

OFFICIAL DIGITAL PROGRAMME

**MSVR**  
MOTORSPORT VISION RACING



Brands Hatch

# Brands Hatch GP

## 21/22 May 2022

For conditions of entry  
please see inside





# MASTERS HISTORIC FESTIVAL

BRANDS HATCH  
SAT 28/SUN 29 MAY

TWO DAYS OF SUBLIME, FUEL-INJECTED  
NOSTALGIA ON THE MAJESTIC  
BRANDS HATCH GRAND PRIX CIRCUIT



Masters  
HISTORIC RACING



## RACING HIGHLIGHTS TO INCLUDE:

Masters Racing Legends (F1 cars from '70s & '80s), Masters Endurance Legends and Masters Historic Sports Cars.

The meeting will also feature grids of GT cars from the Masters Gentleman Drivers, retro tin top entertainment from the Masters Pre-66 Touring Cars, plus demos and displays.

WEEKEND ADMISSION £40\*  
SATURDAY ADMISSION £21\*  
SUNDAY ADMISSION £25\*  
CHILDREN UNDER 13 GO FREE

0344 225 4422 WWW.BRANDSHATCH.CO.UK

Discounted advance booking closes 16:00 Thursday 26 May.

MSVR  
MOTORSPORT VISION RACING

## TIMETABLE



### OFFICIALS

**Motorsport UK Steward**  
Alexander Maunders  
**Event Stewards**  
Tony Johnstone, Bill Shewan  
**Senior Clerk of the Course**  
Andy Stevens  
**Clerk of the Course**  
Gary Tanner, Terry Scannell, Lynee Spurr  
**Assistant Clerk of the Course**  
Lewis Mason, Paul Parkin  
**Event Secretary** Will Marston  
**Deputy Event Secretary**  
James Bolton King  
**Chief Scrutineer** Nigel Thorne  
**Chief Medical Officer** Samir Shah  
**Starter/Chief Flags** John Wells  
**Chief Paddock Marshal**  
Sue Markey  
**Chief Pit Marshal** Darryl Burgess  
**Race Control Logistics** Gill Barnett  
**Chief Timekeeper** Peter Knight  
**Race Communications**  
Tony Almond  
**Race Control Operations**  
Paul Donaghy  
**Commentators**  
Paul Jurd, Matt Suckling  
**Safety Car Driver** Ian Barnett  
**Marshals/Event Officials**  
Members of the BMMC, BARC & BRSCC and other Motorsport UK recognised Clubs  
**Ambulances**  
Advanced Medical Transport Services  
**Rescue Units** MSVR, 750 Motor Club  
**Rescue Unit Chief** Andy Lyle  
**Recovery** Trackside Recovery Ltd  
**Paddock Manager** Stephen Green

### SATURDAY 21 MAY 2022

09:00	Bernie's V8s & Historic Outlaws feat CALM All Porsche Trophy	Qualifying	20 mins
09:30	Radical SR1 Cup	Qualifying	20 mins
10:00	Sports 2000 Championship	Qualifying	20 mins
10:30	Radical Challenge Championship	Qualifying	20 mins
11:00	Monoposto Championship - Moto 1000, 2000 and 1800	Qualifying	15 mins
11:25	Clubmans Sports Prototype Championship	Qualifying	15 mins
11:50	Locost Championship & Ma7da Championship	Qualifying	15 mins
12:15	Monoposto Championship - F3, Moto 1400, Classic and 1600	Qualifying	15 mins
12:45	<b>Radical SR1 Cup</b>	<b>Race 1</b>	<b>20 mins</b>
13:05	Lunch	-	50 mins
13:55	<b>Monoposto Championship - Moto 1000, 2000 and 1800</b>	<b>Race 2</b>	<b>15 mins</b>
14:25	<b>Radical Challenge Championship</b>	<b>Race 3</b>	<b>25 mins</b>
15:05	<b>Sports 2000 Championship</b>	<b>Race 4</b>	<b>25 mins</b>
15:45	<b>Radical SR1 Cup</b>	<b>Race 5</b>	<b>20 mins</b>
16:20	<b>Bernie's V8s &amp; Historic Outlaws feat CALM All Porsche Trophy</b>	<b>Race 6</b>	<b>20 mins</b>
16:55	<b>Clubmans Sports Prototype Championship</b>	<b>Race 7</b>	<b>15 mins</b>
17:25	<b>Radical Challenge Championship</b>	<b>Race 8</b>	<b>25 mins</b>
18:05	<b>Locost Championship &amp; Ma7da Championship</b>	<b>Race 9</b>	<b>15 mins</b>

### SUNDAY 22 MAY 2022

10:00	Radical Challenge Championship	Qualifying	20 mins
10:35	<b>Monoposto Championship - F3, Moto 1400, Classic and 1600</b>	<b>Race 10</b>	<b>15 mins</b>
11:05	<b>Sports 2000 Championship</b>	<b>Race 11</b>	<b>25 mins</b>
11:45	<b>Clubmans Sports Prototype Championship</b>	<b>Race 12</b>	<b>15 mins</b>
12:15	<b>Locost Championship &amp; Ma7da Championship</b>	<b>Race 13</b>	<b>15 mins</b>
12:45	<b>Monoposto Championship - Moto 1000, 2000 and 1800</b>	<b>Race 14</b>	<b>15 mins</b>
13:10	Co-ordSport Tin Tops and The Motorsports School Turbo Tin Tops	Qualifying	30 mins
13:40	Lunch (Grid Walk Bernie's V8s)	-	50 mins
14:30	<b>Bernie's V8s &amp; Historic Outlaws feat CALM All Porsche Trophy</b>	<b>Race 15</b>	<b>30 mins</b>
15:15	<b>Radical Challenge Championship</b>	<b>Race 16</b>	<b>45 mins</b>
16:15	<b>Monoposto Championship - F3, Moto 1400, Classic and 1600</b>	<b>Race 17</b>	<b>15 mins</b>
16:45	<b>Clubmans Sports Prototype Championship</b>	<b>Race 18</b>	<b>15 mins</b>
17:15	<b>Locost Championship &amp; Ma7da Championship</b>	<b>Race 19</b>	<b>15 mins</b>
17:45	<b>Co-ordSport Tin Tops and The Motorsports School Turbo Tin Tops</b>	<b>Race 20</b>	<b>40 mins</b>

\*All timings are provisional and subject to change

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# RADICAL SR1 CUP AND RADICAL CHALLENGE CHAMPIONSHIP

RACE NUMBERS & DURATION

SR1 CUP - 1 (20 MINS) & 5 (20 MINS)

CHALLENGE - 3 (25 MINS), 8 (25 MINS) & 16 (45 MINS)

## TECH TALK

### DESCRIPTION SR1 CUP

Why not enter the world of factory supported sportscar racing at a very reasonable budget. While being Radical's "entry level race car", the SR1 is a full-on purpose-built race car generating lap times faster than GT4 cars that cost three times as much. The Radical SR1 Cup is the complete "motorsport starter kit" making it the UK's most compelling entry point into circuit racing.

### FORMAT

The SR1 Cup continues its popular single day format as a Saturday race event featuring a 20-minute qualifying session and two 20-minute sprint races. A new feature introduced last year was the option for SR1 Cup racers to extend the track action with a 'Sunday Supplement', joining the Challenge 45 minute endurance race programme on Sundays.

### DESCRIPTION CHALLENGE

In 2022 the Challenge format continues as a mix of two sprint races on Saturday followed by a longer endurance final race on Sunday. This format supports both Solo drivers and 2 driver teams, who can share the race time equally. In-line with Radical's other international championships, the Challenge includes the Masters Class which will feature the awesome turbocharged Radical SR10 and welcomes the Radical SR8, RXC and RXC Spyder models to join the Challenge grid. Solo drivers and driver teams can continue to contest the longstanding Supersport class for SR3's of all generations.

### Club Sprint & Club Enduro

These superb new additions to the Radical race scene started in 2021 for the Club Sprint & Club Enduro Cup titles, specifically aimed at the 'Clubman' SR3 1300/1340/1500cc competitor. Specifically formulated to help the privateer and self-run competitors as well as those looking to enter SR3 competition for the first time, Club Sprint and Enduro affords the amateur racer additional flexibility to juggle their racing thrills with a busy home and work life, and welcomes owners of older, factory-standard SR3 models.

### 2022 CALENDAR

9/10 April	Donington Park Nat
21/22 May	Brands Hatch GP
25/26 June	Snetterton 300
30/31 July	Silverstone GP*
13 August	Oulton Park Int
17/18 September	Donington Park GP

\*SR1 Cup and Challenge will run a combined grid for the weekend

### WEBSITE

[www.radicalsportscars.com](http://www.radicalsportscars.com)



After an exciting season opener at Donington Park, the Radical Challenge Championship and SR1 Cup are both back for round two at Brands Hatch.

With five different winners across the five races in round one, this week will be an exciting one to watch. All five champions return to take their next podium, as well as a grid full of eager competitors – from rookie to Radical veteran.

