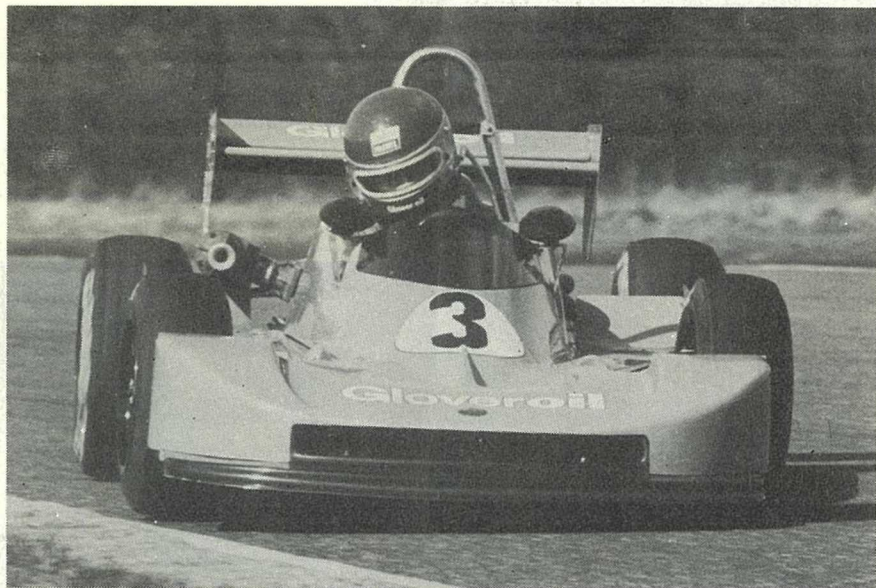


Brands Hatch

Sunday, 29th June, 1980

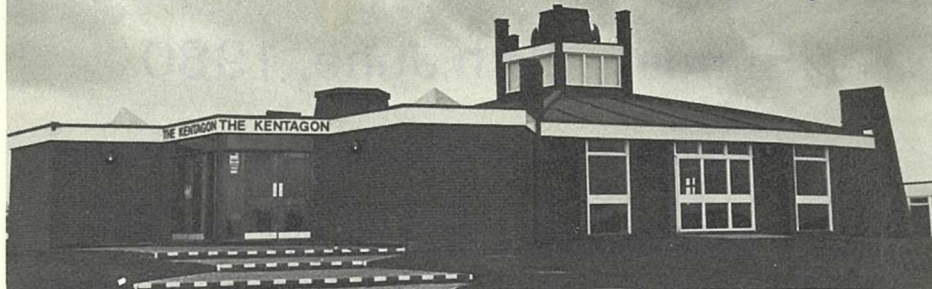
Vandervell British F3 Car Races

Organised by the BARC for Brands Hatch Circuit Limited



Official Programme 40p

"THE KENTAGON"



Cocktail Bar and Restaurant

OPEN TODAY
Breakfast 8 am – 10 am
Luncheons served from 12 noon

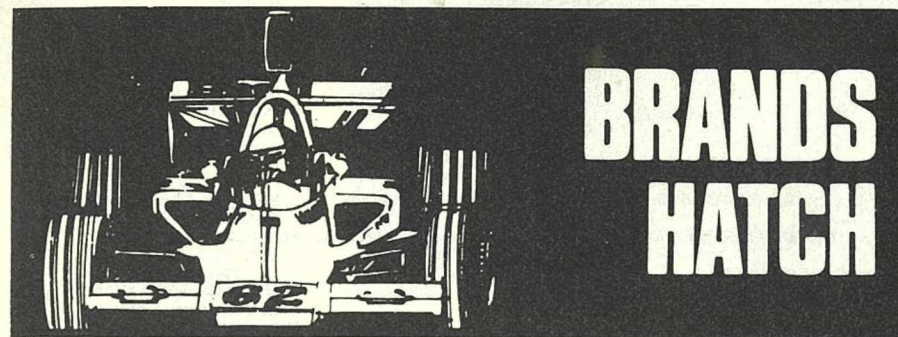
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**Enquiries to Angela Webb at Brands Hatch Circuit Ltd.,
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 Tel: Ash Green (0474) 872331 Telex: 96172 Brands**



Motor Race Meeting

Sunday, 29th June, 1980



Vandervell British F3 Car Races

THIS MEETING IS ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB

This meeting is organised by the British Automobile Racing Club and held under the International Sporting Code of the FIA, General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations and Instructions of the British Automobile Racing Club.

RAC Permit No: RS 2906/1 (National/Restricted)

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Front cover photograph: David Sears presses on with the Gloveroil Argo JM6.

Photograph: Keith Sutton

May we ask spectators, officials and competitors to approach and leave the circuit by way of the A20, M25 and not to drive through Fawkham village whenever possible. Thank you for your co-operation.

