

TUNER FEST SOUTH

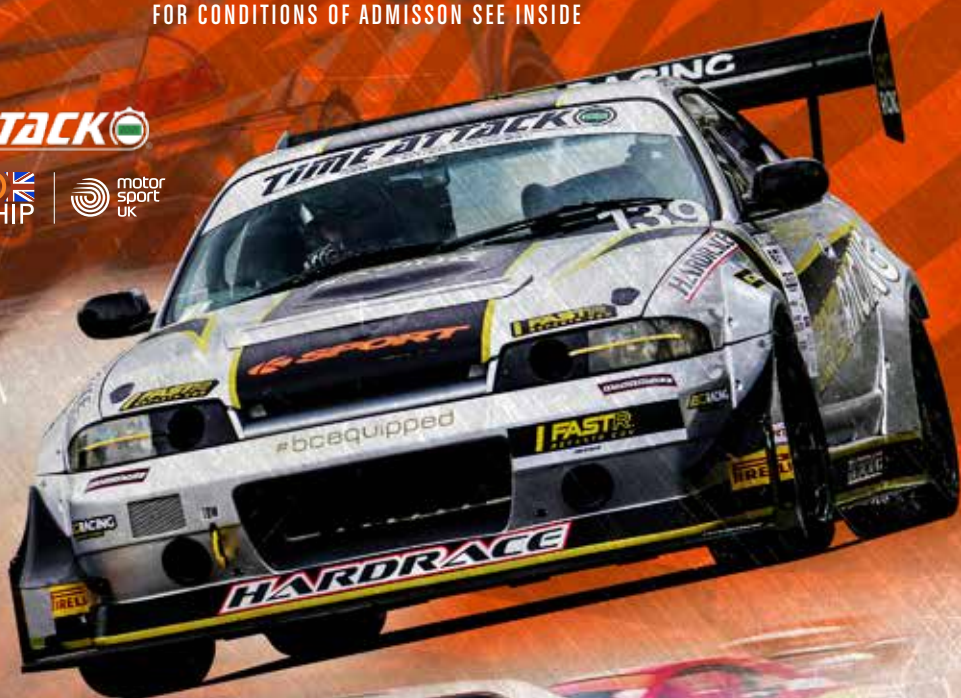
BRANDS HATCH – SUN 20 JUNE 2021

FOR CONDITIONS OF ADMISSION SEE INSIDE

FEATURING

TIME ATTACK

DRIFT PRO
CHAMPIONSHIP



ALSO FEATURING

Brands Hatch

MAXIMUM NETWORKS
VOLKSWAGEN
Racing Cup

TCT

GOODSTEAD
TCR UK

MILTON KEYNES
RACING CUP





WHAT WE ARE DOING TO KEEP EVERYONE SAFE

VISITOR INFORMATION

With effect from 22/05/2021

In line with UK Government guidance, MSV will reopen its circuits to visitors at race meetings from Saturday 22 May 2021.

The key points to note are as follows:

- Ticket sales will be limited as per COVID-19 guidelines to ensure visitors can easily socially distance
- Other social distancing measures will be in place, with clear signage instructions
- There will be no public access to working areas e.g. paddocks, pit lanes and garages at this time
- Enhanced cleaning will be implemented and hand sanitiser dispensers will be available to use around each venue
- Protective screens and PPE will be in use in high interaction areas to protect visitors and staff

This summary explains the operations and safety measures we have put in place to protect you and our employees, and to ensure our venues are COVID-secure. The document will be updated as government advice evolves.

MAINTAINING SOCIAL DISTANCING AND VISITOR SAFETY

- Race circuits are huge open areas of land. Nevertheless, visitor numbers will be restricted to ensure attendees can easily socially distance, in line with guidance
- Where grandstands are open, seating plans will be reconfigured to allow for social distancing, with alternate rows closed and a minimum two-seat gap between groups
- Signage will inform visitors of key messages and instructions, including what to do if they start to display any COVID-19 symptoms and how to maintain social distance
- Public access to all working areas (e.g. paddocks, pit lanes and garages) is prohibited until further notice
- Walkways may be one-way or closed where recommended social distancing is otherwise not possible
- Some facilities may not be open at all race meetings
- Circuit management retain the right to remove and exclude any individuals from the venue if their actions are viewed to breach any health and safety protocols (COVID-19 related or otherwise)
- Overnight stays are not currently permitted for spectators on club-level meetings

RESTAURANTS AND FOOD SERVERIES

- We will mostly be offering a takeaway service with a greater emphasis on 'Grab and Go' items to reduce queuing times
- Food and drink will predominantly be served in disposable (recyclable) containers with plenty of bins available
- If you intend to use a designated seating area, please note you will be required to sign-in using the NHS Test and Trace app, or to manually leave your contact details. These areas will be table service only

- Signage will reinforce social distancing within queues
- New hygiene screens have been installed at service counters
- Self-service buffets and salad bars will be closed until further notice
- Cutlery and condiments will be given to visitors with their meal, or on request, rather than left in open areas
- Payments will need to be 'contactless' (where possible)
- All members of catering staff will be wearing appropriate PPE
- You will be required to wear a face covering indoors, unless you are medically exempt

TOILETS

- We will be deploying enhanced cleaning measures and disinfecting high-frequency touch points such as doors, taps and flush handles
- Signage and floor markers will be in place to enable social distancing in queues
- You will be required to wear a face covering unless medically exempt

HYGIENE AND CLEANING

- Enhanced cleaning measures will be in force to disinfect high-frequency touch points, such as service counters and door handles
- Hand sanitiser dispensers will be available around each venue for visitors to use
- All visitors are asked to uphold the highest possible hygiene standards – to be supported by signage around each venue
- MSV employees will be following additional procedures to keep our visitors safe and stay safe themselves

STAY SAFE



RESPECT SOCIAL DISTANCING MEASURES



REGULARLY WASH YOUR HANDS FOR 20 SECONDS



AVOID COUGHING AND SNEEZING NEAR OTHERS

www.msv.com

Timetable

Sun 20th June 2021



| | | |
|---------------|--|----------------------------|
| 07.00 | Gates open to clubs, competitors and car traders | - |
| 09.00 | Gates open to public | - |
| 10.00 - 10.30 | Drift Pro Championship | Driftkhana |
| 10.40 - 10.55 | Time Attack Warm up - Club Class | Warm up |
| 11.00 - 11.15 | Time Attack Warm up - Pro Class | Warm up |
| 11.00 | Car Clubs and Power Maxed Show & Shine | Judging commences |
| 11.20 - 11.35 | Ramair Run What You Brung Time Attack | Session 1 |
| 11.45 - 12.05 | 2021 Maximum Networks Volkswagen Racing Cup incorporating the Goodyear Touring Car Trophy and TCR UK | Race 2 |
| 12.15 - 12.40 | Drift Pro Championship | Qualifying |
| 12.50 - 13.05 | Milltek Sport Civic Cup | Race 2 |
| 13.15 - 13.30 | Time Attack Warm up - Club Class | Practice |
| 13.35 - 13.50 | Time Attack Warm up - Pro Class | Practice |
| 13.55 - 14.10 | Ramair Run What You Brung Time Attack | Session 2 |
| 14.20 - 14.45 | 2021 Maximum Networks Volkswagen Racing Cup incorporating the Goodyear Touring Car Trophy and TCR UK | Race 3 |
| 14.55 - 15.20 | Drift Pro Championship | Semi Final (Top 16) |
| 15.35 - 15.50 | Time Attack Qualifying - Club Class | Qualifying |
| 15.55 - 16.10 | Time Attack Qualifying - Pro Class | Qualifying |
| 16.00 | Car Clubs and Power Maxed Show & Shine | Prize Presentation |
| 16.15 - 16.30 | Ramair Run What You Brung Time Attack | Session 3 |
| 16.35 - 17.00 | Drift Pro Championship | Final (Top 8) |
| 17.10 - 17.25 | Milltek Sport Civic Cup | Race 3 |
| 17.30 - 17.45 | Time Attack Qualifying - Club Class | Final |
| 17.50 - 18.05 | Time Attack Qualifying - Pro Class | Final |
| 18.00 | Drift Pro Championship | Podium Presentation |
| 18.10 - 18.25 | Ramair Run What You Brung Time Attack | Session 4 |
| 18.30 | Show closes | - |
| 18.35 | Time Attack | Podium Presentation |

Times are subject to conditions and circumstances on the day.

Covid is still amongst us



As you will appreciate, today's event takes place before national restrictions have been lifted. And while it might feel like things are getting back to normal, the government guidelines and protocols in relation to the control of Covid-19 continue to apply. Therefore, social distancing and the wearing of face coverings when inside or when close to others who are not part of your social 'bubble', is still mandatory.

Consequently, those of you who are familiar with our shows at Brands Hatch will see some noticeable differences. These include increased spacing between clubs and displays, hand-sanitising stations, information signs, arrows indicating walkways, take-away catering only and restricted access to certain areas, including no admittance to the pits and paddock areas.

Your safety is our priority and we thank you for your cooperation and understanding in these current times. Together, we can reduce the risk of contagion and keep everyone safe.

Regards, Time Attack.

