Tester	GB	Jaguar XK120	1953	3800
52	Nigel Webb	GB	Jaguar XK120	1950	3800
67	Andrew Moore	GB	Jaguar XK120	1953	3800

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

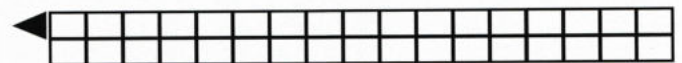
Fastest Lap: No..... Time..... Speed.....mph

## OLDIES BUT GOLDIES

### RACE 2 25 MINS

No	Driver (s)	Nat	Car	Year	CC
<b>Class A - over 2700cc</b>					
16	Chris Jolly	GB	Aston Martin DB2	1952	2922
20	Nigel Webb	GB	Jaguar Mk 1	1957	3400
52	David Wylie	GB	Armstrong Siddeley Sapphire 346	1954	3000
69	Peter Burton	GB	Jaguar Mk1	1958	3400
70	Graham Love/Phil Keen	GB/GB	Jaguar Mk7	1956	3800
<b>Class B - 1601-2700cc</b>					
7	Alan Pritchard/Geoffrey Vaughan	GB/GB	Ford Zephyr MkI	1956	2600
11	Nick Naismith/John Young	GB/GB	Austin A105	1956	2600
23	Malcolm Harrison/Paul Taft	GB/GB	Volvo Amazon	1958	1998
26	Shaun Bromley	GB	MGA	1958	1600
42	Adam Gittings	GB	Ford Zodiac	1958	2553
76	Andrew Davenall/Roberto Giordanelli	GB/GB	Austin A105	1958	2600
84	Nick Whale/Lionel Abbott	GB/GB	Hillman Minx	1957	1750
<b>Class C - 1201-1600cc</b>					
6	Henry Mann/Jackie Oliver	GB/GB	Ford 107E	1959	1300
12	Richard Frankel/Andrew Frankel	GB/GB	Alfa Romeo Giulietta Berlina	1958	1300
<b>Class S - Speedwell - 1300cc (for cars using BMC 1275 and Triumph 1296-based engines)</b>					
9	Mark Daniell	GB	Austin A40	1960	1293
25	Ivor Miller	GB	Austin A35	1959	1293
30	Matthew Moore	GB	Austin A40	1965	1293
45	Rob Manger	GB	Austin A35	1958	1275
66	Anthony Robinson	GB	Austin A35	1957	1293
85	William Lynch/Rae Davis	GB/GB	Austin A35	1957	1293
124	Mike Wrigley	GB	Austin A35	1957	1298

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

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

## PRE-66 MINIS

### RACE 3 45 MINS

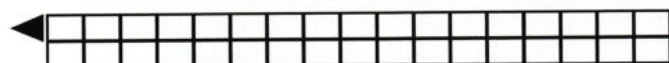
No	Driver(s)	Nat	Car	Year	CC
<b>Pre-66 Minis</b>					
10	Andrew Hack/Darren Turner	GB/GB	Austin Cooper S	1965	1293
11	Richard Dodkins/David Edgecombe	GB/GB	Austin Cooper S	1965	1293
16	Nick Swift/Glyn Swift	GB/GB	Morris Cooper S	1965	1293
17	Richard Meins	GB	Austin Cooper S	1964	1293
26	Ron Maydon	GB	Austin Cooper S	1964	1293
38	Michael Schryver/Will Schryver	GB/GB	Austin Cooper S	1963	1275
52	Rae Davis/William Lynch	GB/GB	Austin Cooper S	1964	1293
56	Keith Padmore/Austin Kinsella	GB/GB	Austin Cooper S	1965	1293
57	Malcolm Verey	GB	Austin Cooper S	1964	1293
77	Roger Ebdon	GB	Austin Cooper S	1965	1293
96	Roger Wills/Joe Twyman	NZ/GB	Austin Cooper S	1964	1293
<b>Imp-vitation Class</b>					
62	Jon Sandilands	GB	Hillman Imp	1965	1293
99	Mike Dowsett	GB	Hillman Rallye Imp	1965	998

## STARS OF THE 70S

### RACE 4 45 MINS

No	Driver(s)	Nat	Car	Year	CC
<b>PRE-1980 TOURING CARS</b>					
<b>TCA - over 2500cc</b>					
34	Terry Van der Zee	GB	Triumph Dolomite Sprint	1974	3000
43	Tom Pochciol	GB	Ford Capri	1979	2900
52	Richard Austin	GB	Ford Capri	1976	3000
<b>TCB - 1601-2500cc</b>					
64	Simon Diffey	GB	BMW 2002	1972	1998
<b>TCC - 1301-1600cc</b>					
76	Mike Youles/Paul Tarry	GB/GB	Austin Cooper S	1966	1498
<b>Invitation Class</b>					
21	Gillian Goldsmith/ John Goldsmith	GB/GB	Lotus Cortina Mk2	1968	1600
24	Allen Tice	GB	BMW 2002	1970	1800
<b>PRE-1975 GT CARS</b>					
<b>GTA - Over 2500cc</b>					
9	James Wenyon	GB	Porsche 911 RS	1973	2700
33	Mark Bates	GB	Porsche 911 ST	1973	2400
82	Tony Eckford/Tony Absolom	GB/GB	Ferrari 308 GTS	1979	3000

Grid positions



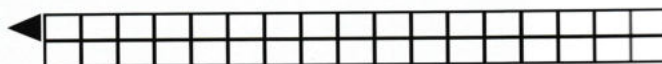
Results

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

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

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

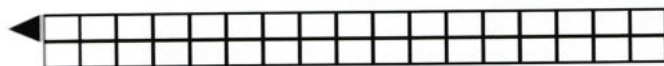
Fastest Lap: No..... Time..... Speed.....mph

## PRE-66 TOURING CARS

RACE 5  
45 MINS

No	Driver	Nat	Car	Year	CC
<b>Class A1 - Over 4000cc</b>					
1	Leo Voyatzides	GR	Ford Falcon	1964	4700
2	John Young	GB	Ford Mustang	1965	4700
3	Patrick Watts	GB	Ford Mustang	1965	4700
4	Armand Adriaans/Adrian Verkuylen	NL/NL	Ford Shelby Mustang GT350	1965	4700
5	Westley Harding/Nick Whale	GB/GB	Ford Falcon Sprint	1964	4700
6	Georg Kjallgren/Rolf Kjallgren	S/S	Ford Mustang	1964	4700
7	Chris Scragg	GB	Jaguar MkII	1962	3800
8	Mike Wrigley	GB	Ford Mustang	1965	4700
9	Ben Beighton/Chris Beighton	GB/GB	Ford Mustang	1966	4700
10	Harry Wyndham	GB	Ford Falcon	1964	4700
11	Andrew Wenman	GB	Ford Mustang 350 GTH	1965	4700
<b>Class A2 - 2501cc to 3999cc</b>					
12	Chris Scragg	GB	Jaguar MkII	1962	3800
<b>Class D - 1001-1300cc</b>					
13	Richard Meins	GB	Austin Cooper S	1964	1300
14	Max Rostron	GB	Ford Anglia Superspeed	1965	1200
15	Paul Tarry/Mike Youles	GB	Morris Cooper S	1964	1293
16	Rae Davis/William Lynch	GB/GB	Austin Cooper S	1964	1293
17	Christian Devereux/Rupert Ivey	GB/GB	Austin Cooper S	1965	1275
<b>Homologation Specials - Lotus Cortina, Alfa Romeo GTA, BMW 1800TiSa</b>					
18	Henry Mann	GB	Ford Lotus Cortina Mk 1	1964	1600
19	Richard Frankel/Andrew Frankel	GB/GB	Alfa Romeo GTA	1965	1600
20	Sauna Lynn/James Turner	GB	Ford Cortina	1964	1600
21	Alistair Dyson	GB	Ford Cortina	1964	1600
22	Paul Pochciol	GB	Ford Lotus Cortina Mk 1	1965	1600
23	Arne Berg/John Haugland	N/N	Ford Lotus Cortina Mk 1	1966	1600

