

SUPER CLASSIC PRE '99

FORMULA FORD 1600 CHAMPIONSHIP



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**Geoff Page
Engineering Ltd**

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Championship Sponsor:

Geoff Page Engineering Ltd

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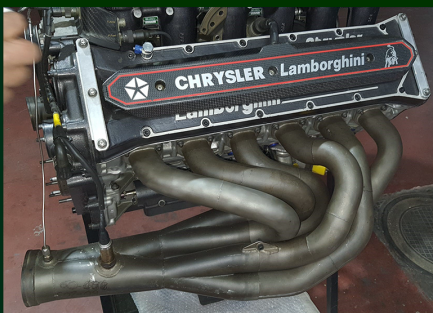
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The Geoff Page Engineering BRSCC Super Classic Pre '99 Formula Ford Championship

Founding his Geoff Page Racing outfit in 2007, Geoff can boast a wide and extensive range of experience within the world of motorsport. After competing in karting and Formula Ford 1600, his tandem engineering work led him to aid in the build and maintenance of engines for a number of renowned Group B rally cars, including the Ford Escort RS200, MG Metro 6R4, and Audi Quattros.





Welcome

Welcome to the 2025 Geoff Page Engineering BRSCC Pre '99 Super Classic Formula Ford Championship. My name is Alan Bowles. This is my second season as the Championship's co-ordinator. Together with the BRSCC, I have one simple goal - to continue to build and improve the Championship for the benefit of all our drivers, teams, partners and supporters.

With the 2025 season now underway, we look forward to welcoming new and familiar faces to all six of our Championship weekends, and to the annual world-famous Formula Ford Festival. Close racing is guaranteed across all four of our classes and with visits to some of the most thrilling and spectator-friendly circuits in the country, we're expecting the battles for podium honours to keep everyone on the edge of their seats.

As well as the on-track action, there's plenty going on in the paddock too. Our social hub is a popular place for competitors, families and guests to gather for coffee, a chat, or to celebrate a class win at our prize giving. We know how important the social aspect of race weekends is to everyone who joins us, especially those who've come to support, and we look forward to welcoming you with a hot brew and warm smile when you arrive.

Talking of welcomes, I'm delighted to confirm that Geoff Page Engineering are rejoining us as Championship Sponsor for a second season. Thank you to Geoff and his team for their continued support. We also welcome Souley Spares onboard with prize incentives for our winners during the season.



Alan Bowles

"I wish you all a successful and enjoyable year as we continue to grow this fantastic championship for the future."



The Geoff Page Engineering Super Classic Pre '99 Formula Ford 1600 Championship



Tom Hawkins

"The race weekend format works really well"

"Having the hospitality hub in the paddock definitely encourages my wife and family to attend and gives me a great chillout space to relax in."



The Super Classic Pre '99 Formula Ford Championship provides a dedicated home to a wide range of classic & historic Kent-engined Formula Fords, allowing them to compete in class and overall across some of the UK's finest circuits.

One of the longest-standing categories in motorsport, Formula Ford has always been the ideal proving ground for nurturing up-and-coming talent and continues to develop the stars of tomorrow. More recently, it has also become established as a home for racers who not only enjoy a purity of handling and response but also for those who recognise the generations of great racers who learned their craft powered by the Blue Oval: Drivers such as:

1960's: Emerson Fittipaldi, Tom Walkinshaw & Skip Barber

1970's: David Kennedy, Geoff Lees & Derek Daly

1980's: Roberto Moreno, Ayrton Senna & Johnny Herbert

1990's: Jan Magnussen, Mark Webber & Jenson Button

Numerous types and model of Formula Ford 1600s are eligible for the Championship, so long as they conform to long-established regulations, including the use of Ford's 1600 GT "Kent" engine. Current regulations can be found on the BRSCC's website, and a quick check with the co-ordinator will confirm chassis eligibility.



Fair play is at the heart of our values. Scrutineering is managed by a friendly and knowledgeable team who are happy to guide competitors on areas of compliance. We're also delighted to announce that once again, we have secured the services of our permanent Clerk of the Course. This Championship prides itself on its driving standards, and our Clerk works with everyone to ensure that a good weekend is enjoyed by all.

Simon Langman

"This championship lets me enjoy my car in great company."

"There's a buzz and vibe in the paddock, and a tasty brew when you arrive!
There's always someone to battle on track, no matter which class you're in"



2025 Calendar

2025
RACE CALENDAR

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SUPER CLASSIC FORMULA FORD CHAMPIONSHIP

1

Brands Hatch Indy

13 Apr

2

Mallory Park

17-18 May

3

Anglesey

07-08 Jun

4

Oulton Park

12 Jul

5

Silverstone Nat

17 Aug

6

Donington Park Nat

13 Sep

*All dates are provisional

Formula Ford Festival

25-26 Oct

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16 - 17 NOVEMBER 2024

* Championship points will be awarded per class to competitors listed as classified finishers in the Final Results of each race, as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th
32pts	27pts	24pts	22pts	20pts	18pts	15pts	12pts
9th	10th	11th	12th	13th	14th	15th	16h >
10pts	8pts	5pts	5pts	5pts	5pts	5pts	3pts

* All Non finishers and qualified nonstarters 2 points.