Watch all of today's action on our Facebook live @tunerfest

Tunerfest South 2021 | 03

Officials

This meeting is organised by Club Time Attack governed by the General Competition Rules of the Motorsport UK, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

Motorsport UK Permit Nos:

Time Attack Club Classes: 121309
Time Attack Pro Classes: 121326
Drift Pro Championship: TBC
Races: 121327

Promoter Club Time Attack

Motorsport UK Steward
Thomas Banister

Event Directors

Andy Barnes/Rob Barnes

Clerk of the Course Derek Stanley

Race Clerk of the Course
Richard Beard

Time Attack Championship & Events Coordinator Simon Slade

Motorsport UK Drift Pro Championship & Show Coordinator Sam Fleet

VW Cup / Touring Car Trophy / TCR UK Coordinator Nicki Lines

Civic Cup Championship Coordinator Stewart Lines

Secretary of the Meeting
Graham Whitaker

Scrutineers

Mike Mattison/Andy Stone/
Ady Smith/Ian Billett/TBC

Championship Stewards
Nigel Dixon/David Walton/
Esmore Jones

Club Stewards

Leigh Jordan/Rob Barnes

Covid Officer Sue Jeffery

Timekeeping TSL Timing

Medical, Marshals & Rescue
Brands Hatch Circuit/MSV

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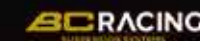
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Welcome Tunerfest South 2021

Organisers of this year's Tunerfest South extend a very warm welcome to one of the first (and only) shows of its kind to be held so far this year. We are sure that like us, you have been looking forward to getting back to events and revel in our love of cars once again.

An annual summer celebration of tuning, modification and performance, Tunerfest South is now an occasion firmly etched in the car-show calendar.

Introduced in 2015, the Tunerfest concept was created to showcase modern and tuned performance cars from around the world. Working in partnership with three of the country's most famous circuits: Brands Hatch (Tunerfest South), Oulton Park (Tunerfest North) and Donington Park (Tunerfest Midlands), these events are designed to appeal to the serious modified car owner.

Brought to you by the promoters of Time Attack, Tunerfest South presents some of the fastest and uniquely tuned cars both on and off the track. The show embraces everything that the modern tuning scene has to offer: from fierce competition on the circuit, to public track time, plus representation on-site from a plethora of local car clubs.

And don't miss the show's extensive trade area, where there's a range of exhibitors including leading aftermarket tuners, parts and accessory suppliers. There's also the ever-popular Show and Shine competition that is as much about modification and performance as it is a great paint job.

Of course, there's the awesome action on the circuit. The technical nature of the Brands Hatch Indy circuit makes it a firm favourite with the drivers - and, because from certain vantage points you can see almost a whole lap of the track, it's a favourite with spectators too!

For the first time ever, the event hosts an awesome mix of all-action, non-stop on-track competition, the likes of which has never been seen before, another factor that sets this show apart from all others. Just look at what's in store:

- Round 3 of the Time Attack Championship
- Round 1 of the Motorsport UK Drift Pro Championship – the first ever running of this brand new championship
- Driftkhana competition
- Rounds 6 & 7 of the Maximum Networks VW Cup
- Rounds 6 & 7 of the Goodyear Touring Car Trophy and TCR UK
- Rounds 6 & 7 of the Millek Sport Civic Cup
- Round 3 of the Time Attack Run What You Brung Series

To ensure you don't miss any of the action, keep tracks on the timetable and refer to the venue plan printed in this programme. You can also watch the action as it happens via the live streaming on our Facebook page **@tunerfest** – plus you can follow the live timing and find out more by visiting: **www.timeattack.co.uk**

On behalf of the event organising team, we thank you for coming to Brands Hatch today and hope you enjoy the unique experience of Tunerfest!



Brands Hatch Indy Circuit Map

MAP KEY Not all facilities are available at every event

| | |
|------------------|------------------------------------|
| Parking | Kentagon Restaurant |
| Disabled Parking | Brabham Stewart Hospitality Suites |
| Toilets | Grandstands |
| Disabled Toilets | Paddock Hill Grandstand |
| Baby Changing | Footpaths |
| Food & Drink | |
| Cash Point | |

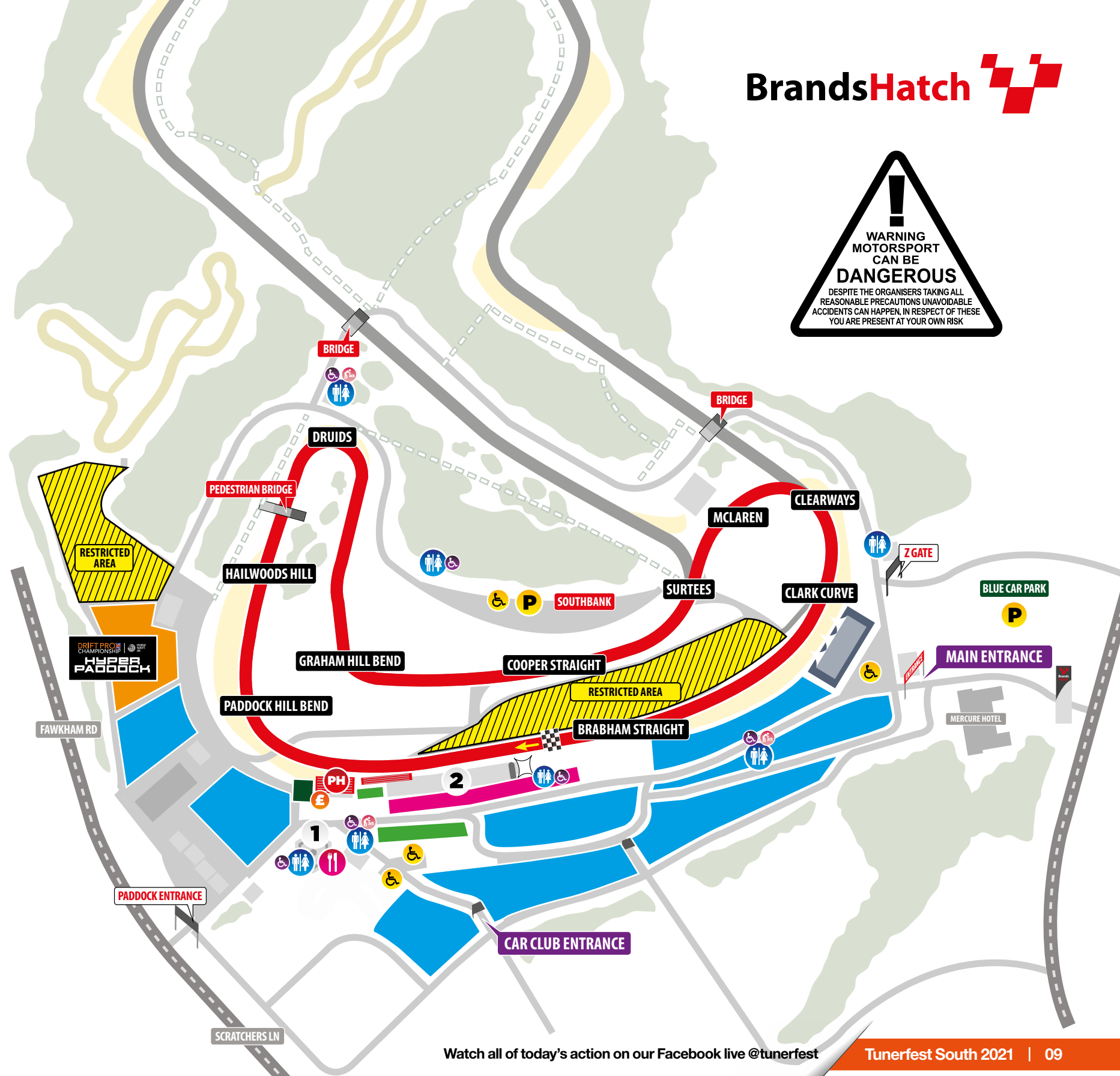


Restricted Access Areas

Only accessible to event competitors, officials and marshals with valid passes. **Strictly no visitor access**

- Car Clubs
- Show & Shine
- Trade Area
- Drift Pro Championship - Hyper Paddock

BrandsHatch



PREPARE TO BE AMAZED!



This weekend at Brands Hatch hosts the second (Saturday) and third (Sunday) rounds of the Time Attack Championship's 16th consecutive season.

Time Attack continues to be one of the most popular motorsport disciplines in the UK – and is the only one of its kind in the world.

It's easy to enter too: You can enter the Clubman Classes with an almost standard car and you don't have to have a full race licence. Then, at the other end of the scale, you can enter the most extreme car you like, providing it fulfills the technical regulations and safety criteria laid down by Motorsport UK. However, you do have to have a race licence if you intend to drive one of these fire-spitting monsters in the Pro Classes.

As you will see from the entry lists, competitors are split into two sessions and then further split into classes to make things competitive, as follows:

Session 1

| | |
|-----------------|------------------------------------|
| Clubman: | Road & track day cars |
| Pocket Rocket: | Smaller engined cars & hot hatches |
| Club Challenge: | Two/four-wheel-drive modified cars |

Session 2

| | |
|----------------------|--|
| Club Pro: | Highly tuned cars running on road tyres |
| GT3/Sportscar/Proto: | For GT sports racing cars and prototypes |
| Pro-Extreme: | Cars with unlimited modifications |

The Clubman Class features cars that are almost standard, with just a mild amount of modification, whilst Pocket Rocket provides cars with smaller engines – such as hot hatches – an arena in which to compete.



Club Class cars feature off the shelf tuning mods, but are restricted to the level of changes that can be carried out. They are also required to run on road-based tyres. This rule also applies to the Club Pro Class for dry conditions – although they can run racing wets when it rains – whilst the GT3/Sportscar/Proto and Pro-Extreme Classes are able to run on slicks and super-soft tyres. This dramatically enhances the level of grip and consequently, teams are able to increase the power output of their engines, which means that some of the cars competing today will be developing in excess of 1000 horsepower!

The day features four sessions of 15-minutes for each of the categories: Warm-up, Practice, Qualifying and the Final. Results are calculated from the times set in the Final session, with points scored towards championship

positions based on the results from Qualifying (half-points) and the Final.