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M. Groves
D. Standley

JUDGES:

F. Broatch
Dr R. McGhie
P. Steiner
C. Wilson

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S. Offord

DEP CLERK OF THE COURSE:

R. Scannell

SECRETARY OF THE MEETING:

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A. Holberton

INCIDENT OFFICER:

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Members of the BARC and other Clubs

Programme of Events and Awards

Qualification	Scrutineering	Qualification
Ford 1600 (Odd numbers)	09.00	10.30-10.45
Ford 1600 (Even numbers)	09.25	10.50-11.05
Formula 3 (First Session)	09.50	11.10-11.30
Production Saloons	10.15	11.35-11.50
Clubmans Sports	10.40	11.55-12.10
Classic Saloons	11.05	12.20-12.35
Mini 1000	11.30	12.40-12.55
Formula Junior	11.55	13.00-13.15
Formula 3 (Second Session)	12.20	13.20-13.40
ShellSPORT Sunbeams	12.45	13.45-13.55

LUNCH

Races	Laps	Start
EVENT 1: SHELLSPORT CELEBRITY RACE	10	14.30
Awards: 1st a Trophy		
EVENT 2: FORMULA FORD 1600 QUALIFICATION RACE	8	} Events 2-9 will start as soon as possible after the preceding event
Awards: 1st - £10		
EVENT 3: MONROE PRODUCTION SALOON CHAMPIONSHIP RACE	10	
Awards: In each class: 1st - £40, 2nd - £20, 3rd - £10		
EVENT 4: OCEANAIR CLUBMANS SPORTS CHAMPIONSHIP RACE	10	
Awards: 1st - £36, 2nd - £24, 3rd - £16, 4th - £12, 5th - £8, 6th - £4		
EVENT 5: VANDERVELL BRITISH FORMULA 3 CHAMPIONSHIP RACE .	20	
Awards: 1st - £400, 2nd - £275, 3rd - £175, 4th - £125 5th - £100, 6th - £85, 7th - £55, 8th - £35		
EVENT 6: CLASSIC SALOON CHALLENGE RACE	10	
Awards: In each class trophies to 1st, 2nd and 3rd		
EVENT 7: TOWNSEND THORESEN FORMULA FORD 1600 CHAMPIONSHIP RACE	12	
Awards: 1st - £70, 2nd - £50, 3rd - £40, 4th - £30, 5th - £20, 6th - £15		
EVENT 8: AUSTIN MORRIS MINI 1000 CHALLENGE RACE	10	
Awards: Trophies to 1st, 2nd, 3rd and 4th		
EVENT 9: VARLEY BATTERIES FORMULA JUNIOR CHAMPIONSHIP RACE	10	
Awards: Trophies 1st, 2nd and 3rd		

Championship leader Kenneth Acheson slides his RMC March 793 at Snetterton. Photograph: Chris Davies

Acheson Leads at Half-Way

By Jeremy Shaw



THE 1980 VANDERVELL BRITISH Formula 3 Championship is now at its half-way stage — ten out of the twenty rounds have been run — and three drivers are still quite closely matched at the head of the points table. Round eleven of the series heads the bill here today, the BARC in charge of what promises to be a most interesting and exciting meeting.

Formula 3 this year has provided some excellent motor racing, the only possible criticism being that there are not enough cars in the fields. Today, however, twenty cars are due to appear and a close-fought race is expected, particularly amongst the top three positions.

Kenneth Acheson currently heads the standings with his RMC Group/Murray Taylor Racing Team March, having scored four wins, three seconds and one fifth placing. Kenny started the season using the brand new March 803 but has used his last year's 793 for most of the recent races, saying that he feels more comfortable in this car. "I think I could probably record the same lap times in the new car," Kenneth told me recently, "but the 793 is much nicer to drive — and smoother, too."

The Ulsterman dominated the most recent round of the series on the fast Silverstone Grand Prix circuit and also finished second here at Brands at the end of May so must start as today's favourite.

Roberto Guerrero and Stefan Johansson, however, will be especially keen on beating Acheson in order to close up in the championship stakes. Guerrero has matured into a top-flight driver this year — he even earned a drive in a Marlboro-McLaren Grand Prix car last week during the Formula 1 Test Days here at Brands Hatch — and his Argo JM6 has won three of the races this year, finished second three times, third once, fifth once and sixth once. "I think we will be in with a good chance, for sure," said the personable young Colombian last week.

Swede Stefan Johansson also must be in with a good chance of victory with his Project 4 Marlboro-March 803. Stefan's car has been considerably modified from standard by his hard-working team and the effectiveness of these alterations have already been shown. Some bad luck this year has restricted him to only three wins, one second place, four thirds and a fifth, but hard-charging Stefan is still confident of being able to close up in the championship and will be trying especially hard for a win.

Almost certainly, these will be the main challengers for victory, although there are also several other drivers who are quite capable of winning. Brett Riley, for example, a talented New Zealander, won the race here on March 30 with his Dave Price Racing March and may well be out today with a new Alfa Romeo-powered 803. If so, he could take a lot of catching for the Alfa engine has already scored several wins around the European circuits.