* Class fastest lap in each class 2 points.

* Class Pole (set in the correct qualifying session) 2 points.

* Pole positions set by previous race results, or second quickest qualifying times, or any other format, will not gain bonus points.



Entries

Race No.	Name	Car	Year	Preparer
1	Tom Hawkins	Swift SC95	1995	TM Racing
2	Mads Gravsén	Swift SC92	1992	PA Motorsport
6	Peter Daly	Van Diemen RF88	1988	
8	Nigel Dolan	Van Diemen RF90	1990	BM Racing
10	Andy Charsley	Ray 92F	1992	AC Racing
12	Drew Cameron	Van Diemen RF89	1989	BM Racing
13	Stuart Kestenbaum	Reynard 87FF	1987	
14	Neil Hunt	Mondiale M92S	1992	
15	Lorna Vickers	Van Diemen RF88	1988	
16	Oliver Roberts	Van Diemen RF89	1989	Team Souley
19	Mark Bates	Royale RP21	1975	Shaws Motorsport
22	Vincent Jay	Van Diemen RF90	1990	TM Racing
25	Mat Lambkin-Smith	Reynard 84FF	1984	
27	Stephen O'Connor	Van Diemen RF90	1990	Team Dolan
30	Simon Langman	Van Diemen RF80	1980	
34	Colin Williams	PRS 78F	1978	
37	Ben Powney	Jamun M92	1992	PA Motorsport
42	Paul Britten	PRS 81F	1981	Shaws Motorsport
44	Paul Mason	Swift SC94	1994	Swift Cooper
48	Tim Fitzgerald	Van Diemen RF89	1989	
49	Chris Stones	Van Diemen RF88	1988	
50	David Porter	Van Diemen RF92	1992	
52	Trevor Morgan	Reynard FF87	1988	
53	Richard Ketterman	Reynard FF86	1986	
57	Bernard Leclercq	Van Diemen RF86	1986	
60	Syd Fraser	Van Diemen RF85	1985	
63	Matt Sturmer	Macon MR8	1970	
69	Oliver Chapman	Lola T20	1971	Shaws Motorsport
72	Ian Scofield	Reynard FF89	1989	
84	Gaius Ghinn	Van Diemen RF91	1991	
86	Chris Lindley	Van Diemen RF86	1986	
87	Ian Jeary	Dulon LD9	1971	
152	Richard Earl	Van Diemen RF88	1988	Team Souley
159	Ray Smith	Van Diemen RF88	1988	
169	Alan Slater	Nike	1969	Swift Cooper
	Grace Bates	Van Diemen RF79	1979	Shaws Motorsport

Paul Mason

"The abundant supply of coffee and biscuits is a nice touch. We're all there for the same reason and I like the fact that we have a welcoming space for drivers & families to relax in."



Driving Voices

Tom Hawkins (Super Classic Class A Champion)

"I came to the championship having raced more modern Formula Ford machinery. I wanted to get a feel for cars from the heyday, and the moment I started lapping in the Swift, I knew this was the right direction for me. They're more certain in their response; less edgy, and more fun to drive and race."

"I work hard at my racing, and I work hard during the week too. I love the cut and thrust of the sharp end on track, but I've also got a young family to consider and a business to run, so racing for me has to be about pure enjoyment, not winning at all costs. The cars around you will fight hard, but they also fight fair, leaving enough room for everyone to continue."

"The race weekend format works really well. I think we all appreciate the choice of tracks we visit. Formula Fords have always been at their best around a short lap, and Alan and his team have worked hard to secure a calendar that encourages more and more cars to come out and join us."

"Having the hospitality hub in the paddock definitely encourages my wife and family to attend and gives me a great chillout space to relax in. Eileen and Alan always ensure that there's a warm welcome for everyone - racers, family and friends. It means that I can get on with preparing the car, knowing that my wife and family aren't left wishing they were somewhere else instead."

Grace Bates (New to Super Classic)

"I took and passed my ARDS a year ago at Mallory Park, but I still wasn't old enough to race. Then I broke my arm, so I've not had much time in the car yet. The plan had always been to do Fiesta Junior, but my dad gave me a day in the Formula Ford and that was it, I was hooked!"

"I'll be racing a Van Diemen RF79, with my dad and grandad supporting me. I already do some of the basic preparation but I'm looking forward to learning a lot more as the year progresses. I'm studying the business of sport in college, and I hope that this, together with the practical experience of racing, will help as I pursue a career in motorsport. Of course, I have ambitions on track too! I love single-seaters, and there's now a clear ladder of opportunity for female racers to reach Formula Academy, but it's one step at a time and this championship is the perfect place for me to learn my craft."

