

# LOTUS

SATURDAY 05  
NOVEMBER 2011  
09:05 AM

# 1000km

OFFICIAL PROGRAMME £3

## BRANDS HATCH INDY



LOTUS ON TRACK



Brands Hatch

# MSVR

MotorSport Vision Events

Recently the Lotus community lost two very valuable members when Phil 'Sumo' Stickland and Dan Sheimann lost their lives in a horrific car accident.



Phil had been working for Hofmann's Motorsport for a number of years, first as a mechanic before working his way up through the company to become service manager, a position that put him in regular contact with fellow members of the Lotus community. At the weekends Phil was the No.1 race mechanic for the Hofmann's Motorsport team and built the number 88 Europa you will see on the track today, a car that finished 2nd place in last years 1000Km race here. Those who knew Phil will remember him as being a warm, kind, caring and fun loving man, a larger than life character who never failed to put a smile on people's faces with his amusing anecdotes and sharp wit. Phil always put his care into the race car preparation and his fun loving spirit into the rest of the team. He will be sorely missed by every one of us.



Dan had only been with Hofmann's for a couple of months. He was studying Motorsport Engineering at Coventry University and working at the weekends with TMC Motorsport who help Hofmann's prepare Campbell Cassidy and Matt Cherrington's Lotus Europa. His enthusiasm led Hofmann's to ask him to join them for his work placement. Helping them prepare for the Barcelona 24 hour race, doing 18 hour days and seemingly loving every minute of it. He coped with pressure admirably and made it clear to the team how much he has enjoyed being part of the operation, something that he clearly had an enormous passion for. All at Hoffman's feel lucky to have got to know him, taking solace in the fact he spend that time doing something that he loved.

Today's race is dedicated to the memory of both Phil and Dan.



## OFFICIALS

### MSA Steward

Haydn Chappell

### Club Stewards

Bill Shewan, Dave Wilkins

### Event Director

David Scott

### Senior Clerk of the Course

David Scott

### Clerks of the Course

Nick Turner, Anita Williams

### Deputy Clerk of the Course

Barry Morris

### Secretary of the Meeting

Alex Shaw

### Deputy Secretary of Meeting

Gemma Mole

### Chief Scrutineer

Chris Mount

### Chief Medical Officer

Tony Bateman

### Starter

Rod Marshment

### Chief Paddock Marshal

TBC

### Chief Pit Marshal

Darryl Burgess

### Chief Startline Marshal

Bryan Degerlund

### Chief Timekeeper

Peter Knight

### Race Control Secretary

Gill Barnett

### Race Telephones

Juliet Morris, Mildred Wiltshire

### Commentators

Ben Evans, Jack Nicholls

### Press Officer

Colin Mann

### Marshals/Event Officials

Members of the BMMC, BARC & BRSCC and other MSA recognised Clubs

### Ambulances

St John Ambulance

### Medical Services

Brands Hatch Medical Team

### Rescue Units

MSVR

### Rescue Unit Chief

Andy Lyle

### Recovery

D&G Cars

### Safety Car

Ian Barnett

This meeting is organised by MotorSport Vision Racing and will be held under the General Regulations of the Motors Sports Association (incorporating the provisions of the International Sporting Code of the FIA), the event Supplementary Regulations and any written instructions that the organising club may issue for the event.

This event will be held under the following MSA Permit number: Nat B: 67208

This meeting is NEAFP permitted.

# WELCOME



Welcome to Brands Hatch and the second running of the Lotus 1000 kilometre race on the Brands Hatch Indy circuit.

At its debut in 2010 the event proved an instant hit with marshals and competitors. Various cars from the famous Lotus marque will battle it out over no fewer than 519 laps!

Motorsport events throughout the UK rely on the band of volunteer marshals and officials and our thanks go to all of them for their support this weekend. As a thank you we will be holding a prize draw for the chance for one lucky marshal to win a Formula Jaguar drive at the PalmerSport Bedford Autodrome.

Also, new for 2011, thanks to the generosity of rex resorts, all MSVR marshals over the year will be entered into a draw for a fabulous all inclusive Caribbean holiday!

Whether you are here as a competitor, official or spectator I would like to thank you for your support and I hope you enjoy the racing here at Brands Hatch!

MSVR will be back here next Saturday with another end of year tradition, the ever popular Victor Meldrew Trophy. I hope you will be there.

David Scott, Event Director, MSVR

**MSVR**  
MotorSport Vision Racing

## TIMETABLE

**Friday 4 November 2011**

16.30 – 17.30 Qualifying

**Saturday 5 November 2011**

09.05 – 18.25 Lotus 1000KM

Visit [www.msvracing.co.uk](http://www.msvracing.co.uk) for:

- Live timing for every event
- Instant qualifying and race results
- Qualifying and race reports

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**MSVR**  
MotorSport Vision Racing

**MSVR TV**  
MotorSport Vision Racing

Competitors and fans can relive memorable moments from the season with the launch of MSVR TV. Throughout the year MSVR has encouraged drivers to send in their clips from race meetings. If you would like to feature on MSVR TV then email [tom.howard@motorsportvision.co.uk](mailto:tom.howard@motorsportvision.co.uk). Log on to [www.msvracing.co.uk](http://www.msvracing.co.uk) to catch up with all the action.

## FOLLOW THE LOTUS 1000KM ON YOUR SMARTPHONE



MSVR  
website

Spectators and competitors will be able to follow all the action from the Lotus 1000km from the touch of a button with the use of MSVR's QR Codes. QR codes can be scanned using your internet ready Smartphone as a quick way of linking to a website to gain more information about a product or service. The code on the left will take you direct to the MSVR homepage for instant reports, meeting information and MSVR TV clips. The code on the right will display live timing to keep up to date with all the on track action.

To scan a QR code, simply download a QR reader app from the App Store or Marketplace for example, then run the application and scan the codes.



Live  
timing

# MSVR NEWS

**MotorSport Vision Racing (MSVR) is the racing division of MSV, owner and operator of four of the UK's best racing circuits – Brands Hatch, Oulton Park, Snetterton and Cadwell Park.**

**MSVR is committed to providing the highest levels of efficiency, value and enjoyment for its competitors. Having run its first meeting in 2006, MSVR successfully organises prestigious international events such as British Superbikes, DTM and FIA Formula Two, in addition to a number of club-level events.**

**For 2011, MSVR increased its portfolio to 20 car championships and series and is the fastest growing race meeting organiser in the country.**

## Lotus Cup UK



Steve Quick stormed through to steal the inaugural Lotus Cup UK Championship as Ken Savage saw his title hopes literally go up in smoke at Brands Hatch on 22 October. Savage, who headed to Brands with a 12-point advantage over Quick, had started ahead of his title rival on the grid and briefly held the upper hand before Quick managed to get past on lap five. As the race progressed, it soon became clear that Savage was in trouble. An ominous puff of smoke began to billow from Savage's Elise. Unfortunately for Savage, his dreams of title success were shattered when he retired on lap 25. This gave Quick the breathing space he needed to allow him to get the race finish he required (20th overall and fifth in the Production Class) to seal the championship. Away from the title battle, former BTCC racer Mark Fullalove continued his fine run of form at Brands by claiming overall race victory.