### Radical Challenge

The Radical Challenge Championship continues as a mix of two sprint races on Saturday, followed by a longer endurance race on the Sunday. This format supports both solo and 2-driver teams who can share the race time equally.

In-line with Radical's other international championships, the

Challenge includes the Masters Class which features the awesome turbocharged Radical SR10, as well as the SR8, RXC and RXC Spyder models invited to join the grid. This week, Jim Booth and his SR10 join the Challenge all the way from the US. The UK drivers continue to contest the longstanding Supersport class for SR3's of all generations.

The 21st season of the Challenge is set to be competitive, after round one saw three separate race winners and eight drivers climb the Radical Challenge podiums. This week, they all return to claim all-important points with the competition being wide-open.

### Radical SR1 Cup

The SR1 Cup continues its popular single-day format as a Saturday race event featuring a 20-minute qualifying session and two 20-minute sprint races. A new feature was introduced in 2021 with the option for SR1 Cup racers to extend the track action with a 'Sunday Supplement', joining the Radical Challenge grid for the 45-minute endurance race programme on Sunday.

2022 has already seen a fierce battle between Daryl De Leon and Ben Caisley – both driving their first full SR1 Cup season this year. Tom Wood also brings competition to the Brands Hatch grid in between his ADAC GT4 race calendar in Germany.

The tenth season of Radical's highly rated entry-level championship

continues to offer the best way for motorsport fans to start their own racing path. While being Radical's 'entry level race car', the SR1 is a full-on purpose-built race car generating lap times faster than cars costing three times as much.

Both the SR1 Cup and Radical Challenge meet again at Snetterton for round three at the end of next month.

For the SR1 entry list see page 24

For the Challenge entry list see page 26





**DESCRIPTION**

The Monoposto Racing Club is a club of motor sport enthusiasts promoting single seater motor racing in an inclusive, friendly and respectful environment where the regulations promote stable, affordable and competitive racing.

**CLASSES**

**1800**

Typical Chassis – FF 1800 Zetec, FF 1600 Duratec, FF2000  
Typical Engine – Zetec 1800cc, Duratec 1600cc, Ford Pinto 2000cc

**2000**

Modern space frame chassis 2 litre cars.  
Typical Chassis – F3 pre 1997, Formula Renault pre 2000, Van Diemen/Mygale pre 2002  
Typical Engine – Vauxhall 2000cc 16V, Zetec 2000, Zetec 1800cc ex F4

**Moto 1000**

1000cc Motorcycle engine cars, typically Jedi or Speads. Carbon chassis not permitted.

**2022 CALENDAR**

23/24 April	Snetterton 300
<b>21/22 May</b>	<b>Brands Hatch GP</b>
18/19 June	Donington Park
30/31 July	Silverstone GP
27 August	Oulton Park International
17/18 September	Donington Park GP

**WEBSITE**

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



**The first of two Monoposto grids for this weekend consists of three classes; the Mono Moto 1000 class for up to 1000cc motorbike engine cars, Mono 2000 for pre 2001 2 litre cars and Mono 1800 for 1800cc Formula Fords and Classic Formula Ford 2000 cars.**

Mark Betts currently leads the Moto 1000 class after a clean sweep at Snetterton for the first three rounds of the championship, taking three wins and three fastest laps. This has put him seventeen points clear of his closest championship competitor, Morgan McCourt, who took second, third and fourth places in the first three rounds. Nigel Davers sits a further four points back in third place in the championship. The three of them will be back out at Brands this weekend to defend their current

championship positions. But they won't have it easy, with a competitive class of eleven Moto 1000 cars, including several previous winners in this class.

The Mono 2000 class is currently being led by Terry Clark, a previous champion, who had a successful first meeting of the championship at Snetterton, taking the maximum points in class with three wins and three fastest laps. Robert Smith sits second in the championship having taken three second places at

Snetterton and Phil Chappell took three third places using a lower class car after his Formula Ireland failed in qualifying. Terry and Phil will be out again this weekend at Brands Hatch and will be joined by previous champions James Rimmer and Mat Jordan as well as a newcomer, not just to our championship but to racing in general, Andreas Hicks who will be piloting his Van Diemen RF00 for the first time.

Geoff Fern leads the way in the Mono 1800 class having taken a win, a second place and a third at Snetterton. He is nine points clear of previous Mono 1800 champions Phil Davis and David Jones who are equal on points and they in turn are

one point ahead of Tom Wheatley. The four of them will be representing the class again this weekend and the racing should be close. At Snetterton Geoff, Phil and Tom split the wins between them but DNFs for two of the three dropped them down the points. So they will be looking to catch back up and keep the championship close.

**For the full entry list see page 25**





**DESCRIPTION**

The race series that has been running since 1977, is a restricted-rules class of mid-engined, open-cockpit, full bodied sports prototype cars.

**SPECIFICATION/CLASSES**

**Duratec A**

DA Duratec engine MCRs and Gunns – overall win contenders

**Duratec B**

DB Duratec engine cars built before 2006 Lola, MCR, Gunn, Van Diemen, Carbir

**Duratec DB**

DDB (Duratec Derek Bell) Any Duratec engine car with a driver who is over 60

**Pinto Historic**

Pinto Historic Pinto engine and built before 1982 (no rear wing)

**Pinto**

Pinto engine and built after 1981 (no rear wing)

**2022 CALENDAR**

2/3 April	Donington Park (Nat)
23/24 April	Silverstone (Nat)
<b>21/22 May</b>	<b>Brands Hatch (GP)</b>
18/19 June	Snetterton 300
9/10 July	Thruxton
13 August	Oulton Park
17/18 September	Brands Hatch

**WEBSITE**

[www.sports2000.co.uk](http://www.sports2000.co.uk)



**Fast, friendly fun sums up Sports 2000 racing. The cars are among the quickest in club racing being light, use Yokohama slick tyres and with up to 200bhp available have enough power to provide both drivers and spectators with lots of entertainment.**



The Locks 4 Vans Sports 2000 Championship arrives at Brands Hatch after two excellent meetings at Donington Park and Silverstone where the historic and modern cars were in separate races. At Silverstone the historic cars took centre stage with designers and drivers from the seventies revelling in seeing their old cars (and each other). This weekend both categories are reunited to provide a full grid on the exciting Grand Prix Circuit here at Brands Hatch. Amazing to think that F1 can't decide whether to allow twenty two cars on the grid while this clubman series has 38 cars roaring into Paddock Hill bend at the race start.

The front of the grid will be the modern cars with Ford Duratec

engines and easily identified by their rear wings. The historic class cars use slightly less powerful Ford Pinto engines and have no rear wing. All of the cars use the same Yokohama tyres while the cars are produced by a large number of manufacturers.

Josh Law in his updated MCR was the class act in the modern car class at Silverstone and with three wins so far this year he's looking like a strong contender for the title that's been dominated by Michael Gibbins and Tom Stoten in recent years. The updated bodywork on Josh's car was developed as a project by students at the University of Wales Trinity Saint David, supervised by John Iley who also drives one of the two UWTSO cars that the students

prepare. Their enthusiasm makes a significant contribution to the friendly atmosphere in the Sports 2000 paddock. Class B of the modern cars has been dominated by Peter Brouwer, who comes across from the Netherlands to race his Fox Lola, so far but Colin Peach, John Owen and Grant Gibson will be pushing him hard. Josh Needham also showed some good pace in his Van Diemen at Silverstone and can be expected to join the fray at the front of class B quite soon.

The historic class was dominated by the Lola of Paul Streat at Donington Park but at Silverstone it was Jon Harmer's Tiga that was the class act along with the Shrike of Rob Hall. Peter Needham was also well on the pace and showing good championship form in his Van Diemen. Olivier Kirten from Belgium will be joining the international contingent in his Apache along with Andreas Floth (Lola) from

Vienna and Nick Hyett (Royale) from Switzerland. The racing between the historic cars is usually very close so look out for them and see which car and driver combination works out the fastest way around the Grand Prix circuit.

Whichever class takes your fancy you can be sure that these great looking cars will be providing fast and close racing in both races this weekend and if you visit them in the paddock you will be able to see what's under the bodywork. The lap records to compare times against are 1.28.342 for the modern cars and 1.35.8 for the historic. The historic record is a few years old so maybe this is the year that it gets broken while the revised MCR and Gunn will both be out to beat the duratec record.

**For the full entry list see page 27**





# BERNIE'S V8S & HISTORIC OUTLAWS

RACE NUMBERS & DURATION  
6 (20 MINS) & 15 (30 MINS)

## TECH TALK

### DESCRIPTION

The series is predominantly aimed at US Muscle cars and European V8s but spectators will note that we invite owners of other sports cars to come and join us who may be a few cylinders short - or a few extra! All in the name of having competitive, enjoyable racing with like-minded enthusiasts!