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

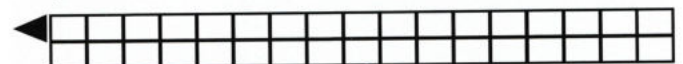
Fastest Lap: No..... Time..... Speed.....mph

## OLDIES BUT GOLDIES

RACE 6  
20 MINS

No	Driver (s)	Nat	Car	Year	CC
<b>Class A - over 2700cc</b>					
16	Chris Jolly	GB	Aston Martin DB2	1952	2922
20	Nigel Webb	GB	Jaguar Mk 1	1957	3400
52	David Wylie	GB	Armstrong Siddeley Sapphire 346	1954	3000
69	Peter Burton	GB	Jaguar Mk1	1958	3400
70	Graham Love/Phil Keen	GB/GB	Jaguar Mk7	1956	3800
<b>Class B - 1601-2700cc</b>					
7	Alan Pritchard/Geoffrey Vaughan	GB/GB	Ford Zephyr MkI	1956	2600
11	Nick Naismith/John Young	GB/GB	Austin A105	1956	2600
23	Malcolm Harrison/Paul Taft	GB/GB	Volvo Amazon	1958	1998
26	Shaun Bromley	GB	MGA	1958	1600
42	Adam Gittings	GB	Ford Zodiac	1958	2553
76	Andrew Davenall/Roberto Giordanelli	GB/GB	Austin A105	1958	2600
84	Nick Whale/Lionel Abbott	GB/GB	Hillman Minx	1957	1750
<b>Class C - 1201-1600cc</b>					
6	Henry Mann/Jackie Oliver	GB/GB	Ford 107E	1959	1300
12	Richard Frankel/Andrew Frankel	GB/GB	Alfa Romeo Giulietta Berlina	1958	1300
<b>Class S - Speedwell - 1300cc (for cars using BMC 1275 and Triumph 1296-based engines)</b>					
9	Mark Daniell	GB	Austin A40	1960	1293
25	Ivor Miller	GB	Austin A35	1959	1293
30	Matthew Moore	GB	Austin A40	1965	1293
45	Rob Manger	GB	Austin A35	1958	1275
66	Anthony Robinson	GB	Austin A35	1957	1293
85	William Lynch/Rae Davis	GB/GB	Austin A35	1957	1293
124	Mike Wrigley	GB	Austin A35	1957	1298

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

Fastest Lap: 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

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

# THE GIANT-KILLER

Peter Horsman can be expected to work wonders in his Lotus 17 this weekend in the Gentleman Drivers' category. Paul Lawrence reports

*Peter's Lotus humbles many more powerful cars*



*Peter Horsman will be rapid in his Lotus 17*



They say that size is not everything and nowhere this weekend will that be better illustrated than in Monday's Gentleman Drivers' race where the diminutive Lotus 17 of Peter Horsman will take on the massed ranks of AC Cobras and Jaguar E-Types.

Weighing in at less than 400kg and boasting a tiny 1220cc Coventry Climax engine, here is a car that punches well above its weight. What the Lotus 17 lacks in grunt, it makes up in prodigious cornering speed and agility.

The Lotus 17 was wheeled out in 1959 to replace the Lotus 11, which at that stage was three years old and was being beaten by the Lola Mk1. The Lolas were a lot lighter than the Lotus 11 and Lotus boss Colin Chapman decided he needed to get something ever lighter. The 17 was designed by Len Terry, who later helped with the restoration of Horsman's car, the prototype 17.

But Terry and Chapman differed on front suspension thinking. Horsman's car was delivered in April 1959 to the late and great Ian Walker. "They soon found it had handling problems and discovered that the front suspension was locking up under load," explained Horsman. "So Lotus offered a free factory re-fit of wishbones, which was unheard of for Chapman."

Fifty years later, after three other owners, chassis 652 is now working superbly well, particularly due to Andrew Tart who both prepares it and shares the driving with Horsman.

Just 21 examples of the 17 were built in period, and Horsman knows of 12 in the world still remaining, and two of those are in museums. There is only one other Lotus 17 currently racing in Britain.

"It's very well shaped aerodynamically, it handles like a dream and is extraordinarily forgiving," said Horsman. "The corner speed is pretty quick and it is all about preserving speed in the corners. I'm quicker into and through the corners and on the straights the bigger cars annihilate me!"



# A FAMILY TRADITION

Ed Lovett is continuing a family dynasty, says Paul Lawrence



Ed Lovett's ex-John Lepp Chevron explores novel lines during testing

**M**aking his Masters debut this weekend will be Ed Lovett, representing the latest generation of a dynasty that includes grandfather Dick and father Peter. Lovett will campaign a famous Chevron B8 in the World Sportscar Masters races.

Dick Lovett is a well-known brand in the motor trade, with a string of West Country dealerships for Porsche, BMW and MINI in particular. His son Peter, of course, was a noticed racer in the 1970s and 1980s, with great success in touring cars with the works Rover squad.

But now, the family racing focus is on Ed as he makes the switch from modern sports-prototypes in his historics. His chosen car is the Chevron B8 that John Lepp raced in the 1969 season. Lovett acquired the car from the museum at Stavelot in Belgium, and it is thought to have gone un-raced for at least 15 years. It will race in period 'Lepps the Jewellers' livery this weekend.

Over 40 years ago, Lepp was one of the most successful drivers in British sports car racing and was best known for his success in Chevrons. From Monday to Friday Lepp ran his jewellers in Atrincham in Cheshire and at weekends he raced sports cars. Now, the Chevron B8 is back in action after a long time away from the tracks.

Lovett wanted a BMW powered car to match the family car dealerships. "The main reason for choosing the Chevron is that it has a BMW engine. I've got a lot of getting used to it to do," said Lovett. "I'm very much looking forward to getting under the skin of it."

Once he had bought the B8, Lovett entrusted it to Simon Hadfield

for a complete restoration and has tested it several times ahead of his WSM debut this weekend. If all goes well, he then plans to contest the Masters events at the Nurburgring, Spa, Algarve and Monteblanco as the season develops.



Ed Lovett makes his Masters debut



Philip Walker's Jaguar E-Type will race for the first time this weekend

## FIRST TIME OUT

There is nothing quite like a Jaguar E-Type and Philip Walker will debut his new example this weekend. Paul Lawrence reports

The Jaguar E-Type is one of the most evocative sports cars of a generation and at least 15 of them will make a fabulous spectacle in Monday's final race, the over 3-litre element of the Gentleman Drivers contest.

Although the E-Type will hit 50 years old next year, new racing conversions are still emerging and this weekend marks the debut of the coupe of Philip Walker, which has been built up from a 1963 road car. Significantly, Walker's car has been built as a replica of one of the most famous of all racing E-Types, the 'CUT 7' car that Dick Protheroe raced in period.

"We finished the car last summer, but didn't have a chance to race it last year due to my commitments in British GT," said Walker, one of Britain's leading racers of historic cars. After a couple of test sessions, the car – registered AAH 210B – is now ready for its debut race.

Partnering Walker this weekend is seasoned race and rally driver Nick Whale, who has been instrumental in the build and development of the car. Whale formerly owned and raced 'CUT 7' and his knowledge of that car has been used to the full on Walker's car.

Back in 1961, 'CUT 7' was one of the first E-Types built and was initially a birthday present for Protheroe's wife. However, it was soon converted for racing and scored many wins in his hands in 1962. It has a virtually continuous competition history, although current owner Paul Drayson is not racing it at present while he concentrates on contemporary international GT racing.

The Jaguar E-Type was developed as a replacement for the XK150 and over 70,000 E-Types were produced between 1961 and 1974. It was the car that Enzo Ferrari once described as the most beautiful car ever made. In March 2008, the E-Type was rated first in the Daily Telegraph's list of the 100 most beautiful cars of all time.



