

TRUCK SUPERPRIX

Official Programme £5



Brands Hatch

BRANDS HATCH
30/31 OCTOBER 2010



FOOD & DRINK

TRUCK SUPERPRIX SPECIAL OFFERS



Pitstopper Breakfast

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



Kentagon and Hailwoods Servery

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

From £6.50 per person



Kentagon Carvery

Come and enjoy a carvery at the Kentagon. Roast Turkey, Loins of Pork and a mouth-watering rib of Beef will be on offer together with a selection of fresh and roasted vegetables.

Special offer - £7.00 (Usually £7.50)



Truckers Meal Deal

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

Available from Fast Lane at Paddock Hill and Colin Chapman Way. From 07:30 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.

Kentagon Bar and Restaurant

Friday 29 October

Food 7.30am - 9.30pm

Bar 6.00pm - 11pm

Saturday 30 October

Food 7.30am - 9.30pm

Bar 10am until late

Halloween Disco 8pm until late

Sunday 31 October

Food 7am until according to demand

Bar 10am until according to demand

Hailwoods Bar and Restaurant

Saturday 30 October

Food 7.30am - End of racing

Bar 10am - End of racing

Sunday 31 October

Food 7.30am - 4.30pm

Bar 10am onwards

Fast Lane - Paddock Hill & Colin Chapman Way

Open throughout the weekend from 8am until the end of racing.

Grand Prix Terrace

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

www.brandshatch.co.uk

BrandsHatch



THE MEGASTORE

UPGRADE YOUR BRANDS HATCH EXPERIENCE



GRANDSTAND SEATING - £12

Put yourself in pole position to enjoy the racing action and reserve a seat in one of our grandstands. Soak up the atmosphere from one of the best locations at Brands Hatch.



DIRECTORS' TERRACE - £30

Rise above the crowds and enjoy the racing from this exclusive elevated position. With uninhibited views into the Pitlane and across the Indy circuit, you're guaranteed one of the best vistas in the house.



RADIOS - £5

Don't miss any of the action with a Brands Hatch ear-piece radio. Listen to the commentary, interviews and exclusive offers anywhere around the Brands Hatch circuit.



The Megastore is located under Paddock Hill Grandstand



OFFICIAL MERCHANDISE - FROM £1

A great souvenir to take home from your day out at Brands Hatch. You can proudly support your favourite race track with Brands Hatch merchandise ranging from clothing to stationery and toys to books.



GO KARTING

Give the racer in you an outing and let your competitive side take on friends and family on the Brands Hatch karting circuit. Suitable for both children and adults it's safe and fun for all ages of wannabe racer!

FOR FURTHER DETAILS AND TO BUY VISIT THE MEGASTORE LOCATED UNDER PADDOCK HILL GRANDSTAND NEXT TO THE KENTAGON RESTAURANT

BrandsHatch



TIMETABLE

TRUCK SUPERPRIX BRANDS HATCH 30/31 OCTOBER 2010

OFFICIALS OF THE MEETING

This meeting is organised by the British Automobile Racing Club, and held under the General Regulations of the Motor Sports Association Ltd, (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations issued by the organising club.

MSA Permit Numbers:
National A (Trucks) – 58102
National B - 58101

OFFICIALS

Stewards: B Guess (MSA), J White, J Keenan, K Davies (T)
Clerks of the Course: J Felix, R Omson, J Smith, N Barter (Pickups), S Hill (Legends), B Morris (DMN Saloons), S Burns (Mini Se7ens)

Deputy Clerks of Course: R Lentell (Ops), C Bird (T)
Judges: P Phillips, C Thorne, S Meek, S Weeks, R Garrett (Smoke), J Kairies (Tachograph)

Secretary of the Meeting: N Bush, C Logan, K Salmons
Chief Observer: P Chubb, T Jackson (Dep)

Chief Incident Officer: A Knyvett

Chief Marshal: R Allnut

Chief Startline/Pits: N Allison

Chief Paddock: I Ratcliffe

Commentators: D Addison, A Hyde

Chief Scrutineer: V Palmer

Chief Timekeeper: L Sneider

Medical Officers: TBA

First Aid: St Johns Ambulance

Fire Car: P Martin, K Davies, G Lowton

Breakdown Vehicles: D & G Cars

Marshals and Race Rescue: Members of the BARC and other clubs.

Eligibility may be checked by a member of the Technical Commission listed:- C.Barnett, R.E.Bassett, G.Doe, M.E.Garton, W.G.Greig, J.M.Harris, G.Hill, J.C.Hopwood, T.Johnson, N.Jones, K.Laidlaw, P.Liddle, R.J.McDonald, C.A.Mount, K.Nicholls, P.C.Riches, C.Ringham, S.Vincent. These Technical Commissioners will be considered to be "JUDGES OF FACT" within the regulations laid down.

SATURDAY OCTOBER 30TH

09:00	CPC LEGENDS CARS UK CHAMPIONSHIP - QUALIFYING	15 MINS
09:25	DUNLOP MOTORSPORT NEWS SALOON CARS - QUALIFYING	15 MINS
09:50	DELPHI BRITISH TRUCK RACING CHAMPIONSHIP - CLASS B - WARM UP	15 MINS
10:15	DELPHI BRITISH TRUCK RACING CHAMPIONSHIP - CLASS A - WARM UP	15 MINS
10:40	MINI SE7EN - QUALIFYING	15 MINS
11:05	MINI MIGLIA - QUALIFYING	15 MINS
11:30	DELPHI BRITISH TRUCK RACING CHAMPIONSHIP CLASS B - QUALIFYING	15 MINS
11:55	DELPHI BRITISH TRUCK RACING CHAMPIONSHIP CLASS A - QUALIFYING	15 MINS
12:20	PICKUP TRUCK RACING CHAMPIONSHIP - QUALIFYING	20 MINS
12:45	LUNCHBREAK	
13:40	RACE 1 CPC LEGENDS CARS UK CHAMPIONSHIP (HEAT 1)	8 LAPS
14:15	RACE 2 DUNLOP/MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP	15 MINS
14:50	RACE 3 DUNLOP MINI SE7EN CHAMPIONSHIP	20 MINS
15:25	RACE 4 CPC LEGENDS CARS UK CHAMPIONSHIP (HEAT 2)	8 LAPS
15:55	RACE 5 DUNLOP MINI MIGLIA CHAMPIONSHIP	20 MINS
16:30	RACE 6 DELPHI BRITISH TRUCK RACING CHAMPIONSHIP (CLASS B)	8 LAPS
17:05	RACE 7 CPC LEGENDS CARS UK CHAMPIONSHIP (FINAL)	10 LAPS

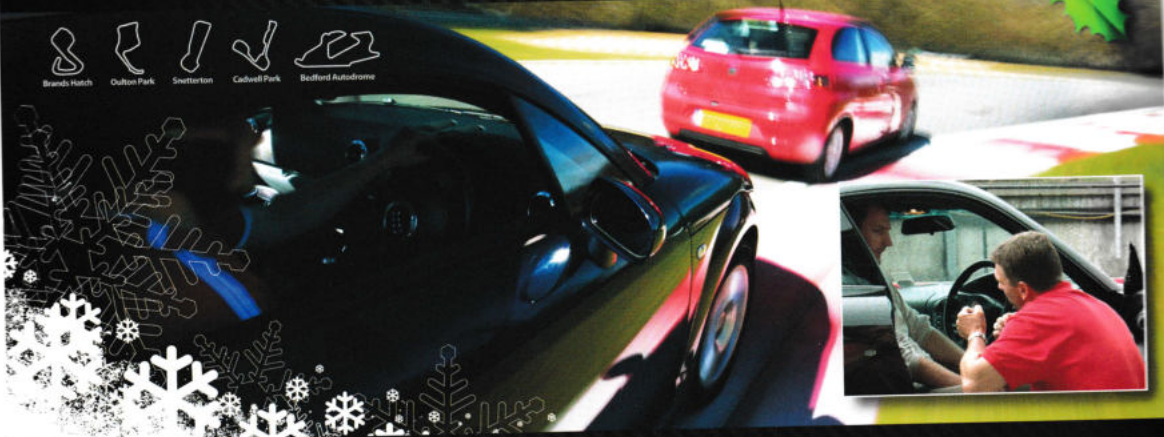
SUNDAY OCTOBER 31ST

10:00	RACE 8 PICKUP TRUCK RACING CHAMPIONSHIP	18 LAPS
10:30	RACE 9 DUNLOP MINI SE7EN CHAMPIONSHIP	20 MINS
11:40	RACE 10 DELPHI BRITISH TRUCK RACING CHAMPIONSHIP (CLASS A)	8 LAPS
12:15	RACE 11 CPC LEGENDS CARS UK CHAMPIONSHIP (HEAT 1)	8 LAPS
12:40	RACE 12 DUNLOP/MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP	15 MINS
13:05	LUNCHBREAK	
14:00	RACE 13 DUNLOP MINI MIGLIA CHAMPIONSHIP	20 MINS
14:35	RACE 14 BRITISH TRUCKS - LAST CHANCE RACE	10 LAPS
15:10	RACE 15 CPC LEGENDS CARS UK CHAMPIONSHIP (HEAT 2)	8 LAPS
16:10	RACE 16 PICKUP TRUCK RACING CHAMPIONSHIP	18 LAPS
17:20	RACE 17 BRITISH TRUCKS- GRAND FINAL	12 LAPS
17:45	RACE 18 CPC LEGENDS CARS CHAMPIONSHIP (FINAL)	10 LAPS



This programme is designed by Brian McCann and edited by David Addison. Truck racing words and photography: Jonathan Reeves. Support race editorial: Paul Lawrence, Mike Holder, Brian Philips, Deane Speake and Sarah Carnell. Photography: Jeff Carter, David Swan, George McNeil, Shawn Hetherington, Jon Bryant, Stan Loam and Graham Holborn. Published by Cloverleaf Media Ltd, The White House, Wilderspool Park, Greenall's Avenue, Warrington, WA4 6HL. 01925 438060, www.cloverleafmedia.com.