### CLASSES

- HM - Highly Modified
- M - Modified
- FIA - FIA or roadgoing cars
- Historic Outlaw - Cars that have aero or run forced induction

### 2022 CALENDAR

23/24 April	Silverstone (Nat)
21/22 May	Brands Hatch (GP)
11/12 June	Brands Hatch (Speedfest)
2 July	Snetterton (300)
27 August	Oulton Park
18 September	Donington Park (GP)
29 October	Donington Park (Nat)

### WEBSITE

[www.berniesv8s.com](http://www.berniesv8s.com)



**After several years of successfully collaborating with different clubs and series, Bernie is back!**

This new series for 2022 brings back simple rules and is geared to returning the glory days of fast, fun racing with new ideas for greater driver and spectator enjoyment. For this meeting we are delighted to invite drivers and crew for a grid walk on Sunday before we have a Le Mans start for our feature race!

Round One at Silverstone saw the top six cars separated by less than half a second in qualifying with some fantastic battles throughout the grid.

Close racing is all what we are about and when we came off circuit, the whole group came together for a lovely pizza night - fantastic fun!

Such is the feverish excitement at this launch, working closely with MSVR, maestro Bernie has secured a calendar to envy any of the greatest UK race series featuring a seven-round calendar including Brands GP, Brands Hatch's American SpeedFest, Oulton Park, Donington Park and Snetterton.

Our focus is driver, crew and spectator entertainment with a mix of sprint and endurance races including - we

hope - an inaugural season close "Racing into the Night" feature. The series is predominantly aimed at US Muscle cars and European V8s but spectators will note that we invite owners of other sports cars to come and join us who may be a few cylinders short - or a few extra! All in the name of having competitive, enjoyable racing with like-minded enthusiasts!

**For the full entry list see page 28**







# CALM ALL PORSCHE TROPHY

RACE NUMBERS & DURATION  
6 (20 MINS) & 15 (30 MINS)

## TECH TALK



### DESCRIPTION

The CALM All Porsche Trophy Series is designed to offer competitors a great deal of freedom in tuning your Porsche whilst at the same time providing a framework that keeps cars competitive and cost effective.

### CLASSES

5 classes offering freedom of specification based on power to weight ratio. Each car carries a coloured disc showing which class they race in

- SP1 - 240 bhp/tonne – typically highly developed Cayman S or 944 Turbo - Blue disc
- SP2 - 200 bhp/tonne – mostly Boxsters in various states of tune - Red disc
- SP3 - 180 bhp/tonne – usually 944 & 968 models - Yellow disc
- SP4 - 145 bhp/tonne – majority are ex championship 924s – Orange disc
- SPDA - Cars previously running in the Supersport Boxster PDA Championship. Lighter than SP2 and with limited aero devices – Black disc

### 2022 CALENDAR

18 April	Donington Park (GP)
21/22 May	Brands Hatch (GP)
9 July	Thruxton
31 July	Snetterton (300)
10/11 September	Anglesey
29 October	Silverstone (GP)

### WEBSITE

[www.750mc.co.uk](http://www.750mc.co.uk)



The CALM All Porsche Trophy Series (CAP) is designed to offer competitors a cost effective route into Porsche racing, with a great deal of freedom in race tuning whilst at the same time providing a framework that keeps cars competitive.

Miserably), a male mental health charity, and any monies generated are donated to CALM.

CAP is the first club racing series in the UK to be 100% Carbon balanced. Starting as a new home for Porsche 4-cylinder transaxle cars after the demise of the long-running 924 championship, CAP has grown rapidly, and currently welcomes a wide variety of 944, 968, 924, Boxster, Cayman and 911 models.

standards, low costs and a friendly, informal paddock.

At Brands Hatch this weekend, there will be a 20 minute race on Saturday, with a further 30 minutes on Sunday. Both races will share the grid with the spectacular Bernie's V8s & Historic Outlaws series.

**For the full entry list see page 29**



The class structure is organised by power to weight, and the season comprises a mixture of sprint and longer races with a mandatory pit stop. Entries may be by single drivers or two drivers sharing the same car.

The Series is run for the benefit of CALM (Campaign Against Living

The overall framework is designed to provide close racing with few technical regulations, good driving





#### DESCRIPTION

Front Engine Single seaters with enveloping bodywork similar to a Prototype in looks and similar to F3 in lap time.

#### CLASSES

**CSP1** – 200 bhp engines, up to 6 speed gearboxes and limited slip differentials and paddle shift allowed. Hankook control tyre.

**CSP2** – 130 bhp sealed control engine. 4 speed gearboxes. Hankook control tyre.

**CSPA** – 190 bhp Ford Kent engines and pre 1980 chassis.

**CSPB** – 105 bhp Formula Ford engines and pre 1980 chassis.

#### 2022 CALENDAR

9/10 April	Donington Park (Nat)
23/24 April	Silverstone (Nat)
<b>21/22 May</b>	<b>Brands Hatch (GP)</b>
11/12 June	Snetterton (300)
13 August	Oulton Park
17/18 September	Brands Hatch
29 October	Donington Park (Nat)

#### WEBSITE

[www.clubmans.org.uk](http://www.clubmans.org.uk)



**The Clubmans Sports Prototype competitors are all excited to be racing on the Brands Hatch GP circuit – their first opportunity to race here for 25 years. Most drivers will be new to the circuit which could make it quite a wide open contest in all four classes.**

The CSP1 leader Clive Wood is absent this weekend as he is racing at the Pau Historic meeting in France. Therefore, Cody Tree will be hoping to capitalise on this by scoring well after his competitive start to the season. Father and son Adrian and Jarred Lester are enjoying much better reliability this season and either could score well here as Adrian in particular has some experience on the GP circuit. Reigning Champion Steve Dickens will be desperate to open his scoring after a

season to forget so far after suffering repeated engine issues. Also look out for the very rapid Alex Champkin in the new Phantom.

Michelle Hayward is starting to assert herself in CSP2, the reigning champion scoring well at Silverstone with two wins and a second place. Previous champion Morris Hart is tied in second with the young pretender, Mathieu Gauthier-Thomton who is still just getting into his stride this year.

Another ex champion, Tom Bellamy, is getting back up to speed and was very fast at Silverstone, winning one of the races after a tough battle.

In CSPA Jonty Hair is making his first appearance this year in the famous Beagle which will undoubtedly be fast. Mike Evans is also making a rare appearance this weekend driving the works Mallock – so expect a good battle between these two for class honours.

CSPB saw Pippa Tanner Wood rise to the top of the class after champion Barry Webb failed to win any of the Silverstone rounds, which is a very

rare occurrence! Unfortunately, Pippa is unable to defend her lead this weekend as her father and team are all at Pau! Barry will have the usual challenge from Martin Walker. Also expect a strong performance from Tom Muirhead, who joined the fray at Silverstone and won race three in a straight fight with Barry. Could be very close this weekend.

**For the full entry list and a spotters' guide see pages 31-33**







# DEMON TWEETS | YOKOHAMA LOCOST CHAMPIONSHIP

RACE NUMBERS & DURATION  
9 (15 MINS), 13 (15 MINS) & 19 (15 MINS)

## TECH TALK

### DESCRIPTION

Now in its 23rd season, Locosts utilise a Ford 1300cc Crossflow engine, gearbox and live axle in a 'Seven-esque' chassis with fibreglass bodywork to create an affordable one-make formula for club-level competitors. Control tyres are road-derived Yokohama A539 to last for the entire season, whilst dampers must only have one-way adjustability.

### 2022 CALENDAR

30 April/1 May	Silverstone (Nat)
21/22 May	<b>Brands Hatch (GP)</b>
18/19 June	Pembrey
30/31 July	Snetterton (300)
27 August	Brands Hatch (Indy)
17/18 September	Cadwell Park
8 October	Oulton Park (Int)

### WEBSITE

[www.750mc.co.uk](http://www.750mc.co.uk)



**The 2022 Demon Tweets | Yokohama Locost Championship started the season on Silverstone's National layout last month, where action was frenetic up and down the 30-car field.**

Having just missed out on a championship win in 2020 and remained in the title contention for much of last year, it was Craig Land who laid down a marker for others to follow to kick off his 2022 campaign, taking pole position and both wins at the Northamptonshire venue.

A second and a fourth-place finish were sufficient for defending champion Martin West to assume second in the standings in his eye-catching Days Of Thunder liveried

machine – being the only returning champion on the 2022 entry list to-date. As a relative newcomer to the formula, Todd Boucher impressed to sit third in the points coming into this weekend, ahead of on/off Locost frontrunners Karl Ruijsenaars and Shaun Brame, with David Martin alternating a podium with a DNF next in line and ahead of Tim Penstone-Smith in his Union Jack coloured machine.

As a first visit to the full Brands Hatch GP circuit layout this weekend for a triple-header, there are not just three wins up for grabs but a definite lap record on the table. Whilst Locosts only produce modest power from their 1.3-litre powerplants, combined with the less-than-optimal aerodynamic properties of a Seven-type car, longer circuits tend to make for some of the best circuit racing action in the UK thanks to unparalleled slipstreaming effect for this tightly-matched, single-class formula.

**For the full entry list see page 30**





### DESCRIPTION

Ma7da Championship cars use a Locost-type 'Seven-esque' chassis and running gear, along with a series of controlled conversion parts to install a reliable and affordable 1.8-litre VVT Mazda MX-5 'Mk2.5' engine and gearbox. The engine is controlled by a locked championship-spec Emerald ECU, and mild upgrades to Locost brakes and bodywork are permitted, whilst the new control tyre is a quicker Yokohama A048.