Not scoring points, but adding to the mix, are the competitors who make a one-off appearance during the year, or choose to compete in selected events. This offer to teams and drivers has brought with it some great cars and impressive performances and provides yet another exciting element to the eclectic diversity that is Time Attack.

You can find a full list of this weekend's entries and a full timetable of when the action takes place elsewhere in this programme. And, if you like what you see and want to get involved, then visit www.timeattack.co.uk to find out more and follow the live timing from today's event.



2021 sees the Time Attack Championship's sixth year of its exciting partnership with Pirelli. The association provides competitors with consistent and professional tyre support that ensures the reliable supply of top quality products together with tyre-performance parity. Club and Club Pro classes use the Trofeo R range, with Pro and Pro Extreme classes able to run Pirelli racing slicks. There are exceptions for wet conditions and for cars that require a unique size of tyre that cannot be supplied by Pirelli.



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Lee Hollock Photography

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*SOME FEATURES ARE DEPENDENT ON MODEL

Entry List

Round 3

TIME ATTACK

| NO. | DRIVER NAME | TEAM NAME | CAR | SRE | CLASS |
|-----|-------------------|--------------------------|--------------------------|-----|---------------------------|
| 34 | Andrew Hawes | Tarox | Mini Challenge 210 | — | Clubman |
| 60 | Clive Hopwell | Midlands Mobile Tuning | Mini R58 Cooper S | — | Clubman |
| 832 | Tim Bedford | Richard Henry Motorsport | Mazda RX8 | — | Clubman |
| 82 | Chris Butcher | — | Lexus ISF | — | Clubman+ |
| 115 | Tom Moon | Agri-vation Racing | Subaru Impreza | — | Clubman+ |
| 226 | Terry Hills | THL Racing | Nissan 350Z | SRE | Clubman+ |
| 44 | Nicholas Stott | LSR Motorsport | Mini R58 Cooper S | — | Pocket Rocket |
| 45 | Andrew Kime | Barn Work Motorsport | Citroen Saxo | — | Pocket Rocket |
| 99 | Rob Boston | Team ConFusion | Ford Fusion | — | Pocket Rocket |
| 300 | Michael Birch | Tegiwa Racing | Honda Civic | — | Pocket Rocket |
| 334 | Steven Wilkinson | #TeamWRacing | Renault Clio RS | — | Pocket Rocket |
| 201 | Eden Young | GizFab | Nissan Micra K11 | — | Pocket Rocket |
| 239 | Ann Buckley | — | Fiesta ST | — | Pocket Rocket |
| 5 | Ross Walker | Ross Sport | BMW M4 | — | Club 2WD |
| 9 | Simon Norris | Norris Designs | Mitsubishi Colt | — | Club 2WD |
| 50 | Mike Butler | JC Performance | BMW M3 | — | Club 2WD |
| 64 | Jonny Fletcher | Direnza | Vauxhall Astra GSi | — | Club 2WD |
| 92 | Jonathan Elsworth | JJE Racing | Caterham Supersport F190 | — | Club 2WD |
| 118 | Neil Greenland | Pro Alloys | Mitsubishi Colt | — | Club 2WD |
| 144 | David Dyson | — | Porsche 911 GT3 | — | Club 2WD |
| 145 | Sean Omara | Delano Built Racing | Honda Integra Type R | — | Club 2WD |
| 223 | Natalie Brookes | FastR | BMW M3 | — | Club 2WD |
| 400 | James Dover | Delano Built Racing | Honda Integra Type R | — | Club 2WD |
| 444 | Haydn King | King Lifting | Seat Leon | — | Club 2WD |
| 556 | David Lawrence | LSR Motorsport | Seat Leon Cupra | — | Club 2WD |
| 888 | Kevin Theaker | ATT Racing | Vauxhall Astra GSi | — | Club 2WD |
| 71 | Dean Taylor | RG Motorsport | Mitsubishi Evo VII | — | Club 4WD |
| 66 | Adam Rowe | Roofersettings | Subaru Impreza | SRE | Club 4WD |
| 661 | Samuel Pickering | BC Racing | Subaru Impreza Type RA | — | Club 4WD |
| 964 | Chrissy Martin | G-R Performance | Subaru Impreza GC8 | — | Club 4WD |
| 13 | Darren Spooner | Spoox Motorsport | Peugeot 205 | — | Club Pro 2WD |
| 73 | Ben Robinson | — | Noble M12 | — | Club Pro 2WD |
| 139 | Bren Simpson | BC Racing | Nissan Skyline | — | Club Pro 2WD |
| 333 | Roman Grendel | Motor City Performance | Audi S3 | — | Club Pro 2WD |
| 3 | Geoff Kershaw | Turbo Technics | Ford Focus | — | Club Pro 4WD |
| 11 | Chris Cherry | Cherry Racing | Mitsubishi Evo V | — | Club Pro 4WD |
| 57 | Stuart Simms | G-R Performance | Mitsubishi Evo VI | — | Club Pro 4WD |
| 81 | Ian Pitman | — | Subaru Impreza Type R | — | Club Pro 4WD |
| 274 | Mick Porter | — | Nissan GT-R R32 | — | Club Pro 4WD |
| 927 | Garry Plant | G-R Performance | Mitsubishi Evo V | SRE | Club Pro 4WD |
| 133 | Luke Sedikowski | Tegiwa Racing | Honda NSX | — | Pro 2WD |
| 17 | Steve Reed | Uncle Steve Racing | Mitsubishi Evo VIII | — | BC Racing Pro 4WD |
| 22 | Matt Newing | JDS Sport | Mitsubishi Evo VII | — | BC Racing Pro 4WD |
| 68 | Paul Wright | PW Racing | Subaru Impreza P1 | — | BC Racing Pro 4WD |
| 88 | Andrew Barbour | AKB Racing | Mitsubishi Evo IX | — | BC Racing Pro 4WD |
| 100 | Gary Hayward | AP Tuning | Mitsubishi Evo VII | — | BC Racing Pro 4WD |
| 151 | Colin Dorward | Track Formula | Mitsubishi Evo IX | — | BC Racing Pro 4WD |
| 33 | Phil Reed | Pace Ward | Nissan Nismo GT-R GT3 | — | GT3 Sportscar & Prototype |
| 45 | Paul Doyle | BC Racing | Subaru Impreza | — | Pro Extreme |
| 222 | Barrie Cope | Copie Racing | Peugeot 206 CC | SRE | Pro Extreme |
| 59 | Andy Hughes | X-Shift | Subaru Impreza | SRE | Pro Extreme |

SRE = Single Round Entry (not eligible to score championship points)

apex
PERFORMANCE

K-SPORT OHLINS BC RACING HARD RACE

Follow the action on Facebook Live: @UKTimeAttack

Tunerfest South 2021 | 15

A MOTORSPORT REVOLUTION

ABOUT *TIME ATTACK*

Originating on the racetracks of Japan, Time Attack has evolved to become one of the most significant and engaging motorsport phenomena of our time. It has captivated audiences and inspired an entire generation of enthusiasts from around the globe, who will do whatever it takes to achieve the fastest lap of the day.

It defines the art of focused car modification by providing aftermarket tuners – both amateur and professional – with a platform on which to prove themselves in the most convincing way possible. It embraces the complete spectrum of tuning levels – from a road-based trackday car to a full-blown, mega-horsepower monster – and rewards drivers who achieve ultimate success in each of the categories and classes.

The art of registering the quickest lap-time on a circuit using a production-based car, with no power or upgrade limitations, is a true test of man and machine versus the clock. It's about running a car to its absolute limit and beyond; on the knife-edge of engine power, traction and response; on the limits of handling, chassis set-up and down force, whilst maintaining reliability and, above all, speed.



Introduced in 2006, the UK Time Attack Championship has grown into the largest and most professional series of its kind in the world. It attracts drivers and teams from all corners of the UK as well as overseas, with an eclectic mix of cars that many of the 1000s of spectators and online supporters who follow the championship can readily relate to.

In 2010 it was formally recognised by the Motor Sports Association (MSA), the UK's governing body for motorsport, as an official form of motorsport, with specific rules and formats published in the official regulations.

Multiple classes are employed to give relevance and purpose to a wide variety of cars and drivers: from entry-level street classes to professional higher performance classes.

Time Attack operates at the UK's leading racing circuits, with official timing supplied by TSL to race industry standard, to ensure legitimacy and credibility of the times achieved by competing teams. The championship operates a calendar

running between April and September each year to provide a variety of track layouts with National reach and localised audiences across the UK. Time Attack operates a full Championship status points system for each round and class, providing an annual accumulation of points, not only to recognise the quickest cars at each round, but to crown the Class Champions at the end of the year.

To ensure the successful and relevant entry of cars and teams, the classing system has evolved into specific categories that are suitable to accept differing levels of car, potential lap-times, modifications and drive-line. The system encourages vehicles from 'street spec' to purpose-built world class racing machines. Throughout the season lap-times are monitored and where necessary adjustments are made to ensure fair competition in all classes is maintained; the quicker the car, the further up the classing field it goes.

For more information and to find out how to enter Time Attack, visit: www.timeattack.co.uk

**WELCOME TO THE MOTORSPORT REVOLUTION.
WELCOME TO TIME ATTACK.**

RAMAIR

TIME ATTACK

"RUN WHAT YOU BRUNG"

Organisers introduced a brand new concept for 2019: 'Run What You Brung' Time Attack, giving drivers an opportunity to go against the clock and experience what it's like to take part in competitive motorsport but without the stresses, strains and expense of regular competition.

As its name suggests, this new category is open to all types of car: from standard road-going examples, right up to highly tuned competition machines. It provides a no-nonsense approach to entry, with only a minimal amount of equipment required. For the car, it's a four-point harness and a hand-held fire extinguisher, whilst for the driver it's an approved helmet, race suit, boots and gloves. And that's it!