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BRANDS HATCH GEARS UP FOR LE MANS-STYLE EVENTS!



BrandsHatch

The events season at Brands Hatch draws to a close next month, but the year will finish in style with a taste of Le Mans provided on 6 and 13 November.



LOTUS 1000 KM SAT 6 NOVEMBER – £10*

The inaugural Lotus 1000km blasts off the grid on November 6, the first time Brands Hatch has hosted a race of such a distance for over 20 years. A massive field will ensure that picking a winner from the race, expected to be over six hours, will be hard to choose.



BRITCAR 'INTO THE NIGHT' RACE SAT 13 NOVEMBER – £10*

The following Saturday sees Brands Hatch's only night race of the year when the Britcar series visits on 13 November. The racing will start in the late afternoon, but will finish in darkness just before 6.30pm, with headlights ablaze making for a spectacular sight on the Indy circuit.

*Prices quoted are for adult race/entry tickets purchased online in advance. All advance tickets go off-sale midday Wednesday prior to event. For a complete price list please visit the website.

To book tickets for these events call 0870 950 9000 or visit www.brandshatch.co.uk

WELCOME



MotorSportVision

Jonathan Palmer
Chief Executive
MotorSport Vision

Welcome to Brands Hatch for the season finale of the Delphi British Truck Racing Championship.

Truck racing has become an integral part of our racing calendar since it returned to Brands Hatch in 2005, and the sight of these 1,000bhp machines hurtling into Paddock Hill Bend is still impressive whether you're a first time spectator or a regular fan.

Both the Class A and Class B titles have already been concluded ahead of this weekend's four races, however anyone who has attended a Truck event before will know that regardless of titles, wheel to wheel action is a feature of every race! Congratulations to Stuart Oliver, who has set a new championship record by securing an unprecedented tenth British title, and to local racer Graham Powell from Aylesford, who celebrates his first Class B trophy.

This weekend will also feature an impressive support race line-up, and I'm pleased to see the Mini Se7en and Mini Miglia series joining the bill alongside popular favourites including NASCAR-style Pickup Trucks and Legends.

Our Truck events are always popular with families, and away from the racing we'll be celebrating Halloween this weekend with a programme of themed off-track entertainment. Our FunZone has been transformed into a 'TerrorZone' with Halloween face painting, vultures and owls from Eagle Heights and a Ghost Train, and children can take part in a ghost hunt to win a goodie bag – visit our Megastore by Paddock Hill Bend to find out more. Watch out for some of our Brands Hatch staff in fancy dress as well!

Although the 2010 season is drawing to a close, there are still some exciting events to come. The Lotus 1000km endurance race returns to Brands Hatch next Saturday, whilst we will host the Britcar 'into the night' race, our only event to take place in the dark, on Saturday 13 November.

I hope you have a fantastic time at Brands Hatch today.

CONDITIONS OF ADMISSION

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

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

including making copies of the recording or reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain, or otherwise dealing with it in whole or in part is strictly forbidden. Use of privately owned camcorders for private viewing purposes only is permitted by the circuit owners without prior permission. Furthermore, the Promoters reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

SPECTATOR NOTICES

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

PROHIBITED AREA NOTICES

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

ENQUIRY OFFICE

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

Brands Hatch Circuit
Fawkham, Kent
DA3 8NG
Tel: 01474 872331
Fax: 01474 874766



IT'S A HALLOWEEN SPOOKTACULAR!

As well as a busy racing timetable, Brands Hatch will be celebrating the spookiest day of the year with a packed programme of Halloween-inspired family entertainment away from the track.

TerrorZone

Take a trip to our TerrorZone kids' activity area on Sunday, located behind the Pit Straight Grandstand. Surrounded by spooky sounds, your children can enjoy frightening free face painting, have their picture taken with a creepy owl from Eagle Heights or ride the ghost train!

Ghost Hunt

All Hallow's Eve is the one day each year when ghosts and ghouls come out to play, and if you can spot our spooky friends hidden around the circuit you could win a special goodie bag prize! Ghost hunting maps are available from the Megastore – located underneath Paddock Hill Grandstand - on Sunday.

'Trick or Treat' raffle

Anyone who embraces the spirit of Halloween and arrives at the circuit in fancy dress on Sunday will be entered into our Trick or Treat raffle. You could be lucky enough to win free food, drink or a prize from the Megastore, or you could be going home empty handed – that's the luck of the draw!

Spooky encounters

Watch out for Brands Hatch staff wandering the circuits dressed as witches, mummies, zombies and other spookily themed costumes, as they'll be handing out Halloween treats throughout raceday (Sunday).

Do the Monster Mash!

How scary are your dance moves? Show us your best timewarp or monster mash at a disco in the Kentagon restaurant, located behind Paddock Hill grandstand, on Saturday evening.

Go karting

The red mist may descend over the Brands Hatch go-karting circuit this weekend, as you can test your driving mettle on a mini version of the Indy circuit. Operated by Buckmore Park and located opposite the Megastore, karting is available for all those aged 10+ and costs £12 for ten minutes - payable at the karting circuit.





Stuart Oliver and Richard Collett (right) are two of the top Class A drivers

GUNNING FOR GLORY

The 2010 Delphi British Truck Racing Championship titles have already been secured by Stuart Oliver and Graham Powell, but there are still major battles raging. Jonathan Reeves reports

Brands Hatch always provides a fabulous end to the truck racing season and the prospects for this weekend's event look very encouraging. Unlike many series, the Delphi British Truck Racing Championship seems to have weathered the economic recession well and it seems likely that entry numbers will be up against this time last year.

The Class A and B titles have already been decided in favour of Stuart Oliver and Graham Powell respectively, but don't think that because the titles are already secured anyone will be easing off the throttle.

As always, Oliver knows that his biggest threat comes from rival MAN drivers, in particular Chris Levett,

who has been riding high in recent FIA European Championship events (taking wins in Germany, Czech Republic and the French round at Le Mans). Levett has already stolen Stuart's thunder in four races this season; once at Pembrey, twice at Nurburgring and most recently at Donington. But here at Brands Hatch, Stuart has a pretty good record. It's no secret that there is little love lost between this duo and you can expect them to line up alongside each other on the front row of the grid on Sunday. That charge into Paddock Hill Bend is going to make you hold your breath!

Adding some extra spice to the recipe will be the drivers who are still disputing the runner-up spot in the championship. Just two points separate David Jenkins



Paddock Hill Bend on lap one is always important. Levett and Oliver slugged it out in April

(Sisu) and Ricky Collett (MAN). But for mechanical dramas, Jenkins would have been running all year in his MAN, but, with that truck out of action, we've all been treated to seeing David push the super Sisu to its limits. The Finnish truck really doesn't have the sheer grunt to match his rivals' German machinery, but Brands Hatch has a lot of corners and the take-no-prisoners approach of "Jenks" means that no-one can write off his chances here!

Ricky Collett is no slouch, and he's renowned for his fearless approach to cornering. So, light the touchpaper and stand back for some early fireworks!

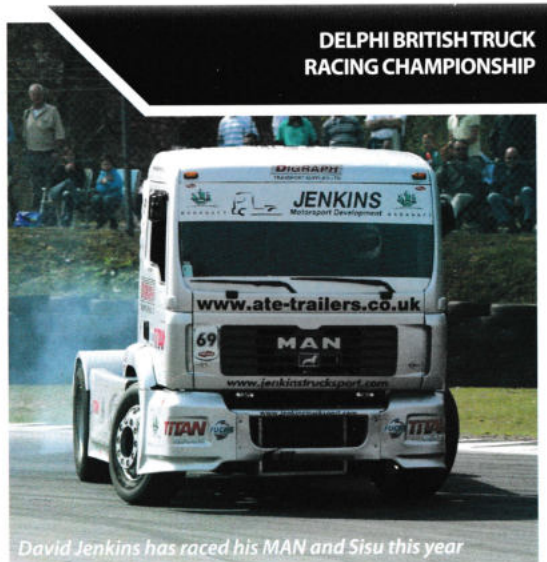
Mat Summerfield is the other joker in the pack. His MAN-ERF is a match for anything else on the track and he's already headed the field away from the rolling start more than once here at Brands Hatch. The other Class A truck to watch is the DAF, piloted by Roger Brookfield,



which is aiming for a top six championship placing.

The success story of 2010 has been the fiercely competitive Class B. Those without the funds to run a new (or nearly new) German truck have an opportunity for some close and cost-effective racing, and the class has been more competitive than ever.

Graham Powell was dominant in the early stages of the



David Jenkins has raced his MAN and Sisu this year

season, and the Kent-based ERF driver initially looked like running away from the pack. A double victory in the Pembrey season-opener was followed by two home wins here at Brands Hatch.

Ben Horne overcame the wet weather and Powell's ERF with a great drive in his Volvo White to win at Pembrey, but Graham held on for the runner-up spot and was back on the top step of the podium in race two.