### 2022 CALENDAR

9/10 April	Croft
<b>21/22 May</b>	<b>Brands Hatch (GP)</b>
18/19 June	Pembrey
20 August	Silverstone (Int)
10/11 September	Anglesey
2 October	Snetterton 300

### WEBSITE

[www.750mc.co.uk](http://www.750mc.co.uk)



**Introduced in 2019, the Yokohama Ma7da Championship is an offshoot of the eternally popular Locost Championship for kit cars designed to the original Ron Champion 'Build Your Own Sports Car' book dimensions.**

Ma7da offers the same ultra-close slipstreaming race action, but with increased power for those drivers looking for a step up in performance, and typically with 14-16 races spread across six or seven events each year. Granted Motorsport UK Championship status for the 2021 season, Ma7da accommodates drivers having stepped up from Locost, or newcomers looking for a formula that offers great affordable racing with a tightly-controlled kit car platform.

It was former Locost champion Danny Andrew who came out on top of an exciting 2021 title battle to secure the inaugural championship title, but it was a close-run season, particularly between Andrew and fellow former Locost title protagonist Ben Powney; the pair both taking five wins apiece across the year.

Relative 750MC newcomer Dan Sibbons was next in line in the points ahead of David Winter and Jonathan

Liseter, and as the 2022 season rolled underway at Croft last month, it was former Club 100 karting ace Liseter who left the North East circuit at the top of the table to make the best start to his 2022 campaign with four points in hand from Sibbons, then David Mason and defending champion Andrew.

Formula newcomer Eddie Mawer impressed from the outset at Croft, however Powney will be looking to make amends here at his home circuit following a season opener to forget, and with a lap record also up for grabs as the formula makes its inaugural appearance on the full GP circuit

layout, expect the action on track to be nothing short of sensational from nose to tail.

**For the full entry list see page 30**







**DESCRIPTION**

The Monoposto Racing Club is a club of motor sport enthusiasts promoting single seater motor racing in an inclusive, friendly and respectful environment where the regulations promote stable, affordable and competitive racing.

**CLASSES**

**Mono F3**

Formula 3 cars pre 2008, typically Dallara F3. Formula Renault Cars 2000-2011

**1600**

Typical Chassis – FF 1600, Formula Vauxhall Junior (8V) and Formula Renault 1700  
Typical Engine – Ford/Vauxhall 1600cc, Formula Renault 1700cc

**Mono 2000 Classic**

Formula 3 cars pre 1993 and Formula Vauxhall Lotus

**Mono Moto 1400**

1400cc Motorcycle engine cars, typically modified Dallara F3 cars. Carbon chassis permitted.

**2022 CALENDAR**

23/24 April	Snetterton 300
<b>21/22 May</b>	<b>Brands Hatch GP</b>
18/19 June	Donington Park
30/31 July	Silverstone GP
27 August	Oulton Park International
17/18 September	Donington Park GP

**WEBSITE**

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



**The second of the two Monoposto grids is for the Mono F3, Mono Moto 1400, Mono Classic and Mono 1600 classes.**



The Mono F3 class has another big entry this meeting, with eleven cars representing the class. 2020 champion Tony Bishop is currently topping the standings having taken two wins, one third place and all three fastest laps at Snetterton in his Dallara F307. Chris Davison is seven points behind him having taken three second places last time out. Ashley Dibden had a very mixed weekend at Snetterton suffering car problems giving him two DNFs, although he also got one win in the middle race. These three will be back out at Brands this weekend and will be joined by a

number of other fast drivers, which should make it a busy race up front.

Multiple champion Jason Timms is leading the Moto 1400 class ahead of another previous champion, Martin Wright. Jason took two wins and two fastest laps at Snetterton, whilst Martin took the third win and fastest lap. Bruno Costa is campaigning the 1400 championship this year in his JKS which received an upgrade to the 1340cc Suzuki engine over winter. Myles Castaldini also switched from the 1000 class to the 1400 class this season having changed cars to a

Speds RM08. Bruno and Myles are sitting third and fourth respectively in the championship currently.

Jim Spencer is leading the Classic championship, having taken one win and two third places at Snetterton. Robin Dawe and Nick Catanzaro who are currently second and joint third in the championship won't be at Brands this weekend, which will give Eddie Guest (who is joint third with Nick currently) a chance to get ahead in the points. Last year's champion, Jared Wood, couldn't attend Snetterton but will be joining us at Brands and will be looking to make up lost ground.

The 1600 class is currently being led by Geoff Fern who is competing on

both grids again this weekend. Geoff Took all three wins at Snetterton, but he lost one of the fastest laps to Kyle Wallace who is still a relative newcomer to racing and has been getting faster and more confident every time out. Kyle is currently sitting second in the championship, with Richard Biles in third. Charles Greenwood and Colin Sowter will be joining the championship this weekend for the first time.

**For the full entry list see page 35**





# CO-ORDSPORT TIN TOPS AND THE MOTORSPORTS SCHOOL TURBO TIN TOPS

RACE NUMBER & DURATION  
20 (40 MINS)

## TECH TALK



### CSCC CO-ORDSPORT TIN TOP SERIES

#### DESCRIPTION

The CSCC Co-ordSport Tin Tops series is for Saloon and Hatchback cars with engine capacity up to 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age.

#### RULES

Just 4 main rules: Factory silhouette, original type of engine, normally aspirated and treaded MSUK tyres.

#### CLASSES

- Class A** - 1850cc to 2000cc (multi-valve) and all Turbo-Diesels
- Class B** - Renault Clio 2000cc
- Class C** - Ford Fiesta 2000cc
- Class D** - 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve)
- Class E** - 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)
- Class F** - 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)
- Class G** - Up to 1400cc (8V)

### MOTORSPORT SCHOOL TURBO TIN TOP SERIES

#### DESCRIPTION

The CSCC Motorsports School Turbo Tin Tops Series is for Supercharged and Turbocharged front-wheel-drive cars, with a class for RX-8.

#### RULES

Just 4 main rules: Factory width with some aero allowed, original type of engine, forced induction and treaded MSUK tyres.

#### CLASSES

- Class A** - 1900cc and above
- Class B** - 1750cc to 1899cc
- Class C** - 1500cc to 1899cc (Supercharged Only)
- Class D** - 1500cc to 1749cc
- Class E** - 1300cc to 1499cc
- Class F** - Up to 1299cc
- Class R** - RX-8 Trophy

#### 2022 CALENDAR

2/3 April	Snetterton 300
24/24 April	Thruxton
14/15 May	Anglesey
21/22 May	Brands Hatch GP
24-26 June	Spa Francorchamps
16/17 July	Castle Combe
26 August	Oulton Park
10/11 September	Donington Park
8/9 October	Silverstone
29 October	Cadwell Park

#### WEBSITE

[www.classicsportscardub.co.uk/tin-tops](http://www.classicsportscardub.co.uk/tin-tops)



The final race of the weekend is packed full of hot hatchbacks, with normally-aspirated cars vs. their forced induction brethren. The Co-ordSport Tin Tops form the bulk of the field and based on recent encounters may be the first to see the chequered flag, but it could be close and besides, the Motorsports School Turbo Tin Tops are here to enjoy their own race on the fabulous Grand Prix layout.

In order to help limit budgets and domination by a single car both series typically feature winners penalties. We've had four races to date, with every round being clinched by a different winner. With this meeting always on the 2022 calendar for the Co-ordSport Tin Tops, it is only they who will serve a penalty, making life difficult for the 'season opener' outright winner Andrew Windmill in his Honda Civic and Thruxton winner Adam Brown, in his Ford Fiesta ST. Others to keep an eye out for are class winners from last round,

Richard & Richard Jason Field driving a Proton Persona GTi, and Jon & Chris Warburton, in the lightweight and beautifully engineered VW Golf GTI Mk1. Nigel Ainge/Danny Cassar are a formidable team, they just need the rapid Honda Integra to make it to the end of a race. Same of these normally-aspirated cars are creeping in to classic status, with the Peugeot 205 of Shaun Ely already there. The Motorsports School Turbo Tin Tops was added to the CSCC portfolio in 2018 and caters for the new breed of hot hatchback, now that all current

hot hatch models produced for the road are front wheel drive and forced induction (turbo or super charged). This round is considered a bonus for the series, therefore winners penalties won't apply this time.

Carl Chambers and his distinctive Peugeot 208 GTi won outright at Snetterton and is sure to bounce back from an unfortunate DNF at Thruxton. The 2 litre cars in class A will be able to stretch their legs on the GP loop, but with half the races so far being won by 1600cc cars, this race could be taken by any one of half a dozen drivers. The MINI's sometimes give away a little power, particularly the supercharged R53's, but they stop and handle so well.

To add to the excitement of this huge grid, a mandatory quick-as-you-can

stop must be made during the race. Drivers must pit sometime between 10 and 25 minutes into the race, in some cases making a driver change. If you practise your stop in advance and are nimble, with perhaps a little help from friends, you can make up plenty of time on your rivals, but care must be taken not to make a mistake and give away a costly penalty.