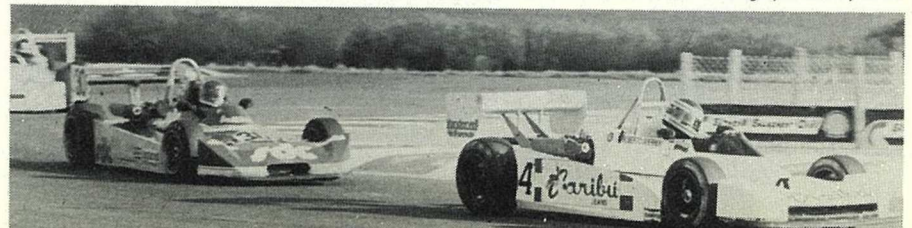
South African Mike White is another leading contender, his Autowindcreens March having been well up in the points on several occasions, although the former FF2000 Champion has not yet had the good luck that he surely deserves.

In the same boat are Argo drivers Thierry Tassin and David Sears, although both have posted some most promising results in their first season of F3 and their first victory cannot be far away. Other Argo drivers are Spain's Pere Nogues and Phil Silverstone.

March cars are by far the most numerous in the field, other cars due to be handled by reigning Japanese F3 Champion Toshio Suzuki — having his second drive with the works team — Eddie Jordan in

continued on page 4

Roberto Guerrero's Argo leads Mike Blanchet's Lola through the Thruxton chicane. Photograph: Jeremy Shaw



continued from page 3

the Marlboro Ireland 793 — a car newly built up for this race — Mike O'Brien (National Girobank/Luton Airport 803), and the older cars of Gerry Amato, Paul Hutson and Tony Norton.

Heading the Ralt challenge will be New Zealander Rob Wilson with his Bondent/SW Racing RT3, this car having scored some promising results during the last month or so. Wyatt Stanley has also acquired one of the smart new cars and is sure to be amongst the top ten. Older RT1 models will be handled by Formula Ford 1600 champions Terry Gray and John Village — both running on shoe-string budgets — while the entry is completed by the neat Pilbeam MP45 of former FF1600 driver Ian Shaw, who is due to make his Formula 3 debut.

Apart from the Briton, the Colombian and the Swede entangled in their battle for the overall Vandervell Championship, there are also a host of other drivers seeking to gain personal glory from the last half of the season and a fascinating race can be expected today. Looking down the list of entrants, at least eight drivers are quite capable of winning the race! See if you can pick the winner.

Internationals arrive with Townsend Thoresen

By Paul Harmer

SUPPORTING THE VANDERVELL British Formula 3 race, the British Automobile Racing Club have organised a fine blend of no fewer than eight races, with the highlight being the Townsend Thoresen Formula Ford 1600 race.

Opening the afternoon is another of the popular races for the equally matched Shell Super Sunbeams, sturdily prepared by Jackie Epstein here at Brands Hatch. This afternoon's event is for athletes, most of whom were taking part at yesterday's Talbot International Games at Crystal Palace. Big Geoff Capes won a Sunbeam race last year and it would come as no surprise if he had the legs of his competitors again today.

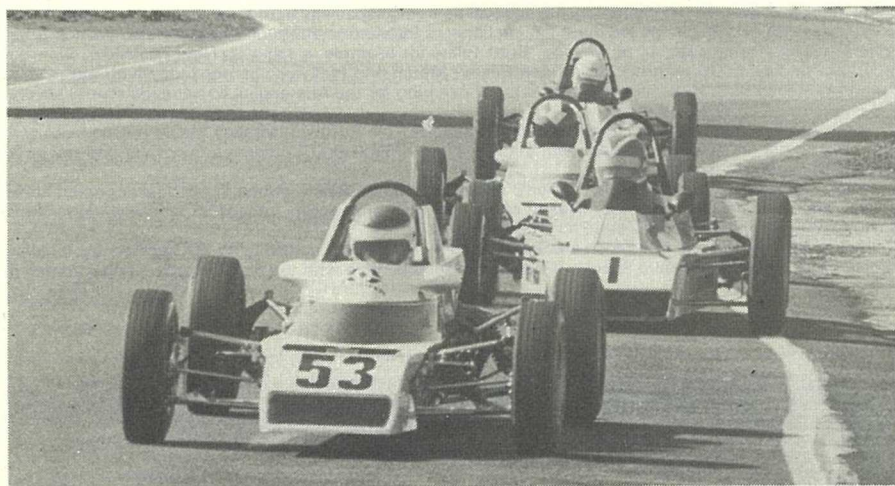
Following up will be the qualification race for Formula Ford 1600 cars, a regular feature these days with so many competitors challenging for just twenty grid places in the Championship race which carries the points. The first four across the line will be drafted onto the back row of the grid in the main race.

A well-supported round of the Monroe Championship, for production saloons in four classes, is next with all the leading drivers entered. Since some of these cars will have contested the Willhire 24 Hour race at Snetterton last weekend, we will have to forgive some of the entrants if their cars don't appear as immaculately prepared as we are used to seeing them. This is the ninth round of seventeen in the series which began here at Brands in March. All being well, Barrie Williams, Martin Carroll and Norris Miles will be taking on the Scottish challenge of John Cleland, Hamish Irvine and Sid Harrison — all in Opels.