## Lotus on Track Elise Trophy



Ken Savage bounced back from his disappointment in the Lotus Cup UK to win the final Elise Trophy race of the year, leading home Quick by just under four seconds at Brands Hatch (22 October). Quick had also taken second to Stuart Rowland in the day's first race on what proved to be a memorable day for the Norfolk-based racer. Savage, who has been a regular contender for victories in the Elise Trophy this season, will line up on the grid alongside a host of Elise Trophy drivers this Saturday for the Lotus 1000KM race at Brands Hatch.

## Lotus Cup Europe



Lotus Cup Europe, Lotus Cup UK and the Lotus on Track

Elise Trophy joined forces to take on the challenging Spa Francorchamps circuit in Belgium on 1/2 October. Gavan Kershaw showed his class as he went on to record two comfortable victories in his Lotus Motorsport prepared Evora. Kershaw has already shown his potential this season after taking a commanding win alongside ex-F1 driver Martin Donnelly at the Lotus Festival in June. Belgian driver John Rasse took the honours in the Exige class claiming the Most Outstanding Driver of the Year title in the process.

## Club MSV Trackday Trophy/Team Trophy



Team Cream Slice claimed the outright victory in the Club MSV Trackday Trophy at the MSVR Oulton Raceday on 22 October. The Team Cream Slice Renault Clio of Croft and Thomas was involved in a race long battle with the Stenhouse and Darbey BMW, but in the end it was the Clio which came out on top at the fast and flowing Oulton Park circuit. The Porsche Boxster of Cooper/Loggie won Class B, The Sheard/Nield pairing clinched Class C honours and Class D was clinched by Honeybone/Brown's Clio. The Club MSV Team Trophy will head to Brands Hatch on 12 November for the final round of the season. The BMW of James Britton won the final Club MSV Trackday Trophy race of the season by the slimmest of margins. The BMWs of Britton and Lynn/Patterson dominated the race and were split by only a couple tenths for the majority of the race. However, it was Britton who grabbed the victory at the chequered flag by just 0.082 seconds. The Renault Clio of Thomas and Croft finished in third ahead of Class C winner Neil Newstead and Class D winner Bird/Platt.

## Heritage Grand Touring Car Challenge



The Lotus Sunbeam of Joss Ronchetti rounded out the Heritage Grand Touring Car Challenge season at Oulton Park by recording two convincing victories. Partnered by veteran racer Barry Williams the pair face a stern challenge for the victory in race one from John Wilson before completing a yet another comfortable win in the final race of the season. The Lotus Sunbeam

has been the car to beat this season claiming several victories including an impressive double on the Brands Hatch Grand Prix circuit in August.

## GT Cup Championship



Porsche 997 driver Andy Ruhan lifted the GT Cup Championship crown after claiming two podium finishes at the final round at the MSVR Judgement Weekend (15/16 October). However, it was GT Cup debutant Oly Mortimer, who proved to be the star of the show on the track at the Snetterton 300 circuit, as he wrapped up two victories. The Scotsman, driving a Porsche 997, lead home Ruhan and Jordan Witt in race one, before coming through a thrilling battle with Witt in the second and final race of the season. The newly crowned overall champion Ruhan finished in third place. While Mortimer claimed the top step of the podium, the day belonged to Ruhan and Tom Andrew, who won the overall title and Group 2 crown respectively.

## Radical UK Cup



Two top-six finishes for the Marks Electrical car of Mark Smithson and Stuart Moseley proved enough to win the Radical UK Cup overall title at the final round of the season at Snetterton on 15/16 October. The pair finished fifth and fourth respectively in the two 40 minutes races which accrued enough points to end the season on a high as champions. The 360 Racing car of Terrence Woodward and Ross Kaiser took victory in race one, while Manhal Allos produced an impressive drive to win race two. Second and third place finishes from the works entry of Shaun Balfe and Roger Bromiley secured the Masters crown.

## Radical Clubman's Cup



A bumper 32 car entry took part in the final round of the Radical Clubman's Cup at Snetterton as part of the MSVR Judgement Weekend (15/16 October). Although James Abbott headed into the meeting with the overall title wrapped up, there was plenty of action in the final two races of the year. Darron Anley fought back from a slow start from pole position to win the opening race in style. Anley finished third in the second and final race behind Martin Brooks and race winner

Jesper Westerholm, who regularly competes in the Swedish version of the championship.

### V.A.G Trophy



SEAT Leon driver Daniel Rose picked up the Superpro VAG Trophy crown after recording two lights-to-flag wins at the MSVR Judgement Weekend (15/16 October). Rose headed into the meeting leading the championship by just three points but he showed no sign of nerves, as he dominated both races to secure the coveted crown. Cris Hayes, Andy Thompson and Tony Absalom enjoyed trips to the podium with Thompson producing a stunning drive through the field in both races after a difficult qualifying session.

### MK2 Golf GTI Championship



Guy Stevens won the overall MK2 Golf GTI Championship after picking up two class victories in the final round of the season at the MSVR Judgement Weekend (15/16 October). Lewis Hopkins clinched the outright victory in race one which boosted his championship hopes, but his rival James Bark edged closer to the Class 2 crown by finishing third. Championship leader Stevens continued his impeccable form with a comfortable win in Class 1. The final race of the year produced drama as a mechanical failure on the last lap robbed Hopkins of a certain victory, handing the top honours to Class 2 champion Bark.

### MINI Challenge



Mechanical problems and a retirement for Luke Caudle handed Chris Knox the 2011 MINI Challenge title at the final round of the season at the Snetterton 300 circuit (15/16 October). The championship was set up nicely heading into the MSVR Judgement Weekend with three drivers, Knox, Caudle and Lee Allen all capable of winning the title. However, the destiny of the championship altered dramatically on Saturday as Caudle was forced to surrender his lead on the final lap when a mechanical gremlin struck. The problems allowed his title rival Knox to take the win after he came through the field from fifth on the grid. Caudle's luck didn't improve in the second race on Sunday as he was involved in a race ending collision with Jason Richardson, thus handing the title to Knox, who finished behind race winner Lee Allen, in second. Ant Whorton-Eales wrapped up the Club Class title with yet another solid drive. With the title wrapped up, Chris Smith added his name to the list of race winners this season after holding off a spirited challenge from Sam Osborne to take the chequered flag in the final race of the year.

### F3 Cup



Chris Needham and Aaron Steele recorded a win apiece in two thrilling races at the final round of the F3 Cup at Oulton Park on 22 October. The meeting saw Aaron Steele win the coveted FIA Formula Two Test in acknowledgement of his performances this season. Needham, who has taken victories at Donington Park and Brands Hatch this season, was the star of the show in race one as he successfully came through an enthralling three car battle to take the chequered flag. Pole sitter Mark Harrison led the field from the start but a three car tussle for the lead quickly followed involving Needham and F3 Cup debutant Tristan Cliffe. Needham grabbed the lead after Harrison made a mistake at Lodge and Cliffe followed him through into second spot. The F3 Cup rookie applied pressure on Needham but a spin cost him second place. In the end, Needham took the chequered flag comfortably from Harrison and Cliffe with Steele finishing ninth after starting a lap down due to gearbox issues which had hampered him in qualifying. Despite starting from the back of the grid, Steele produced an impressive drive in the second and final race of the season to wrap up his 14th victory of the year. The 22-year-old set a blistering pace around the Cheshire circuit and found himself in the lead by lap four. Once in the lead, Steele, who will be heading to Daytona in January after winning the Sunoco Grand Am 200 Challenge, established a commanding lead to take the chequered flag from Needham and Mark Terry.