Many thanks to our sponsors, Co-ordSport, a leading wholesaler & distributor of branded, specialised automotive and racing parts and The Motorsports School, offering ARDS tests and expert racing tuition.

For the full entry list see page 34





### RADICAL SR1 CUP CHAMPIONSHIP

RACE NUMBERS & DURATION  
1 (15 MINS) & 5 (15 MINS)



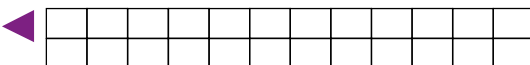
### MONOPOSTO CHAMPIONSHIP - MOTO 1000, 2000 AND 1800

RACE NUMBERS & DURATION  
2 (15 MINS) & 14 (15 MINS)

NO.	DRIVER 1	DRIVER 2	HOMETOWN	TEAM/SPONSOR	CAR	CLASS
2	Daryl De Leon	-	Cambridge	Valour Racing	SR1 Gen 2	-
7	Frazer McFadden	-	Leeds	Track Focused	SR1 Gen 2	-
17	Gavin McAlpine	-	Bicester	RAW Motorsport	SR1 Gen 2	-
20	Tom Wood	-	Castle Donington	University of Derby	SR1 Gen 2	-
40	James Hadley	-	Cheltenham	Scorpio Motorsport	SR1 Gen 2	-
45	Darren Knutton	George Knutton	Manchester	Track Focused	SR1 Gen 2	Fangio
47	Rob Greenwood	Dougie Bolger	Cambridge/Japan	Radical Works Team	SR1 Gen 2	Fangio
53	Ben Caisley	-	Rothbury	DW Racing	SR1 Gen 2	-
55	James Ockenden	-	Guildford	Radical Works Team	SR1 Gen 2	-
66	Brian Caudwell	-	Salisbury Green	Scorpio Motorsport	SR1 Gen 2	Rookie
69	Sally Erdmann	-	Germany	Radical Works Team	SR1 Gen 2	Rookie
94	Katrin Kristensen	-	Denmark	RAW Motorsport	SR1 Gen 2	Fangio

NO.	DRIVER	HOMETOWN	TEAM/SPONSOR	CAR	YEAR	CC
<b>M1000</b>						
29	James Tanser	Astley	-	GSE PR3	2021	1000
30	Andrew Cartmell	Royston	-	Revelation 1000	2003	1000
41	Billy Styles	Cheshunt	W A Styles Ltd	Jedi Mk6/7	-	1000
48	Morgan McCourt	Cork	Leystone Racing	Leystone 1000	2020	1000
51	Adrian Wright	Lichfield	-	GEM AW3	2011	1000
51	Declan Wright	Lichfield	-	GEM AW3	2011	1000
62	David Heavey	Bristol	Leystone Racing	Leystone 1000	2018	1000
69	Dax Ward	Southampton	St. Cross Electronics	Jedi Mk6	2008	1000
77	Nigel Davers	Warminster	Team Fern Racing	Jedi Mk6	2010	1000
89	Mark Betts	Hull	TGM	Jedi MK6	2010	1000
166	Max Windheuser	Sevenoaks	-	Jedi	2011	1000
224	Karl O'Brien	Co Kildare	Leystone Racing	Leystone 1000	2020	1000
<b>2000</b>						
28	James Rimmer	Lidlington	-	Dallara F392	1992	2000
32	Terry Clark	Northwood	Mictel Hillpress	Van Diemen RF00	2000	2000
52	Phil Chappell	Epworth	-	Formula Ireland	2000	2000
92	Andreas Hicks	Tetbury	-	Van Diemen RF00	2000	1800
99	Mat Jordan	Cheltenham	Team Fern Racing	Van Diemen RF99	1999	2000
<b>1800</b>						
7	Geoff Fern	Warminster	Team Fern Racing	Mygale SJ10 Duratec	2010	1600
12	Phil Davis	Stroud	-	Van Diemen RF98	1998	1800
47	David Jones	Newbury	-	Van Diemen RF82	1982	2000
56	Tom Wheatley	Upper Milton	-	Mygale SJ02	2002	1800

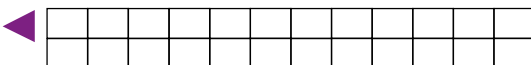
#### GRID POSITIONS – RACE 1 (ROLLING START)



#### RACE RESULTS – RACE 1

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

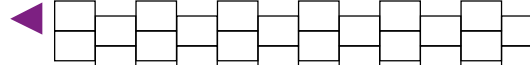
#### GRID POSITIONS – RACE 5 (ROLLING START)



#### RACE RESULTS – RACE 5

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

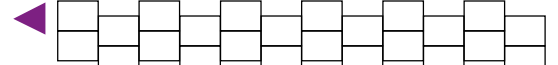
#### GRID POSITIONS – RACE 2



#### RACE RESULTS – RACE 2

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

#### GRID POSITIONS – RACE 14



#### RACE RESULTS – RACE 14

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph





# RADICAL CHALLENGE CHAMPIONSHIP

RACE NUMBERS & DURATION  
3 (25 MINS), 8 (25 MINS)  
& 16 (45 MINS)



# SPORTS 2000 CHAMPIONSHIP

RACE NUMBERS & DURATION  
4 (25 MINS) & 11 (25 MINS)

NO.	DRIVER(S)	HOMETOWN	TEAM/SPONSOR	CAR	CLASS
4	Chris Preen	Warwickshire	RAW Motorsport	SR3 XX	Fangio
5	Ben Stone	London	RAW Motorsport	SR3	-
6	Chris Myhill	Levington	RAW Motorsport	SR3	Fangio
11	Chris Short	Wolverhampton, Staffordshire	RAW Motorsport	SR3 XX	Fangio
14	John MacLeod	Banstead, Surrey	RAW Motorsport	SR3 RSX	Fangio
16	Matt Jones	Leicester	-	SR3	-
18	Mark Williams	Scotland	Doris Motorsport	SR3 XX	Fangio
20	Wesley Fongenie	Towcester	360 Racing	SR3 XX	-
22	Andy Lowe	Wolverhampton, Staffordshire	Valour Racing	SR3 XX	Fangio
23	Jason Rishover	Bushey Heath, London	DW Racing	SR3 RSX	Fangio
39	James Lay	Witney	RAW Motorsport	SR3	-
49	Neil Glover / Jason Green	Haywards Heath	360 Racing	SR3	-
54	James Sweetnam	Bristol	360 Racing	SR3	-
58	Anthony Ayres	Doddinghurst, Essex	Mectech Motorsport	SR3 RSX	-
63	Jim Booth	USA	Valour Racing	SR10	-
77	Noah Degnbol	Denamark	Breakell Racing	SR3	-
80	Peter Tyler	Wiston, Sussex	Radical Works Team	SR3 XX	Fangio
87	Cian Shields	Glasgow	360 Racing	SR3	-
88	Jacek Zielonka	Poland	360 Racing	SR3	-
96	Nicholas Francis	Denmark	RAW Motorsport	SR3 XX	-

### GRID POSITIONS – RACE 3 (ROLLING START)

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

### GRID POSITIONS – RACE 16 (ROLLING START)

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

### GRID POSITIONS – RACE 8 (ROLLING START)

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

NO.	DRIVER	ENTRANT/SPONSOR	CAR	CLASS
<b>Duratec Championship</b>				
1	Tom Stoten	Driver	Gunn	Duratec A
3	Dominic Lesniewski	Driver	MCR	Duratec A
4	Nick Bates	Nick Bates Motorsport	MCR	Duratec A
8	Clive Hayes	Driver	MCR	Duratec A
9	Andrew Butler	Driver	MCR	Duratec A
21	Richard Johnson	Ancaster Leisure Enterprises	MCR	Duratec A
40	Timothy Tudor	University of Wales Trinity St David	MCR	Duratec A
44	John Iley	University of Wales Trinity St David	MCR	Duratec A
66	Tom Mills	Driver	Gunn	Duratec A
73	Ashley Law	QAM Vehicle solutions Ltd	MCR	Duratec A
76	Michael Gibbins	MGR	MCR	Duratec A
77	James Barwell	Barwell Property Services	MCR	Duratec A
91	Joshua Law	QAM Vehicle solutions Ltd	MCR	Duratec A
103	David Gorst	Driver	MCR	Duratec A
148	Andy Chittenden	Driver	MCR	Duratec A
6	Peter Brouwer	Driver	Lola	Duratec B
25	Joshua Needham	Driver	Van Diemen	Duratec B
28	John Owen	Driver	MCR	Duratec B
111	Grant Gibson	Kookaburra Coffee/Special Event Catering	Van Diemen	Duratec B
117	Colin Peach	Driver	Van Diemen	Duratec B
7	Mike Turner	Driver	MCR	Duratec DB
34	Roger Donnan	Driver	MCR	Duratec DB
71	Paul Trayhurn	Driver	Gunn	Duratec DB
88	Peter Williams	Driver	MCR	Duratec DB