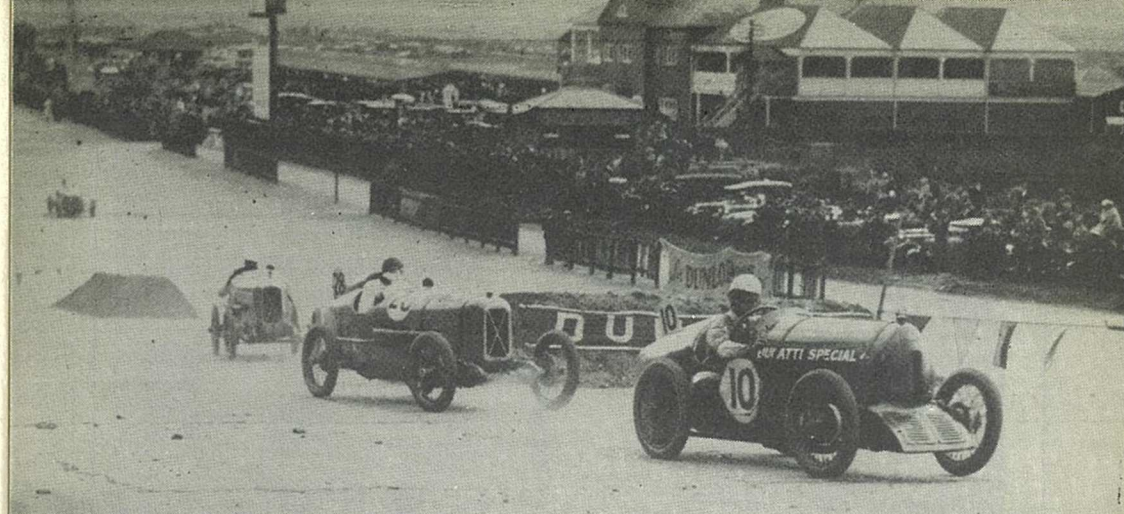
As this programme goes to press, Gerry Marshall is only third reserve in his Ford Capri; while not wishing anything untoward to happen to anyone else, all the same it would be a shame if we don't see "big Gerry" on the track today.

Rob Kirby's Alfa Romeo Alfetta GTV and David Yates's Triumph Dolomite Sprint should battle it out in the next class and Class C will undoubtedly feature a spirited scrap between the Mayfair Sciroccos of Tony Lanfranchi and David

continued on page 7



Raul Boesel leads Jonathan Palmer, Robert Gibbs and Julian Bailey in a typically close Formula Ford race. Photograph: Keith Randall



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THE BRITISH AUTOMOBILE RACING CLUB HAS BEEN AROUND almost as long as British motor racing. And while we've been building up experience since 1912, we've kept pace with the times. Today the BARC is proud of its reputation as Britain's longest-established, biggest and most experienced motor sports club.

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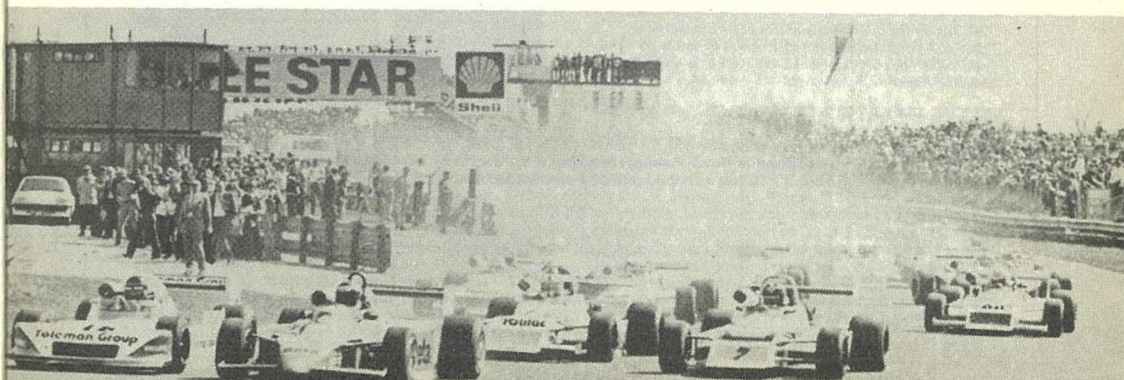
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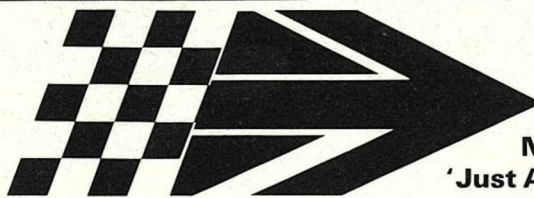
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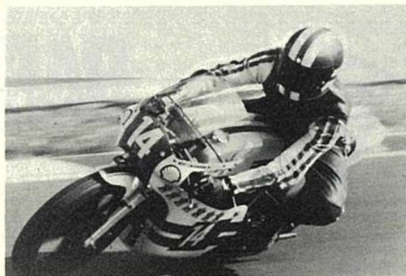
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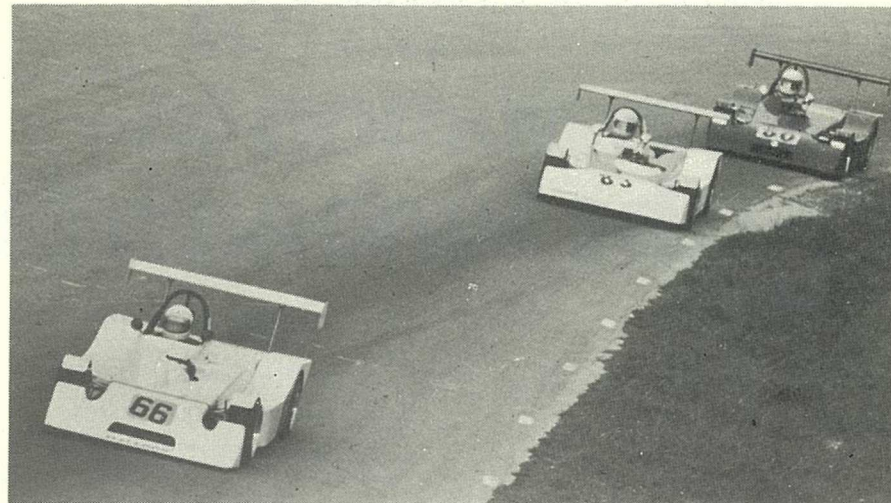
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*delete as necessary