At the Nürburgring, it was Graham who again claimed the silverware in the Saturday outing, ahead of the improving Andy Lovenberry (Sisu) and his brother Steven Powell (Ford). However, mechanical troubles halted the Powell success story on the Sunday and there was a very different looking podium with Lovenberry taking the win ahead of a delighted Trevor Martin (ERF) and Brian Burt (White).

Graham was back on the victory trail again at Thruxton, taking two wins with Lovenberry and Horne starting to



Levett, left, and Oliver are the men to beat

DELPHI BRITISH TRUCK RACING CHAMPIONSHIP

look like potential threats as they took second and third respectively in both races at the Hampshire track.

Lovenberry certainly gave Graham a rude awakening as he challenged him (and then spun the ERF out of contention) at the August Pembrey event. But Andy himself then had a spin, which handed the win to Ben Horne. Lovenberry recovered to come home second ahead of Steven Powell, while Graham fought back to take valuable points with fourth (plus fastest lap). The second Pembrey race brought a win for Lovenberry ahead of Horne with Powell in third. Suddenly the championship was looking very interesting...

Powell was back on top form at Donington, taking the ERF to a win in race one, while Horne finished a strong second with Adam Atkins a splendid third in his White. Race two brought another retirement for Graham, not that it mattered as his two potential challengers, Horne and Lovenberry, both had zero points scores after a crash and a mechanical failure respectively. That left Graham 34 points clear at the top of the points table and crowned as the Class B champion.

The final Donington race gave Adam Atkins his first victory Class B victory, a great result after a good battle with the unlucky Horne, whose engine expired on the last lap. Steven Powell took the runner-up spot in his Ford, whilst Oly Janes claimed an excellent third place in his rebuilt Seddon/Scania, which had been badly damaged at Pembrey earlier in the season.

It looks like the fight for runner-up spot in Class B will go right to the wire. Horne has 91 points, just two points over the hard-charging Lovenberry with Steven Powell only another two points back on 87. Look out too for Brian Burt, who has been having an excellent season in his Volvo White and has regularly finished in the top four. He is currently lurking just six points behind Steven Powell.

There is a battle for sixth in Class B as Adam Atkins holds a lead of just one point over the ERF of Carl Brookfield. Trevor Martin (ERF) and Oly Janes are closely matched



Luke Taylor sports new aero!



Class B provides great racing for those on a limited budget

for eighth, while Jim Bennett is looking to scrape into the top 10 if he can hold off the promising newcomers Dave Smith (Foden) and Luke Taylor in the TTX ERF. Oscar Clark, who lives just up the road in West



Tyre-smokin' jostlin' juggernauts are back in town



Kingsdown, missed the opening rounds as he updated his Volvo, but will be looking for a good result in his home event.

And there are more! Ensuring we have full grids, we're expecting to see a truck racing debut for newly-crowned Ginetta G50 champion Frank Wrathall. He's due to drive Andy Lovenberry's ex-Birds MAN and that could be a very competitive combination.



Levett, Summerfield and Collett are three stars in Class A

Making a welcome comeback, at an age when it should surely be enjoying a dignified retirement, is the Scammell S26 of Steve Thomson. This truck ran in the first-ever Multipart British Truck GP at Donington back in 1984 and was last raced in anger by Steve at Thruxton back in 2006.

So get set for an all-action weekend. Motorsport's heavyweights are about to hit the Hatch!



NO STOPPING STUART

Stuart Oliver has now won the British Truck Racing Championship for a record tenth time. Jonathan Reeves checks his formula for success

By Stuart Oliver's incredible standards the 2010 season must only rate as being relatively successful: from 14 starts he's won nine races and finished second on five occasions, allowing him to claim the Delphi British Truck Racing Championship with two races to spare.

But that means he's actually been beaten five times, which in the Oliver form book is relatively unusual. Indeed, at the season opener at Pembrey, Chris Levett took first blood by a comfortable margin of over six seconds. Stuart was back on the top step of the podium in race two, though.

At the April meeting here at Brands Hatch, Oliver was on a roll. He took two straight victories plus two fastest laps, which bring an extra point in the BTRA series. A month later and there was no stopping Stuart as he picked up another maximum points score with two wins and another two fastest laps. After three events, the man from Hexham already held a sizeable 13-point lead over his nearest challenger.

The annual overseas visit to Nurburgring was where Levett spoiled the Oliver record book. The Bromsgrove driver took another pair of wins in the Mittelrhein Cup races, but Stuart was still there racking up the points with a pair of runner-up finishes.

Another race, another trophy for Stuart





Stuart Oliver is a 10-times BTRA champion

With his main BTRA championship challengers, Mat Summerfield and David Jenkins, both having relatively disappointing results in Germany, Stuart emerged with an extended lead of 23-points.

But he had to work hard for his podium place on the Sunday. A first lap off meant Stuart had to carve his way back through the pack. Ricky Collett fiercely defended the runner-up spot, until Stuart sneaked past in the closing stages when the pair got tangled up with backmarkers!

Thruxton in August netted a pair of wins, but he dropped one point to Jenkins who stole a fastest lap. A week later and the third visit of the year to Pembrey brought another two victories for the flying Oliver, but it was Collett who nearly beat him this time, diving inside at the hairpin to briefly steal the lead. Jenkins again picked up a point for fastest race lap, spoiling Stuart's perfect score.

The most recent UK meeting was at Donington, which is now effectively Stuart's home track, as he's recently relocated to Staffordshire. Stuart finished second to Levett in race one and runner-up to Summerfield in race two, although he did collect the fastest lap in the last outing.

However, Stuart was not really pushing his MAN to the limit in that September event. The 2010 crown was within his grasp and in the final race he really needed only a sixth

place finish to be clear of his challengers. The runner-up spot pushed his tally for the season to 143 and with a total of 22 points remaining up for grabs here at Brands Hatch, Stuart is a comfortable 34 clear.

Now one of the 'senior' figures of the sport, at the grand old age of 47, there is no sign of Oliver slowing down yet and he says he's lost count of how many races he's done.

"It must be around a thousand when you include all the European Championship events (four per weekend) plus the BTRA rounds and non-championship races too." Add in events such as the Chinese series he helped to launch a few years ago and you can see how the tally soon mounts up. What's more he's been at the front in the vast majority of them!

So with his tenth title in the bag, what are his plans for the immediate future?

"There's the small matter of this weekend at Brands Hatch. It's always good to end the season on top with a victory and Brands Hatch is one of my favourite circuits with the enthusiastic crowd so close to the action," says Stuart. "And I'd really like another crack at the FIA European Championship in 2011, provided I can get my hands of a competitive truck."



The rear of Oliver's rig is a common sight for his rivals



Oliver's mount is a potent MAN



Mat Summerfield has become a force to be reckoned with in Class A this year

SPEEDY SUMMERFIELD

Mat Summerfield is a true battler in the Delphi British Truck Racing Championship, as Jonathan Reeves explains

The championship standings don't always tell the whole story. Mat Summerfield is fourth in Class A but should be one of the top contenders for victory here at Brands Hatch.

Mat has been competing in British truck racing for over a decade and during that time has established a reputation for not only being a quick racer, but also for building very quick and presentable trucks. His present MAN-ERF has proved itself a match for the best in the UK series and last month at Donington Park, Mat held off the multiple champion Stuart Oliver to record a win. The 35-year old commercial vehicle engineer from Burton-on-Trent took part in his first truck race in October 1999. That Pembrey outing was at the wheel of an ex-Steve Horne Seddon Atkinson, and the truck served him well to learn the ropes. However, with the ambition to go quicker, Mat soon replaced it with a self-built Seddon Atki Strato, which ran strongly with in 2001.

Then Mat built another new Strato, the whole truck being self-prepared including the engine. Mat's on-track experience was building up and in 2003 he finished runner-up in Class B of the British Championship. For the 2006 season Mat started looking in a new direction, running a Sisu. Sadly, development on the Finnish-built machine was slow and, after finishing a respectable fifth in the championship, Mat had ambitions to challenge the big guns of the sport and felt there was only one way to go.

For the 2007 season he took on an ex-Oliver MAN and once again reflected his attention to detail with its smart appearance. The truck certainly helped him make his mark at the sharp end of the grid, but he couldn't resist the challenge of building up his own new MAN for the 2008 season and Mat had some excellent results with it. The 2009 season was Summerfield's best to date, as he took second in Class A of the British Championship,



Summerfield's MAN took a win at Donington and is a thorn in the side of Stuart Oliver in Class A

which included some great results where he beat Stuart Oliver, David Jenkins and Richard Collett (who was racing Mat's old truck).

For 2010, Mat looked like being the main threat to Stuart Oliver for the overall championship. He was on the podium at the start of the season, including the April event here at Brands Hatch where he led Stuart Oliver. Oliver always had a slight edge when it came to getting over the finishing line ahead, but Mat was making him work for his points and gained a reputation as being a very quick starter! With Jenkins and Collett battling for third it seemed that Summerfield was well on course for second in the championship again.

But then there was an unplanned mid-season major rebuild after Mat and Jenks were involved in an accident at a demonstration event. That put Mat's MAN out of

order for a couple of months. At Donington, the shiny Summerfield machine was back to on track. Mat had an excellent weekend, fighting with Oliver in every outing and finally gaining a much-deserved victory in the final race of the day. That set him up well for the season finale here at Brands Hatch.