### Production BMW Championship



A double win for Mike Tovey clinched the Production BMW Championship at the MSVR Judgement Weekend at the Snetterton 300 circuit. The Bristol driver managed to win the opening race after jumping pole man and title rival Tim Wilson. After moving into the lead he opened up a healthy gap and cruised to the chequered flag, finishing ahead of Stuart Waite and Matthew Parkes. Tovey had to wait until Sunday afternoon and the final race of the season to secure the championship, which he won by a tenth of a second after suffering a few nervous moments in the final laps.

### Monoposto Championship



Nigel Davers came through his championship battle with David Parkinson to clinch the Monoposto 1600 crown at the MSVR Judgement Weekend (15/16 October). Davers, driving a Van Diemen, picked up two victories in class to lift the title, while Jason Timms claimed the outright victory in both Mono 1800/1600/1400/1000 races. Newly crowned champion Tristan Cliffe finished his successful season on a high with two wins in the Monoposto 2000 and Classic class.

### Project Eight Racing Saloons



Adam Sharpe's impressive run of form in the Project Eight Racing Saloons continued as he recorded yet another win at Zandvoort last time out. The Taunton-based driver, who has dominated the series this season, was unfazed by the famous circuit and went on to continue his run of victories.

### GT Trophy Endurance Series



The sleek Ferrari 458 of Rob Barff and Leon Price came from two laps down to win a grueling three-hour endurance race and final race of the series at the MSVR GP Weekend (20/21 August). The pair, who have dominated the series this year, had to contend with a puncture and fuel filler cap issue which left them needing to claw back a two lap deficit to win on the Brands Hatch Grand Prix circuit. Despite the problems, the Ferrari managed to regain the lead in the final half hour and the pair finished ahead of the Porsche 997 of Mike Donovan and Nick Dudfield and the Ginetta G50 of Lee Mowle and George Murrells. The eclectic field of exotic GT cars saw a rare appearance of a race going Ferrari F40 but the Simpson Motorsport prepared car of Anthony Mott retired after 19 laps.

### Champion of Brands



The 2011 Champion of Brands Formula Ford series finished in style with an epic final battle of the season on the Brands Hatch Grand Prix circuit. Jonathan Hoad and former title holder Josh Barnett were involved in a titanic scrap at the MSVR GP Weekend on 20/21 August, which was eventually won by Hoad. The pair enjoyed a race long battle but in the end Hoad clinched the victory by 0.070 seconds from Barnett at the flag.

### SPEED EuroSeries



Warren Hughes and Jody Firth became the winners of the inaugural Speed EuroSeries after coming through a dramatic final round at Portugal's Estoril last month. Italian Ivan Bellarosa won both races, but following an off in race one Hughes and Firth came through to finish second in race two, which was enough to claim the title from Dean Stirling by just three points.



# THRIVE YEAR PLAN

*The Lotus on Track Racing Drivers Club have completed their fifth season of racing. Kevin Ritson takes a look back.*

For a very basic car designed with the driver in mind, it was odd that very few Lotus Elises or their many derivatives could be found on track for some years after its launch. The car itself was very popular amongst enthusiasts but unlike the Seven model that it was so often seen as succeeding, finding one in the cut and thrust of the UK's motor racing grids was a rare thing indeed.

Lotus themselves had run the Autobytel-sponsored series for the bespoke Motorsport Elise that later evolved into the Exige. However after two years on the BTCC support bill, this disappeared during one of the company's periodical financial crises.

At around the same time an increasing group of owners, poles apart from the traditional Club Lotus crowd, were

runs with MSVR as Production BMW, is testament to the strength of the initial idea.

Just a couple of years later, with the first Elises fast approaching their tenth birthday, the idea of racing one became more viable. Cars were appearing in Britcar and 750 Motor Club series, as well as AMOC's now-defunct Mid Engine Sports cars. Lotus even had a presence in British GT, with a GT3-spec Exige run by the Cadena team. The number of trackday regulars wanting to race had grown bigger, too, and in 2006 the Lotus on Track Racing



using the nascent internet to organise get-togethers and with a growing contingent, many were starting to frequent trackdays. From the internet forums, Lotus-on-Track was established and became a familiar name as a trackday organiser.

Around this time the more serious enthusiasts were ready to take a step into racing and once again, there was a niche for the Lotus owners. However, they weren't willing at this stage to race their pride and joys - purchase and repair costs often being cited as the main factor. This led to the creation of a series for rear wheel drive E30 3-Series BMWs, initially under the wing of SEMSEC. That the series became a championship and still

*"The first Elise Trophy race was staged in March 2007 in grand style at Brands Hatch, under the headline of 'Lotus Celebration'"*

Drivers Club was formed, and plans made for a new series the following year, organised by the newly-formed MSVR. The first Elise Trophy race was staged in March 2007 in grand style at Brands Hatch, under the headline of 'Lotus Celebration'. The whole community that had built up around the Elise, and the shift in the marque's demographic, was clearly on show that day and the popularity of the new series was proven by a full grid, quite rare in motorsport.

Amongst those testing for that race, Matt Neal and Team Dynamics were running the new BTCC Civic for the first time, days before its debut. As the fifth season of LoTRDC racing is completed, that car has

completed its final works team race and won its first championship. Britain has gained two Formula 1 World Champions and the world economy has collapsed twice. A lot has happened on track, too...

## LOTRDC 5 YEARS

That first race was won by performance driving instructor Andrew Walsh, chased hard by Mark Funnell, and the trophies were presented by then Lotus CEO Mike Kimberley. At the time the series ran three classes – the winners usually came from C for highly-modified supercharged cars, whilst there were normally-aspirated versions in class B. The Honda i-VTEC unit used in the Civic Type-R was a popular choice of engine, whilst class B's Steve Williams pioneered the Ford Duratec 2.3 in Elise racing. Meanwhile several others, including David Skeggs and Shaun Bicknell, tuned their K-series engines, the latter later moving on to a turbocharged Audi 1.8.

Class A contained the cars that now fight out the Elise Trophy, whilst a few B and C cars still live on in the Lotus Open classes of Cup UK and Europe, however the extra costs involved in modifications have reduced the numbers competing and the vast majority now race cars in almost standard form.

Class A that year was dominated by Gavin Kirby and his Exige still races now, run by James Proctor. A number of



regulars from that first event still race on and whilst Andrew Kell, Hans Baumhardt, Matt Bartlett, Martin Roberts, Paul Harding and James Knight aren't the regulars they used to be, they still enter the odd race.

The second race meeting at Snetterton saw Simon Scuffham and Chris Randall take part in their first event

and they annexed the front row, the latter taking the first of many wins. Indeed the first two years were all about Randall and Walsh, as they fought for supremacy on the race tracks of England.

2007 saw the first of many high-profile coups as the series aimed higher than many of its rivals. A last-minute support slot to the DTM was filled within a week and driving the safety car – one of the brand new 2-Elevens – was ex Lotus F1 racer Martin Donnelly. The Ulsterman returned at Donington Park, this time driving series organiser Paul Golding's car, after his retirement from driving.