Oceanair Clubmans Sports series leader Nigel Corry heads Phil Brown and John Day at Lydden Hill earlier this month.
Photograph: Paul Harmer

continued from page 4

Cunningham and Nick Baughn's Vindis model. The Renault Gordinis of Donald Norchi and Doug Bassett add variety and they, too, will be strong challengers for class honours. The smallest class should also be worth keeping an eye on as the little Alfasuds of Andrew Thorpe, Bob Murray and Richard Redding scurry round.

Round ten of the Oceanair Clubmans Sports Championship should provide an ideal preliminary to the main race of the day. For two-seater sports cars powered by 1600cc Ford engines — identical to those in Formula Ford cars — this class of racing is never dull and the leading positions are usually closely fought. Nigel Corry cracked the lap record here at the beginning of the month, after he had spun on Druids early in the race and fought his way back up the field, finishing a creditable tenth out of twenty-three starters. Paul Webb won the race, hotly pursued by Phil Brown, Tom Dodd-Noble and John Day. These five alone would make an exciting race but also in today's field is former F1300 champion Graham Kay together with John Day, Reg Holland and Glenn Eagling.

Quieter, but nonetheless entertaining, are the Classic — pre-1957 manufactured — saloons, driven with great verve by their pilots. Mike Bennion (Ford Zephyr) and Alan Mills (Ford Zodiac) take on a whole host of Jaguar Mk 1s, while Dave Burrows has now swapped his Morris Minor for an MG Magnette and usually gets involved in an entertaining tussle with the Borgward Isabella of Paul Harrison. The smallest capacity class features a fine selection of Austin A35s and Morris Minors and Phil Wight is normally a leading class contender and it is not unknown for him to give some of the bigger cars a few embarrassing moments.

The enterprising Townsend Thoresen company are supporters of Britain's longest established Formula Ford 1600 Championship. This afternoon's race, round eight of fourteen, should provide a fine battle for honours with a truly international field of top drivers from this category.

Prior to the round at Snetterton last weekend, the startling Brazilian pair Roberto Moreno and Raul Boesel were proving almost invincible in their Van Diemen RF80s. Lanky Lou Schollum, another Brazilian in yet another Van Diemen, is also quick as is Irishman Tommy Byrne. Swiss Mario Hytten will be upholding the Royale banner in the Rushen Green team along with Londoner Julian Bailey. New Zealand can boast the rapid Warren Briggs (Ray 80F) and Australia young Alan Goldsmith in the locally built Quest FF80. Two Scottish drivers are the Surrey-based Ian Stirling (PRS) and Formula Ford Festival double winner Don MacLeod (Sark 2). Tommy Doherty, from Ireland, is enjoying his first season of racing on English circuits and American born Peter Argetsinger is usually with the leaders in his bright yellow Royale RP26.

That might seem as if there isn't any room for British drivers, but there will be and leading the "home" side we can expect to see Jonathan Palmer, Rick Morris, Ashley Ward, Robert Coates, Andy Ackereley — a popular and deserved winner here recently — Peter Lawrence, Allen Revell, Robert Gibbs, Martin Holman, Chris Creswell and Rob Tennant to name just a few!

An interesting entry should be Tony Halliwell, who won the Kent Messenger FF1600 Championship in 1977, due to return to the tracks with a second of the impressive Quest designs. Tony shouldn't be too rusty as he has had a few races in varying cars during the past three years and, all being well, the local man could surprise a few of the regular pace-setters.

In short then, a very exciting grid, a fair representation of the talent around in this formula at the moment and many could make it further up the steep ladder of motor racing.