Walker is no stranger to success having taken wins in a variety of classes

# A GLOBAL BRAND

Masters Historic Racing drivers come from far and wide. Paul Lawrence explains



Belgian Marc Devis, seen here in his Mirage, is a regular at Brands Hatch with Masters. This weekend he races his Lola T296 in Proto 70s

The Masters Historic Racing organisation is not just about domestic racing. This weekend a raft of competitors will travel from all over Europe, and even further afield, to sample some of the finest historic racing available.

The pan-European appeal of Masters is clear in the entry list, and the organisation's schedule for the balance of 2010, which takes in some of the finest circuits in Europe. Owners of rare and valuable racing cars enjoy driving at the tracks that made their cars famous first time around, and so Brands Hatch GP is the perfect venue for a Masters Festival.

Just about every race this weekend has an international flavour, with many drivers taking in more than one race. Belgian racer Marc Devis brings a Lola T296 and a Lola T70 Spyder, while Spanish racer Carlos Monteverde has a Lotus Cortina, a Ferrari 512S, an AC Cobra and a Lola T70 Spyder. If you going to make the journey, it seems only logical to race as many times as you can!

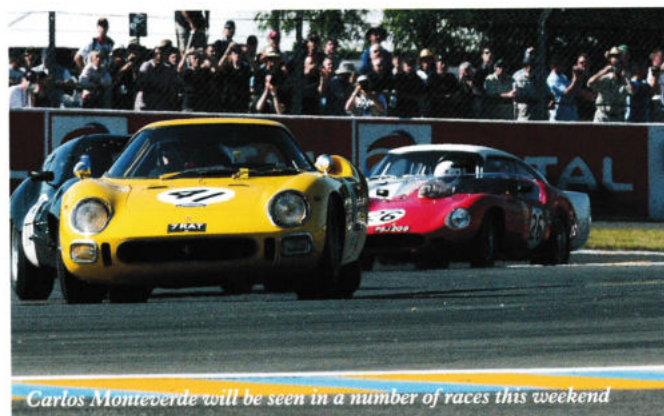
Dutchman David Hart, who recently raced a contemporary Chevrolet Corvette in the Le Mans Series race at Spa, brings his glorious Ferrari 512M and a mighty Bizzarini 5300GT. Meanwhile, French veteran Alain Schlesinger graces the entry with a Ford GT40 and a Chevron B19 and Italian racer Manfredo Rossi di Montelera also has a Bizzarini 5300GT to race alongside his Grand Prix Brabham.

All the way from Norway comes the Lotus Cortina of Arne Berg and rally ace John Haugland, while Dutchman Hans Hugenholtz, son

of noted race track designer John, has one of the Ford GT40s in the Sports Racing Masters race.

Then, of course, there are the regular long-distance commuters. Moscow-based Roger Wills is profiled elsewhere in this programme, while Richard Meins spends much of his time working in Hong Kong and Chris Chiles senior spends the winter months away in New Zealand.

So, Masters Historic Racing really is a global brand.



Carlos Monteverde will be seen in a number of races this weekend



*The gorgeous Brabham of Manfredi Rossi di Montelera is a car to beat*

## HALCYON DAYS

There is nowhere better to watch period Grand Prix cars than on the Brands Hatch Grand Prix circuit. This weekend, two races for Grand Prix Masters put F1 cars of the 1970s and early 1980s back where they belong. Most of these cars run in full period livery, and many of them raced in the British Grand Prix at Brands Hatch in the 1970s.

Grand Prix Masters was created to be a home for the Formula 1 cars from the 3-litre Cosworth DFV engine era - from 1968 to 1978. This was the era when the availability and performance of the DFV engine allowed small constructors to compete with the big players; it was a golden age for Grand Prix racing.

Last season, the span of GPM dates was extended beyond 1978 to accommodate the ground-effect cars from the final era of the DFV in the early 1980s, which has brought cars like the Arrows A1 of Steve Allen and the Tyrrell 012 of Ian Simmonds to the grid.

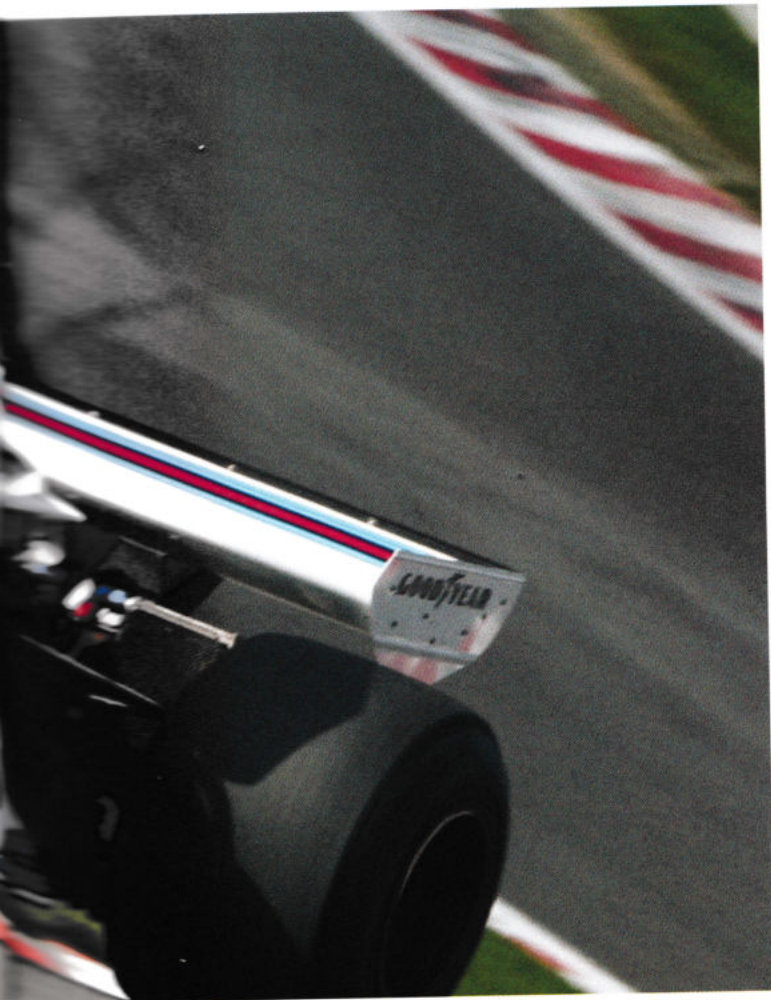
When the 2010 season started at Silverstone over Easter, Bill Coombs (Tyrrell 009) and Katsu Kubota (Williams FW07C) shared the race

wins, and Coombs will certainly be here at Brands Hatch aiming to add to his impressive start to racing a Grand Prix car.

But there are several other potential race winners, including Italian Manfredi Rossi di Montelera in his Brabham BT42. Richard Meins has also shown excellent pace at Brands Hatch in previous seasons in his McLaren M23, while Frank Lyons is hoping to run his new Osella FA1 in the Patrick Head Trophy class for later F1 cars.



*The 1980s are represented by the Tyrrell of Ian Simmonds*



Masters prime-mover Ron Maydon drives his Matra MS80 in the Stewart Trophy against the March 711 of Mike Wrigley and the charismatic Tyrrell 002 of the much-travelled American John Delane.

Other cars to watch for include the rare Trojan 103 of Paul Grant and Rob Austin's Surtees TS19 which will be quick in the former single-seater racer's hands. Add in the Shadow of John Grant, Peter Meyrick's March 761 and the Williams FW05 of Roger Wills and the scene is set for some superb racing.