"I haven't yet had as much time in the car as I'd like, but I have been training at SIM Motorsport at Brands Hatch. It was great preparation for my trip to Anglesey, and interestingly, I did exactly the same lap time in the car as I managed on the sim."

Steve Hindle

"Great cars, great circuits, and great value. This is everything that club racing should be about, with the added bonus of featuring an amazing choice of cars from the golden eras of Formula Ford."



Driving Voices

Paul Britten (Super Classic Class C)

"Time and budget are never far from the mind of racers like me. At club level, there's a shortage of options for older single-seaters, so when the BRSCC restructured this championship, I thought I'd give it a go. I had such a good time, racing against like-minded people in a format that was competitive, well-organised, and visited a good spread of circuits, some meetings even being held on just a single day."

"The beauty is that you can turn up with any age of eligible car and enjoy a friendly scrap. Then there's the Festival at the end of the year. Again, I can see how hard Alan and the BRSCC are working to keep this as relevant to the older cars as it is to the newer ones. The whole experience of racing in Super Classic has put the enjoyment back into my weekends."

Simon Langman (Super Classic Class C)

"I've owned my car (Van Diemen RF80) for nearly 40 years. One of my biggest regrets was not racing Formula Fords in period; one of my biggest pleasures is racing now."

"This championship lets me enjoy my car in great company. There's a buzz and vibe in the paddock, and a tasty brew when you arrive! There's always someone to battle on track, no matter which class you're in, and whilst we all want to come out on top, we also all want to go home in one piece."

"I don't do every round, but I know that I'll always be welcomed back. It's how racing should be – affordable, friendly, fast, and fun: A proper good time."

Paul Mason (Super Classic Class A)

"For me, this is all about the camaraderie. I'm a true clubbie at heart, and so is this championship. You don't have to be a privateer if you don't have the knowledge to prepare and repair your car yourself, but it's great to be amongst so many likeminded competitors. Everybody helps out if needed, parts often being swapped to get cars back out where they belong. We do this for fun, and that's the overriding spirit of the paddock."

"The abundant supply of coffee and biscuits is a nice touch too. We're all there for the same reason and I like the fact that we have a welcoming space for drivers and families to relax in."

"For me, one of the most important features of the championship is how it's organised. Alan listens. He's also been behind the wheel for many years, so he understands the importance of attention to every detail."

"These cars were obviously at their best many years ago, but we're doing what we can to remind people just how good and true Formula Ford racing can be."

Alan Bowles

"I have one simple goal - to continue to build and improve the Championship for the benefit of all our drivers, teams, partners and supporters."



Our Key Partners



The British Racing & Sports Car Club was formed in 1946 and has been one of the most influential clubs & main driving forces in domestic motor racing ever since.

Today, with over 30 race meetings and more than 20 championships and series under the BRSCC umbrella annually, the Club continues to play a leading role in the British motor racing scene, organizing both club race meetings and FIA sanctioned international events.

The BRSCC's involvement with Formula Ford commenced in the early 1970s, soon after the category was established. In 1972, the club's then Executive Director, Peter Browning, along with others, determined that after five years of consistent growth, a dedicated meeting just for Formula Fords was required and the Formula Ford Festival was born. Held at Snetterton for the first four years before being transferred to its present home at Brands Hatch, the combined influence of the Festival, together with fiercely contested championships, soon established Formula Ford's reputation as the ultimate proving ground for some of motorsport's greatest stars.

Today, the BRSCC proudly continues its stewardship of Formula Ford and is committed to preserving its heritage as well as growing its future.



Geoff Page's engineering career started with a role at local engine specialist Terry Hoyle Ltd in 1982. After a couple of years a vacancy for Tyrrell F1 team appeared in Autosport magazine. This was a role Geoff was keen to pursue and after a couple of interviews he was offered a role with the Formula One team, travelling to some of the Grand Prix during the 1985 season. Having ticked this box, he returned to Terry Hoyle Ltd, the following year.

By 1990 Geoff was ready to go solo with the formation of East Coast Racing. This set him in very good stead to accept sought after roles. He decided to re-enter the Formula One world again for 1995 with the Pacific team as an engine kitter and in 1996 with the Arrows F1 team, working for Brian Hart Ltd and was the track support engine supplier.

Following on from these successful years in Formula One, Geoff went to work for Mountune Engines. Again, another specialist engine builder from the Essex area. In 2007 he decided to set up Geoff Page Racing due to the high customer demand, which continues to operate to this day very successfully from a base in Maldon as Geoff Page Engineering Ltd. The company specialises in engines for Turbo Formula One, rally cars, touring cars, sports cars and many more varieties of engine and car preparation. The company has a reputation for excellent quality of work and is very highly recommended in the motor racing world.

Geoff Page

"40 years ago, I could have had my name on the side of a works Van Diemen. I missed out on Formula Ford then, I didn't want to miss this chance now."



Contacts

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Simon Langman

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