Equally closely fought will surely be the ten-lap Austin Morris Mini 1000 Challenge — a swarming pack of virtually equally tuned Minis racing into Paddock for the first time is enough to take the breath away from even the most discerning spectator — so what must it be like for the drivers? Well, they are probably used to it by now! These cars are markedly different from the Special Saloons we see as only limited modifications are allowed. Former 750 Formula champion Roland Nix is usually one of the front runners but look out for the smart Radofin cars of John Meale and Ken Scott, Mike Fry, Paul Gaymer, David Huck and Stephen Hall. Colin Beckwith can usually be relied upon to "turn it on" and others normally with the leaders are Richard Belcher, Graham White and local man Stewart Fowler. Stewart has returned to racing this year after a long lay-off but has lost none of his old touch — if he's got his car going well he will be difficult to beat.

For true nostalgia do stay for the last race, a round in the Varley Batteries supported Championship for Formula Junior. It is quite staggering when one thinks just how much time and effort is needed in keeping these cars so immaculately prepared that they can still perform as spectacularly as they did in the late fifties and early sixties. Each car probably has an interesting story to relate and a trip into the Paddock for closer inspection must be worthwhile.

Don't wait for an invitation to drive the Sunbeam T.I.

- 1600CC WITH TWO TWIN-CHOKE WEBERS
- UP TO 108MPH
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- 100 DIN BHP



 **TALBOT**
ON THE MOVE

EVENT ONE

Start: 14.30 hrs (approx)

10 LAPS

ShellSPORT Celebrity Race

For invited drivers in Talbot Sunbeam 1.6 Ti cars

Guests of Talbot will be:

10

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LAP RECORD:

Shell Super Sunbeam saloon cars:

David Cunningham (1598cc Shell Super Sunbeam 1.6 Ti)

Race record: David Cunningham (1598cc Shell Super Sunbeam 1.6 Ti)

secs	mph	date
61.9	70.00	7.4.80
	68.58	7.4.80

RESULTS:

1st... 16..... 2nd... 15..... 3rd... 13..... 4th... 4..... 5th... 13..... 6th... 20.....

7th..... 8th..... 9th..... 10th.....

Winner's Time Speed m.p.h.

Fastest Lap: Car No. 15..... Time... 1:27.9..... Speed..... m.p.h.

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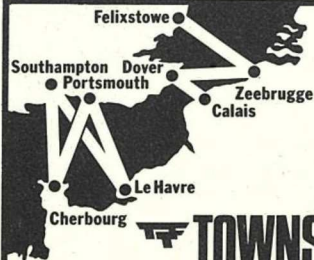
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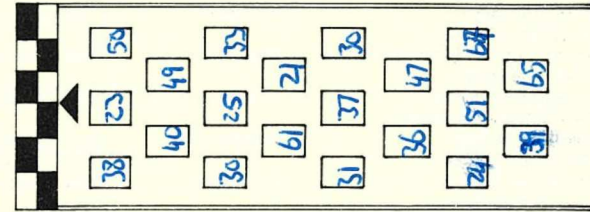
Let Number One look after you

TOWNSEND THORESEN
The European Ferries

Formula Ford 1600 Qualification Race

This is a race for single seater racing cars using near standard Ford Cortina engines. Racing tyres used by these cars are identical. Practice will be divided into two sessions, one for odd and one for even numbers. If track conditions remain the same for the two sessions, then the fastest 16 cars overall will start in the Championship Race (Event 7), and the next fastest 20 cars will start in this event. The first four finishers in this event will form the rear of the grid in Event 7. If track conditions vary considerably for the two sessions, then the fastest eight from each session will start in the Championship Race, and the next fastest 10 cars from each session will start in this event. The first four finishers in this event will form the rear of the grid in Event 7. A full list of entries is listed under Event 7.

GRID POSITIONS



LAP RECORD:	secs	mph	date
Formula Ford 1600 single seater racing cars:			
James Weaver (1599cc Van Diemen RF78 Scholar)	49.9	86.83	5.11.78
Donald Macleod (1599cc Sark 1 Scholar)	49.9	86.83	4.11.78
Race record: Bernard Devaney (PRS RH01 Minister)		85.00	5.11.78

RESULTS:

1st...	58	2nd...	50	3rd...	38	4th...	13	5th...	51	6th...	81		
		7th...	39	8th...	18	9th...	36	10th...	21				
Winner's Time											Speed	m.p.h.	
Fastest Lap: Car No.											Time	Speed	m.p.h.



Townsend Thoresen Formula Ford 1600 Championship

EUROPE'S LARGEST PRIVATE ENTERPRISE car ferry company, Townsend Thoresen, are also amongst the staunchest supporters of Formula Ford 1600 with nine years of unbroken sponsorship.

The Townsend Thoresen series has been a nationwide Championship since 1975 and prior to that, was based at Brands Hatch.

Over this time, the Championship has grown in stature and, in recent years, has attracted all the top contenders in this most competitive form of single-seater motor racing.