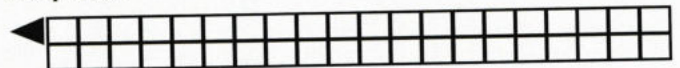
Grant races hard in his Shadow

## GRAND PRIX MASTERS

RACES 7 & 13  
25 MINS

No	Driver	Nat	Car	Year	CC
<b>Jim Clark Class - 1966-1968 Pre-wing F1 cars</b>					
44	Simon Diffey	GB	Brabham BT24	1968	3000
<b>Jackie Stewart Class - 1969 to 1971 Winged F1 cars</b>					
7	Ron Maydon	GB	Matra MS80	1969	3000
30	Mike Wrigley	GB	March 711	1971	3000
31	John Delane	USA	Tyrrell 002	1971	3000
<b>Emerson Fittipaldi Class - 1972 to 1974 Winged F1 cars</b>					
10	Manfredo Rossi di Montelera	I	Brabham BT42	1974	3000
17	Richard Meins	GB	McLaren M23/4	1973	3000
20	Rob Hall	GB	Matra MS120C	1974	3000
27	Paul Grant	BE	Trojan 103	1974	3000
84	James Hanson	GB	Williams FW03	1974	3000
<b>Niki Lauda Class - 1975 to 1977 Winged F1 cars</b>					
6	Nico Bindels	LU	Lotus 77	1976	3000
16	Richard Barber	GB	Fittipaldi F5A	1978	3000
19	Rob Austin	GB	Surtees TS19	1976	3000
21	Roger Wills	NZ	Williams FW05	1976	3000
34	John Grant	GB	Shadow DN9A	1978	3000
91	Peter Meyrick	GB	March 761	1976	3000
<b>Patrick Head Class - Post 1978-1985 Ground Effect and Flat-Bottomed F1 cars</b>					
3	Ian Simmonds	GB	Tyrrell 012	1983	3000
18	David Coplewe	GB	Lotus 87	1981	3000
32	Steve Hartley	GB	Arrows A4	1982	3000
33	Bill Coombs	GB	Tyrrell 009	1979	3000
35	Steve Allen	GB	Arrows A1	1978	3000
36	Frank Lyons	GB	Osella FA1	1981	3000
60	David Abbott	GB	Arrows A4	1982	3000
80	Sid Hoole	GB	Lotus 80	1979	3000

Grid positions



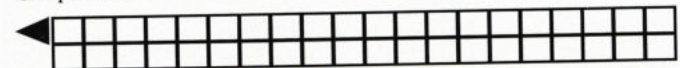
Results

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

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

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

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

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



*John Crowson/Richard Evans share Crowson's rapid Abarth which led at Silverstone in April*

## EARTH-MOVERS

Always real highlights of a Masters race meeting are the World Sportscar Masters contests, with half-hour races on both Sunday and Monday, and ground-shaking Chevrolet-powered big-bangers on the grid.

**T**hese are the Group 4 sports-prototypes built from the mid-60s through to 1974 and the category takes the story on another generation from the earlier Sports Racing Masters.

The car that stands out as the car that best typifies WSM is the thundering Lola T70 Mk3B, the later coupe version of the T70 Spyder that competes in Sports Racing Masters. At least eight of these magnificent Chevrolet-powered monsters will be in action and five of them are serious contenders for overall victory.

Father and son pairing Grahame and Oliver Bryant take on the equally strong combo of Chris Beighton/Jon Finnemore, while the cars of Jon Minshaw, Leo Voyazides and Richard Meins are all potential winners. Meanwhile, the similar car of Steve Tandy/Peter Chambers took second place in the season-opening race at Silverstone.



*Richard Meins is one of the leading Lola T70 drivers*

WORLD SPORTSCAR MASTERS

RACES 8 & 15  
30 MINS



Chris Beighton/Jon Finnmore head the pack

Ranged against the Lola pack are two of the stunning, and very rare, Ferrari 512Ms in the hands of David Hart and Paul Knapfield, while prolific racer Roger Wills will campaign his McLaren M1C. But the biggest challenge to the roaring Lola T70s comes from the best of the 2-litre cars from Chevron, Lola and Abarth. Notable is the Lola T210 of Charlie Kemp, which has plenty of previous point-killing form, and the Abarth PA01 of Richard Evans and John Crowson. Evans is a truly gifted racer and showed his class by leading overall at Silverstone, while the experienced Crowson should do a good job in the car he has painstakingly restored.

From the Chevron pack comes the B23 of Tim Cousins, the B19 of Alain Schlesinger and the B16 of Irvine Laidlaw and Simon Hadfield. What the beautiful B16 lacks in power, Laidlaw and Hadfield will make up in determined style.

With a classic mix of powerful big bangers and nimble smaller cars, the World Sportscar Masters races should be wonderful affairs.

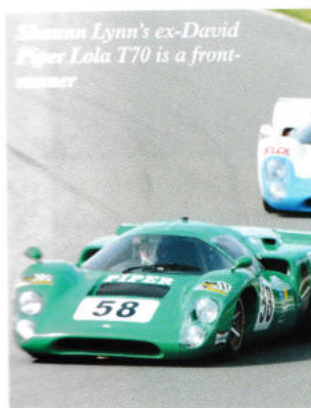
No	Driver	Nat	Car	Year	CC
<b>The Rodriguez Trophy for Pre-1971 sports-prototypes and GT cars over 2000cc</b>					
2	Roger Wills	NZ	McLaren M1C	1967	5000
5	David Hart	NL	Ferrari 512 M	1969	5000
6	Leo Voyazides	GR	Lola T70 Mk3B	1968	5000
14	Oliver Bryant/Grahame Bryant	GB/GB	Lola T70 Mk3B	1969	5000
17	Richard Meins	GB	Lola T70 Mk3B	1968	5000
21	Steve Tandy	GB	Lola T70 Mk3B (C)	1969	5000
33	Jon Minshaw	GB	Lola T70 Mk3B	1969	5000
45	David Coplowe	GB	Lola T70 Mk3b (C)	1969	5000
58	Shaun Lynn	GB	Lola T70 Mk3B	1969	5000
77	Justin Maears	GB	Lola T70 Mk3B (C)	1968	5000
81	Chris Beighton/Jon Finnmore	GB/GB	Lola T70 Mk3B	1969	5000

No	Driver	Nat	Car	Year	CC
<b>The Siffert Trophy for prototypes under 2000cc built prior to 31/12/74</b>					
8	Irvine Laidlaw/Simon Hadfield	GB/GB	Chevron B16	1970	1860
25	Roberto Farneti	I	Chevron B16 (C)	1969	2000
36	Alain Schlesinger	F	Chevron B19	1971	1800
51	Tim Cousins	GB	Chevron B23	1973	1790
72	Jamie Boot	GB	Chevron B16	1970	2000
75	Martin Angle/Hugh Angle	GB/GB	Chevron B16	1970	1800
85	Andrew Middleton	GB	Taydec MK3	1970	1800

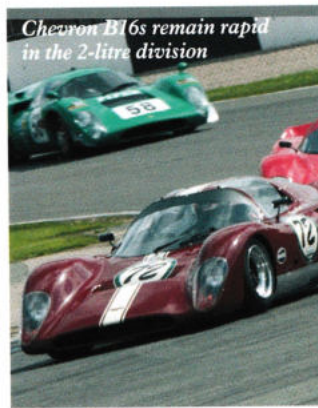
No	Driver	Nat	Car	Year	CC
<b>The Marko Trophy for invited open sports-prototypes under 2000cc built prior to 31/12/74</b>					
18	Bob Houghton	GB	Lola T210	1970	1800
40	John Crowson/Richard Evans	GB/GB	Abarth PA01	1973	2000
44	Roderick Smith	GB	Lola T290	1972	2000

No	Driver	Nat	Car	Year	CC
<b>The Pescarolo Trophy for Pre-1974 invited sports-prototypes and GT cars</b>					
12	Peter Hallford/Tony Crudgington	CDN/GB	Chevrolet Corvette	1968	7500
60	David Betts	GB	Porsche 911 RSR	1974	3000
74	Paul Howells	GB	Porsche 911 RSR	1974	3000
86	Jeremy Cooke	GB	Porsche 911 RSR	1974	3000

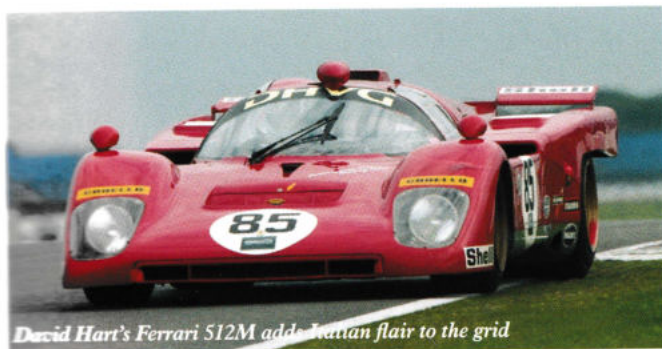
(C) denotes continuation car



Shaun Lynn's ex-David Piper Lola T70 is a front-runner



Chevron B16s remain rapid in the 2-litre division



David Hart's Ferrari 512M adds Italian flair to the grid

Grid positions

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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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

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

Grid positions

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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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>...