### Historic Championship

48	Paul Streat	Driver	Lola	Historic A
54	Peter Needham	Driver	Van Diemen	Historic A
69	Ross Hyett	Pegasus Classic Engineering	Lola	Historic A
116	Tim Jacobsen	Driver	Shrike	Historic A
36	Nick Hyett	Pegasus Classic Engineering	Lola	Historic A
86	Olivier Kirten	Kraken Engineering	Apache	Historic B
10	Charlie Hyett	Pegasus Classic Engineering	Tiga	Historic C
12	Nick Bailey	Driver	Royale	Historic C
27	Jon Harmer	Driver	Tiga	Historic C
32	Chris Snowdon	Driver	Tiga	Historic C
33	Mike Fry	Driver	Tiga	Historic C
46	Trevor Welsh	Driver	Lola	Historic C
79	Andreas Floth	Driver	Lola	Historic C
62	Nicholas Johnson	Ancaster Leisure Enterprises	Lola	Historic C

### GRID POSITIONS – RACE 4

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

### GRID POSITIONS – RACE 11

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph





## BERNIE'S V8S & HISTORIC OUTLAWS

RACE NUMBERS & DURATION  
6 (20 MINS) & 15 (30 MINS)

NO.	DRIVER	MAKE	MODEL	YEAR	CC	CLASS
1	Ollie Neaves	MG	V8	1969	3900	HM
4	Martyn Ellis	Talbot	Sunbeam Lotus	1981	2172	OUTL
13	Oliver Holland	TVR	Tasmin	1981	5000	OUTL
16	Chad Donner	Ford	Mustang Boss 302	1969	5000	FIA
21	Bernard Foley	MGB	GT V8	1968	5000	HM
25	Billy Thompson	TVR	Tuscan	1990	4500	PROD
41	Graham Walden	TVR	Tuscan	1989	5000	PROD
44	Cliff Ryan	Jaguar	XJS	1989	5993	OUTL
46	Stuary Entwistle	Chevrolet	Monte Carlo	2006	5700	PROD
48	Matt Snowball	Plymouth	Cuda	1970	6685	FIA
54	Chris Ridge	TVR	Tuscan	1990	6300	PROD
57	Aaron Moyce	TVR	Tuscan Challenge	1998	4500	PROD
58	Clive Letherby	TVR	Tuscan	1996	4500	OUTL
61	Luke Bryan / Graham Taylor	TVR	Griffith	1963	4727	M
80	Mat Smith	TVR	Chimera	1993	4760	M
82	Peter Halford	Ford	Boss Mustang	1970	5958	FIA
87	Peter / Guy Samuels	MGB	V8 Roadster	1972	3900	M
91	Patrick Doyle / Michael Manners	Jaguar	XJS	-	4150	OUTL
97	Ray Barrow	Chevrolet	Camaro	1969	5700	HM
111	Kevin Doyle / Patrick Doyle	Jaguar	XJ Coupe	1975	6800	OUTL
888	Adam Chodosh	Chevrolet	Corvette	1958	5800	HM
999	Simeon Chodosh	Chevrolet	Corvette	1959	6300	HM



## CALM ALL PORSCHE TROPHY

RACE NUMBERS & DURATION  
6 (20 MINS) & 15 (30 MINS)

NO.	DRIVER 1	DRIVER 2	MAKE	MODEL	CC	CLASS
1	Paul Hicks	Trevor Bale	Porsche	Cayman	3387cc	SP1
11	Andy Pritchard	Gary Campbell	Porsche	924	2000cc	SP4
18	David Jones	Jon Harmer	Porsche	924	2000cc	SP4
25	Jamie McHuch	-	Porsche	944 Turbo	2500cc	SP1
26	Metin Yilmaz	Gabriel Yilmaz	Porsche	Boxter	2687cc	SP2
28	Andy Baker	-	Porsche	Boxster	2687cc	SPDA
30	Clayton Sampson	Ed Sampson	Porsche	968	2990cc	SP3
35	Daniel Crego	Alvaro Crego	Porsche	968	2990cc	SP3
36	Hugh Peart	-	Porsche	924	2000cc	SP4
39	Rob Hardy	-	Porsche	Boxster S	2687cc	SP2
40	James Harvey	-	Porsche	Boxster S	2687cc	SPDA
41	Karl Rossin	-	Porsche	924	2000cc	SP4
44	Sam Callahan	-	Porsche	Boxster S	2687cc	SP2
46	Gary Goodwin	Michael Goodwin	Porsche	Boxster S	2687cc	SP2
47	Ryan Mone	-	Porsche	944 S2	2500cc	SP3
56	Tom McHugh	-	Porsche	944 S2	2500cc	SP3
73	Mark Horton	-	Porsche	Boxster S	2687cc	SP2
88	David Hornsey	Chris Valentine	Porsche	924	2000cc	SP4
99	Matt Harris	-	Porsche	Boxster	2687cc	SP2
111	Andy Pritchard	Gary Campbell	Porsche	924	2000cc	SP4
113	Brian Richardson	Colin Tester	Porsche	Boxster S	2687cc	SP2
142	Alan Drain	-	Porsche	Boxster S	2687cc	SP2
154	Neal Blakes	-	Porsche	Boxster	2687cc	SP2
191	Rob Hollyman	-	Porsche	911	800cc	OUTL
555	Jonathan Leeson	-	Porsche	Boxster	2000cc	SP2
TBC	Ivon Mairs	-	Porsche	924	2000cc	SP4

### GRID POSITIONS – RACE 6 (ROLLING START)

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

### GRID POSITIONS – RACE 15 (ROLLING START)

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

### GRID POSITIONS – RACE 6

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....

### GRID POSITIONS – RACE 15

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

1<sup>st</sup>...../ 2<sup>nd</sup>...../ 3<sup>rd</sup>...../ 4<sup>th</sup>...../ 5<sup>th</sup>.....





# LOCOST CHAMPIONSHIP & MA7DA CHAMPIONSHIP

RACE NUMBERS & DURATION  
9 (15 MINS), 13 (15 MINS)  
& 19 (15 MINS)

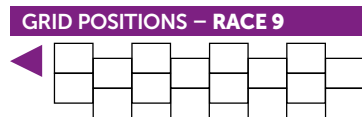


# CLUBMAN SPORTS PROTOTYPE CHAMPIONSHIP

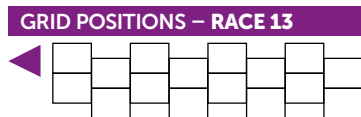
RACE NUMBERS & DURATION  
7 (15 MINS), 12 (15 MINS)  
& 18 (15 MINS)

NO.	DRIVER	HOMETOWN	CAR	CC
<b>Locost Championship</b>				
7	Gregory Smith	Crowthorne	Locost 7	1300
8	Shaun Brame	Ipswich	Locost 7	1300
9	William Wright	Derby	Locost 7	1300
19	Daniel Garrett	Epsom	Locost 7	1300
21	Kevin Straw	Sherburn-In-Elmet	Locost 7	1300
24	Stephen Wright	Reading	Locost 7	1300
25	Tony Mole	Tunbridge Wells	Locost 7	1300
29	Geoff Peek	Horley	Locost 7	1300
33	Glenn Boyer	Bridgwater	Locost 7	1300
34	Trevor Faunch	Normanton	Locost 7	1300
38	Rob Hardie	Cheltenham	Locost 7	1300
40	David Martin	Liverpool	Locost 7	1300
41	Keith Malpus	Thornton-Cleveleys	Locost 7	1300
47	Timothy Penstone-Smith	Welwyn Garden City	Locost 7	1300
50	Ian Hardy	Launceston	Locost 7	1300
52	Alan Harman	Brighton	Locost 7	1300
58	Bradley Horsnell	South Molton	Locost 7	1300
69	Todd Boucher	Badminton	Locost 7	1300
74	Garry Brandon	Hitchin	Locost 7	1300
79	Tom Parker	Wakefield	Locost 7	1300
82	Paul Clark	Southampton	Locost 7	1300
84	Karl Ruijsenaars	Cheltenham	Locost 7	1300
87	Craig Land	Nottingham	Locost 7	1300
90	Thor Tulloh	Oxford	Locost 7	1300
94	Martin West	Southampton	Locost 7	1300
99	Ryan Garrett	Dorking	Locost 7	1300

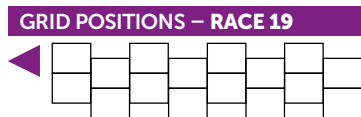
NO.	DRIVER	HOMETOWN	CAR	CC
<b>Ma7da Championship</b>				
1	Colin Marshall	Barrow	Ma7da Seven	1800
3	Callum Barnes	Whitley Bay	Ma7da Seven	1800
13	Steve Paddock	Hove	Ma7da Seven	1800
17	Daniel Cort	Leicester	Ma7da Seven	1800
18	Stephen Kimber	Southminster	Ma7da Seven	1800
23	Samir Abid	Leamington Spa	Ma7da Seven	1800
27	Danny Andrew	Spalding	Ma7da Seven	1800
35	David Winter	Gamlingay	Ma7da Seven	1800
37	Ben Powney	Seabrook	Ma7da Seven	1800
43	David Mason	Peterborough	Ma7da Seven	1800
55	Simon Cort	Rugby	Ma7da Seven	1800
56	Daniel Sibbons	Lincoln	Ma7da Seven	1800
66	Lucas Batt	Chesham	Ma7da Seven	1800
71	Jonathan Lisseter	Romford	Ma7da Seven	1800
77	Eddie Mawer	Grimsby	Ma7da Seven	1800
80	Rob Olley	Banbury	Ma7da Seven	1800
88	Peter Wood	Blandford Forum	Ma7da Seven	1800
147	Lewis Penstone-Smith	Welwyn Garden City	Ma7da Seven	1800
150	David Jones	Nottingham	Ma7da Seven	1800
199	Martin Shelton	Nottingham	Ma7da Seven	1800