The meeting ended with a win for Donnelly, for whilst the car was built to class A regulations, the second race





in those days was run to a handicap. The lap times of all drivers were recorded and analysed, and starting positions were based on all cars completing the race at the same time. With staggered starts, a very fast car could start at the back of the grid, 90 seconds after the first one left, and have an extra lap to make up over the distance.

Confused? Well the system relied on a good commentator to help the crowd work out what was going on and whilst there were some entertaining races, the complexity of the system, plus the opportunity for the drivers to sandbag, meant that it was scrapped halfway through year two in favour of a reversed top ten. The system has been retained ever since.

Another tradition from that first year is the annual trip to Spa-Francorchamps. One of the world's greatest circuits, it remains a popular venue, and with a licence to run over 50 cars, makes for a great meeting. Other popular venues include Oulton Park, Snetterton, Silverstone, Donington Park and, of course, Brands Hatch – perhaps the spiritual home of the series. Cadwell Park, Croft, Castle Combe, Anglesey and even Zandvoort have also played host to the action over the years.

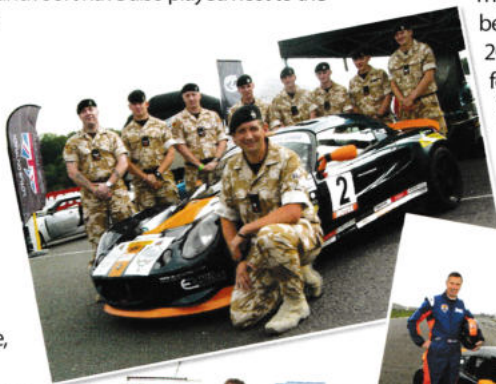
The Randall-Walsh rivalry continued for the first few years, with Bicknell often joining in. Whilst the others stuck with their original equipment, Randall toyed with class B, winning a race, before the modified cars were combined into a single, class in 2009. Randall built a Europa for the new class to some success and with Walsh dipping out of races, his main competition came from Bicknell and Jamie Stanley. Before all this, a 2-Eleven class had been added and whilst Kirby was the first to race one of



the open-topped cars, Donnelly also joined in, although his model was sufficiently modified to necessitate class C status. The numbers of 2-Eleven runners grew, especially in late 2008 when LoTRDC announced that they were taking over the organisation of Lotus Cup Europe.

The European series was sanctioned by Lotus but had not enjoyed the full grids that the Elise Trophy had – indeed often two separate races were run for Production and Modified/211 competitors in the UK. Bringing in Elise Trophy cars meant that only the Exige Cup class relied on foreign competitors and the series began to thrive.

The wider focus also meant that the rules between the series began to merge and in 2010 the Elise Trophy became exclusively for Production class cars, the old class A. Owners of faster machinery could compete in Lotus Cup Europe, which would visit the UK, in addition to races in France, Belgium, Germany and the Netherlands.



The production class was disputed by Paul Quinn and Mick Edwards in 2008, before James Knight, Ken Savage, Simon Phillips and Steve Williams, temporarily switching classes, came to the fore. Hotshot Mark Speller also entered races and usually cleaned up wherever he went.



In 2010 Marcus Jewell came of age and started to win regularly after swapping his series one car for a newer Toyota-engined example. A new star also appeared in the form of ex-karter Luigi Valentino Mazza and he was soon winning too, whilst Savage continued his new-found form. Steve Quick and Stuart Rowland also appeared on the scene, paving the way to this year's formbook.



If this sounds like fairly normal stuff for a club series, then a closer look reveals some of the achievements over the years. Donnelly's successful stint in the number two car back in year one set a precedent and the guest car was re-liveried the following year in the colours of the Bloodhound SSC World Record attempt, as Land Speed Record holder Wing Commander Andy Green was confirmed as the guest driver at the first Lotus Festival at Snetterton.

The following year the series had its highest profile guest driver as BBC F1's Jake Humphrey made his race debut and the footage was played during that year's final Grand Prix transmission. Members of the armed forces have also competed in car number two, whilst a drive has been auctioned for charity and also

won in a competition with the Sun newspaper. In January this year it completed the Dubai 24 hours and just a few weeks ago set class-leading pace as it ran for 24 hours in a similar race at the Circuit de Catalunya in Barcelona.

The annual Lotus Festival that has grown from the series is a celebration of the marque and in 2010 saw every single Lotus F1 car united on the grid at Snetterton – a feat unlikely to be repeated. As Lotus' motorsport involvement started to grow under Dany Bahar and Claudio Berro, the Lotus Cup brand became a central part of the programme. In addition to that first DTM support race the series has guested on the bill for A1GP, WTCC and FIA Formula Two, thrilling motorsport fans from all over the country.

*"the series has guested on the bill for A1GP, WTCC and FIA Formula Two, thrilling motorsport fans from all over the country"*

The addition of Lotus Cup Europe led to a new series for this year, but Lotus Cup UK had two novel factors – the races were to run to an endurance format, pioneered successfully via the 90 minute race in 2009 and inaugural 1000km the

following year, and it would have championship status. The Elise Trophy once again became home to novice drivers but familiar names were claiming the race wins – after all motorsport was never easy...

# CHRISTMAS DRIVING GIFTS

## AT BRANDS HATCH

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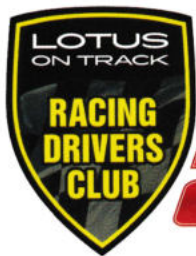


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BrandsHatch



# SEASON REVIEW 2011

**2011 has been a highly successful season for LoTRDC, whilst the Elise Trophy returned to its roots, Lotus Cup UK brought new dimensions to the racing and Cup Europe consolidated its position as one of the continent's premier club series.**



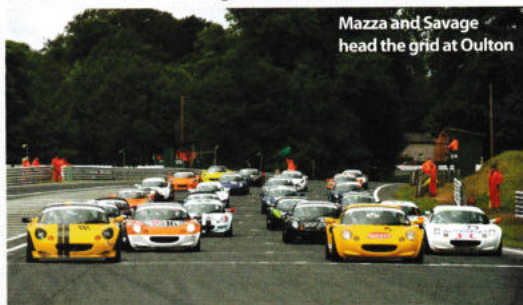
Whilst the year has seen a bumper crop of rookies take their first steps into competitive driving, familiar names have been taking the wins. After Marcus Jewell stepped up to a 2-Eleven in Lotus Cup UK, Ken Savage took over his position as the most prolific winner, at least as the season started on the new Snetterton 300 circuit. A pile-up at the first corner wasn't the perfect start to the year but it certainly grabbed the crowd's attention and a year of spectacular racing followed.



Savage's chief rivals that day were Luigi Mazza, Stuart Rowland and Steve Quick and the season was very much about these four men. Quick claimed his first overall win at Silverstone, sharing victory with one-off racer Emma Selway as Savage spun out. Mazza then repeated his Oulton Park win from the previous year, holding back Savage.

Fast at Oulton but out of luck was Craig Denman and it looked as though this would continue at Zandvoort, however two stunning performances from the back of the grid saw the Welshman break his duck.