Entry for the RWYB category is only £200 per-round (£240 at Brands Hatch) and includes VAT, the cost of joining Club Time Attack, the provision of an RS Clubmans competition licence and the hire of a transponder, if drivers do not already hold these items.

Competitors follow exactly the same format to that of the main Time Attack Championship, with four timed 15-minute sessions held during the course of the day to provide drivers with an hour of quality track time.

Unlike those running in the main championship, RWYB drivers will not need to purchase or fit the controlled Pirelli tyres and, whilst having their own specific set of time sheets and results, will not be eligible for any awards. There will also be no demarcation between the type and specification of the cars and therefore, all RWYB drivers will run together in the same sessions.

Championship owner Andy Barnes is passionate about providing drivers an opportunity to get on track as easily as possible: "We see this new Run What You Brung category as an answer to those who have always wanted to experience the thrill of competition on proper circuits, but without the cost and hassle that's usually associated with timed motorsport.

"We have always strived to make our championship as accessible as possible and we wanted to develop a concept to extend the opportunity to anyone. We therefore look forward to welcoming new drivers and helping them make their first step on the motorsport ladder. Needless to say, we hope they will like what they see and will progress to become fully signed-up Time Attack competitors."

For further details visit www.timeattack.co.uk

ENTRY LIST

| NO. | DRIVER NAME | CAR |
|-----|----------------|---------------------|
| 801 | Steve Walden | BMW E30 |
| 802 | Michael Hudson | Hyundai i30N |
| 919 | Ronan Bradley | BMW M3 |
| 922 | Jonathan Berry | Audi A3 |
| 926 | Jamie Rayment | Lotus Exige |
| 941 | Jake Welsh | Mitsubishi Evo IX |
| 949 | Manny Bull | Peugeot 206 |
| 953 | Craig Cotton | Mitsubishi Evo VI |
| 980 | Aaron Adams | Mitsubishi Evo VIII |
| 984 | Owen Hillman | Mini Cooper S |
| 991 | Aaron Breward | Honda Civic |
| 995 | Thomas Lambert | Renault Clio |
| 999 | Tim Morrison | Zeno E10 R |
| TBC | Brandon Dean | Mini R56 |
| TBC | Max Chaudry | Nissan 200SX |
| TBC | Luke Wilson | Mitsubishi Evo VII |
| TBC | Jake Hewlett | Honda Civic |

TIME ATTACK

"RUN WHAT YOU BRUNG"

THIS IS ALL YOU NEED TO ENTER:





BC RACING



HARDRACE



TAKATA



ZESTINO

PREPARE FOR LIFT OFF!

You are about to witness a very special moment in British Motorsport History: the launch of the brand-new Motorsport UK Drift Pro Championship.



Never before has a fully accredited and officially acknowledged Drifting competition ever been held in the UK, but today at Tunerfest South that statistic will change.

In a move that will define top-tier Drifting in Britain and set out a road map for its future, an innovative collaboration between Motorsport UK (the governing body for all car motorsport in the UK) and the Time Attack Organisation has inspired the development and creation of the Motorsport UK Drift Pro Championship.

This brand-new initiative heralds a new era for Drift competition in the UK, the likes of which has never been seen before.

Four rounds will take place this year at three of the country's legendary circuits:

- Round 1: Brands Hatch – Sunday 20th June**
- Round 2: Donington Park – Monday 30th August**
- Round 3: Snetterton – Saturday 23rd October**
- Round 4: Snetterton – Sunday 24th October**



The Time Attack organising team are no strangers to the professional side of the sport, having introduced D1 into the UK in 2005 and subsequently the European Drift Championship. Running until 2012, it broke new ground for this form of motorsport, with organisers confident that the introduction of the Motorsport UK Drift Pro Championship will step things up to an even higher level.



"We are delighted to launch the Motorsport UK Drift Pro Championship", said **UK Time Attack founder and owner Andy Barnes**. "It heralds an exciting new era for the sport in this country and will set the bar far higher than it has ever been before."

"Our team has been working hard behind the scenes to put together a set of regulations that will define the standard of cars, drivers, organisation and ultimately, the spectacle of competition. I'm also pleased to report that we have already been successful in attracting a number of commercial partners who are eager to get involved from the start. The profile of the championship is further raised by the involvement of Motorsport UK and we thank the association for its invaluable support"



Chambers. "Drifting is a spectacular form of motorsport that has a huge following around the world, and we

"We are very excited to be endorsing the new Motorsport UK Drift Pro Championship," enthused **Motorsport UK CEO, Hugh**

have been missing a top-tier UK championship for our best drivers to aspire to and compete in. This is a real landmark moment for Motorsport UK as we welcome a new discipline into our organisation, with a total of 12 forms of motorsport now licensed and regulated by the national governing body for UK motorsport. We look forward to working with the UK Time Attack organisers to bring the championship to life and help grow the drifting community further."



Jonathan Palmer, Chief Executive of MotorSport Vision, said: "I'm very pleased that competitive drifting will return to the UK in 2021 after a lengthy absence, with all four rounds exclusively on MSV circuits. We have a successful, long-standing relationship with Andy Barnes and his team, and work closely together on the Time Attack UK events

and associated performance car shows. Under their stewardship I'm very confident this championship will be well organised and professionally run, with high standards of driving."



We are proud to announce that the 2021 Motorsport UK Drift Pro Championship has been exclusively chosen to provide the Drift driver who will represent Britain at this year's FIA Motorsport Games. This truly international event welcomes drivers from all over the world and is widely regarded as the 'Motorsport Olympics'.

The three-day celebration of speed and competition features 18 disciplines; Auto Slalom and Rallying, through to GT and Touring Cars, Digital racing and Drifting. All will take place at or near the Paul Ricard Circuit, near Marseille in Southern France from 29th - 31st October.

Selection process

The driver who will go forward to represent the UK will be selected this weekend, here at Brands Hatch. The winner will be the driver who fulfils the necessary criteria and scores the most points in the Drift and Drifkhana competitions combined. And, if the judges find the result too close to call, we may well see a final shoot-out to decide who our national hero should be.



Get the ultimate Drift experience and visit the showcase Hyper Paddock in the lower paddock.

DRIFT PRO CHAMPIONSHIP



»» HOW THE JUDGING WORKS

Before the competition begins and to ensure they know exactly what the competitors are up against, all of the Judges will Drift-drive the course. Consequently, drivers and fans can have absolute confidence that the decisions made and the scores applied will be based on real-life experience and first-hand knowledge.

During the tandem battle portion of the competition, the judges will independently determine a winner by comparing the lead runs of both drivers, as well as the chase runs of both drivers during each battle.

Qualifying

The judging criteria for qualifying will be a combination of the following:

- Speed
- Angle of drift
- Line (line is designated by clipping points, outside zones and touch & go areas)
- Style



»» TANDEM BATTLES

The judging criteria for tandem competition is:

- Lead driver's line, angle and style
- Chase driver's ability to mirror the lead driver's line, angle, speed and style
- Chase driver's proximity to the lead driver

The Judges will look for which driver performs better in the tandem battle in both Run 1 and Run 2, comparing both lead runs to each other another and both chase runs to each other to determine which driver won in each position.

Scores will be calculated from a maximum total of 100 points, as follows:

- Line: 40 pts
- Angle: 30 pts
- Style: 20 pts
- Speed: 10pts

Line scores will be based on a driver's ability to adhere to the line stipulated by the Judges during the driver's briefings. Points will be allocated for outside zones and inner clips, but may also be allocated to zones. Points will be deducted as follows:

- One wheel off the track: 2 points deducted for each offence.
- Two wheels off the track: 5 points deducted for each offence.
- Three wheels off the track: 10 points deducted for the first offence. If repeated during the same run, zero Line points will be awarded for that run
- Four wheel off the track: Zero points
- Further deductions will be made for missing clipping points and partially filling zones.

Angle scores will be judged on a driver's ability to achieve and maintain a high level of angle, as described by the Judges during the driver's briefings. Points will be deducted for the following:

- Lack of angle
- Corrections
- Double-initiation

Style & Speed scores will be judged on commitment and fluidity, initiation speed and average speed throughout the run. Points will be deducted for the following:

- Off or partial throttle prior to initiation
- Initiating beyond latest initiation point
- Slowing outside deceleration zones
- Timid approach
- Slow rotations
- Stepped rotations (steering to add small amounts of angle at a time)
- Inaccurate rotations (achieving degree of angle, then adding or subtracting angle)

» THE JUDGES

Deciding on the outcome of the competition are the Judges. That's why we have invited some of the best in the business to join us for the inaugural season of the Motorsport UK Drift Pro Championship:



» BEN BROKE SMITH [HEAD JUDGE]

AKA Bon Bon – Ben's knowledge, sincerity and integrity for fair competition and rewarding talent on the track means he is the perfect choice as Head Judge.

A Drift driver with remarkable driving talent and experience at the highest level, Ben has been not only been selected on the basis of his strict values, but as a previous International Champion who is respected by drivers the world-over. Therefore, Ben's ability to cast judgement is born from personal experience as a driver, competitor, race car engineer and self-confessed fan of the sport he loves.

Ben's day job is the owner of alignment and suspension set-up specialists, String Theory



» FREDRIK SØRLIE

Fredrik resides in Norway and will be judging today's competition via video link.

He has been around the sport for many years and is well known as a driver and all-round 'good guy' in the Drifting fraternity. In fact, he was one of the very first drivers to participate in a D1 event in the UK, before most people even knew what Drifting was! He won the Birmingham-based event - which was no mean feat bearing in mind it was judged by Japanese D1 legend Ken Nomura.

Fredrik's ability is incredible. So much so, he is a professional stunt and precision driver for film and TV. Indeed, his Toyota Cressida is legendary in its own right and like him, has been the feature of many media articles.