Away from motorsport, Mat's need for speed is satisfied by a 750cc sportsbike and he keeps himself fit with regular exercise including mountain bike riding. Take away the engines and Mat would certainly show all his truck racing rivals a clean pair of heels!

For 2011, Summerfield is setting his sights a bit higher and plans to contest several rounds of the FIA European Truck Racing Championship, but before that he's got his sights set on the top step of the podium here at Brands Hatch!



Mat heads the pack at the Nurburgring



Mat in the middle: the dark blue MAN fights hard



Summerfield's MAN took a win at Donington and is a thorn in the side of Stuart Oliver in Class A

which included some great results where he beat Stuart Oliver, David Jenkins and Richard Collett (who was racing Mat's old truck).

For 2010, Mat looked like being the main threat to Stuart Oliver for the overall championship. He was on the podium at the start of the season, including the April event here at Brands Hatch where he led Stuart Oliver. Oliver always had a slight edge when it came to getting over the finishing line ahead, but Mat was making him work for his points and gained a reputation as being a very quick starter! With Jenkins and Collett battling for third it seemed that Summerfield was well on course for second in the championship again.

But then there was an unplanned mid-season major rebuild after Mat and Jenks were involved in an accident at a demonstration event. That put Mat's MAN out of

order for a couple of months. At Donington, the shiny Summerfield machine was back to on track. Mat had an excellent weekend, fighting with Oliver in every outing and finally gaining a much-deserved victory in the final race of the day. That set him up well for the season finale here at Brands Hatch.

Away from motorsport, Mat's need for speed is satisfied by a 750cc sportsbike and he keeps himself fit with regular exercise including mountain bike riding. Take away the engines and Mat would certainly show all his truck racing rivals a clean pair of heels!

For 2011, Summerfield is setting his sights a bit higher and plans to contest several rounds of the FIA European Truck Racing Championship, but before that he's got his sights set on the top step of the podium here at Brands Hatch!



Mat heads the pack at the Nurburgring



Mat in the middle: the dark blue MAN fights hard



ARE BONNETS BETTER?

It's been a subject of much debate in the truck racing world for years, so Jonathan Reeves asked the men who should know best - the drivers!

If you followed truck racing 20 years ago you'll know that at one stage the unwritten rule was, "If you want to get ahead, get a nose".

The dominant forces in late 1980s truck racing were the bonneted trucks. From Europe came the Volvo N10 of Curt Goransson and the Sisu of Finn Jokke Kallio, while the British drivers who couldn't lay their hands on the latest Scandinavian hardware went across the Atlantic and imported shiploads of bonneted American machinery.

A number of drivers turned to the long-nosed Yankee trucks to stay competitive. Top dog at the time was the ex-F1 driver Slim Borgudd, who raced very successfully for the Mobil-backed West Coast Diesel team in a Volvo White for several years. The Mercedes team was so peeved at being beaten that it persuaded the FIA to change the rules so the 12-litre Detroit had to compete against the 18-litre V-10 Mercedes.

But were the American trucks out in front simply because of their nose? There is little doubt that the bonneted format of truck offered an advantage over the cabover design simply because of the more balanced weight distribution. At that time, most of the UK trucks were extremely nose-heavy.

But perhaps the main reason most of the British drivers rushed off on a trans-Atlantic shopping spree was simply because of the enormous variety of options available in American trucks. When you shop for a new truck stateside you can specify just about any chassis length you want, many different engine/gearbox options and a variety of axles too. Plus at that time there was a fair amount of money splashing about and the British pound bought a lot of dollars!

Brian Burt has been running his Volvo White for over five years and he's absolutely clear: "I've only ever raced a bonneted truck and I wouldn't want to race anything else!"

THE TON-UP TRUCKER FROM TONBRIDGE

Dave Smith is the latest rookie to join the Delphi British Truck Racing Championship. Jonathan Reeves reports



Dave Smith got his first taste of truck racing at Thruxton in August and he adapted to the flat-out sweeps of the Hampshire circuit to net him some encouraging results: ninth and sixth. Not bad for a total newcomer to motor racing.

"Before I took the truck out I'd never raced anything seriously, just a few karting events for fun. But you can imagine the truck is a totally different beast!"

Tonbridge-based Dave, who runs his own commercial vehicle repair business (DS Commercials), already knew a few of the regular South East crowd of truck racers – the Powell brothers and Oscar Clark – so when news came through that the ex-Garry George Foden was on the market, he quickly snapped up a bargain.

With some support from a couple of new sponsors, Evolution Environmental (an asbestos consultancy) and Selor Transport, Smith's Foden certainly looks the part in terms of presentation.

Just one week after his debut at Thruxton Dave was in action again at Pembrey where he picked up an excellent fourth place and it can't be too long before he gets a place on the podium.

Dave has quickly settled in. "It's good fun, the BTRA drivers area really friendly bunch and I'm really enjoying it. Plus the truck has proved to be very reliable...so far!"



Smith's Foden is smartly presented



Dave has enjoyed the competitiveness of Class B



THE NEWCOMERS

The 2010 Delphi British Truck racing championship has seen a welcome injection of new blood into the sport...and they aren't all old boys! Jonathan Reeves reports

In addition to Dave Smith (featured opposite) the other young guns lining up this weekend are Oly Janes and Luke Taylor.

Janes made his debut at Pembrey in March and performed well in his Seddon Atkinson to take sixth and eighth place finishes in Class B. Here at Brands Hatch three weeks later, the 21-year old from Weston-Super-Mare claimed a pair of strong seventh places, a very encouraging start for the complete motorsport newcomer.

Unfortunately the dream became a bit of a nightmare when Oly returned to Pembrey in May. After a fabulous third place in the first outing his truck suffered a major shunt as he spun in front of the hard-charging Ben Horne. The ex-Dave Ball Seddon Atkinson was really bent and, as a consequence, Oly had to arrange a complete mid-season rebuild which also involved grafting on a new Scania cab.

The rebuilt truck seems to run well and Oly appears to

have lost none of his pre-crash confidence. Last month at Donington he was again on the Class B podium with a strong third place.

In addition to Dave and Oly, another promising new face who has made occasional appearances in 2010 is youngster Luke Taylor. Luke was really thrown in at the deep end as he made his debut at Nurburgring in July, in front of a 200,000-strong crowd.

At the wheel of Andy Lovenberry's Volvo he picked up a very respectable eighth place in the Mittelrhein Cup race, which scores towards the Delphi British Championship. Luke picked up a pair of strong seventh places at Thruxton, and then at Donington last month he was out once more – in the ex-Andrew Hardy ERF – taking the older rig to a pair of sixth-place finishes. For 2010, the TTX team has some big plans and Luke will be bringing something exciting and new to the BTRA series. Watch this space!



Taylor has gone well in his debut year



Oly Janes started racing this year



Janes' rig had a mid-season rebuild



TRAVELLING MAN

Chris Levett has been a true Brit abroad this year as he has tackled the FIA European Truck Racing Championship as well as racing in the UK. He's racked up the miles, as Jonathan Reeves reports

Chris Levett and the Bird's Motorsport team will be making a welcome, if rare, appearance in the Delphi British Truck racing Championship races here at Brands Hatch.

Levett's priority in 2010 has been the FIA European Truck Racing Championship where he's been the sole British competitor this year, contesting the full nine-round series, which adds to the pressure of team technicians Luke Mason and Paul Johnson. The two also drive the

two Bird's MAN TGX transporters across Europe. The team has two of the 540hp MAN units, one running at 32 tonnes with the hospitality/kitchen/living quarters

Chris has endured a punishing schedule this season



Levett has racked up the miles in 2010





for the team, the other weighing in at 34 tonnes carrying the actual racetruck. First stop was Pembrey, but only for one day, before the team set off to the south west of France for four days of testing at Nogaro.

Then Luke and the racetruck were on the road to Munich for some mechanical tinkering before the European season commenced. From here it was a lengthy road trip to Italy and then the team stayed away for three weeks as it travelled directly from Misano to the next event at Albacete in central Spain.

Then after the Albacete event it was back to Germany, before setting off again: the two-week gap between races soon disappears with lengthy road trips by truck. Next stop was Nogaro in the south west corner of France, then back to the workshops, a total of 10 days for the round-trip including getting back to Germany. A small gap in the hectic schedule allowed time for a quick flight for a few days at home in England before the Nurburging in July. This was a successful weekend for Chris as he picked up one win in the FIA race and two convincing victories in the Mittelrhein Cup outings that score towards the British series. The championship then

DELPHI BRITISH TRUCK RACING CHAMPIONSHIP



headed off to the all-new Smolensk circuit in Russia. With neighbouring Belarus not being co-operative in allowing transit via the most obvious route, the journey to and from this event involved a very lengthy road trip, totalling around 4000kms on some very poor roads.

After a few days in Germany, Levett and his crew then set off to rendezvous with the other teams before the long journey through Poland, Lithuania and Latvia, taking them to the Russian border. Five days on the road meant they arrived at the only-just completed Smolensk-ring (400kms north-west of Moscow) right in the middle of a major national crisis. Many areas of Russia were suffering huge forest fires, the entire region was suffering a record heatwave (over 40C every day) and smog was causing concern in the capital! The return journey took another 5 days to get back to the German base and meant that the squad had been away for almost three weeks.