Mazza's form continued at Snetterton, as he got his revenge over Savage and he won again at Brands Hatch, supporting the FIA Formula Two Championship on the Grand Prix circuit in July. However car trouble prevented a repeat in race two and after Denman and Savage came together, the win was claimed by Andy Dolan, after years of trying. Once he got a taste of victory he was unstoppable, repeating the feat twice at Donington, despite pressure from Rowland. Quick and Mazza came to blows, whilst Savage was curiously off-sorts. Dolan's winning streak, however was over, for his budget only stretched to this meeting.



Rowland finally picked up the victory he richly deserved at the DTM-supporting Brands Hatch Indy visit, but not before a bizarre incident that saw Mazza briefly take to the air. He made up for this in race two with a win.

Only Savage and Quick were present at Spa-Francorchamps and with their eyes on each other for the Lotus Cup UK championship, it was Ben Hyland who took the spoils. Rowland added another Brands Hatch win in the penultimate round, where newcomers Martin Wills, Warren Scott and Andrew Wright impressed, whilst the last race of the year was claimed by Savage, a fitting bookend to the season, in which he starred.



The inaugural race at Snetterton, christening the new 300 circuit, tore up the form book as a safety car intervention well into the pitstop window effectively penalised everyone who had stopped early. Jamie Stanley and Glenn Sherwood, plus David and Rob Fenn's chances of victory evaporated, whilst an impressive drive by Mark Speller, driving Mark Gooday's 340R, came to nought after a failing clutch slowed him to third. Thus Simon Deacon emerged a pleasantly surprised victor, holding off Pete Storey at the end.

Speller's season came to a premature end at Silverstone, when the 340R failed to last practice. The meeting also coincided with the first appearance of the year for Mark Fullalove, and he stamped his authority all over the

race, whilst Marcus Jewell, Deacon, Williams/Storey and Stanley/Sherwood battled behind. Fullalove stayed on but a penalty at Snetterton for a pitstop infringement, coupled with a dominant appearance from Gavan Kershaw and Martin Donnelly in a factory Evora at the Lotus Festival, denied him the win.



Fullalove on his way to a Silverstone win

Fullalove resumed his winning ways at Brands Hatch, in the first of two meetings running two half hour races, as the Lotus Cup Europe runners joined in. Steve Williams tried to keep up, whilst Cup Europe regular Jon Walker came from the back row to challenge in both encounters. Fullalove wasn't at Donington and this left Williams and Deacon to stage an incredible fight for the win, with the latter prevailing but only just. Finishing third were the Fenns, their car always the likely the pacesetter of the Open class.

Williams finally got his race win at the non-championship Brands Hatch Indy round, after an early challenge from Jewell faltered. But Kershaw and the Evora returned at Spa-Francorchamps, and duly took two trophies from the weekend. Fullalove finished second.

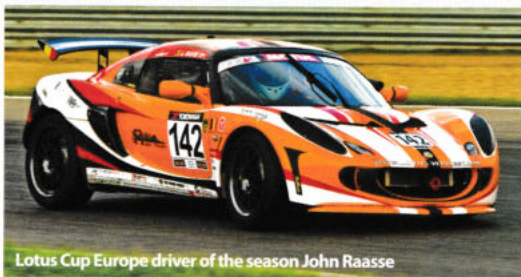


Deacon and Williams lock horns at Donington

The title battle, however, was being fought out by Ken Savage and Steve Quick in the Production class. A useful haul of points from Savage meant that he was the favourite to take victory at the final Brands Hatch round. However engine failure ended his hopes and Quick just had to finish, which he did to take the crown. The race was won once again by Fullalove, beating 2-Eleven class champion Williams and Storey. Class titles were also claimed by Glenn Sherwood (Exige Cup), Vitthal Chauhan (Lotus Open) and Greg Rasse (Evora).



With Cup UK becoming the focus for most of the English-speaking drivers, the European series was dominated by mainland competitors. Former Le Mans racer Rémi Pochauvin was new to the series and dominated the early French rounds at Dijon-Prenois and Magny-Cours. That first round saw a 2-Eleven, Exige and Evora on the podium as brothers John and Greg Rasse joined Pochauvin. Greg had moved up to the new V6-powered car but this result was a false dawn and he struggled to adjust to his new mount. Christophe Lisandre starred at Magny-Cours but was unable to repeat his 2010 win there.



Lotus Cup Europe driver of the season John Rasse

Problems for Jon Walker kept him out of the early races but he was back in style at the Nürburgring, winning both races as he pleased. Phillippe Loup and Karl Vivion were also emerging as challengers at this stage, whilst John Rasse continued to be the class of the Exige field. Brands Hatch saw the Cup UK drivers perform best of all but Lisandre and Greg Rasse performed well, although Walker was the most impressive of the series regulars.

A break of almost two months ended at Zolder, where Walker resumed his winning ways but when his car failed to fire up for race two, John Rasse stepped up to record his first overall victory. Lisandre, Loup and Pochauvin also had a good weekend.



John Walker gets a good start at Zolder

The second part of a Belgian double-header at Spa-Francorchamps saw a visit from Gavan Kershaw in a works Evora, cleaning up, with Mark Fullalove second and John Rasse capping a superb season, where he was awarded the outstanding driver award, in third place. ■

# BOAC

# 1000

KILOMETRES

WORLD CHAMPIONSHIP SPORTS CAR RACE

# BRANDS HATCH

# 12 APRIL 1970

# 12 NOON

ORGANISED BY THE BRSCC

OFFICIAL  
PROGRAMME

3s.



Jack Brabham, world champion driver in 1959, 1960 and 1966, and currently leading this year's championship after his impressive win in the South African Grand Prix, takes you behind the scenes in a top driver's life, and outlines why

BOAC 1000 KILOMETRES

BOAC 1000—1970

# RODRIGUEZ DIRECTS FROM DAWN 'TIL DUSK

BOAC 1000, Sunday 12 April 1970

YOUR ENTRY  
THE BOAC 1000 KILOMETRES  
Brands Hatch, Sunday 12th April 1970

ELECTRICAL EQUIPMENT

PETROL INJECTION

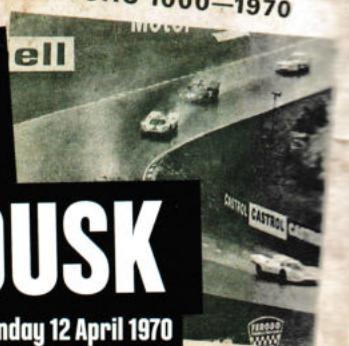
Proved by Achievement



...the race was in trouble, and then my car started to collapse. Or just trouble on the 82M just before the very tricky tunnel. The result was that the wheel was ripped off my car, and I then was the Race of Champions would run for ever, only to have me and I only finished fourth. I then was the 1966 French Grand Prix. Brabham had the throttle cable break. The Ferrari and so let me know the

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'a fascinating race'—AUTOSPORT  
'a memorable event'—MOTORING NEWS

The first Brands Hatch 1000km race took place in 1970, after the original 6-hour race, titled the BOAC 500, would often exceed 600 miles as speeds increased following the advent of aerodynamics in the late 1960s.

Ironically that first event would take a little longer than 6 hours, for the area surrounding the circuit was awash with rain, a typical early spring day in England. The conditions, however, would conspire to produce one of the great virtuoso performances in the history of the sport.

Back then, Sportscar racing was a big deal. Often the championship was regarded more highly than Formula 1. Certainly that was the case for manufacturers, for F1 was dominated by the Cosworth DFV and the driver was king, so they concentrated their efforts on the International Championship for Makes, where they would be taking the glory.