» MARK LUNEY

Mark is one of the most well-known and experienced Drift drivers in the UK. His extraordinary talent has seen him accomplish many event and championship victories. He retired from the sport in 2015 and currently works for world renown ECU manufacturer, Haltech.

Mark's no-nonsense reputation for genuine talent, fairness and vast drift skill-set puts him in a prime spot to be one of our judges to decide the outcome of the results and provide drivers with a valued perception on proceedings.

» COMMENTATOR - MASAYA YUMEDA

Masaya (Maz) has been involved in UK Drift scene since 2005, when he performed duties as a judge and commentator at major Drift competitions, including providing commentary at D1 exhibition events in both the UK and USA. In more recent times, you may have seen and heard him as the voice of the UK Time Attack Championship.

Masaya has been deeply involved in the Japanese car tuning and aftermarket scene through his involvement with a variety of events and also through his day job at HKS Europe, the UK based subsidiary of the legendary Japanese tuning parts manufacturer where he is Managing Director.

For 2021, Masaya returns to his original passion of Drifting to give you all the up to date information at the events with his unique style, insight and knowledge.



» EVENT FORMAT

Each MSUK Drift Pro Championship event consists of five specific sessions:

PRACTICE

This session provides drivers with an opportunity to familiarise themselves with the circuit and conditions out on track, whilst also ensuring their cars are performing at their best and ready for competition.

QUALIFYING

This is where the field of 21 drivers is whittled down to the Top 16 that will proceed through to the Tandem Battles. Each driver will have two opportunities (runs) to set a perfect 100 qualifying score. Each judge on the panel will score the run out of 100, we'll take an average and that is the score for that run. The score from each driver's best run determines who makes it through to the Top 16.

THE TOP 16

Now that we have our top 16 drivers, it's time to start the tandem battles! Drivers are paired into 'battles' and each tandem battle pair will complete two non-consecutive runs competing on track together, with one driver taking the 'lead' on the first run whilst the other driver 'chases' them. These roles are then reversed for the second run, allowing both drivers an opportunity to lead and chase. The judges will determine the winner of each battle after both runs have been completed. Just 8 drivers will make it through to the final session.

THE TOP 8

This is where the pressure really mounts up! The Top 8 drivers are once again paired into 'battles' with the winner of each progressing through to a final shoot out.

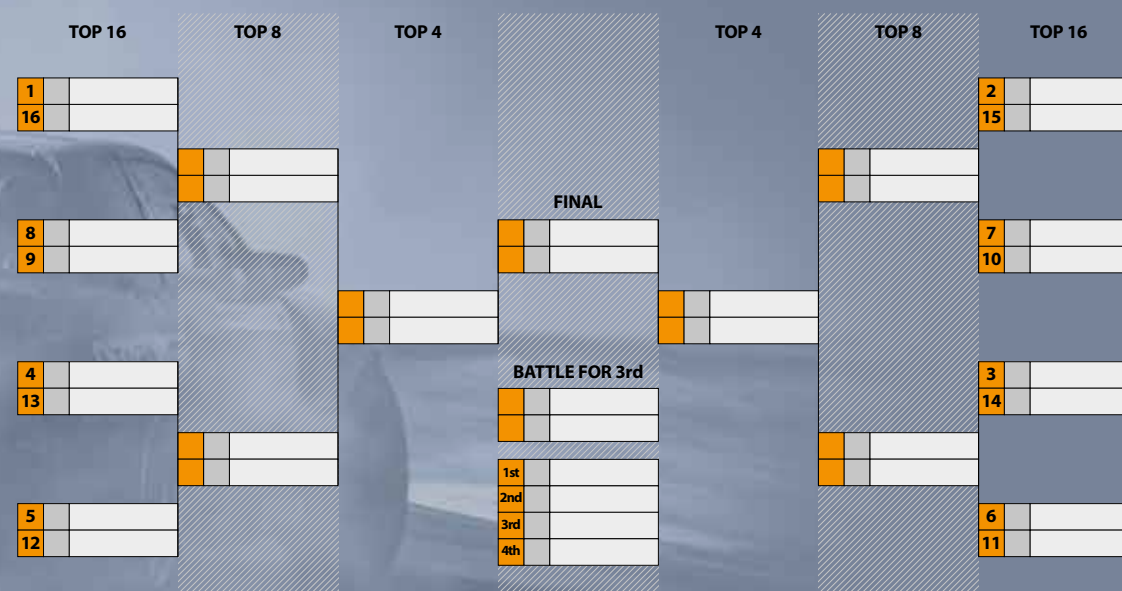
DRIFTKHANA

Separate to the main Drift Pro Championship, Driftkhana is an exciting new take on the now infamous gymkhana events. Drift Pro drivers must carefully navigate an exhilarating, but technically challenging Driftkhana course packed full of drift-based obstacles whilst also competing against the clock. For added pressure, every obstacle they fail to clear or accidentally make contact will incur a time penalty that will be added to their time at the end of the session; the winner being the driver that sets the quickest time.

Time penalties will be applied as follows:

- Wrong direction or failure to negotiate the course correctly: +10 seconds
- Failure to execute a manoeuvre or an obstacle as defined: +5 seconds per incidence
- Touching an obstacle or marker: +5 seconds
- Failure to illuminate a proximity light: +2 seconds per incidence

The following table shows the structure of the competition and how competitors reach the final shoot out.



MOTORSPORT UK DRIFT PRO CHAMPIONSHIP ENTRY LIST - DRIVER PROFILES



DRIFT PRO CHAMPIONSHIP



4

**LUKE
WOODHAM**



Team: t.b.a
Car: S14a 1998
Engine: LSV8 Custom Built (N/A)
Horsepower: 630
Main Sponsor: Monster Energy
How long competing in Drifting: 8 yrs
Championships won: 4 times Gymkhana
Ambitions in Drift Pro this year: To kick air / to have fun / hang out / to win
Team members: 10

7

**KARL
FARRAR**



Team: G2 Engineering Motorsport
Car: Chaser JZX100
Engine: LSX R (Supercharged)
Horsepower: 1007
Main Sponsor: Colour Sound Experiment / G2 Engineering Motorsport
How long in Drifting: 12 yrs
Championships won: Drift Outlaws 2015
Ambitions in Drift Pro this year: Make smoke / please crowds
Team members: 4

41

**IAN
PHILLIPS**



Team: Team Rymax
Car: 350Z
Engine: LS3 V8 (Supercharged)
Horsepower: 690
Main Sponsor: Rymax Lubricants
How long in Drifting: 11 yrs
Championships won: Semi Professional Drift Championship 2010
Ambitions in Drift Pro this year: To get onto the Podium
Team members: x 2

49

**ADAM
SIMMONS**



Team: Rymax Racing UK
Car: BMW Z4 2005
Engine: Chevy LS3 (N/A)
Horsepower: 512
Main Sponsor: Rymax Lubricants
How long in Drifting: 10 yrs
Championships won: UK Open Drift Championship 2012 / Northern Drift Championship 2012
Ambitions in Drift Pro this year: Try to win / get to FIA
Team members: 4

11

**TESSA
WHITTOCK**



Team: NA
Car: R33 Skyline GTST
Engine: 1JZ (Turbocharged)
Horsepower: 540
Main Sponsor: Monster Energy & Drift Works
How Long competing in Drifting: 5 Yrs
Championships won: Not yet!
Ambitions in Drift Pro this year: To win!
Team members: x6

22

**RICHARD
GRINDROD**



Team: Fibre Factory / Drift Works
Car: S14
Engine: 6.0 small box Chevy (N/A)
Horsepower: 431
Main Sponsor: Fibre Factory / Drift Works
How long in Drifting: 10 yrs
Championships won: BDC Pro Championship 2017/18
Ambitions in Drift Pro this year: To win
Team members: 4

55

**OLIVER
EVANS**



Team: Washloo
Car: Silvia S15
Engine: 2JZ GT (Turbo)
Horsepower: 800
Main Sponsor: Washloo / Link ECU
How long in Drifting: 5 yrs
Championships won: British Drift Championship 2019 / Retro Drift 2019
Ambitions in Drift Pro this year: Try car on fast track ready for Europe
Team members: 4

60

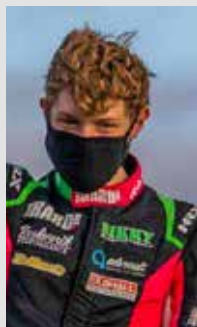
**OLLY
SILCOCK**



Team: JD Motorsport
Car: Nissan PS13 Silvia 1992
Engine: 1JZ (Turbo + Nitros)
Horsepower: 650
Main Sponsor: JD Motorsport / Motul
How long in Drifting: 8 yrs
Championships won: No
Ambitions in Drift Pro this year: To win / have fun / highlight drifting
Team members: 3

24

**MAX
COTTON**



Team: MAXXED
Car: Nissan Silvia 1992
Engine: LS3 V8 (N/A)
Horsepower: t.b.a
Main Sponsor: EDC Brakes
How long competing in Drifting: 2 yrs
Championships won: BDC Pro 2
Ambitions in Drift Pro this year: To win
Team members: TBC

37

**MARCUS
CLARE**



Team: Garage 500
Car: Nissan Skyline R32
Engine: RB26 (Turbo)
Horsepower: 760
Main Sponsor: N/A
How Long Drifting in Competition: 5 Yrs
Championships won: Not yet
Team members: 5

61

**MARTIN
RICHARDS**



Team: Team Drift Works
Car: Skyline R32
Engine: 1.5 JZ (Turbo)
Horsepower: approx. 700
Main Sponsor: Drift Works
How long in Drifting: 12 yrs
Championships won: British Drift Championship 2009
Ambitions in Drift Pro this year: To win / to represent UK at the International Motorsport Games
Team members: 4