Points are awarded on a 20-15-12-10-8-6-4-3-2-1 basis plus an extra two points for the competitor(s) setting fastest lap(s). Each driver's best 12 scores from the 14 races will count.

Future rounds: Mallory Park, July 27; Snetterton, August 10; Mallory Park, August 25; Oulton Park, September 6; Snetterton, September 14; Brands Hatch, October 5; Brands Hatch, October 19.

Past Winners: 1970 Bob Evans; 1971 Tony Brise; 1972 Bob Arnott; 1973 Frank Hopper; 1974 Roy Klomfass; 1975 Tiff Needell; 1976 David Kennedy; 1977 Chico Serra; 1978 Kenny Acheson; 1979 Terry Gray.

Points positions after seven rounds:

1 Roberto Moreno	110 pts	6 Robert Gibbs	38 pts
2 Raul Boesel	93 pts	7 Julian Bailey	27 pts
3 Jonathan Palmer	67 pts	8 Ricardo Valerio	22 pts
4 Rick Morris	60 pts	9 Tommy Byrne	15 pts
5 Peter Argetsinger	47 pts	10 Donald Macleod	12 pts
		Tom Brown	12 pts

Monroe Production Saloon Championship Race

This is a round of the 1980 Monroe Production Saloon Championship for unmodified road cars running on road tyres.

No.	Entrant and Driver	Town	Car	cc
Class A: 2301-3000cc				
1	Carrolls Transport (Dvr: Martin Carroll)	Hounslow	Opel Commodore GSE	2800
2	Carrolls Transport (Dvr: Barrie Williams)	Hounslow	Ford Capri	2994
3	Industrial Control Services Limited (Dvr: Pete Hall)	Maldon	Opel Commodore GSE	2800
4	Nickerson Turfmaster (Dvr: Chuck Nicholson)	Lincoln	BMW 3.0 Si	2998
5	Valley Tools Oxford (Dvr: Norris Miles)	Pukekohe NZ	Opel Commodore	2800
6	Leicht Motor Racing (Dvr: Sid Harrison)	Edinburgh	Opel Commodore GSE	2800
7	Sports Car Breakers/Fife Motor Spares (Dvr: Hamish Irvine)	Midlothian	Opel Commodore GSE	2800
17	JJS Veneers Limited (Dvr: Graham Scarborough)	Hatfield	Ford Capri	3000
21	Malcolm Bessent/London Motor Caravan Company (Dvr: Eric Cook)	Bushey Heath	Ford Capri	2993
24	Gerry Marshall	London	Ford Capri	2994
69	Clelands of Peebles (Dvr: John Cleland)	Peebles	Opel Commodore	2800
Class B: 1601-2300cc				
22	Napolina Alfa Romeo Dealer Team Limited (Dvr: Rob Kirby)	Cambridge	Alfa Romeo Alfetta GTV	1962
23	Pete Veryard	Greenford	Triumph Dolomite Sprint	1995
26	"Ivan" (3rd Reserve)	London	Triumph Dolomite Sprint	1998
30	Himark/Elastogran (Dvr: David Yates)	Malpas	Triumph Dolomite Sprint	2000
32	Williams Garage Limited (Dvr: Martin Williams) (1st Reserve)	Llantwit Major	Toyota Celica GT	1968
33	Motor Racing Stables—Skid Control Division (Dvr: Christopher Powell)	London	Triumph Dolomite Sprint	1998
39	Ralph Davis Limited (Dvr: Pete Walters)	Welwyn Garden City	Triumph Dolomite Sprint	1998
Class C: 1301-1600cc				
52	Reliance Garage with Dealer Team Renault (Dvr: Doug Bassett)	Nottingham	Renault Gordini	1400
53	F. Vindis & Sons (Dvr: Nick Baughn)	London	VW Scirocco GLi	1588
55	Mayfair Magazine (Dvr: Tony Lanfranchi)	London	VW Scirocco GLi	1600
56	Mayfair Magazine (Dvr: David Cunningham)	London	VW Scirocco GLi	1588
57	Mayfair Magazine (Dvr: Danny Chau) (2nd Reserve)	London	VW Scirocco GLi	1600

Class D: Up to 1300cc

75	Andy Driver (1st Reserve)	Reading	Honda Civic	1280
77	Hampshires of Dorking (Dvr: Andrew Thorpe)	Kingston upon Thames	Alfa Romeo Alfassud Ti	1286
85	Richard Redding	Goring on Thames	Alfa Romeo Alfassud Ti	1286
99	CRG Racing/Napolina Alfa Romeo Dealer Team (Dvr: Robert Murray)	Bishops Stortford	Alfa Romeo Alfassud Ti	1298

7 5 3
8 17
1 15 53
56 2
69 30 52
26 35
72 77 66
99 32
75

LAP RECORDS:

Production saloon cars:

2301-3000cc:

Tony Lanfranchi (2784cc Opel Commodore GS/E)

Race record: Tony Lanfranchi (2748cc Opel Commodore GS/E)

1601-2300cc:

Gerry Marshall (1998cc Triumph Dolomite Sprint)