Brands Hatch was round three of the championship and honours were even between the two dominant marques, Porsche and Ferrari. The former's 917, liveried in the legendary Gulf colours, took the Daytona 24 Hours, whilst Ferrari were victorious at Sebring's 12 hour classic.

Of course, the drivers were still an important part of the equation. For Brands Hatch, Porsche fielded cars for Vic Elford and Denny Hulme plus Hans Herrmann and Richard Attwood, whilst the JW Automotive Gulf cars were piloted by Daytona winners Pedro Rodriguez and Leo Kinnunen, plus Jo Siffert and Brian Redman. David Piper and David Hobbs also entered their own 917.

Ferrari, meanwhile, entered works cars for Chris Amon and Arturo Merzario, plus Jacky Ickx and Jackie Oliver. A further Scuderia Filipinetti car would be driven by Mike Parkes and Herbert Muller. Whilst these two giants were expected to contest victory, there were also entries from Lola, Matra and Chevron, amongst older Porsche 908s.

First blood went to Ferrari, with Chris Amon claiming pole position but it was Elford that took the lead as the



rain continued. Ickx went for the lead but had to pit with visibility problems, so appalling were the conditions. Amon then challenged Elford for the lead as all around cars struggled to cope with the slippery track.

Further back, Rodriguez had been called into the pits for overtaking under yellow flags and received a stern talking to for his actions. Pedro can't have been too impressed, for he nearly knocked the clerk of the course over on his exit from the pits and proceeded to set a set a series of fast laps.

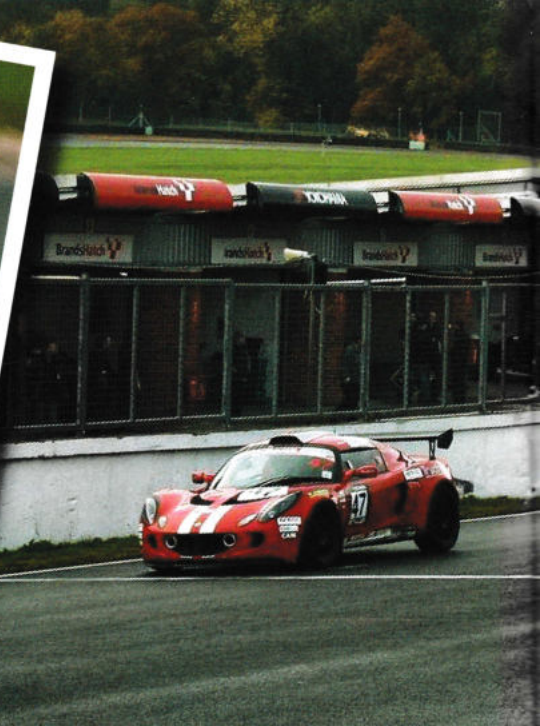
Despite the pitstop, Rodriguez was in the lead by lap 20 and drove for almost three-and-a-half hours at breakneck speed in the rain! His performance was mesmerising and is still ranked amongst the great wet-weather performances – driving the car by the scruff of

the neck, that day it is still spoken of in hushed tones by those who were there.

Taking over from Kinnunen to complete the race, Rodriguez brought the car home five laps clear of Elford and Hulme after almost seven hours. Attwood and Herrmann took third, completing an all-917 podium. Ferrari were nowhere that day.

Further wins at the next round at Monza and later in the season at Watkins Glen helped Porsche to dominate the International Championship for Makes that year. Ferrari failed to win another race, the Porsche works team completing the humiliation by also taking the non-championship Le Mans 24 Hours with Attwood and Herrmann.

However Rodriguez's joy would be short-lived. The following year he crashed in an insignificant Interserie race at the Norisring and succumbed to his injuries. As the years went by, F1 contracts gradually restricted the extra-curricular activities of drivers and under the influence of Bernie Ecclestone, became the premier series. The gradual decline of sportscars had begun and Brands Hatch staged the final 1000km in 1988, where the once-dominant Porsches were beaten by Jaguar.



**LOTUS**  
**1000KM**  
**BRANDS HATCH**  
 6 NOV 2010  
 09:05 AM  
OFFICIAL PROGRAMME CLUB  
**MSVR**

BrandHatch  
 LOTUS  
 LOTUS ON TRACK  
 ELISE TROPHY  
 LOTUS EVIJA







# 2010 LOTUS 1000KM

*A lot can happen over a thousand kilometres. Here's how last year's inaugural Lotus 1000km panned out.*

### **Qualifying**

The Datum team of Simon Deacon and Mark Speller started from the front row after they nearly stole pole position from Glenn Sherwood, Jamie Stanley and Scott Cruickshank's GWS squad. Paul O'Neill, BJ Chong and Paul McNeily's Fox 1 Exige would be joined on the second row by the Force 23-One Cover equipe, with Pete Storey and Simon Phillips taking turns at the wheel.

Jon Walker, driving the entire distance solo, headed the leading Production car, where Ken Savage and Martin Roberts would form a two-car tag team with Eugene O'Brien.

# THE RACE - 2010

01:00

The front row starters disputed the lead from the start and left the rest behind as Jamie Stanley and Paul O'Neill staged a Grand Prix-length fight that was initially interrupted by two safety car periods. The Datum and Hoffman's 2 teams were chasing a lap down, with Force 23-One Cover another lap behind but ahead of Production leaders Perrys and Track-Club, whose team of Marcus Jewell, Greg Noble and FIA Formula Two star Ramon Pineiro were in the pits after the former spun and hit the barrier at Surtees.

02:00

The Fox 1 team were first to pit and after another safety car period had been completed, GWS pitted after 90 minutes had been run. Concerned faces looked over the engine bay but the car carried on, however enough time had been lost to hand the lead back to Fox 1. The safety car was called out because the Datum car had spun into the gravel, whilst penalties for the Track-Club team and Jon Walker arrested their progress, with Perrys holding the Production lead.

03:00

The Fox team's second car had been promoted to third amongst all the chaos and GWS had lost a lap to the leaders during their pitstop, however a fourth safety car intervention saw the leader return to the pitlane, losing six laps in the process. This

04:00

deficit became bigger after an unscheduled stop, whilst Hoffman's 2 were now in striking distance of second place and Perrys now in third, ahead of Datum. The GWS team's second stop saw them take on oil as well as fuel but they resumed ahead of Fox1, who stopped soon afterwards for fuel and tyres, rejoining 11 laps down in sixth place. Track Club had regained a lot of time and sat in fourth behind Perrys, a great performance for the slower Production cars. With Hoffman's 2 pitting, this became second and third for a while.

05:00

Fox 1 and Datum were staging recovery drives and the former had dispatched Hoffman's 2, running at a reduced pace, before overhauling Perrys until Paul O'Neill, chasing Jamie Stanley in the GWS car, had to stop once more. An off for Hoffman's 2 brought out the safety car again and at the end of the hour problems for Perrys brought them into the pits and a change of car.

06:00

Just over 300 laps in, the leading GWS car pitted but smoke billowing from the engine bay plus a puddle of oil spelled the end of their race. With a six lap lead the team could only stare in disbelief at the timing screen as Fox 1 reduced the gap to nothing in minutes.