75

**LUKE
BARKER**



Team: Tarmax Sportz
Car: Toyota GT86 2014
Engine: 2JZ (Turbo)
Horsepower: 1000
Main Sponsor: Tar Max Sportz
How long competing in Drifting: 3 yrs
Championships won: No
Ambitions in Drift Pro this year: To win
Team members: TBC

86

**DAVID
BASTIN**



Team: DB Paint
Car: Toyota AE86
Engine: SR20 (Turbo)
Horsepower: 450
Main Sponsor: N/A
How Long Drifting in Competition: 4 yrs
Championships won: Not yet
Team members: 5

94

**PAUL
CUNNINGTON**



Team: Pauly C Drifting
Car: Nissan Silvia S15 2000
Engine: 2JZ b (Turbo)
Horsepower: 700
Main Sponsor: Haltech
How long in Drifting: 4 yrs
Championships won: No
Ambitions in Drift Pro this year: Get out there and have fun with the other drivers / to win / mix with best drivers in UK
Team members: 4

265

**AXEL
HILDEBRAND**



Team: TBA
Car: Nissan 200sx 1997
Engine: RB25 (Turbo)
Horsepower: 700
Main Sponsor: Anglo American Oil
How long in Drifting: 3 yrs
Championships won: Not yet
Ambitions in Drift Pro this year: To have fun and take his drifting to the next level
Team members: 4 for tyres & 4 for team

128

**LWI
EDWARDS**



Team: Allitalia / Haltech
Car: BMW E36
Engine: LS427 (Supercharged)
Horsepower: 803
Main Sponsor: Haltech
How long in Drifting: 4 yrs
Championships won: British Championship
Ambitions in Drift Pro this year: using as a platform to get into Europe
Team members: TBC

132

**ROB
BLACK**



Team: Team Japspeed
Car: Nissan Silvia S15 1998
Engine: 1.5 JZ (Turbo)
Horsepower: 530
Main Sponsor: Team Japspeed / Abbey Motorsport / Zestino Tyres
How long in Drifting: 4 yrs
Championships won: Not yet
Ambitions in Drift Pro this year: To win / put up a good fight
Team members: 4

DRIFT PRO BATTLE UPDATES

Keeping track of every run, session, and battle has never been easier thanks to the Battle Updates available via the Drift Pro Championship website www.driftpro.co.uk

Updated in real-time, Battle Updates keep you informed on how your favourite team or driver is progressing through the competition. When viewing the Battle Updates, you will have on-screen information relating to the drivers on track at that time with additional spotters' information available should you want to find out more about any of the drivers.

When it comes to the tandem battles there is an opportunity for fans to vote for who they think should win and see how their votes stack up against the judges' decisions!

So, login now and keep up to date throughout the competition: www.driftpro.co.uk

157

**GEORGE
BARCLAY**



Team: WFS Motorsport
Car: Nissan 200SX 1994
Engine: LS3 V8 (N/A)
Horsepower: 570
Main Sponsor: WFS
How long competing in Drifting: 3 yrs
Championships won: Not yet
Ambitions in Drift Pro this year: To win and to promote the sport
Team members: 5

161

**AMY
HILL**

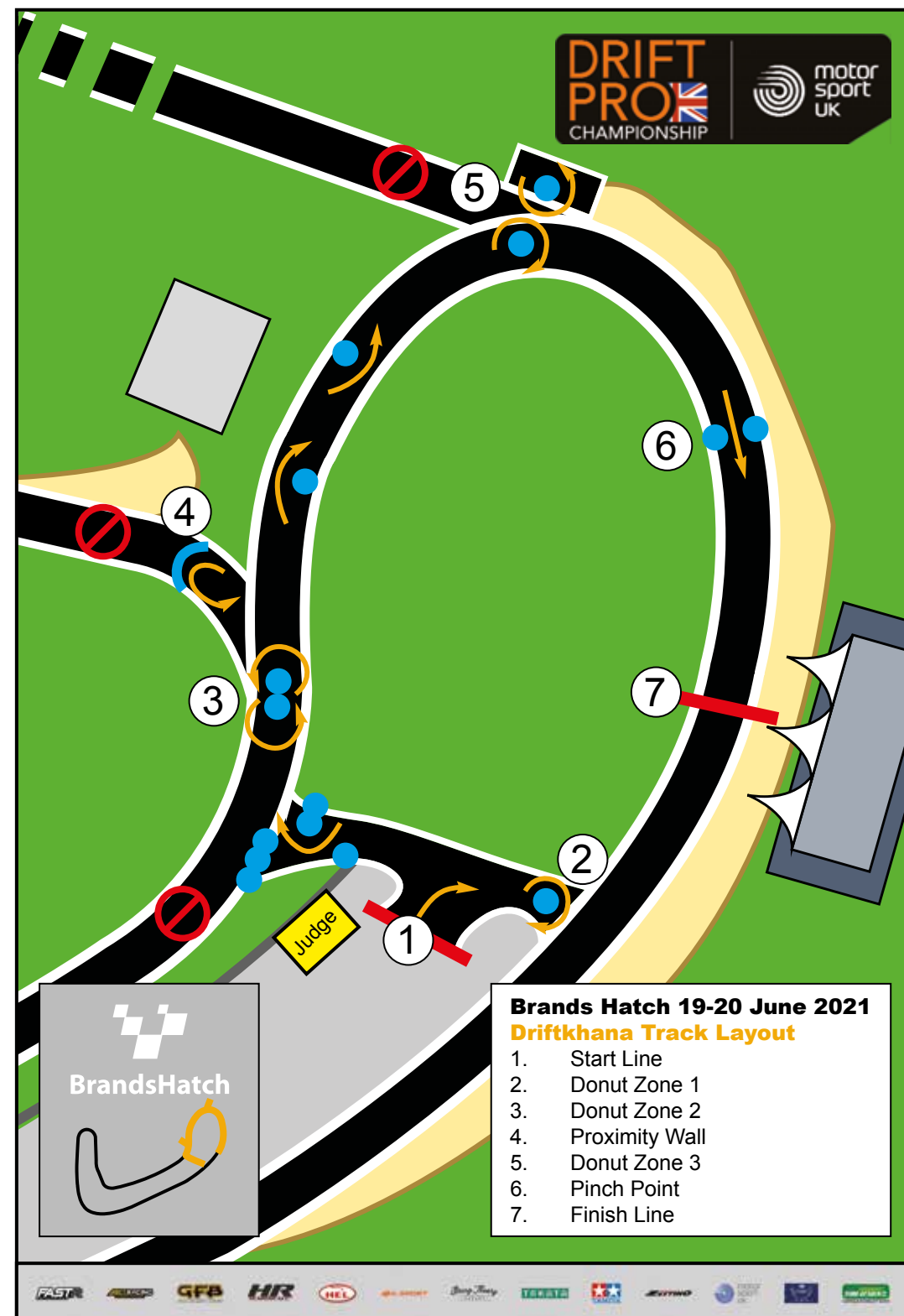
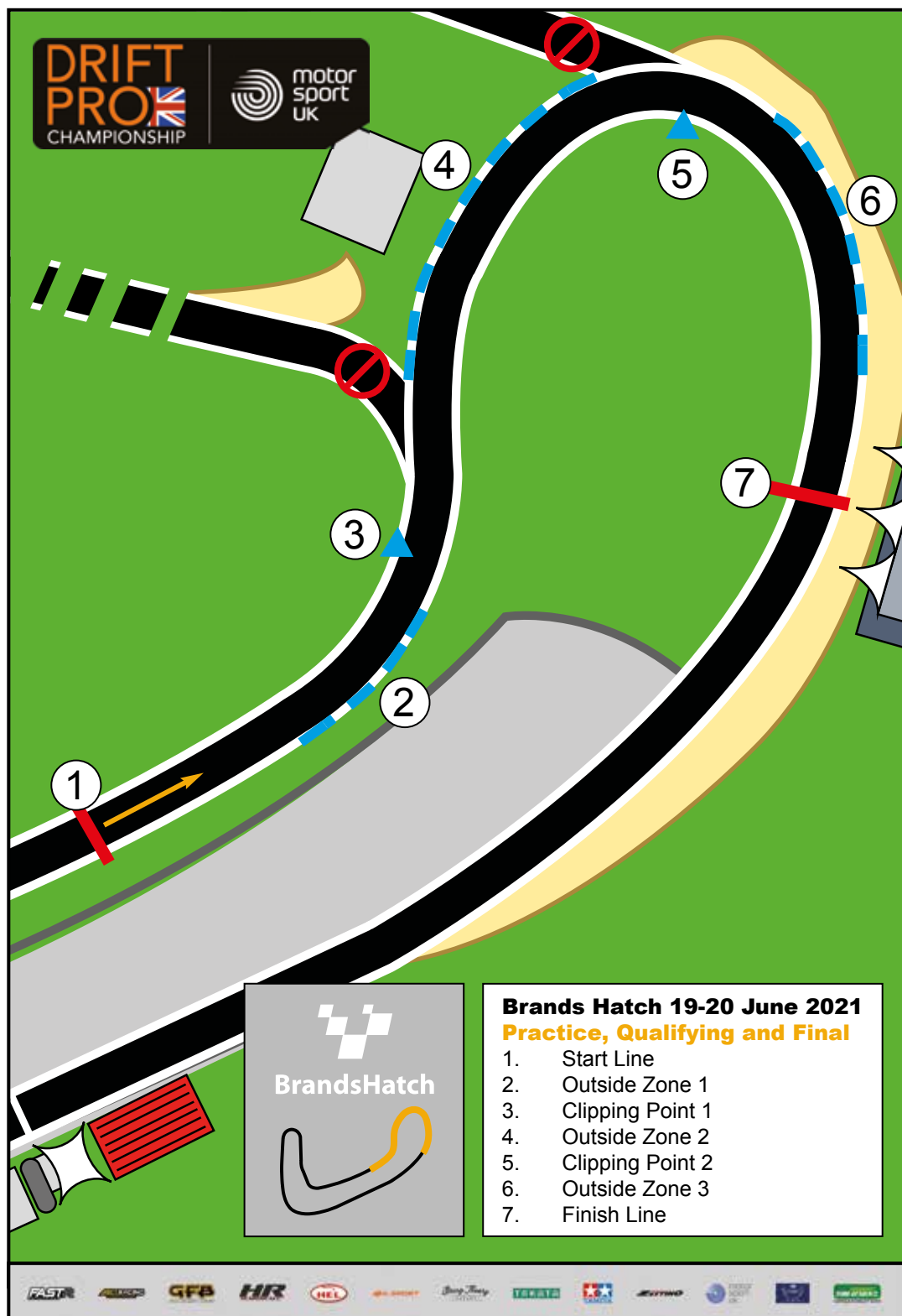