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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

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



## THREE IS A MAGIC NUMBER

Such is the popularity of the Gentleman Drivers series that this weekend's entry has had to be split across two races. With more than 60 cars entered for the series, which is for pre '66 GT and pre '63 sports-racing cars, the GT entry has been divided at 3-litres.

*Triumph and Morgan do battle in the Gentleman Drivers enduros*

Each group has a two-hour, two-driver race and the smaller-engined cars race on Sunday afternoon. The great thing about this split field is that it gives drivers in the under 3-litre GT cars a chance of chasing overall victory, which is simply not a possibility when they are up against the AC Cobras, Jaguar E Types and Bizzarrinis.

There is bags of experience in the driver line-up, and one of the most seasoned pairings is that of old mates Sean Walker and Ian Flux in Walker's Lotus Elan 26R. This version of the race-built Elan may have only 1600cc under the bonnet, but Walker and Flux will absolutely fly around the GP circuit. Both have been racing since they were teenagers and that's a while ago, and both are sensationally quick.

Pitched against the Walker/Flux Elan is the rapid TVR Grantura of Malcolm Paul and Rob Wells, who have probably been racing even longer. Then there are the quick Triumph TR4s of Michael Pearson/Dave Tenine and Karl Wetherell/Richard Bull, fresh from Saturday's Cloth Cap race.

The Marcos 1800GT of Ian Cox, shared by Shaun Rainsford, should be in the mix, while the rare and valuable Morgan SLRs of Simon

Orebi-Gann/Rick Bourne and Keith Ahlers/James Bellinger will be front-runners. For Ahlers, this is an amazing weekend as he was planning to race a Morgan Plus 8 at Spa-Francorchamps on Saturday and a different Morgan Plus 8 at Castle Combe on Monday.



*Two legendary names, Porsche and Lotus, grace the grid*



GENTLEMAN DRIVERS UNDER 3-LITRE

RACE 9  
120 MINS



No	Driver	Nat	Car	Year	CC
<b>Class C1 - GT cars up to 1965 under 2000cc</b>					
22	Andrew Lawley/Tom Smith	GB/GB	MGB	1963	1840
35	Simon Drabble/Peter Adams	GB/GB	Turner 1650	1963	1650
36	Sean Walker/Ian Flux	GB/GB	Lotus Elan 26R	1964	1600
50	Richard Bateman	GB	Lotus Elan S2	1965	1600
74	Peter Aylett/Steven Farrall	GB/GB	Diva GT	1965	1120
75	Georg Kjallgren/Rolf Kjallgren	S/S	Lotus Elite	1964	1290
79	Brian Lambert	GB	MGB	1964	1840
82	Malcolm Paul/Rob Wells	GB/GB	TVR Grantura	1962	1840
85	Stephen Bond/Keith Fell	GB/GB	Lotus Elan 26R	1965	1600
96	Mike Bell	GB	Gilbern GT 1800	1965	1840
119	Allen Tice/Chris Conoley	GB/GB	Marcos 1800GT	1964	1800
129	Ian Cox/Shawn Rainsford	GB	Marcos 1800GT	1965	1800

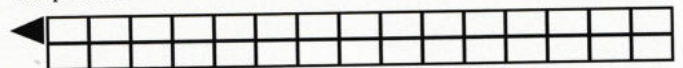
No	Driver	Nat	Car	Year	CC
<b>Class C2 - GT cars up to 1965 under 3000cc</b>					
7	David Grace	GB	Austin Healey 3000 Mk1	1960	3000
29	Keith Ahlers/James Bellinger	GB/GB	Morgan SLR	1963	2200
48	Gavin Henderson/Ted Williams	GB/GB	Austin Healey 3000 MKII	1962	3000
51	Tony Worthington/Nicholas King	GB/GB	Austin Healey 3000	1962	3000
61	Simon Orebi Gann/Rick Bourne	GB/GB	Morgan SLR	1961	2200
64	Chris Levett-Prinsep/Joel Wykeham	GB/GB	Austin Healey 3000 MKII	1961	3000
66	Michael Pearson/Dave Devine	GB/GB	Triumph TR4	1964	2200
70	Gabriel Kremer/Dion Kremer	CH/GB	Morgan Plus 4 Supersports	1962	2200
73	Chris Clarkson/Ted Williams	GB/GB	Austin Healey 3000 Mk1	1958	3000
101	Karl Wetherell/Richard Bull	GB/GB	Triumph TR4	1962	2200

In the Austin Healey 3000 pack, the West Country pairing of Chris Clarkson and Ted Williams will be quick, while the nimble Diva of Peter Aylett/Steven Farrall could be useful. But can anyone match the pace of the extrovert Walker and Flux combo?



Alfa Romeo TZ1 battles through the wet

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

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

# THE WAY WE WERE

One of the most eclectic grids of the weekend will contest a pair of races for the Interserie Revival, which incorporates the Touring 70s and Proto 70s cars.

Interserie was a high-profile pan-European race series created in 1970 to mirror the Can-Am series in North America. Those cars are represented this weekend by the sensational McLaren M8Fs of local ace Richard Piper and Michiel Campagne as well as the March 717 of Frank Bradley and the Lola T160 of Tom Walker.

Piper has bags of experience of both this type of car and of racing at Brands Hatch, so he will be strong. But so too will Bradley in the monstrous March, with its eight-litre engine. Bradley was a big star of Formula Ford 1600 and 2000 in his younger days, but now enjoys occasional race outings in the thundering March.

However, the Chevrolet-engined goliaths that dominated the American sports car scene through the late 1960s and early 1970s have plenty of opposition this weekend, notably from the leading Proto 70s car, the Cosworth DFV-powered Lola T280 of Leo Voyazides. This beautifully presented car, carrying the period livery of Gitanes cigarettes, is the most successful car to date in the fledgling Proto 70s series.

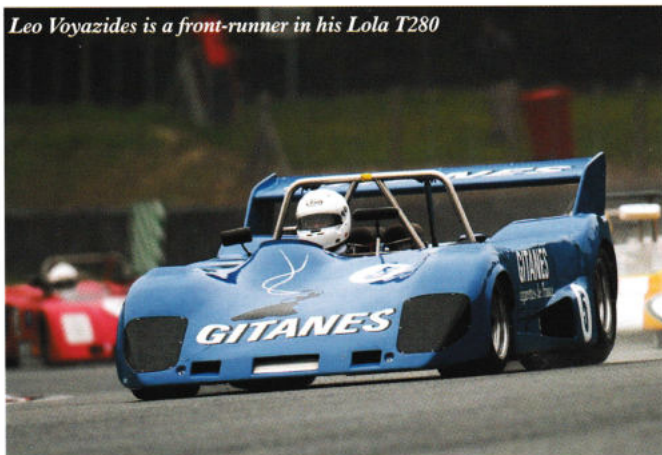
More rapid sports-racing cars, of the 2-litre variety, are the March 75S of Doug Hart, a winner here a year ago, the Chevron B31 of Steve Hodges and the Chevron B26 of Irvine Laidlaw and Simon Hadfield. The best of the 2-litre cars will be snapping at the heels of the V8 pack and that should ensure a mighty spectacle.