# THE RACE - 2010

Meanwhile Mark Speller in the Datum 2-Eleven got a sniff of victory and set off after the leaders. Problems for the Perrys team lost them second place and placed them into the clutches of Track Club, who had almost completed their recovery, whilst Hofmann's 2 continued their consistent run.

07:00

Another tyre stop for Fox 1 lost them plenty of time and handed the advantage to Datum, now four laps into the lead, with Hofmann's 2 chasing second. However the pendulum swung back with a stop for Datum revealing a gearbox problem – the car was stuck in fourth. Hofmann's 2 made their final stop and with more than an hour of the race remaining, these three would be battling for overall honours, with Perrys and Track Club still disputing the Production class.

08:00

The lead battle lost a contender when the Datum car started to smoke, eventually pulling off in flames. With Fox 1 making their final stop, Hoffman's 2 had three laps to make up but they were much faster at this stage. Behind them, Track Club had wrested the lead from Perrys, a decision to let Pineiro take the final stint paying dividends.

## The Final Laps

The leading trio of Fox 1, Hofmann's 2 and Track Club carried on their way to the flag, the leaders enjoying a three-lap lead at the end. Perrys only just took fourth

after a last minute drama when O'Brien's car limped into the pits, leaving Savage needing a push to get going. They were followed home by Czubek, LaHay, The Pikeys, Pans Punters, Force 23-One Cover and Intellect and another 8 teams of the 25 starters were classified at the finish.



## 2010 Brands Hatch 1000km result

1. **Fox Motorsport, O'Neill/McNeily/Chong, 519 Laps**
2. Hofmanns 2, Randall/Randall/Pitch, +2 Laps
3. Track-Club.com, Jewell/Noble/Pineiro, +7 Laps
4. Perrys, Roberts/Savage/O'Brien +11 Laps
5. Czubek Racing, Quick/Blake, +13 Laps
6. LaHay Racing, LaMaster/Hay, +18 Laps
7. The Pikeys, Skeggs/Braker, +20 Laps
8. PAN's Punters, Driver/Napier/Ayres, +22 Laps
9. Force 23 – 1 Cover, Storey/Phillips, +22 Laps
10. Team Intellect, Bewsey/Dunster/Dunster, +496 Laps





# 2011 RACE PREVIEW

**T**his year's running of the Lotus 1000km at Brands Hatch features several name drivers, following the success of last year's inaugural event. Paul O'Neill returns to defend his win, along with team mates BJ Chong and Paul McNeily and the BTCC regular will be relishing another battle with 2010 British GT G4 champion Jamie Stanley in the GWS Exige that he has been sharing all year with Lotus Cup UK Exige winner Glenn Sherwood.

However, after strong performances at Snetterton and Spa-Francorchamps, Lotus Motorsport's Gavan Kershaw will be today's favourite and he will be sharing a GT4-specification Evora with successful GT racer Stuart Hall.

Lotus GT4 racer, former Clio Cup Champion and one time BTCC driver Phil Glew joins the line-up, as does former Elise Trophy competitor and Porsche Carrera

Cup contender Benji Hetherington.

Amongst these names, Chris Randall returns in his Europa, together with Ben Pitch and Scott Fitzgerald - the former two finished second last year, whilst Campbell Cassidy and Matt Cherrington share theirs with Porsche GT racer Nick Tandy. Also look out for endurance racing buddies Pete Storey and Simon Phillips with Ben Gower in a 2-Eleven, plus Chris Headlam, who joins Doug and Chris Setters.

*"It's tricky to pick a winner for a race that will last over eight hours, especially with late entries expected"*

Martin Donnelly is sure to be quick but as last year proved, is still prone to attacks of the red mist. He shares the famous car 2 with Paul Pattison and

whilst it runs to Lotus Cup regulations, is nearer the Production pace. However, it is built for endurance racing, having completed two 24 hour races this year.

O'Neill's BTCC predecessor in the Egg Sport Vauxhall, Phill Bennett, will be aiming for Production class



victory. He is paired up with promising newcomer Chris Dunster, but with a year dogged by gremlins, they'll be concentrating their efforts on getting to the finish.

Also contending for class honours will be Eugene O'Brien, who came close to this last year. Splitting from last year's team mates Ken Savage and Martin Roberts (who are also entered), he will now be racing with Andrew Wright.

Amongst the series regulars in the Elise Trophy class, Gavin Kirby and David Skeggs make for a strong team, whilst last year's class winner Marcus Jewell returns to the class with Simon Jones and Formul a Two star Ramon Pineiro. Dave Carr and Ben Hyland have been improving, whilst John LaMaster, David Hay and Steve Williams are definitely dark horses for the win.

However it's tricky to pick a winner for a race that will last over eight hours, especially with late entries expected. We hope that you will enjoy the action and take advantage of the various viewing points at Brands Hatch, including the garages where the tension will be played out. Finally we'd like to thank all of the marshals, not only those that will be braving the race, but for all those who have enable us to race this year. See you all in 2012!

## BRANDS HATCH LOTUS 1000KM RULES

- Qualifying will take place at 16.30 on Friday 4th November – in the dark
- Race will start at 9.05am on the Saturday 5th November
- Drivers can race for a maximum of 2hrs in one stint, but can complete as many stints as they like
- The race will be split into 2 classes – Elise Trophy separate to Lotus Cup. Lotus Cup will incorporate cars from the 211, Exige, Open and Evora classes of Lotus Cup UK/Europe
- There is no minimum number of pit stops
- 2 or 3 car teams must refuel from the petrol station on site and 1 car teams may refuel from the garage to a limit of 70 litres
- Pit stops for refuelling or driver change must be of a minimum length of 180 seconds
- Teams can have 2-4 drivers
- Elise Trophy teams can have 3 cars
- 1 or 2 car teams can have a T car on standby to replace a designated car once during the race.

