

# NEWS UPDATE

26TH AUGUST 2014

## RACE PREVIEW

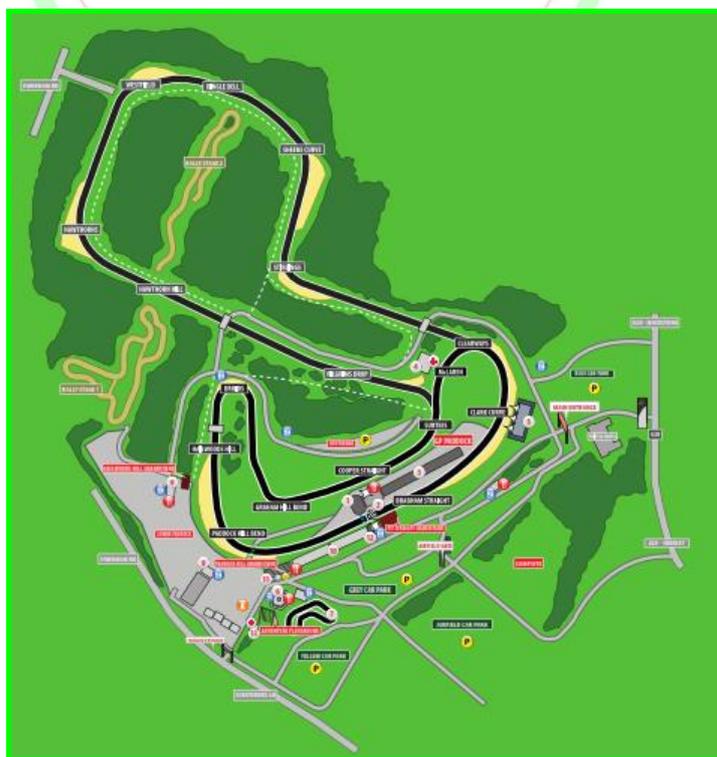


### BRANDS HATCH 2014

**The Circuit:** is near Swanley in Kent, England. First used as a dirt track motorcycle circuit on farmland, it hosted 12 runnings of the British Grand Prix between 1964 and 1986 and currently holds many British and International racing events.

The longer "Grand Prix" layout (2.301 miles) played host to Formula One racing, including events such as Jo Siffert's duel with Chris Amon in 1968 and future World Champion Nigel Mansell's first win in 1985. Noise restrictions and the proximity of local residents to the Grand Prix loop mean that the number of race meetings held on the extended circuit are limited to just a few per year (usually for higher-profile series such as the BTCC and the BSB, as well as the Volkswagen Racing Cup).

The full Grand Prix circuit begins on the Brabham Straight, an off-camber, slightly curved stretch, before plunging into the right-hander at Paddock Hill Bend. Despite the difficulty of the curve, due to the straight that precedes it, it is one of the track's few overtaking spots. The next corner, Druids, is a hairpin bend, negotiated after an uphill braking zone at Hailwood Hill. The track then curves around the south bank spectator area into the downhill, off-camber Graham Hill Bend, and another, slightly bent stretch at the Cooper Straight, which runs parallel to the pit lane. After the straight, the circuit climbs uphill through the decreasing-radius Surtees turn, before moving onto the back straight where the track's top speeds can be reached. The most significant elevation changes on the circuit occur here at Pilgrim's Drop and Hawthorn Hill, which leads into Hawthorn Bend. The track then loops around the woodland with a series of mid-speed corners, most notably the dip at Westfield and the blind Sheene curve. The track then emerges from the woods at Clearways and rejoins the 'Indy' circuit for Clark Curve with its uphill off-camber approach to the pit straight and the start/finish line.



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**BRANDS HATCH 2013:** Pole position was taken by Nick Beaumont in 2013, with a lap of 1:41.279, which he followed up with a fastest lap in race 1 of 1:41.075 by and the race win. In race 2 the fastest lap was set by Stewart Lines with a time of 1:41.334 and the race was won by Martin Depper.

**THMR Update:** Since Silverstone the THMR team have been busy repairing and testing further developments on the car. The damage sustained at Silverstone was extensive and included the drive shaft, the front suspension, the transmission, the front brake system, as well as considerable body damage to driver's side door, sill, front bumper, both front wings and a shattered wheel.

Due to the amount of repairs and the time this has taken due to unique fabrication of certain parts, the team took advantage to complete other developments and upgrades on the race car. These were all followed up with a comprehensive test programme, which heralded very promising results!

*Trevor Humphrey, Technical Director commented, "the damage to the car at Silverstone was considerably greater than we first thought. With so many elements of a race car being unique, we had to have a number of items re-fabricated and made from scratch. Whilst we were very dis-appointed not to be at Snetterton and SPA, we have taken advantage of the time with working on new upgrades and developments, as well as a good test programme. We are really looking forward to Brands Hatch, where all these elements will hopefully push us forward."*

Matt Hamilton has taken part in another Triathlon and can't wait to get back behind the wheel. *Matt said, "I can't wait to get in the car again. I love Brands Hatch, it's a really great circuit to drive"*.

The race team leave shortly for set up at Brands Hatch and also to complete final preparations for the race weekend. Qualifying is in the afternoon on Saturday 30<sup>th</sup> August, **so keep following #thmracing1 on Twitter for all the live latest news from Brands Hatch.**

**Race Weekend Outlook:** The weather forecast looks as though we could have some showers, but as always with the British weather can change. We are hoping for dry races, but we are ready for anything.

The circuit is tight and twisty, with over-taking points limited, so the car will be set-up to optimise this and there are many great focal points to see the action – great for the fans!

*Steve Parkinson, Racing Director commented, "With such a long break since Silverstone, the team are absolutely as eager as can be to get back on track. We are all excited and can't wait to get there. The repairs are done, some new upgrades are in place and the team are fully refreshed after the summer break – can't wait! Brands Hatch is one of the great UK circuits and one the fans really enjoy watching as there are so many viewing areas, which are close to the action. As always the racing will be very close and exciting. The team are keen to get there, see the fans and of course welcome our ever growing number of our Partners for what we hope will be a great weekend."*

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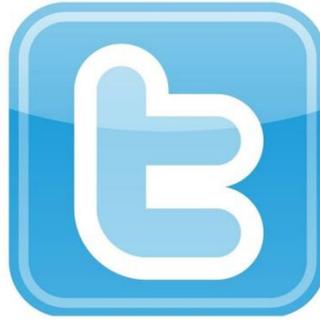
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