The roads in the former Baltic states took their toll. At least three trailer tyres on the Bird's rigs needed replacing and there was some other work on the transporter unit, which provided Luke with a chance to go back to Bromsgrove with one of the units. But



DELPHI BRITISH TRUCK RACING CHAMPIONSHIP

The Russian military takes an interest in Levett's MAN at the new circuit at Smolensk



THE YEAR IN FIGURES

Distance covered by each transporter unit:
Approx. 22,000 miles (at approx. 8.5 mpg)

Total diesel fuel for transport = 2600 Gallons X 2 trucks = 5200 Gallons

Trailer tyres replaced: (average) 6

Channel crossings (c/o Eurotunnel Freight):
around 10 plus 3 extra round trips with third truck carrying extra tyres, body panels, spares etc.

Countries visited: 13
England, Wales, France, Belgium, Germany, Austria, Italy, Spain, Czech Republic, Poland, Lithuania, Latvia and Russia.



Chris and his MAN have been quick all season

LIVING THE DREAM!

Did you think Chris Levett enjoys a jet-set lifestyle flying in at the last moment and staying in a local five-star hotel?

Think again. His bed is in the back of the trailer at the circuit and he often drives with the transporter on the road. Even the long-haul trips where Chris did fly have been eventful.

Take his flight from London Heathrow to Moscow, for example. A reasonably straightforward four-hour flight was followed by customs clearance. That was a bit slow, but not too bad, but then getting from Moscow to the Smolensk circuit took close to eight hours in a fully-loaded 16-seater minibus in totally gridlocked Moscow suburbs. That was followed by 400 kms of Russian highway that links Moscow to Minsk with a half-asleep driver, non-functioning air-conditioning and some crazy local drivers while temperatures soared to around 41C. Chris arrived at his hotel at 2am in the morning. He then had to do it all in reverse on Monday morning to get home.

the racetruck had survived virtually unmarked, which meant not too much workshop time was needed to prepare for the next event. That involved another trip in the Eastward direction to the Autodrom Most in Czech Republic.

Next up was a relatively local event at Zolder in Belgium before heading to Le Mans. Back-to-back races on successive weekends are popular with the teams if the truck doesn't get badly bashed at the first one. Chris took a win, so everything was fine!

A quick trip to the UK for Donington was next to be followed by the European finale at Jarama in Spain, a brief visit to Germany before heading back to the UK for this weekend's Brands Hatch meeting.

If any team deserves a rest after this weekend, it's the Bird's Motorsport team.



A happy Chris strides towards another podium



THE FINAL COUNTDOWN

The LINE-X Pickup Truck Racing Championship will be resolved this weekend. Sarah Carnell reports

The LINE-X Pickup Truck Racing champion will be crowned this weekend, and with six potential contenders fighting for the crown, we can guarantee action packed racing from the first descent at Paddock Hill bend to the final exit at Clearways.

This weekend, the minds of the team crew chiefs will be going into overdrive as they calculate points being allocated to opposing drivers and how it reflects on their own driver and his position in the championship. While the crew chiefs do the maths, the driver's role remains the same providing breath-taking action on track.

With a maximum of 440 points available, Steve Dance, the current points leader in the Ben 10 Truck heads the

list of contenders in line for the championship title, but he is going to face stiff opposition. Reigning champion Pete Stevens in the Sertec entry will be hoping to hold onto the title, while, Phil White in his Ford-powered Pickup has a wealth of experience on the Brands Hatch circuit and will be putting it to good use this weekend. Michael Smith (A1 Performance Products) will be hoping to take the crown for his family, which travels from Hartlepool to support him at every meeting.

The newly-crowned oval champion, Nic Grindrod will be hoping to make it a double, in his Viking Autospares Pickup, by taking the overall championship title, while the last of the six contenders is Antony Hawkins. Don't let the Rockingham graphics of his blue Pickup fool you into thinking that the Corby oval is the only place he can perform, as he is more than capable of taking a place in the Pickup halls of fame this weekend.

Another question to be asked is which new body the teams will be selecting for next year. This is the last meeting for the existing body panels, with all teams having to select from the Ford Ranger or GM/Isuzu Denver Max styling in 2011. Several teams have already made the change. Maybe the winners this weekend will set a trend for the future.

The 2010 championship has been a roller-coaster of a season with 12 different drivers visiting the podium of the 19 races so far and this weekend could see this number increase. Get ready for action!

Damien Carr heads the pack



SMALL CARS, BIG ACTION

Often imitated but never bettered could be the tag line for the Mini Se7en Racing Club, the organisation responsible for the twin Mini Challenges. Once again, the Minis have delivered some of the best racing in the country this season. Paul Lawrence reports.



Paul Spark heads the Mini Se7en Challenge

The Dunlop Mini Miglia and Mini Se7en Challenges grew out of the popularity of the Mini in the early 1960s and both series have endured while countless other one-make classes have come and gone. With close and cost-effective racing among like-minded enthusiasts, it is little wonder that the two championships are still thriving, long after the new shape Mini appeared on the roads.

This year, the two series have enjoyed a seven-event, 12-race season, which wraps up with another double-header this weekend. It's been six weeks since the penultimate event at Cadwell Park, so the drivers will be eager to get back into action.

The faster of the two is the Miglia category, for all-out racers using potent 1300cc developments of the A-series engine and slick racing tyres. The Miglia title is already safe in the hands of former Mini Se7en champion Paul Thompson, who put the matter out of reach of his rivals with a double win at Cadwell Park. With five wins from 10 races, Thompson is unbeatable and can concentrate on adding two more wins this weekend.

Thompson's rivals are Colin Peacock, Nathan Burge and Kane Astin, with the consistent Peacock striving to hang on to the championship runner-up slot. However, three-time race winner Astin and Burge, twice runner-up to Thompson at Cadwell Park, both have ambitions of ending the year in second place.

The Se7en title is to be settled this weekend and at least five drivers come into this weekend with a chance of grabbing the title. All drivers must drop three scores from the 12 rounds, so the calculations are many and varied.

With four wins to his credit so far, Paul Spark heads the points, but Ian Deviny, James Bowers Coulson, Nathan Burge and Graeme Davis are all in contention, even though none of them has yet scored a race win this season.

Meanwhile, with three race wins and several non-finishes to his credit, Andrew Deviny is the real dark horse. If he can win twice this weekend, he could yet leap right into the title contest as well.

Paul Thompson is the Miglia champion



Ian Deviny has yet to win in 2010



Thompson is a former Se7en champ





Rod Birley is hard to beat in his omnipotent Ford Escort

CRUNCH TIME

This is an important weekend for the Dunlop/Motorsport News Saloon Car Championship as the title is set to be resolved. Brian Philips reports

This weekend is crunch time for the Dunlop/Motorsport News Saloon Car Championship, which began a programme of 18 races back in March.

Defending champion Rod Birley, who lives just a few hundred yards from the main gate, is strongly placed to retain the title but faces a threat from 2008 winner Richard Brent who brings his rapid Peugeot up from the West Country.

Championship rules require all drivers to shed their worst two results, and Birley will only be able to count one of his scores this weekend while Brent can add both his results to the points total. We're unlikely to see the title rivals together on the track because they'll be competing in different classes, but while Brent will have high hopes of a maximum score, Birley will have to keep an eye on Nick Williamson, whose turbocharged Escort is quite capable of giving the local man a hard time in Class A.

Nobody else can challenge these two for overall honours, but there is all to play for elsewhere in the entry list. Class B offers a three-way contest between Ray Barrow, Steve Dann and Ashley Hargreaves who bring three very different approaches to the task in hand. Ray steers an amazingly quick Mk1 Escort, Steve drives a Golf and Ashley runs a supercharged Peugeot.

Kent Mini ace Bill Richards is secure at the head of Class C because Andy Woods-Dean made an enforced change of class when his Renault Megane needed a new engine. However, Richards will need to watch out this weekend for 2010 newcomer Gavin Thomson who twice beat Bill at Snetterton recently. And there's also father and son George and Lee Allen; George a former truck racing champion and Lee this year's MINI Challenge winner. They drive a pair of current model BMW MINIs.

Despite less than half a season in Class D, Woods-Dean could yet take the honours but must first close the gap to Graham Bahr, who has borrowed an Alfa Romeo Alfasud to defend his points lead, his own BMW having suffered an engine failure. Irish racer Barry Rabbit adds extra interest in his Honda Integra.

Richard Brent has Class E firmly in his grasp, in addition to bidding for the overall crown in what should be two busy races.



Nick Williamson is Birley's main threat

DOWN TO THE WIRE!

The CPC Legends Cars UK Championship is set to be resolved this weekend, as Dean Speake reports



The CPC Legends Cars UK Championship returns to Brands Hatch this weekend, the venue for the opening races seven months ago. After a season of drama and action, the title race is wide open.

Realistically this year's champion is going to come from two drivers: Lawrence Davey and Stephen Treherne (pictured above), with just 170 points between them. Mathematically, former champion Peter Morton is still in the hunt but looks favourite to finish in third spot. However, don't rule him out this weekend - a good haul of points for him and a poor weekend for Davey or Treherne could turn things upside down.

The rookie title has been decided, though, as Dean Brace claimed the crown in the last round at Croft. Dean is following in a family tradition that was started 12 months ago when his father Nick Brace won the rookie championship, proving that in the Brace household, racing is in the blood.