# SPOTTER'S GUIDE

YOUR GUIDE TO THE RUNNERS AND RIDERS TAKING PART IN THE LOTUS 1000KM THIS WEEKEND AT BRANDS HATCH

## LOTUS CUP UK ENTRIES

1 Fox Motorsport



2 Robert Levy Foundation



4 Stratton Motor Company



7 Benji



22 Cee Norm-HSL



24 Combat Laser Games



25 Tess & Gareth Howell



26 1 Cover



47 GWS Motorsport



74 Europa Racing



88 Hofmanns Motorsport



# LOTUS ON TRACK ELISE TROPHY ENTRIES

3 Team ODRIC



5 Perrys



11 Team Intellekt



14 PAN's Punters



16 ES Motorsport 1



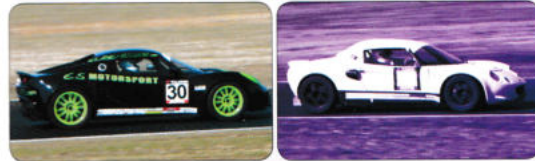
30 ES Motorsport 2



31 ES Motorsport 3



32 ES Motorsport 4



35 The Internationals



54 Orchard Homes



58 Witham Cars Japan



63 Pull the Udder One



65 LaHay Racing



67 Majestic Moose



70 Track-Group.com



80 REEM



95 W'happen n' Whippet

## ENTRY LIST

RACE 1000KM - 519 LAPS or 9 H 20 MINS

## Lotus Cup UK

Car No.	Team/Sponsor	Cars in team	Driver 1	Driver 2	Driver 3	Car 1	Car 2	Car 3
1	Fox Motorsport	1	Paul O'Neil	Paul McNeilly	BJ Chong	Lotus Elise S1 NA Honda		
2	Robert Levy Foundation	1	Martin Donnelly	Ian Berry	Paul Pattison	Lotus Elise S1 (K Series)		
4	Stratton Motor Company	1	Gavan Kershaw	Stuart Hall		Lotus Evora GT4		
7	Benji	1	Benji Hetherington			Lotus Elise S1 NA Honda		
22	Cee Norm-HSL	1	Phill Capstick	Jack Goff	Phil Glew	Lotus Elise S1 (K Series)		
24	Combat Laser Games	1	Doug Setters	Chris Setters	Chris Headlam	Lotus Exige S1 NA Honda		
25	Tess & Gareth Howell	1	Tess Howell	Gareth Howell		Lotus Exige S2		
26	1 Cover	1	Pete Storey	Simon Phillips	Ben Gower	Lotus 2 Eleven		
47	GWS Motorsport	1	Glenn Sherwood	Jamie Stanley	Luigi Valentino Mazza	Lotus Exige Cup		
74	Europa Racing	1	Campbell Cassidy	Matt Cherrington	Nick Tandy	Lotus Europa		
88	Hofmanns Motorsport	1	Chris Randall	Ben Pitch	Scott Fitzgerald	Lotus Europa		

## Lotus Elise Trophy

Car No.	Team/Sponsor	Cars in team	Driver 1	Driver 2	Driver 3	Car 1	Car 2	Car 3
3	Team ODRIC	2	Steve Quick	Andrew Wright	Eugene O'Brien	Lotus Elise S2 111R	Lotus Elise S1	Lotus Elise S1
5	Perrys	2	Martin Roberts	Ken Savage		Lotus Elise S2	Lotus Elise S1	
11	Team Intellekt	1	Chris Dunster	Phil Bennett		Lotus Elise S1		
14	PAN's Punters	3	Peter Driver	Andrew Napier	Nigel Ayres	Lotus Elise S1	Lotus Elise S1	Lotus Elise S1
16	ES Motorsport 1	2	Dave Carr	Ben Hyland		Lotus Elise S1	Lotus Elise S1	
30	ES Motorsport 2	1	Lea Hodson	Max Wakefield		Lotus Exige S2		
31	ES Motorsport 3	1	Michael Duke	Tony Calado		Lotus Elise S2		
32	ES Motorsport 4	2	Graeme Foley	Neil Stothert		Lotus Elise S1	Lotus Elise S2	
35	The Internationals	1	Niels Nielsen	David Alexander	Gareth Richardson	Lotus Elise S1		
54	Orchard Homes	1	Rob Austin	Chris Dear		Lotus Elise S1		
58	Witham Cars Japan	2	Adam Bewsey	Yuji Shinohara	Dan Plant	Lotus Elise S1	Lotus Elise S1	Lotus Elise S1
63	Pull the Udder One	3	Paul Baker	Richard Hutton	Nigel Hannam	Lotus Elise S1	Lotus Elise S1	Lotus Elise S1
65	LaHay Racing	3	John LaMaster	David Hay	Steve Williams	Lotus Elise S2	Lotus Elise S2	Lotus Elise S1
67	Majestic Moose	3	Andrew Kell	Hans Baumhardt	Matthew Bartlett	Lotus Exige S2	Lotus Elise S2	Lotus Elise S2
70	Track-Group.com	2	Ramon Pineiro	Marcus Jewell	Simon Jones	Lotus Elise S2 111R	Lotus Elise S2 111R	
80	REEM	1	Steve Train	Mark Speller		Lotus Exige S2		
95	W'happen n'Whippet	1	Gavin Kirby	David Skeggs		Lotus Elise S2 111R		



# QUALIFYING GRID


Rolling Start

## PROGRESS CHARTS

### At 150 laps

Overall

1	6
2	7
3	8
4	9
5	10

### Elise Trophy

Top 5

1	1
2	2
3	3
4	4
5	5

### Cup Europe

Top 5

### At 300 laps

Overall

1	6
2	7
3	8
4	9
5	10

### Elise Trophy

Top 5

1	1
2	2
3	3
4	4
5	5

### Cup Europe

Top 5

### At 450 laps

Overall

1	6
2	7
3	8
4	9
5	10

### Elise Trophy

Top 5

1	1
2	2
3	3
4	4
5	5

### Cup Europe

Top 5

### Result

Overall Winner's Time: \_\_\_\_\_ No. of laps \_\_\_\_\_

1	6
2	7
3	8
4	9
5	10

### Elise Trophy

Top 5

1	1
2	2
3	3
4	4
5	5

### Cup Europe

Top 5

# CIRCUIT MAP BRANDS HATCH



<b>P</b> PARKING	<b>F</b> FUEL
<b>T</b> TOILETS	<b>☎</b> TELEPHONES
<b>+</b> FIRST AID	<b>.....</b> FOOTPATHS
<b>i</b> FOOD	<b>i</b> INFORMATION
<b>💰</b> CASH POINT	<b>1</b> RACE CONTROL
<b>2</b> MEDIA CENTRE	<b>3</b> PIT GARAGES
<b>4</b> MEDICAL CENTRE	<b>5</b> MOTORSPORT VISION CENTRE
<b>6</b> KENTAGON RESTAURANT	<b>7</b> GO KART TRACK
<b>8</b> SCRUTINEERING & PADDOCK OFFICE	<b>9</b> HAILWOODS RESTAURANT
<b>10</b> HOSPITALITY SUITES	<b>11</b> MEGASTORE
<b>12</b> PADDOCK HILL GRANDSTAND	<b>13</b> DIRECTORS TERRACE

### CONDITIONS OF ADMISSION

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

### PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including making copies of the recording or reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain, or otherwise dealing with it in whole or in part is strictly forbidden. Use of privately owned camcorders for private viewing purposes only is not permitted by the circuit owners without prior permission. Furthermore, the Promoters reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

### SPECTATOR NOTICES

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

### PROHIBITED AREA NOTICES

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

### ENQUIRY OFFICE

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



Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.

### FLAG SIGNALS

#### BLUE (STEADY)

Another competitor is close.

#### BLUE (WAVED)

Another competitor is trying to pass.

#### WHITE

Service vehicle or very slow car on circuit.

#### YELLOW (STEADY)

Danger ahead; no overtaking, slow down, be prepared to stop.

#### YELLOW (WAVED)

Great danger ahead; no overtaking, slow down, be prepared to stop.

#### YELLOW/RED STRIPES

Slippery surface ahead.

#### GREEN

Proceed, hazard indicated has been cleared.

#### RED

STOP RACING, proceed slowly to pits or startline as instructed by marshals (at startline & individual marshal's posts). Race stopped.

#### BLACK/ORANGE DISK

Warning of mechanical failure which might not be obvious to driver; call into pits immediately.

#### BLACK/WHITE DIAGONAL

Warning to driver that his/her behaviour (e.g. corner cutting) is suspect and he/her may be black flagged.

#### BLACK

Driver must call in immediately and report to the Clerk of the Course.

#### BLACK & WHITE CHEQUERED

End of the race.

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



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CHAMPAGNE

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