Team: FastR
Car: Skyline R34 2000
Engine: RB25 (Turbo)
Horsepower: 520
Main Sponsor: FastR
How long in Drifting: 4 yrs
Championships won: No
Ambitions in Drift Pro this year: To bring drifting more into the limelight / do well / Cool to be part of
Team members: 5

DRIFT PRO 
CHAMPIONSHIP | 
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**Get the ultimate Drift experience
and visit the showcase Hyper
Paddock in the lower paddock.**





2021 MAXIMUM NETWORKS VOLKSWAGEN RACING CUP INCORPORATING THE GOODYEAR TOURING CAR TROPHY AND TCR UK

RACES - 1 (SAT 14.55),
2 (SUN 11.45), 3 (SUN 14.20)

MAXIMUM NETWORKS
VOLKSWAGEN
Racing Cup

TCT
TOURING CAR TROPHY

GOODYEAR
TCR UK
TOURING CAR RACING



The 2021 Maximum Networks Volkswagen Racing Cup incorporating the Goodyear Touring Car Trophy and TCR UK marks a significant point in the Championships' history. A fresh approach for this season sees it join forces with Club Time Attack, an association that brings with it a higher profile, more track time, bigger grids and consequently, closer racing.

The calendar features 13 rounds at six meetings and six different venues, featuring 5 x 1-day events with two races and this weekend's two-day event at Brands Hatch with three races.

Celebrating its 20th consecutive season, the 2021 Maximum Networks Volkswagen Racing Cup is open to any model from the VAG range – whatever its age – with all cars running in a single class based on power-to-weight ratios. This season sees continuity of the technical regulations, this stability of specification enabling previously entered cars to continue competing and keeping the cost of participation as manageable as possible.

As it did in 2020, competitors in the 2021 Volkswagen Racing Cup will line-up on the same grid as the Goodyear Touring Car

CHAMPIONSHIP STANDINGS

GOODYEAR TOURING CAR TROPHY AND TCR UK

| | | |
|-----|----------------|--------|
| 1. | Lewis Kent | 92 pts |
| 2. | Max Hart | 69 pts |
| 3. | Bradley Kent | 64 pts |
| 4. | Bruce Winfield | 57 pts |
| 5. | Darron Lewis | 54 pts |
| 6. | William Butler | 40 pts |
| 7. | Dan Kirby | 40 pts |
| 8. | Darelle Wilson | 37 pts |
| 9. | Toby Bearne | 35 pts |
| 10. | Hugo Cook | 30 pts |
| 11. | Danny Krywyj | 30 pts |
| 12. | Jac Constable | 28 pts |
| 13. | Daniel Wylie | 20 pts |
| 14. | Andy Wilmot | 11 pts |
| 15. | Will Powell | 2 pts |
| 16. | Tim Docker | 0 pts |
| 17. | Alex Kite | 0 pts |

MAXIMUM NETWORKS VOLKSWAGEN RACING CUP

| | | |
|----|---------------|--------|
| 1. | Jack Depper | 65 pts |
| 2. | Russell Joyce | 50 pts |
| 3. | Jeff Alden | 46 pts |
| 4. | Olly Turne | 41 pts |
| 5. | Chris Wallis | 20 pts |

ENTRY LISTS

GOODYEAR TOURING CAR TROPHY AND TCR UK

| No. | Driver | Team/Sponsor | Car | Class |
|-----|----------------|-------------------------|-----------------------|-------|
| 4 | Dan Kirby | Power Maxed Racing | Cupra TCR SEQ | TCR |
| 11 | Jac Constable | Power Maxed Racing | Cupra TCR SEQ | TCR |
| 15 | Toby Bearne | Team Hard | Mercedes A Class NGTC | TCT |
| 37 | Bruce Winfield | Area Motorsport | Cupra TCR DSG | TCR |
| 38 | Lewis Kent | Essex & Kent Motorsport | Hyundai i30 N TCR | TCR |
| 44 | Bradley Kent | Essex & Kent Motorsport | Hyundai i30 N TCR | TCR |
| 50 | Darelle Wilson | DW Racing | Vauxhall Astra TCR | TCR |
| 69 | Daniel Wylie | Team Hard | BMW 1 Series NGTC | TCT |
| 70 | William Butler | Power Maxed Racing | Cupra TCR SEQ | TCR |
| 77 | Will Powell | Motus One Racing | Hyundai i30 N TCR | TCR |
| 101 | Max Hart | Maximum motorsport | Hyundai i30 N TCR | TCR |
| 285 | Darron Lewis | Team hard | Mercedes A Class NGTC | TCT |

MAXIMUM NETWORKS VOLKSWAGEN RACING CUP

| No. | Driver | Team/Sponsor | Car |
|-----|---------------|--------------------|-------------|
| 19 | Jeff Alden | Matrix Motorsport | VW MK5 Golf |
| 22 | Olly Turner | JM Racing | VW MK7 Golf |
| 30 | Martin Depper | Maximum Motorsport | VW Scirocco |
| 33 | Jack Depper | Maximum Motorsport | VW Scirocco |
| 52 | Chris Wallis | Power Maxed Racing | VW MK5 Golf |
| 72 | Russell Joyce | Power Maxed Racing | VW MK7 Golf |

Trophy, a feature that further raises the profile, increases the level of competition and in doing so, adds to the spectacle of the championship.

Like the VW Racing Cup, the Goodyear Touring Car Trophy embarks on an exciting new era in 2021. Revisions see competitors benefit from more track time, increased publicity, greater spectator attendance and a reduction in entry fees – factors that have led to bigger grids and thereby exciting racing so far this year.

Organisers are confident this new format will place the Goodyear Touring Car Trophy in a unique position, as it will not only provide a stepping-stone to other touring car championships in Britain and overseas but will establish the series as a 'destination' in its own right.

The series is open to a TCR and NGTC models, all fitted

with a performance monitoring device and are subject to balance of performance regulations to ensure close competition. Consequently, organisers predict that the rise in the number of TCR cars around the world will see more of these globally-campaign machines competing in the UK than ever before.

So far four rounds have taken place: two at Silverstone in April and two at Castle Combe in May. The outcome in the Goodyear Touring Car Trophy has seen four different drivers occupy the top step of the podium, with Irishman Max Hart winning round one, 2020 Champion Lewis Kent round two, PowerMaxed academy driver Jack Constable round three and Lewis' brother Bradley Kent round four. In the VW Cup, young chargers Jack Depper and Olly Turner have won two races apiece.

For more info www.vwrcup.co.uk



The Milltek Sport Civic Cup takes on a brand-new look for 2021, with an initiative that sees it follow the same calendar as the UK Time Attack Championship. This fresh approach brings with it a change of organising club, more races and a higher profile, plus a range of additional benefits for competitors.

The season comprises a total of 16 races at seven meetings, with the one-day events hosting two races and the double-headers three. Such has been the buzz surrounding the rejuvenated championship, interest from competitors is at an all-time high, which means full grids and exciting racing accompanied by a soundtrack of screaming VTECs!

The Milltek Sport Civic Cup comprises two classes: The Cup Class, for EP3, FN2 and FK models manufactured between 2001 and 2011 with a limited number of modifications permitted; and the Production Class, for EP3 and FN2 Type-R models manufactured between 2001 and 2005.

In all cases, cars must be fitted with Honda's 2-litre K-Series engine and retain many of the standard OE components. Only controlled performance parts may be fitted. Consequently, costs are kept to a minimum and competition remains close throughout the season.