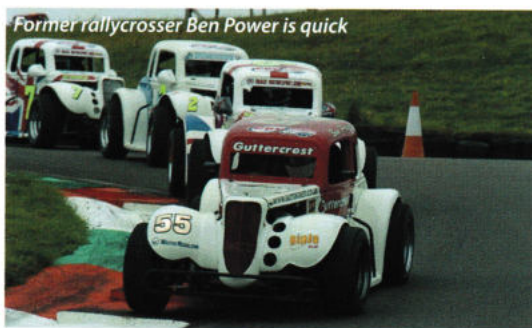
Legends, if you've never seen them before, are powered by a 120bhp Yamaha 1250cc engine with a 5/8ths-scale

Lawrence Davey is a front-runner



body based on a 1930s American NASCAR. There are three races each day, with grid positions established by a ballot for the opening race. The second race grid is a reversal of that for race one and then you add together the points scored by each driver - and now it gets interesting. In the final the driver with the most points starts from the back and the driver with the least points will be the front.

Get ready for some of the closest racing in motorsport.



Former rallycrosser Ben Power is quick

The Legends have six races this weekend



Races

1, 4 & 7
11, 15 & 18

CPC LEGENDS CARS UK CHAMPIONSHIP

Laps

8 (Heats) &
10 (Finals)

From the pits...

No	DRIVER	ORIGIN	ENTRANT/TEAM	CAR	CC
1	Darren Gaulton	Bristol	Charles Saunders Food Services	Ford Coupe	1250
4	John Mickel	Horsham	RS Capp/MTS/Mickel Motorsport	Ford Coupe	1200
7	Dean Brace	Warfield	bracemotorsport.com	Ford Coupe	1250
8	Nick Brace	Bracknell	Brace Motorsport	Ford Coupe	1250
11	Simon Belcher	Swindon	Handy Motorsport/Karcher	Ford Coupe	1200
12	Stephen Treherne	London	Handy Motorsport/Karcher	Ford Coupe	1200
13	Antonello Patten	Sussex	Driver	Ford Coupe	1250
13	Steve Lindsey	Sussex	Driver	Ford Coupe	1250
14	Paul Musselle	Wheatthampstead	CPC/Mickel Motorsport	Ford Coupe	1200
15	Paul Simmons	Lingfield	getanewvan.com	Ford Coupe	1250
19	Lawrence Davey	Horley	getanewvan.com/Smart Motorsport	Ford Coupe	1250
20	Nathan Anthony	Horley	getanewvan.com/Smart Motorsport	Ford Coupe	1200
32	Peter Morton	Bradford	Team Klenzan	Chevrolet Coupe	1250
33	Chris Bell	Cheshire	Team Klenzan	Chevrolet Coupe	1250
34	John Bell	Cholmondeley	Team Klenzan	Chevrolet Coupe	1250
39	Jesse Gwynne	Brackley	BGMsport/Piloti		1250
41	Eliot Bunn	Burgess Hill	Driver	Chevrolet Sedan	1250
43	Mick Mercer	Wakefield	Driver	Ford Sedan	1250
43	Matthew Pape	Leeds	Driver	Ford Coupe	1200
47	David Jones	Newbury	Driver	Ford Coupe	1250
49	David Ward	Braintree	JE White Motors	Dodge Sedan	1250
52	Gareth Martin	Portadown	Martins Discount Stores	Ford Coupe	1250
53	Dominic Spurr	York	Driver	Ford	1250
55	Ben Power	Oswestry	Guttercrest Limited	Ford Coupe	1250
56	Stephen Whitelegg	Bury	WTBS Motorsport	Ford Sedan	1250
59	Gerard McCosh	Biggar	Napoleon Racing	Ford Coupe	1250
56	Paul O'Brien	Nass	Smart Motorsport	Ford Sedan	1250

Description
The Legends Championship is firmly established as one of the most spectacular race series in Britain, offering close and exciting action in short-sharp races where reversed grids are a key feature.

Specification
Legends Cars are 5/8 scale racers based on pre-war Ford, Chevy and Dodge body styles. Eight body styles are produced and all cars use the same 12500cc Yamaha engine.

Approximate costs
Base car: £6,000
Full season: £15,000

Rewards and points
Points are awarded in each of the heats and then the highest scoring drivers start at the back of the grid for the final. Championship points for the final are awarded on the basis of 200-185-170-160-150-140-etc down to 20 points for 18th place. Awards are presented to the first three in the final.

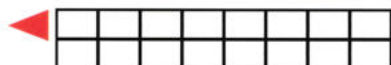
Rounds
March 27 Oulton Park; April 17/18 Brands Hatch; May 16 Cadwell Park; June 13 Mallory Park; June 26/27 Lydden; Jul 31/1 August Anglesey; August 14/15 Pembrey; September 4/5 Donington Park; October 9/10 Croft; October 30/31 Brands Hatch.

Championship standings:

- Lawrence Davey 6705
- Stephen Treherne 6535
- Peter Morton 5635
- John Jon Higgins 5095
- John Mickel 4755
- Simon Belcher 4720
- Nick Brace 4440
- Lee Fitzpatrick 4390
- Dean Brace 4330
- Ben Power 4270

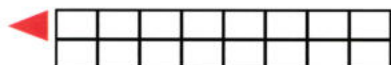
Lap record
John Higgins (Legend) 55.610s (77.59mph) 29/3/09

Grid Positions - Race 1



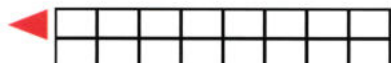
1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /
6th..... / 7th..... / 8th..... / 9th..... / 10th.....
Winner's Time.....
Gap..... Laps..... Speed.....mph
Fastest Lap:No.....Time.....
Speed.....mph

Grid Positions - Race 7



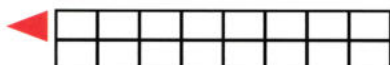
1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /
6th..... / 7th..... / 8th..... / 9th..... / 10th.....
Winner's Time.....
Gap..... Laps..... Speed.....mph
Fastest Lap:No.....Time.....
Speed.....mph

Grid Positions - Race 15



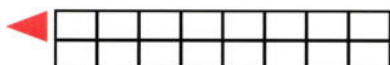
1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /
6th..... / 7th..... / 8th..... / 9th..... / 10th.....
Winner's Time.....
Gap..... Laps..... Speed.....mph
Fastest Lap:No.....Time.....
Speed.....mph

Grid Positions - Race 4



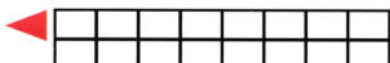
1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /
6th..... / 7th..... / 8th..... / 9th..... / 10th.....
Winner's Time.....
Gap..... Laps..... Speed.....mph
Fastest Lap:No.....Time.....
Speed.....mph

Grid Positions - Race 11



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

Grid Positions - Race 18



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

NAME	ORIGIN	ENTRANT/TEAM	CAR	CC	
Class A					
7	Nick Williamson	Southampton	Driver	Ford Escort Cosworth	2000T
18	Stratton Mackay	Westcliff	Driver	Subaru Impreza	2000T
36	Paul Eve	Southend	Driver	Ford Sapphire Cosworth	2000T
44	Rod Birley	West Kingsdown	www.nowgarages.com/Scrapco Metal Recycling	Ford Escort WRC Cosworth	2000T
48	Dale Gent	Berkhamsted	Driver	Subaru Impreza	2000T
	Matthew Edwards	London	Driver	Subaru Impreza	2000T
Class B					
19	David Hughes	London	Driver	Ford Sierra	2000T
34	Stephen Dann	Maidstone	Driver	Volkswagen Golf	1781T
43	Andy Thompson	Oakhanger	Driver	SEAT Leon	1800T
67	Ray Barrow	Brighton	Driver	Ford Escort RS2000	1994T
82	Peter Taylor	Ingatestone	Driver	Ford Sierra Cosworth	1998T
Class C					
2	George Allen	Bexley	Driver	MINI Cooper S	1600
11	Lee Allen	Hextable	Driver	MINI	1600
26	Bill Richards	Brookland	Piper Cams/KAD	Mini Clubman	1480
31	Eric Falce	Orpington	Driver	Ford Fiesta	2000
32	Howard Affleck	High Wycombe	Driver	Austin Mini	1380
47	Lennie Coad	Maidstone	Driver	MINI	1600
61	Stephen Noble	Worthing	Driver	Vauxhall Nova XE	1998
74	Gavin Thomson	Leigh-on-Sea	Driver	Peugeot 205	1998
Class D					
8	David Usher	Lydd	Driver	Peugeot 205 Mi16	1927
27	Barry Rabbit	Co Meath	Driver	Honda Integra	1800
28	Phil Danbury	Milton Keynes	Driver	BMW 325i	2500
46	Graham Bahr	Ely	Driver	Alfa Romeo Alfasud	1800
97	Andy Woods-Dean	Southampton	Driver	Renault Megane Coupe	1998
Class E					
70	Jeremy Francis	Fleet	Driver	Vauxhall Nova	1598
71	Nick Proudlock	Peacehaven	Driver	Ford Escort	1792
87	Graham Richardson	West Kingsdown	Driver	Vauxhall Nova	1598
90	Richard Brent	Bristol	Driver	Peugeot 205 GTi	1998

Description

The Dunlop/Motorsport News Saloon Championship is a race series for a wide range of racing saloon cars, with a calendar based in the South East. It is organised by the South East Centre of the British Automobile Racing Club.

Specification

Modified versions of production saloons and hatchbacks, with all cars remaining similar to the production model in external appearance. Slick racing tyres are permitted.

Approximate costs

Base car: from £3,000
Full season: from £5,000

Rewards and points

Points are awarded in each class on the basis: 24-20-18-16-14-12-10-8-6-4 to the first 10 finishers in each class. Trophies are awarded to the top three in each race. The overall winner earns the BARC (SE) Paddy Hopkirk Trophy for 11 months.