The Touring 70s element of the race is set to re-create the classic touring car races of the era when BMW, Ford and Jaguar went head-to-head in the European Touring Car Championship. The mighty BMW CSL 'Batmobile' dominates the field with four examples, including those of Roger Wills and John Young. Flying the Jaguar flag is the sensational ex-Broadspeed works XJ12 Coupe of Chris Scragg, while Vince Woodman/Dan Cox have Ford's honour to uphold.



*Richard Piper won the inaugural Interserie revival race last year and starts as favourite this weekend*

*Leo Voyazides is a front-runner in his Lola T280*



*Charismatic BMW CSL runs in Touring 70s*



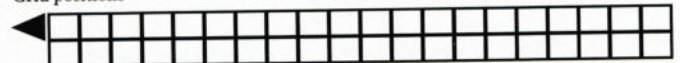


INTERSERIE REVIVAL

RACES 10 & 14  
25 MINS

No	Driver	Nat	Car	Year	CC
<b>PROTO 70S</b>					
<b>The Brian Redman Trophy - 1971-1972 Prototypes under 2000cc</b>					
3	Simon Edwards	GB	Chevron B21	1972	2000
35	Sandy Watson	GB	Chevron B19	1971	2000
81	Kevin Wilkins	GB	Chevron B19	1971	2000
<b>The Jean-Claude Andruet Trophy - 1973-1978 Prototypes under 2000cc</b>					
7	Marc Devis	B	Lola T296	1976	2000
14	Steve Hodges	GB	Chevron B31	1975	2000
21	Robert Parker	GB	Osella PA5	1977	1998
25	Vic Nutter	GB	Osella PA3	1975	2000
66	Doug Hart	GB	March 75S	1975	1998
<b>The Alain De Cadanet Trophy - Pre-1977 Prototypes under 3000cc</b>					
2	Leo Voyazides	GR	Lola T280	1972	3000
8	Irvine Laidlaw/Simon Hadfield	GB/GB	Ferrari 312 PB	1972	2992
18	Paul Kanpfeld	GB	Ferrari 312 PB	1972	2992
26	Rick Hall	GB	Matra MS670	1974	3000
28	Abba Kogan	BR	Matra MS670	1974	3000
87	Carlos Monteverde	BR	Lola T292	1973	3000
<b>Invitation Class</b>					
4	Anthony Taylor	GB	McLaren M6B	1968	5700
6	John Grant	GB	McLaren M8C	1970	8800
9	Frank Bradley	GB	March 717	1971	8800
16	Tom Walker	GB	Lola T160 Spyder	1968	5000
17	Michiel Campagne	NL	McLaren M8F	1972	8400
31	Richard Piper	GB	McLaren M8F	1971	8800
52	Richard Austin	GB	Ford Capri	1971	5000
<b>TOURING 70S</b>					
<b>Class 2A - Group 2 1974-1977 Over 2000cc</b>					
1	Chris Scragg	GB	Jaguar XJ12 Coupe	1976	5300
<b>Class 2B - Group 2 1974-1977 Under 2000cc</b>					
40	Mike Bell	GB	Ford Escort Mk 1 RS 1600	1975	2000
68	Mark Wright	GB	Ford Escort Mk2	1975	2000
<b>Class 2C - Group 2 1970-1973 Over 2000cc</b>					
10	Roger Willis	NZ	BMW CSL	1973	3500
11	Georg Kjallgren/James Littlejohn	S/GB	BMW CSL	1972	3500
12	Chris Randall	GB	BMW CSL	1974	3500
13	Shaun Lynn	GB	Ford Cologne Capri	1973	3500
23	Vince Woodman/Dan Cox	GB/GB	Ford Cologne Capri	1974	3500
93	John Young	GB	BMW CSL	1972	3000
<b>Class 2D - Group 2 1970-1973 Under 2000cc</b>					
30	Mike Wrigley	GB	Ford Escort	1972	2000
61	Eric Woolley	GB	Ford Escort	1968	1972

Grid positions



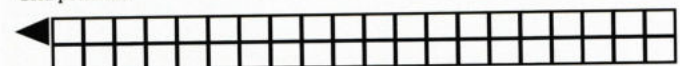
Results

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

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

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

Fastest Lap: 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

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

Prototypes and touring cars make for a varied grid





*Keith Ahlers is always quick in his Cooper*

# GOOD SPORTS

A fabulous field of cars will contest the hour-long Sports Racing Masters race on Monday morning and it promises to deliver a great contest.

The Sports Racing Masters category is for the cars built and raced between 1960 and 1965, but a real twist has been added to the mix for this race by the inclusion of some cars from the World Sportscar Masters field. With an over-subscribed WSM entry, the small-engined GT cars in the Bonnier class have been transferred to the Sports Racing Masters race.

The result is a fine grid and the prospect of some mighty contests as the Chevron B8s that pack out the Bonnier class in WSM join the more powerful sports-racing cars from SRM. There could be very little to choose between the two groups, so the dicing at the front of the pack should be superb.

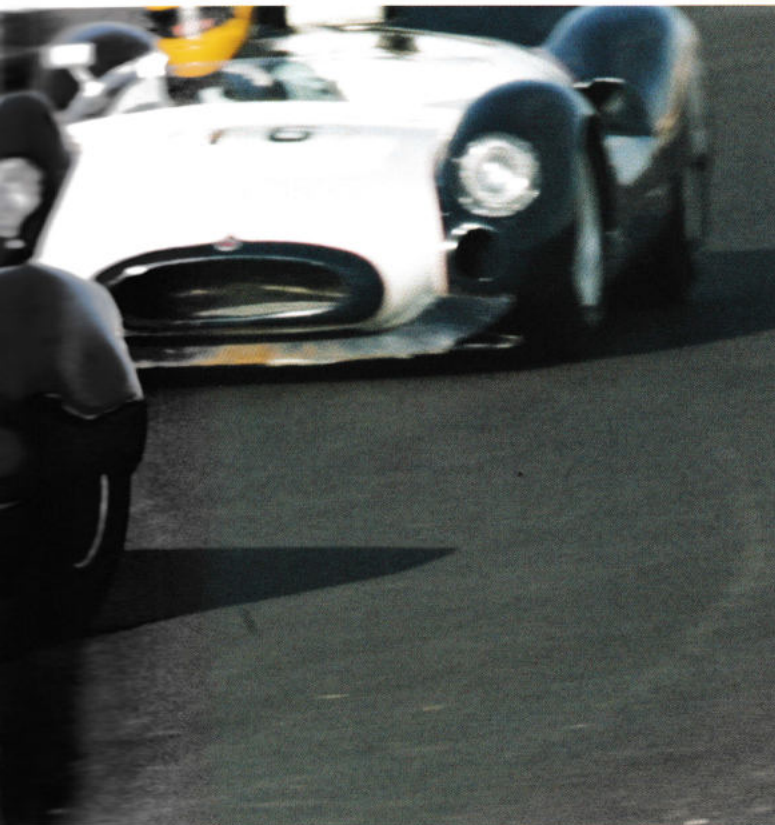
Heading the SRM pack are no less than six Ford GT40s, which represents a fantastic turn out of these sensational and hugely valuable cars of the mid-60s. Shaun Lynn will be among the very quickest, while

Alain Schlesinger, Chris Stahl and Manuel Ferrao are all part of this remarkable squadron of GT40s. Then, there is the even rarer open cockpit GT Roadster of Philip Walker and John Clark. This is one of just four such cars thought to have been built by Ford in 1965.

But it is the Lola T70 Spyders that could set the ultimate pace in the hands of Simon Hadfield, Carlos Monteverde and Marc Devis, while the McLaren M1s of Julian Bronson and Roger Wills will also be strong contenders. From the Chevron pack, the B6 of father and son Michael and Will Schryver takes on the B8s of Paul Ingram/Chris Chiles, Edward Lovett, Sandy Watson and brothers Guy and Jason Minshaw.