So far, only one race has taken place, the second having to be abandoned when the double-header at Cadwell Park in May was cut-short due to heavy rain. **For more info www.civic-cup.co.uk**

CHAMPIONSHIP STANDINGS

CUP CLASS

| | | |
|-----|---------------------|--------|
| 1. | Alistair Camp | 25 pts |
| 2. | Jamie Tonks | 22 pts |
| 3. | Phillip Wright | 20 pts |
| 4. | Matt Luff | 18 pts |
| 5= | Martin Dalzell | 16 pts |
| 5= | David Buky | 16 pts |
| 7. | Chris Mullen | 12 pts |
| 8. | Ryan Bensley | 11 pts |
| 9. | Elliot Lewthwaite | 10 pts |
| 10. | Simon Waite | 9 pts |
| 11. | Dan Thackeray | 8 pts |
| 12. | George Alp-Williams | 1 pts |
| 13. | Ross Darlington | 1 pts |
| 14. | Paul McHugh | 1 pts |
| 15. | Jon Peerless | 1 pts |
| 16. | Morgan Bailey | 1 pts |
| 17. | Bradley Lane | 1 pts |

PRODUCTION CLASS

| | | |
|----|------------------|--------|
| 1. | Mervyn Beckett | 25 pts |
| 2. | Alfie Threlfall | 22 pts |
| 3. | Mark Hughes | 20 pts |
| 4. | Rhys Lewis | 18 pts |
| 5. | Harry Threlfall | 16 pts |
| 6. | Peter Dell | 14 pts |
| 7. | Matthew Stenning | 12 pts |
| 8. | Simon Welch | 1 pts |
| 9. | Nick Charlier | 0 pts |

ENTRY LIST

| No. | Driver | Team/Sponsor | Car | Class |
|-----|---------------------|---|------|------------|
| 4 | Jamie Tonks | Area Motorsport / FastR | 2004 | Cup |
| 5 | George Alp-Williams | Advanced Fire Technologies Racing with Area Motorsport | 2005 | Cup |
| 7 | Ryan Bensley | Concept Motorsport with PAB Mortgages | 2020 | Cup |
| 9 | Paul McHugh | HMC Racing with Area Motorsport | 2004 | Cup |
| 20 | Ross Darlington | Kinetic Motorsport | 2003 | Cup |
| 24 | Ben Sharpe | BSR-Ben Sharpe Racing | 2017 | Cup |
| 26 | Morgan Bailey | MJB Motorsport | 2021 | Cup |
| 28 | Chris Mullen | Mullen Motorsport with MJ Motorsport | 2004 | Cup |
| 29 | Dan Thackeray | MJ Motorsport | 2021 | Cup |
| 40 | Bradley Lane | Lanes Motorsport | 2019 | Cup |
| 45 | Alistair Camp | Area Motorsport | 2005 | Cup |
| 47 | Simon Waite | Kinetic Motorsport | 2003 | Cup |
| 51 | Dave Buky | Kinetic Motorsport | 2004 | Cup |
| 63 | Philip Wright | PW Racing | 2005 | Cup |
| 72 | Matt Luff | Area Motorsport | 2020 | Cup |
| 74 | Robert Butler | Suspension Secrets with Kinetic Motorsport | 2003 | Cup |
| 77 | Martin Dalzell | Area Motorsport | 2017 | Cup |
| 666 | Ben Mills | Ben Mills Racing | 2016 | Cup |
| 16 | Mark Hughes | MJ Motorsport | 2003 | Production |
| 32 | Mervyn Beckett | MJ Motorsport | 2001 | Production |
| 44 | Rhys Lewis | MJ Motorsport | 2003 | Production |
| 66 | Alfie Threlfall | MJ Motorsport | 2005 | Production |
| 68 | Harry Threlfall | MJ Motorsport | 2005 | Production |
| 76 | Simon Welch | MJ Motorsport | 2020 | Production |
| 89 | Peter Dell | MJ Motorsport | 2002 | Production |
| 97 | Nick Charlier | Chandler Motorsport with MJ Motorsport | 2003 | Production |
| 116 | Matthew Stenning | MJ Motorsport | 2002 | Production |



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FOR THE FIRST TIME THIS YEAR WE WELCOME MARKET LEADING CAR CARE PRODUCT MANUFACTURER **POWER MAXED** AS YOUR SHOW AND SHINE SPONSOR AND PARTNER.

POWER MAXED – CARE BEYOND CLEANING

When Power Maxed makes a product only the very best is good enough. That means it sources and uses the very best ingredients. And then, with years of experience behind the company, its experts have developed blends to create the perfect recipe that means the customers get the results they expect at an affordable price.

All Power Maxed products are quality tested on its race cars to ensure only the best formulations make the grade. That's why all products come with a satisfaction guarantee.

Power Maxed says: "We actually enjoy what we do. We try to be everywhere our fans are: from attending huge international shows, supporting our race teams with the mighty Optimus or turning up to a local meet with a banner and a smile. Come and see us in the Show and Shine area and find out more about our products and what we do."

As well as provide top-of-the-range car care products, Power Maxed also runs a successful race team with cars running in the British Touring Car Championship and the Touring Car Trophy. In fact, you'll see its cars running in the

two Touring Car Trophy races that are being held at Brands Hatch today.

This weekend also sees Power Maxed looking after the cars running in the Motorsport UK Drift Pro Championship, with its valeting team detailing the car in between runs to ensure they look the best they can when they are performing on the track and on display in the Hyper Paddock.

The cars will be judged throughout the day by an experienced team based on the criteria set out for the following categories:

- Car of the Show
- Best Custom
- Best Tuned
- Best Euro
- Best Jap
- Most Inspiring

The winner in each category will win a prize of fantastic Power Maxed Car Care products.

We wish all of the entrants good luck - and may the best cars win!



SEE MAP ON PAGES 8-9 FOR LOCATION.
WINNER ANNOUNCED AT 16.00

Car Clubs

Whilst there are 100s of cars on display on site, we have allowed additional space between the clubs so that social distancing can be more easily practised. It also gives visitors more room to look around the fantastic collection of vehicles assembled here today.

If you are one of the many who has taken the trouble to join us this weekend, we thank you for doing so and hope you have a great day!

Autowerx
Battalion GTR
Black Sheep Motorsports
Darkside Modified Owners Club
Del Sol UK
East Of England Fords
Essex Boost Crew
Essex Honda
Evolution
Flashcars_UK
Fords The Only Way
Fraudownersclub
Gaptized UK
German Car Collective
Honda NSX Club
Honda Revolution
Hyundai I30n/
N Owners Club (Kent)
Japmad
Japworx
Jdm Vs The World
Joncespeed
Kent Customs
Kent Rs Owners Club
Manic 5s
Mentality
Midnight Crew
Modified Car Collective
Modified Girls
Norfolk & Suffolk Supercars
Overdrive
R2 Automotive
Ragit
Rated Nation
Rebel Performance
Redline Movement
Rev'd_UK
Rsquad.UK
Shadow Car Culture

Sleeper Crew UK
Slowboys
Smokin Rubber
South East Chillers Car Club
South East Imprezas
South East Modified
South East VAG
South East VRS
South London Modified
South N Loud
South Sitting
Southeast Statics
Southeast Tunerz
Southeast Uk Meets (Sukm)
Southern RPM
Southern Society
Splodge Motors
Spooley Bois
Strictly_Skyline
Team Premium Demand

The Abarth Mafia & Fathers
The Kent Car Club
Toretto's Tourers
Toyota Gt86/
Subaru Brz Drivers Club
Untd UK
Uyl
Wsmcuk



GFB

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DIVERTER VALVES / BLOW OFF VALVES
BOOST CONTROLLERS FUEL PRESSURE REGULATORS
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GAUGE PORTS / MANIFOLD BOOST TAPS
LIGHTWEIGHT PULLEY KITS





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**VISIT OUR STAND
IN THE TRADE AREA
AND GET YOUR CAR
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Trade Stands

We are always pleased to welcome our traders to our shows and at this year's Tunerfest South, we have a great line up of brands in our busy and vibrant trade area located in Colin Chapman Way. So, dig deep and take the opportunity to splash your cash on a bargain today at one of the following trade stands.

| | |
|-----------------------|------------------------------|
| Auto Perfection | Motorsport UK |
| Bonnet Props UK | Pace Ward Insurance |
| Deadweight Industries | Power Maxed |
| Dirttee South | Pulsar Turbos UK |
| Everything Automotive | Ramair |
| GFB | ShotGFX |
| HEL | Time Attack |
| Jap Performance Parts | Think Automotive |
| Kidscarmods | Top 10 Performance Giveaways |
| MMT Performance | Turbo Technics |



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.

BrandsHatch

WILL YOU BE OUR NEXT BIG WINNER???



TOP 10

PERFORMANCE GIVEAWAYS

WIN AMAZING PRIZES at a fraction of the cost

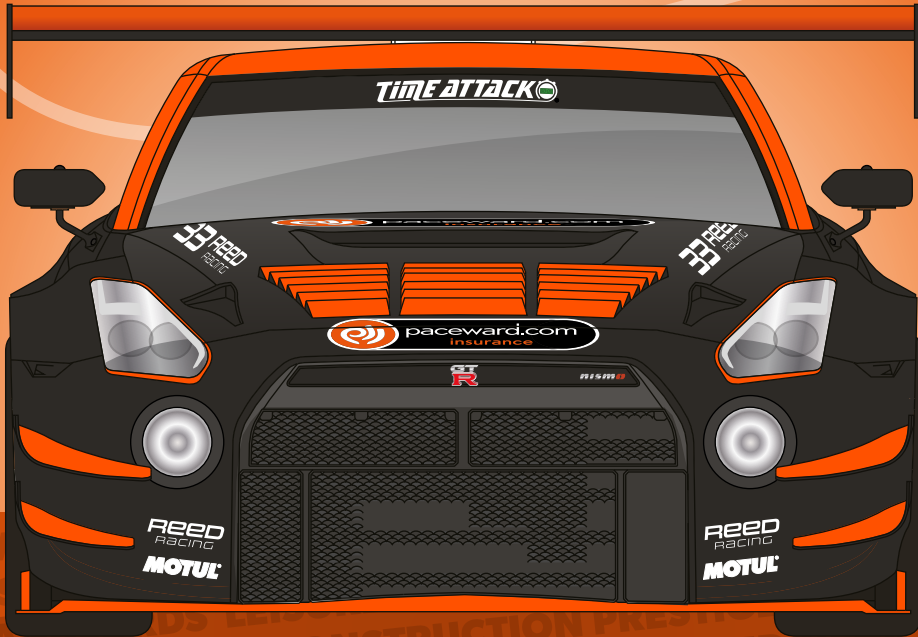
CARS - TECH - CASH LUXURY ITEMS & MUCH MORE...

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ROUND 2 & 3

BRANDS HATCH



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