Rounds

March 28 Brands Hatch; April 17/18 Brands Hatch; May 16 Mallory Park; May 22/23 Brands Hatch; June 26/27 Lydden; July 31/August 1 Snetterton; August 14/15 Brands Hatch; October 2/3 Snetterton; October 30/31 Brands Hatch.

Championship positions:

Class A		
1	Rod Birley	407
2	Craig Davies	207
3	Stratton Mackay	198
4	Mark Biggers	191
5	Daren Bly	148
6	Joss Ronchetti	141
Class B		
1	Ray Barrow	278
2	Stephen Dann	261
3	Ashley Hargreaves	234
4	Cris Hayes	66
5	Rick May	54
6	Andy Wickens	50
Class C		
1	Bill Richards	270
2	Andy Woods-Dean	183
3	Gavin Thompson	124
4	Scott Brooker	114
5	Eric Falce	57
6	Stephen Noble	54
Class D		
1	Graham Bahr	132
2	David Usher	117
3	Ricky Coomber	94
4	Andy Woods-Dean	93
5	Lee McNair	89
6	Martin Johnston	36
Class E		
1	Richard Brent	368
2	Graham Richardson	245
3	Nick Proudlock	153
4	Paul Goodard	106
5	Nick Boon	84
6	Chris Watkinson	42

Lap records

Class A: Darren Bly (Nissan Skyline) 48.667s (88.66mph) 15/08/10
Class B: Ray Barrow (Ford Escort) 51.853s (83.21mph) 15/08/10
Class C: Richard Brent (Peugeot 205 Gti) 52.940s (81.50mph) 29/03/09
Class D: Richard Brent (Peugeot 205 Gti) 53.338s (80.90mph) 2/11/08
Class E: Richard Brent (Peugeot 205 Gti) 53.174s (81.14mph) 15/08/10

Grid Positions - Race 2

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

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

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

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

Grid Positions - Race 12

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Results - Race 12

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

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

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

No	DRIVER	ORIGIN	ENTRANT/TEAM	CAR	CC
5	Graeme Davis	London	GB Motorsport/Cybacomms/Madex Logistics	Mini Se7en	1000
6	Nathan Burge	Royston	Burge & Sons Builders	Mini Se7en	1000
10	Darren Thomas	Gloucester	British Motor Heritage	Mini Se7en	1000
24	James Bowers	Coulson	Brixton Rightline Motorsport	Mini Se7en	1000
25	Mike Rayner	Richmond	Driver	Mini Se7en	1000
34	Anthony Towey	Stanton	Driver	Mini Se7en	1000
35	Paul Spark	Handsacre	Premier Bulldog Racing	Mini Se7en	1000
36	Damon Astin	Cambridge	Sab Ltd	Mini Se7en	1000
37	Gareth Hunt	Coventry	Driver	Mini Se7en	1000
38	Steven Hopper	Maidenhead	Driver	Mini Se7en	1000
46	Max Hunter	Newton Longville	Hunters Garage/Bratpack Racing	Mini Se7en	1000
48	Terry Barringer	Great Dunmow	Hunters Garage	Mini Se7en	1000
50	Dick Hunter	Newton Longville	Hunters Garage	Mini Se7en	1000
63	David Robinson	Darlington	Kat7 Racing	Mini Se7en	1000
69	Steve Trench	Hawley	Driver	Mini Se7en	1000
77	Tristen Knight	Saffron Walden	Bailey Knight Racing	Mini Se7en	1000
85	Andrew Deviny	Newport Pagnell	Driver	Mini Se7en	1000
91	Julian Affleck	High Wycombe	Driver	Mini Se7en	1000
92	Kevin O'Shea	Frome	Driver	Mini Se7en	1000
94	Robert Pavey	Maidstone	Driver	Mini Se7en	1000
95	Julian Proctor	Frome	Driver	Mini Se7en	1000

Description

The first one-make racing category can trace its history back to the mid-60s and the faithful Mini Se7en continues to deliver some of the closest and most exciting racing of all.

Specification

Identical racing Minis, using 1000cc versions of the BMC A series engine, with a top speed of 110mph. The cars run on Dunlop treaded tyres and weigh in at around 650kg.

Approximate costs

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

Rewards and points

Points are awarded on the basis: 20-19-18-17-16-15-14-13-12-11-10-9-8-7-6-5-4-3 to the first 18 finishers. All other finishers score 2 points and non-finishers score 1 point. Trophies are awarded to top 10 finishers at the end of the season.

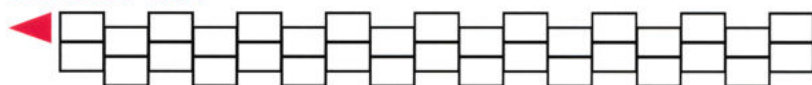
Rounds

April 10 Rockingham; May 8/9 Snetterton; June 4/5 Pembrey; July 18 Castle Combe; August 28/29 Thruxton; September 11/12 Cadwell Park; October 30/31 Brands Hatch.

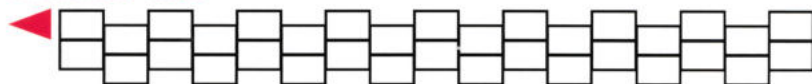
Championship Points

1	Paul Spark	156 (155)
2	Ian Deviny	149 (148)
3	James Bowers	
	Coulson	150 (140)
4	Nathan Burge	141 (140)
5	Graeme Davis	138 (137)
6	Andrew Deviny	124
7	Gareth Hunt	118
8	Max Hunter	115
9	Darren Thomas	105 (104)
10	Julian Affleck	99 (94)

(Number in brackets is best nine scores)

Grid Positions - Race 3**Results - Race 3**

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

Grid Positions - Race 9**Results - Race 9**

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

No	DRIVER	ORIGIN	ENTRANT/TEAM	CAR	CC
2	Colin Peacock	London	Mondo Motorsport	Mini Miglia	1300
3	Paul Thompson	Leicester	Driver	Mini Miglia	1300
4	Mark Sims	Brize Norton	British Motor Heritage	Mini Miglia	1300
5	Sarah Munns	Ely	Mini Spares/Nick Houghton Autobody PRSP	Mini Miglia	1300
6	Dave Drew	Alton	Mini Sport Ltd	Mini Miglia	1300
10	Phil Harvey	Birmingham	Cheltenham Motor Club	Mini Miglia	1300
11	Kane Astin	Cambridge	St Andrews Bureau Ltd	Mini Miglia	1300
21	Aaron Smith	Maidstone	Triple A Racing	Mini Miglia	1300
28	Robert Humphreys	Oxford	Vickers Altered Image	Mini Miglia	1300
29	Martin Wills	Maidenhead	Owens Fabrications	Mini Miglia	1300
35	Ian Featherstone	Fareham	Driver	Mini Miglia	1300
42	Paul Simmonds	Tonbridge	Driver	Mini Miglia	1300
53	Niven Burge	Royston	Burge & Sons Builders	Mini Miglia	1300
69	Tony LeMay	Norwich	Driver	Mini Miglia	1300
72	Robert Howard	Cipperfield	Driver	Mini Miglia	1300
99	Mark Cowan	Benfleet	Remco Graffix	Mini Miglia	1300

Description

Developed four decades ago as a step-up from Mini Se7ens, the Miglia class consistently produces superbly close racing from closely matched cars.

Specification

Identical racing Minis, using well-developed 1300cc versions of the faithful A series engine, with a top speed of 125mph. The cars run on Dunlop slick racing tyres and weigh in at around 660kg.

Approximate costs

Base car: from £10,000
Full season: from £5,000

Rewards and points

Points are awarded on the basis: 20-19-18-17-16-15-14-13-12-11-10-9-8-7-6-5-4-3 to the first 18 finishers. All other finishers score 2 points and non-finishers score 1 point. Trophies are awarded to top 10 finishers at the end of the season.

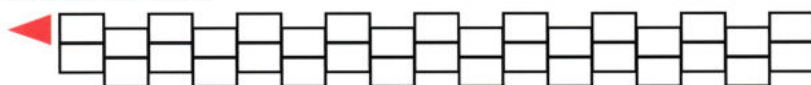
Rounds

April 10 Rockingham; May 8/9 Snetterton; June 4/5 Pembrey; July 18 Castle Combe; August 28/29 Thruxton; September 11/12 Cadwell Park; October 30/31 Brands Hatch.