**RACE RESULTS – RACE 9**  
1st...../ 2nd...../ 3rd...../

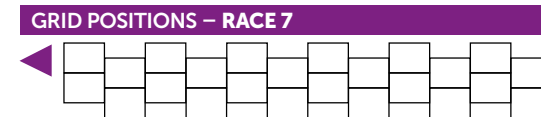


**RACE RESULTS – RACE 13**  
1st...../ 2nd...../ 3rd...../



**RACE RESULTS – RACE 19**  
1st...../ 2nd...../ 3rd...../

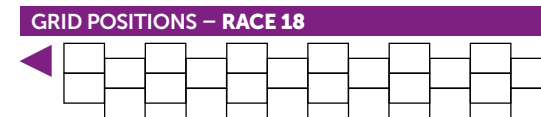
NO.	DRIVER	HOMETOWN	TEAM/SPONSOR	CAR	CC	YEAR
<b>CSP1</b>						
7	Steve Dickens	Towcester	Autoclass Garage	Mallock Mk29	1800	1991
17	Alan Cook	Great Bardfield	EV Connectors	Mallock Mk 31	2000	2000
21	Alex Champkin	Banbury	-	Phantom PR21	2000	2021
33	Oliver Hulme	Crawley Down	-	Mallock Mk20B(21)	1800	1979
34	Sean Hurley	Peterbotough	-	Mallock Mk 28	1800	1989
47	Pete Richings	Coventry	Scuderia Fosse Rosso	Mallock Mk 30PR	1800	1993
65	Ian Crombie	Keston	Scuderia Sunroof	Mallock Mk 27 Synergy	1800	1989
66	Adrian Lester	Peterborough	Black Box Controls Ltd	Clubman 35	1340	2020
68	Jarred Lester	Peterborough	Big Web Warehouse Ltd	Clubman 35	1340	2003
71	Cody Tree	Cullompton	-	Phantom P94	1800	1994
74	Leigh Parkes	Sutton	-	Mallock Mk 31	1300	1994
88	Steve Everson	Amersham	-	Mallock Mk 27	1800	1988
<b>CSP2</b>						
3	Tom Bellamy	Havorfordwest	Chris Benson Racing	GEM Mk 1	1600	2008
20	M. Gauthier-Thornton	Virginia Water	-	Phantom P 94	1600	1994
35	Chris Burnham	Theale	-	Mallock Mk 21	1600	1980
52	Roger Watton	Wareham	Wessex Trailers	Mallock Mk 20B	1600	1978
70	Peter Burnham	Princes Risborough	-	Mallock Mk 28/30	1600	1989
77	Gareth Salter	Wolverhampton	-	Mallock Mk 27	1600	1979
81	Rodney Player	Salisbury	-	GEM Mk 2	1600	2008
84	Michelle Hayward	Wrexham	-	Mallock Mk 23	1600	1982
87	Samantha Evans	Chester	-	Mallock Mk 27	1600	1988
89	Brendan Herd	Twickenham	-	Mallock Mk 21T	1600	1980
<b>CSPA</b>						
8	Jonathan Hair	Rolleston on Dove	-	Beagle Mk 4	1700	1976
11	Alan Davenport	Newbury	Beech House Motorsport	Centaur Mk14B - 17	1700	1974
31	Mike Evans	Kelsall	-	Mallock Mk 21	1700	1980
<b>CSPB</b>						
25	Martin Walker	Grafton Underwood	-	Mallock Mk 16	1600	1975
54	Barry Webb	Redditch	-	Mallock Mk 16	1600	1976
58	Tom Muirhead	Banbury	-	Mallock Mk 18	1600	1976
60	Brian Hunter	Gosfield	-	Mallock Mk 18	1600	1977



**RACE RESULTS – RACE 7**  
1st...../ 2nd...../ 3rd...../ 4th...../ 5th.....



**RACE RESULTS – RACE 12**  
1st...../ 2nd...../ 3rd...../ 4th...../ 5th.....



**RACE RESULTS – RACE 18**  
1st...../ 2nd...../ 3rd...../ 4th...../ 5th.....



3 TOM BELLAMY



7 STEVE DICKINS



8 JONATHAN HAIR



60 BRIAN HUNTER



65 BRIAN HUNTER



66 ADRIAN LESTER



11 ALAN DAVENPORT



17 ALAN COOK



20 M. GAUTHEIR-THORNTON



68 JARRED LESTER



70 STEVE EVERSON



71 CODY TREE



21 ALEX CHAMPKIN



25 MARTIN WALKER



33 OLIVER HULME



74 LEIGH PARKES



77 GARETH SALTER



81 RODNEY PLAYER



34 SEAN HURLEY



35 CHRIS BURNHAM



47 PETE RICHINGS



84 MICHELLE HAYWARD



87 SAMANTHA EVANS



89 BRENDAN HERD



52 ROGER WATTON



54 BARRY WEBB



58 TOM MUIRHEAD







**CO-ORDSPORT TIN TOPS AND THE MOTORSPORTS SCHOOL TURBO TIN TOPS**

RACE NUMBER & DURATION  
20 (40 MINS)



**MONOPOSTO CHAMPIONSHIP - F3, MOTO 1400, CLASSIC AND 1600**

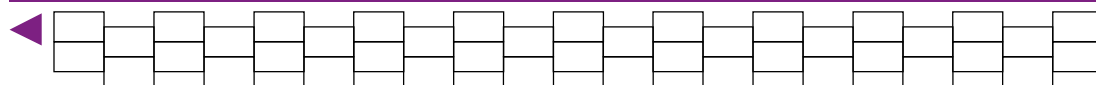
RACE NUMBERS & DURATION  
10 (15 MINS) & 15 (15 MINS)

NO.	DRIVER	TEAM/SPONSOR	CAR	CC	CLASS
<b>Co-ordSport Tin Tops</b>					
19	Lee Channing/Wayne Dye	Severn Garage Services	Honda Civic	1998	A
26	Chris Earle	Williamsons Motorsport	Honda Civic Type R	1998	A
30	Garry Barlow	Driver	Honda Integra Type RDC5	1998	A
36	Alfie Jones	DJ Plumbing Heating & Drainage	Honda Civic Type R	1998	A
58	Miles Moseley	MM Financial Management Ltd	Peugeot 306 Rallye	1998	A
75	Steve Davey/Lee Craddock	Synchro Motorsport/Time to Shine	Honda Civic Type R	1998	A
86	Nigel Ainge/Danny Cassar	Driver	Honda Integra Type R	1998	A
234	James Wilson	Surewise Home Insurance	Peugeot 206 GTI 180	1997	A
420	Kev Smith	Driver	Honda Civic Type R	2000	A
888	Andrew Windmill	KAAZ Differentials	Honda Civic Type R Leggera	1998	A
29	Tim Richman	Andover College	Renault Clio 182	1998	B
113	Stephen Reynolds/John Ridgeman	Driver	Renault Clio 182	2000	B
318	Richard Bethell	RJ Bethell Plastering	Renault Clio 172	2000	B
777	Michael Dwane	Driver	Renault Clio 182	1998	B
37	Steven Routledge	Driver	Ford Fiesta ST	2000	C
56	Adam Brown	AC Valve Alliance/ABRacing	Ford Fiesta ST	2000	C
135	Paul Boulton	Ocell motorsport	Ford Fiesta ST	2000	C
177	Kathryne Henderson/Allen Tice	Driver	Ford Fiesta ST	2000	C
42	Jonathan Dee	Rock Valley Automotive/Track Car Door Cards	Honda Integra DC2	1797	D
95	Paul McDonald	Pheonix Motorsport Personnel Ltd	Ford Fiesta Si	1796	D
179	Richard Field/Richard Jason Field	BHB	Proton Persona GTi Coupe	1830	D
2	Blair Roebuck	Recycled Racing	Honda Civic	1600	E
32	Simon Hampton	Parkfield Estates	Alfa Romeo 33	1798	E
45	Alan Wilshire	Valhalla Racing	Ford Fiesta	1600	E
55	James Fletcher/Steve Fletcher	Driver	Alfa Romeo 33	1800	E
81	Jon Warburton/Chris Warburton	Driver	Volkswagen Golf GTI Mk1	1781	E
22	Shaun Ely	Recycled Racing	Peugeot 205 GTI	1580	F
77	M & L Alexander-Williams	Driver	Citroen Saxo	1600	F