*Simon Hadfield will be hard to beat*



SPORTS RACING MASTERS

RACE 11  
60 MINS

No	Driver	Nat	Car	Year	CC
<b>Class A - Pre-1966 under 2000cc Lotus twin-cam-engined cars</b>					
28	Chris Clarkson	GB	Lotus 23B	1962	1594
34	John Bussey	GB	Elva MkVII	1963	1600
75	Paul Pochciol	GB	Merlin MkIV	1963	1600
89	Mark Pangborn	GB	Lotus 23B	1965	1598
<b>Class B - 1961-1963 over 2000cc</b>					
16	Chris Jolly/Steve Farthing	GB/GB	Cooper T61M	1963	5300
<b>Class C - Pre-1966 under 2000cc including BMW-engined cars</b>					
70	Gabriel Kremer/Dion Kremer	CH/GB	Elva MkVIII	1964	1991
<b>Class D - 1964-1965 over 2000cc</b>					
2	Roger Wills/ Joe Twyman	NZ/GB	McLaren M1B	1965	5500
18	Paul Knapfield	GB	Lola T70 Spyder	1965	5700
26	Marc Devis	B	Lola T70 Mk1	1965	5700
27	Simon Hadfield	GB	Lola T70 MK2 Spyder	1966	5900
44	Julian Bronson	GB	McLaren M1B	1965	5900
87	Carlos Monteverde/ Gary Pearson	BR/GB	Lola T70 Spyder	1965	5700
<b>Class I - Invitation Class for GT &amp; GT Prototypes</b>					
7	Shaun Lynn	GB	Ford GT40	1965	4700
12	Hans Hugenholtz	NL	Ford GT40	1965	4700
35	Philip Walker/ John Clark	GB/GB	Ford GT Roadster	1965	4700
57	Chris Stahl	D	Ford GT40	1965	4700

The Jo Bonnier Trophy for Pre-1971 sports-prototypes and GT cars under 2000cc(WSM class)

4	Sandy Watson	GB	Chevron B8	1968	2000
14	Steve Hodges	GB	Chevron B8	1969	2000
19	Paul Ingram/ Chris Chiles Jnr	GB/GB	Chevron B8	1968	2000
22	Guy Minshaw/ Jason Minshaw	GB/GB	Chevron B8	1969	2000
37	Brian Casey	GB	Lenham P69	1968	1596
38	Edward Lovett	GB	Chevron B8	1968	2000
42	Hugh Colman	GB	Chevron B8	1969	1990
45	Alec Hammond	GB	Chevron B8	1970	2000
49	Michael Schryver/ Will Schryver	GB/GB	Chevron B6	1967	2000
50	Georg Kjallgren/ James Littlejohn S/GB	S/GB	Daren Mk2	1969	2000
52	Jon Shipman/ Mark Hales	GB/GB	Crossle C9S	1966	2000
61	Joe Ward	GB	Chevron B8	1968	1991
66	James Cottingham	GB	Chevron B8	1968	2000

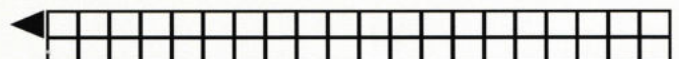


Chevron B8s from the oversubscribed WSM races join the grid © Mike Wooding



No historic meeting should be without a Ford GT40

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

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



*Huge grids and great racing are hallmarks of the Pre-66 Touring Cars events*

## VAST CHANCE SALOON

A packed field of Ford Mustangs and Falcons, pitted against Lotus Cortinas and Mini Coopers is a recipe for 50-minutes of fine entertainment on Monday.

The Pre-66 Touring Car race, which incorporates the new Pre-66 Mini series, has drawn a cracking entry for Monday's race, with some drivers staying on after racing on the Indy circuit on Saturday.

Inevitably, the American V8 pack rules the roost, although if it is wet the formbook will go straight out of the window. But with up to 20 Yank tanks on the grid, the first lap rush into Paddock Hill Bend will be a mighty spectacle.

As well as the Mustangs and Falcons that typically set the pace in Pre-66 races, the pack includes the rare Mercury Cyclone Comet of Roger Wills/Joe Twyman and the vast Ford Galaxie of Chris Clark and Philip Walker. Topping the Falcons is the hugely successful car of Leo Voyazides, and he will surely start as favourite, but his opposition include the cars of Westley Harding/Nick Whale and Rod Adlington. Having starred in much smaller cars, the progress of Adlington in a V8 machine will be watched with great interest.

The Mustang entry is nothing short of amazing and the leading contenders include the cars of former BTCC ace Patrick Watts, Paul



*Ron Maydon is spectacular in his Cooper S*

## PRE-66 TOURING CARS



Ingram/Chris Chiles Junior and those of Mike Wrigley and Steve Allen, who will jump from Grand Prix cars into their Mustangs this weekend. A dark horse could be the Mustang of Chris and Ben Beighton.

Carlos Monteverde and Richard Bateman head the Lotus Cortina pack, which also includes Norwegians Arne Berg and rally ace John Haugland. Meanwhile, more than half a dozen Minis will have their own frantic contest as Masters president Ron Maydon battles to see off the challenge of Richard Meins, Joe Twyman and Michael and Will Schryver.

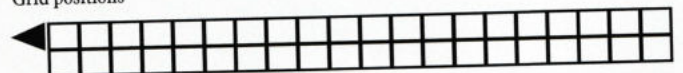


## PRE-66 TOURING CARS

RACE 12  
50 MINS

No	Driver	Nat	Car	Year	CC
<b>Class A1 - Over 4,000cc</b>					
2	Leo Voyazides	GR	Ford Falcon	1964	4700
3	Steve Allen	GB	Ford Mustang	1964	4700
8	John Young	GB	Ford Mustang	1965	4700
9	David Betts	GB	Ford Mustang	1965	4700
15	Patrick Watts	GB	Ford Mustang	1965	4700
19	Paul Ingram/Chris Chiles Jnr	GB/GB	Ford Mustang	1965	4700
25	Rod Adlington	GB	Ford Falcon	1965	4700
28	Roy Stephenson	GB	Ford Mustang	1965	4700
35	Paul Clayson/Roberto Giordanelli	GB/GB	Ford Falcon Sprint	1964	4700
39	Westley Harding/Nick Whale	GB/GB	Ford Falcon Sprint	1964	4700
44	Georg Kjallgren/Rolf Kjallgren	S/S	Ford Mustang	1964	4700
46	Chris Clark/Philip Walker	GB/GB	Ford Galaxie		7000
51	Mike Wrigley	GB	Ford Mustang	1965	4700
69	Roger Wills/Julian Bronson	NZ/GB	Mercury Comet Cyclone	1965	4700
81	Ben Beighton/Chris Beighton	GB/GB	Ford Mustang	1966	4700
86	Jeremy Cooke	GB	Ford Mustang	1965	4700
88	Martin Melling/Jason Minshaw	GB/GB	Ford Falcon	1964	4700
93	Harry Wyndham/Don Salvage	GB/GB	Ford Falcon	1964	4700
98	Andrew Wenman	GB	Ford Mustang 350 GTH	1965	4700
<b>Class A2 - 2,501cc to 3,999cc</b>					
47	Chris Scragg	GB	Jaguar MkII	1962	3800
<b>Class C - 1301-1600cc</b>					
70	Gabriel Kremer/Dion Kremer	CH/GB	Alfa Romeo Giulia Ti Super	1965	1567
<b>Class D - 1001-1300cc</b>					
7	Joe Twyman/James Cottingham	GB/GB	Austin Cooper S	1964	1293
16	Nick Swift/Glyn Swift	GB/GB	Morris Cooper S	1965	1293
17	Richard Meins	GB	Austin Cooper S	1964	1293
26	Ron Maydon	GB	Austin Cooper S	1964	1290
38	Michael Schryver/Will Schryver	GB/GB	Austin Cooper S	1963	1275
50	Paul Tarry/Mike Youles	GB/GB	Morris Cooper S	1964	1293
52	Rae Davis/William Lynch	GB/GB	Austin Cooper S	1964	1293
56	Keith Padmore/Nick Padmore	GB/GB	Austin Cooper S	1965	1293
60	Tom Seckel/James Seckel	GB/GB	Morris Cooper S	1965	1293
96	Roger Wills/Joe Twyman	NZ/GB	Austin Cooper S	1964	1293
97	Christian Devereux	GB	Austin Cooper S	1965	1275
<b>Homologation Specials - Lotus Cortina, Alfa Romeo GTA, BMW 1800TiSA</b>					
6	Henry Mann	GB	Lotus Cortina	1965	1600
13	Shaun Lynn	GB	Ford Cortina	1964	1600
75	Richard Bateman	GB	Ford Lotus Cortina Mk 1	1965	1599
82	Paul Pochciol	GB	Ford Lotus Cortina Mk1	1965	1558
87	Carlos Monteverde/Gary Pearson	BR/GB	Ford Lotus Cortina Mk1	1963	1600
91	Arne Berg/John Haugland	N/N	Ford Lotus Cortina Mk1	1966	1590