Championship Points

1	Paul Thompson	171 (170)
2	Colin Peacock	154
3	Kane Astin	146 (145)
4	Dave Drew	139 (138)
5	Tony Le May	135
6	Niven Burge	149 (134)
7	Mark Sims	126 (125)
8	Sarah Munns	123 (122)
9	Mark Cowan	92 (91)
10	Robert Howard	80

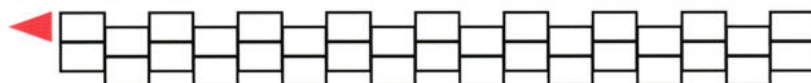
(Number in brackets is best nine scores)

Grid Positions - Race 5**Results - Race 5**

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

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

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

Grid Positions - Race 13**Results - Race 13**

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

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

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

No	DRIVER	ORIGIN	SPONSORS	CAR	CC
2	Dave Briggs	Bournemouth	In Touch, Lantec UK	Pickup Truck	2000
3	Julian Arnold	Larkfield	Truckinsure, RS Property Maintenance, JJT Logistics, LJC Auto Spares & Recycling, AMR Plumbing Services,	Pickup Truck	2000
4	Pete Stevens	Coventry	Sertec Group Holdings Ltd, Stevens Motoring Services, SMS Corporate Vehicle Rental	Pickup Truck	2000
7	Tony Mumford	Holmes Chapel	SHP Engineering, Toovey Race Engines, Body & Paint, RJ Signs	Pickup Truck	2000
14	Damien Carr	Sheffield	Line-X	Pickup Truck	2000
15	Simon Carr	Sheffield	Line-X, Millers Oil	Pickup Truck	2000
16	Steve Dance	Reading	Total Tyres, Grabloader	Pickup Truck	2000
20	Charlie Weaver	Hailsham	Weaver Brothers Roofing	Pickup Truck	2000
22	Nic Grindrod	Birmingham	Viking Vauxhall & MG Rover Spares	Pickup Truck	2000
23	Dave Longhurst	Worthing	West Part Contracting Ltd, Aextra Express Haulage, Kent Cams	Pickup Truck	2000
24	Richard Novell	Oakley		Pickup Truck	2000
37	Neil Tressler	Bulkington	Neil Tressler Building Cont Ltd, L & N Graphic Designs, Wizard Embroidery	Pickup Truck	2000
44	Daniel Johnson	Workshop	MVS Van Sales, Mvs Recovery, Millers Oil, Teng Tools, Folding Motorsport, TSK	Pickup Truck	2000
61	Jonathan Hogarth	Solihull	Addison Road Car Sales, Addison Road Service Centre	Pickup Truck	2000
63	Phil White	Iver Heath	Denham Car Centre, Pinks Gentlemans Club Windsor	Pickup Truck	2000
69	Lee Rogers	Exeter	Antislipco.Com, Vinnarry.Co.UK, Sweetbrier Lane Garage Exeter	Pickup Truck	2000
93	Michael Smith	Hartlepool	Offshore Fuels, Automotive 1 UK, LJC Autospare	Pickup Truck	2000
98	Antony Hawkins	Sutton Coldfield	Rockingham Motor Speedway	Pickup Truck	2000

Description

The Pickup Truck Racing Championship is a superbly successful series for identical Pickup-style racers with powerful 2-litre engines. Four of the events are run on the oval track at Rockingham, complemented by races on road circuits.

Specification

Identical purpose-built racing Pickups produced by SHP Engineering, with a choice of three engines; Vauxhall 2-litre, Ford Zetec 2-litre or Ford Duratec 2.3-litre.

Approximate costs

Base car: £10,000
Full season: £20,000

Rewards and points

Points are awarded on the basis of 200 for a race win, reducing by 5 points for each position, down to 40 points for 33rd place. All other finishers get 20 points and all non-finishers get 10 points. Each race winners gets a trophy and the overall top three in the championship also receive trophies.

Rounds

April 10/11 Rockingham; April 17/18 Brands Hatch; May 30/31 Rockingham; June 13 Mallory Park; July 3/4 Rockingham; July 17/18 Mondello Park; August 7/8 Thruxton; August 14/15 Pembrey; September 4/5 Donington Park; September 11/12 Rockingham; October 30/31 Brands Hatch.

Championship positions:

1	Steve Dance	3670
2	Pete Stevens	3598
3	Phil White	3544
4	Michael Smith	3491
5	Nic Grindrod	3381
6	Antony Hawkins	3355
7	Lee Rogers	3025
8	Simon Carr	2825
9	Neil Tressler	2665
10	Dave Briggs	2458

Lap record

Gavin Seager (Pickup Truck) 52.756s (81.79mph) 2/11/08

Grid Positions - Race 8

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

Results - Race 8

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

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

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

Grid Positions - Race 16

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

Results - Race 16

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

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

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

DELPHI BRITISH TRUCK RACING CHAMPIONSHIP

5 Chris Levett



8 Stuart Oliver



10 Oscar Clark



11 David Smith



15 Craig Evans



19 Trevor Martin



22 Oly Janes



25 Ben Horne



26 Steve Thompson



28 Jim Bennett



32 Cees Zandbergen



50 Carl Brookfield



54 Steve Powell



55 Graham Powell



58 Andy Lovenberry



58 Frank Wrathall



60 Roger Brookfield



69 David Jenkins



70 Brian Burt



79 Luke Taylor



84 Mat Summerfield



95 Richard Collett



98 Adam Atkins



No	DRIVER	ORIGIN	ENTRANT/TEAM	TRUCK	CC
Class A					
8	Stuart Oliver	Hexham	Team Oliver Racing	MAN TGS 18-480	12000
12	Hendrik Antonie Tijhuis	Rijssen	Kleinnagelvoort	SCANIA 124	12000
60	Roger Brookfield	Hayes	Brookfield Racing	DAF CF	11000
69	David Jenkins	Stafford	Driver	Sisu SL250	11000
95	Richard Collett	Halifax	Driver	MAN TGA	12000
98	Adam Atkins	Bradford	Driver	Volvo White Road Boss	12000
Class B					
10	Paul Clark	West Kingsdown	Clark Racing	Volvo FL10	10000
11	David Smith	Tonbridge	DS Racing	Foden Alpha	11000
14	Marco Donk	Reeuwijk	Donkey's Toy Truckracingteam	Volvo FM	12000
19	Trevor Martin	Westbury	Martins Motorsport	ERF E58	11000
20	Manuel Rodrigues	France	Driver	Volvo NH12	12000
22	Oly Janes	Weston Super Mare	Trucksport	Seddon Atkinson	11000
25	Ben Horne	Banbury	Driver	Volvo White Aerodyne	12000
26	Steve Thomson	Diss	Scammell Racing	Scammell S26	14000
28	Jim Bennett	Bungay	Driver	Seddon Atkinson	12000
32	Cees Zandbergen	Ijhorst	Zandbergen	Scania T124	11700
50	Carl Brookfield	Buckingham	Driver	ERF E14	11000
54	Steven Powell	West Kingsdown	Powells Transport Racing Team	Ford Cargo	14000
55	Graham Powell	Aylesford	Powells Transport Racing Team	ERF ECX	12000
58	Andy Lovenberry	Stoke On Trent	Team FFR	Sisu SL250	11000
58	Frank Wrathall	Garstang	Team FFR	Sisu SL250	11000
70	Brian Burt	Bristol	Team Burt Truck Racing	Volvo White	14000
79	Luke Taylor	Oldham	FFR	ERF E14	11000
97	Simon Wing	Newark	Driver	Foden AL	11000

Description

The Delphi British Truck Racing Championship is the only UK race series for racing trucks.

Specification

Racing trucks complying with international regulations, divided into two classes. Competing vehicles must be two-axle road tractors with a minimum production of 50 units during any 12-month period.

Approximate costs

Base truck: £10,000
Full season: £15,000

Rewards and points

Points are awarded on the basis of 10-9-8-7-6-5-4-3-2-1 to the first 10 finishers in each class, with an extra point for the driver setting fastest lap in each class. The overall top three in each class the championship receive trophies.

Rounds

March 27/28 Pembrey; April 17/18 Brands Hatch; May 15/16 Pembrey; July 24/25 Nurburgring (D); August 7/8 Thruxton; September 4/5 Donington Park; October 30/31 Brands Hatch

Championship positions

Class A

1	Stuart Oliver	143
2	David Jenkins	109
3	Richard Collett	107
4	Mat Summerfield	77
5	Roger Brookfield	57
6	Chris Levett	44

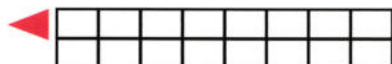
Class B

1	Graham Powell	123
2	Ben Horne	91
3	Andy Lovenberry	89
4	Steven Powell	87
5	Brian Burt	81
6	Adam Atkins	63

Lap record

Class A: Stuart Oliver (MAN TGS) 58.812s (73.37mph) 18/4/10
Class B: David Jenkins (Sisu SL250) 1m02.170s (69.40mph) 2/11/06

Grid Positions - Race 6



1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /

6th..... / 7th..... / 8th..... / 9th..... / 10th.....

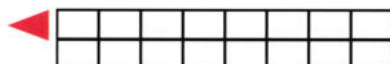
Winner's Time.....

Gap..... Laps..... Speed.....mph

Fastest Lap:No.....Time.....

Speed.....mph

Grid Positions - Race 10



1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /

6th..... / 7th..... / 8th..... / 9th..... / 10th.....

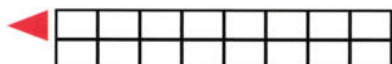
Winner's Time.....

Gap..... Laps..... Speed.....mph

Fastest Lap:No.....Time.....

Speed.....mph

Grid Positions - Race 14



1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /

6th..... / 7th..... / 8th..... / 9th..... / 10th.....

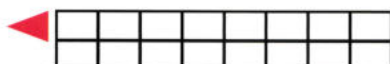
Winner's Time.....

Gap..... Laps..... Speed.....mph

Fastest Lap:No.....Time.....

Speed.....mph

Grid Positions - Race 17



1st..... / 2nd..... / 3rd..... / 4th..... / 5th..... /

6th..... / 7th..... / 8th..... / 9th..... / 10th.....

Winner's Time.....

Gap..... Laps..... Speed.....mph

Fastest Lap:No.....Time.....

Speed.....mph



Key

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

IMPORTANT INFORMATION

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

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

Christmas Grand Prix Ball at Brands Hatch

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