**Motorsports School Turbo Tin Tops**

70	Dan Ludlow/Stuart Emmett	Ludlow Engineering / Rutpen Limited	Honda Civic Type R (T)	2000	TA
87	Adam Chamberlain	Chamberlain Car Care/OCD Finish	Vauxhall Astra VXR (T)	1998	TA
199	Robert Hosier	Rexhill Scaffolding and Roofing LTD	Seat Leon (T)	1987	TA
12	Charlie Newton-Darby	Driver	MINI Cooper S R53 (S/C)	1600	TC
126	K. Fulbrook/C. Williams	Liqui Moly/Airtec/SRR Motorsport	MINI Cooper S R53 (S/C)	1600	TC
753	Matthew Shears/Shane Taylor	UP3 Mobiliti Racing	MINI Cooper S R53 (S/C)	1600	TC
7	Toby Harris/Lisa Selby	Wild Cat Motorsport	Ford Fiesta ST 180 (T)	1600	TD
17	John Wyatt	John Wyatt Fine Jewellery	MINI Cooper S R56 (T)	1600	TD
72	Carl Chambers	Pugsport Racing	Peugeot 208 GTi 30th (T)	1600	TD
83	Wendy Ellis-Smith/Paul Ellis-Smith	Driver	MINI Cooper S (T)	1600	TD
98	Robin Dansie	Think Systems	MINI Cooper S R56 (T)	1600	TD
181	Keith Issatt	Trackroadrace.co.uk	MINI Clubman (T)	1600	TD

**GRID POSITIONS – RACE 20**

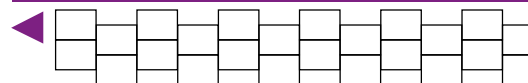


**RACE RESULTS – RACE 20**

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

NO.	DRIVER	HOMETOWN	TEAM/SPONSOR	CAR	CC	YEAR
<b>F3</b>						
5	Russ Giles	Redditch	-	Dallara F398	1998	2000
9	Tony Bishop	Whipsnade	Hardall / Team Fox Racing	Dallara F307	2007	2000
10	Neil Harrison	Worcester	Magic Motorsport	Dallara F302	2002	2000
22	Dean Warren	Chaddesley Corbett	-	Dallara F302	2002	2000
31	Chris Davison	Moreton-in-Marsh	IGD Racing	Dallara F301	2001	2000
33	Lee Cunningham	Weybridge	Scuderia Fern Racing	Dallara F301	2001	2000
36	Mike Hatton	Aylesbury	GDM Motorsport	Dallara F305	2005	2000
63	Kevin Otway	Tonbridge	-	Formula Renault	2007	2000
68	Malcolm Scott	Upminster	-	Dallara F398	1998	2000
94	Ashley Dibden	Peterborough	-	Dallara F301	2001	2000
100	Juan Moreno	Plymouth	-	Formula Renault	2006	2000
<b>M1400</b>						
3	Jason Timms	Gloucester	James Timms Transport	Dallara 301	2001	1400
8	Martin Wright	Burton-on-Trent	SMS Engineering Services	Dallara 301	2000	1340
17	Bruno Costa	Northampton	130R Performance/Hoosier	JKS 1400	2015	1340
78	Myles Castaldini	Leamington Spa	Tappex Thread Inserts	Speads RM08	2008	1300
<b>Classic</b>						
25	Jim Spencer	Market Drayton	-	Reynard 883	1988	2000
46	Jared Wood	Aylesbury	-	Formula Vauxhall Lotus	1990	2000
57	Edward Guest	Bury St. Edmunds	-	Anson SA4	1983	2000
<b>1600</b>						
7	Geoff Fern	Warminster	Team Fern Racing	Van Diemen RF89	1989	1600
13	Kyle Wallace	Scunthorpe	-	Formula Renault	1994	1700
85	Charles Greenwood	Teddington	-	Dunlon MP15	1973	1600
126	Colin Sowter	Broxbourne	Edginton Racing	Swift SF94	1994	1600

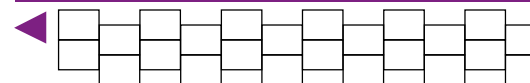
**GRID POSITIONS – RACE 10**



**RACE RESULTS – RACE 10**

1<sup>st</sup> ..... / 2<sup>nd</sup> ..... / 3<sup>rd</sup> ..... / 4<sup>th</sup> ..... / 5<sup>th</sup> .....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph

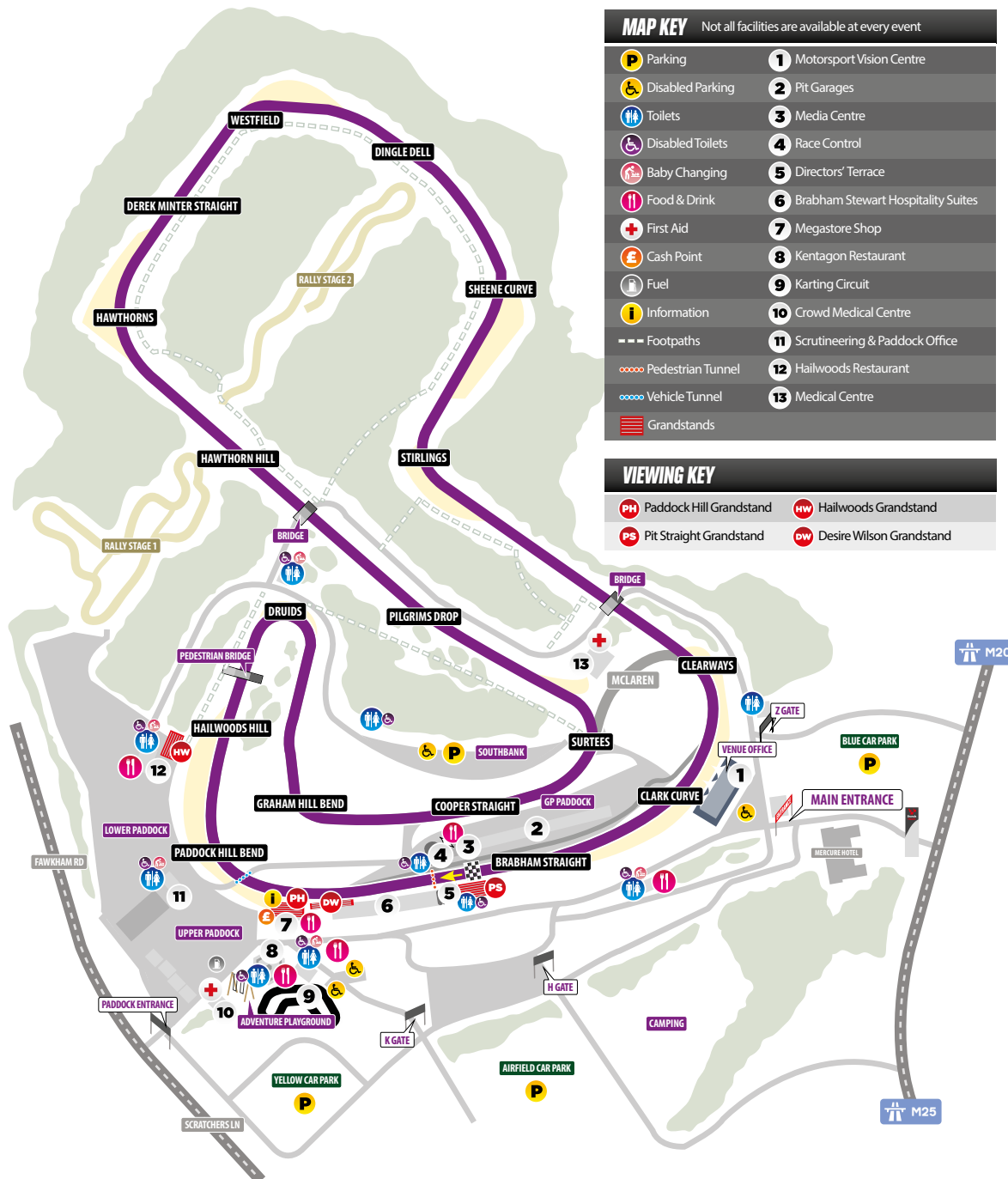
**GRID POSITIONS – RACE 15**



**RACE RESULTS – RACE 15**

1<sup>st</sup> ..... / 2<sup>nd</sup> ..... / 3<sup>rd</sup> ..... / 4<sup>th</sup> ..... / 5<sup>th</sup> .....  
 Winner's Time .....Laps.....Speed.....mph  
 Fastest Lap: No.....Time.....Speed.....mph





**FLAGS**

- BLUE (STEADY)**  
Another competitor is close.
- BLUE (WAVED)**  
Another competitor is trying to pass.
- WHITE**  
Service vehicle or very slow car on circuit.
- YELLOW (WAVED)**  
Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
- YELLOW (DOUBLE WAVED)**  
Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).
- YELLOW/RED STRIPES**  
Slippery surface ahead.
- GREEN (WAVED)**  
All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
- 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.

**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.