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

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



*A full Gentlemen Drivers grid makes for a superb race*

# PERFECT GENTLEMEN

With a capacity field of gorgeous GT cars and sports-racing cars from the early 1960s, the second Gentleman Drivers race of the weekend will bring the curtain down in fine style.

The two-hour two-driver format is sure to throw up some great battles all the way down the quality field. The under 3-litre GT cars have their own race on Sunday afternoon, but the nimble under 3-litre sports-racing cars share a grid with the big bangers.

The bare statistics show 15 Jaguar E-Types ranged against six AC Cobras, four Chevrolet Corvettes, three Bizzarini 5300s, two Sunbeam Tigers and two TVR Griffiths. It is a truly sensational line-up, so make sure you stay until the end of Monday's fabulous programme.

Inevitably, the best of the Cobras will be right at the heart of the lead contest and the father and son pairing of Grahame and Oliver Bryant has a formidable record at this level. But the same applies to the cars of Paul Ingram/Chris Chiles, Carlos Monteverde, Leo Voyazides/Simon Hadfield and Shaun Lynn, all of which are capable of winning when the flag drops after 120 minutes of flat-out racing.

But this won't be a Cobra benefit and the E-Type contingent is strong in both quantity and quality. The pairing of Gary Pearson and former Grand Prix driver Jackie Oliver is very potent, while Jon Minshaw is an ace in these cars and versatile all-rounder Andrew Haddon is one to watch.

From the Bizzarini camp, the cars of Roger Wills/Joe Twyman, David Hart and Manfredo Rossi di Montalera could all be vying for a place on the podium and the Neil Merry/Christian Dick Sunbeam Tiger should not be overlooked.

Adding to the phalanx of potential front-runners are the TVRs of Jon Shipman/Mark Hales and Malcolm Johnson/Nigel Reuben, while the nimble Porsche 904/6 of Irvine Laidlaw/Simon Hadfield – too quick for the under 3-litre race – will be out to do some giant-killing.





Manfredo Rossi di Montelera's Bizzarrini adds variety



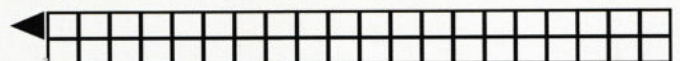
Rumbling AC Cobras add to the spectacle

GENTLEMAN DRIVERS OVER 3-LITRE

RACE 16  
120 MINS

No	Driver	Nat	Car	Year	CC
<b>Class A1 - Sports cars Pre-1963 under 1200cc</b>					
76	Jacques Naveau/David Axisa	F/GB	Lotus XI	1956	1100
<b>Class A2 - Sports cars Pre-1963 under 2000cc</b>					
54	Peter Horsman/Andrew Tart	GB/GB	Lotus XVII	1959	1220
92	Jeremy Cooke/Mike Dowd	GB/GB	Cooper T39 Manxtail	1957	1500
111	Danny Wright/Philip Walker	GB/GB	Lotus XI Le Mans	1959	1500
<b>Class B2 - GT cars up to end of 1969 over 2000cc</b>					
27	Nick Naismith/John Young	GB/GB	Aston Martin DB4	1961	3670
<b>Class C3 - GT cars up to 1965 over 3000cc</b>					
2	Leo Voyatzides/Simon Hadfield	GR/GB	AC Cobra	1964	4700
3	Roland Zoomers/ Anthony van den Oetelaar	NL/NL	Jaguar E-Type	1965	3800
5	David Hart/Rob Hall	NL/GB	Bizzarrini 5300 GT	1965	5300
8	Irvine Laidlaw/Simon Hadfield	GB/GB	Porsche 904/6	1965	2000
10	Manfredo Rossi di Montelera	I	Bizzarrini 5300 America	1965	5300
11	Philip Walker/Nick Whale	GB/GB	Jaguar E-Type	1963	3800
13	Shaun Lynn	GB	AC Cobra	1963	4700
15	Oliver Bryant/Grahame Bryant	GB/GB	AC Cobra	1964	4700
16	Anthony Galliers-Pratt/ Patrick Blakeney-Edwards	GB/GB	Jaguar E-Type	1961	3800
17	Gavin Henderson/ Patrick Blakeney-Edwards	GB/GB	AC Cobra	1963	4700
19	Paul Ingram/Chris Chiles Snr	GB/GB	AC Cobra	1964	4700
23	Peter Sugden	GB	Jaguar E-Type	1962	3800
24	Armand Adriaans/ Adrian Verkuyleen	NL/NL	Ford Shelby Mustang GT350	1965	4700
25	Nigel Webb	GB	Jaguar E-Type	1961	3800
26	Stefan Ziegler/Rob Newall	A/GB	Jaguar E-Type	1963	3800
33	Jon Minshaw	GB	Jaguar E-Type	1963	3800
34	Jon Shipman/Mark Hales	GB/GB	TVR Griffith	1965	4700
44	Julian Bronson	GB	Chevrolet Corvette	1965	5300
53	Gary Pearson/Jackie Oliver	GB/GB	Jaguar E-Type	1961	3800
55	Martin Melling/Jason Minshaw	GB/GB	Jaguar E-Type	1961	3800
57	Mark Gibbon/David Hall	GB/GB	Jaguar E-Type	1963	3800
62	Joe Ward/Richard Bull	GB/GB	Chevrolet Corvette C2	1965	6600
63	Chris Scragg/Michael A. Wilkinson	GB/GB	Jaguar E-Type	1962	3800
71	Roger Wills/Joe Twyman	NZ/GB	Bizzarrini 5300 GT	1965	5300
77	Jonathan Bloohn/Andy Nunn	GB/GB	Ford Shelby Mustang GT350	1966	4700
80	Tony Eckford/Chris Beighton	GB/GB	Sunbeam Le Mans Tiger	1964	4700
81	Steve Tandy/Peter Chambers	GB/GB	Jaguar E-Type	1962	3800
83	Alexander Edipidis	GR	Jaguar E-Type	1962	3800
85	Tarek Mahmoud/Gregoire Audi	GB/F	Ford Shelby Mustang GT350	1965	4700
86	Carlos Monteverde	BR	Jaguar E-Type	1961	3800
88	Jeffrey Pattinson/Harry Wyndham	GB/GB	Ford Shelby Mustang GT350	1965	4300
91	Neil Merry/Christian Dick	GB/GB	Sunbeam Tiger	1965	4200
94	Malcolm Johnson/Nigel Reuben	GB/GB	TVR Griffith	1965	4700
95	Alexander Weavers/ Jean-Paul Batenburg	GB/NL	Chevrolet Corvette	1965	7000
110	Michiel Campagne/Allard Kalff	NL/NL	Chevrolet Corvette Grand Sport	1964	6100
161	Andrew Haddon	GB	Jaguar E-Type	1961	3800

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

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



## Key

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## 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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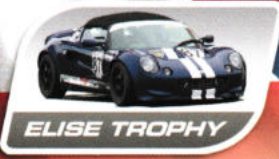
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