Race record: Gerry Marshall (1998cc Triumph Dolomite Sprint)

1301-1600cc:

Tony Lanfranchi (1588cc Volkswagen Scirocco GLi)

Race record: Tony Lanfranchi (1588cc Volkswagen Scirocco GLi)

Up to 1300cc:

Andrew Thorpe (1286cc Alfa Romeo Alfassud Ti)

Race record: Nicholas Baughn (1286cc Alfa Romeo Alfassud Ti)

secs	mph	date
57.1	75.88	7.10.79
	73.40	1.7.79
58.9	73.56	11.6.78
	72.13	
60.1	72.10	2.3.80
	70.53	2.3.80
62.3	69.55	7.10.79
	68.14	7.10.79

OVERALL RESULTS:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS A:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS B:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS C:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS D:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		



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Oceanair Clubmans Sports Championship Race

This is a round of the Oceanair Clubmans Sports Championship for two seater racing cars, built to rules governing body shape and construction. Engines are identical to those used in 1600cc Formula Ford, keeping costs to a minimum, as these are not highly developed racing engines.

No.	Entrant and Driver	Town	Car and Engine	
50	John Day	Petersfield	Mallock U2 Mk16 Racing Services	
52	David Childs	Bedford	Centaur 17X Ford	
53	Peter Clark	Bedford	Mallock Mk18BW Close	66 54 57
54	Delapena Honing Superior Engine Rebuild Equipment (Dvr: Paul Webb)	Southampton	Mallock Mk16BW Ford	50 83
57	Glenn Eagling	Thetford	Mallock Mk16 CES	88 93
61	Henderson Door Systems (Dvr: Graham Kay)	Waltham Abbey	Phantom P80 Minister	
66	Nigel Corry	Hatch End	Mallock Mk21 Minister	85 53
69	Guy Woodward	Bath	Mallock Mk18B Nelson	
71	Discount Motor Spares/Manor Garage Racing (Dvr: Peter Richings)	Redditch	Mallock U2 Mk20E Ford	69 104 61
74	Ali Hussein	London	Rose SM3 Ford	81 91
78	EW Promotions (Weybridge) (Dvr: Alan Cordery)	Shortlands	Gryphon C4A Minister	62 111 86
81	Nick Wadham	Liss Forest	Haggispeed Mk8/10 Rowland	89 82
82	Graham Stoten	London	Mallock Mk18B Ford	78 65 71
83	Hubbard & Houghton Limited (Dvr: Phil Brown)	Sittingbourne	Mallock Mk18CW Minister	
85	John James	Bracknell	Mallock Mk21 CES	
86	Seppi Fabrications (Dvr: Garith Chapman)	Royston	GDC R80 Vegantune	
88	Kaypalm Ltd (Bakery & Catering Equip) (Dvr: Colin Fisher)	Ilford	Mallock Mk18C Minister	
89	Tony Lees	Devizes	Mallock Mk20 Dart	
91	Rob Roy Racing (Dvr: Mick Biles)	Reading	Mallock Mk18CW Minister	
92	Hundredstone Garage (Dvr: Brian Colvin)	Yeovil	Mallock U2 Mk20 Nelson	
93	Ahanda Blinds Racing (Dvr: Reg Holland)	Bracknell	Mallock Mk18CW CES	
94	Mike Sales	Tonbridge	Mallock Mk20B Nelson	
102	Paul Wingrove	Beaconsfield	Mallock U2 Mk11 Ford	
104	Simon Martyn Associates (Dvr: Tom Dodd-Noble)	London	Mallock U2 Mk18 Nelson	
111	Dave Wale	Redditch	Mallock U2 Mk18CW Nelson	
112	Ian Castle	Northampton	Mallock U2 Mk20 Nelson	

LAP RECORD:
Formula Ford-engined Clubmans Sports cars:

	secs	mph	date
Nigel Corry (1599cc Mallock U2 Mk21 Nelson)	48.4	89.52	8.6.80
Race record: Phil Martin-Dye (1599cc Mallock U2 Mk18CW CES)		86.58	7.5.79

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....
	7th.....	8th.....	9th.....	10th.....	
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time.....	Speed.....	m.p.h.		

Oceanair Clubmans Sports Championship

OCEANAIR — the London Airport-based Air and Sea Freight Company — return to motor race sponsorship for the fifth consecutive year in 1980. Oceanair have backed this popular BARC series since 1976 and this year's championship features 19 rounds at 9 British circuits. Prize money, at each round — 1st £36, 2nd £24, 3rd £16, 4th £12, 5th £8, 6th £4. End of season awards: 1st £100 and a Trophy, 2nd £75, 3rd £50, 4th £25. Points at each round: 9-6-4-3-2-1 plus 1 for fastest lap a competitors best sixteen scores to count.

Points positions after nine rounds:

1	Nigel Corry	49 pts
2	Glenn Eagling	36 pts
3	Paul Webb	35 pts
4	John Day	29 pts
5	Phil Brown	27 pts
6	Colin Fisher	14 pts
7	Peter Clark	10 pts
8	Mike Donovan	7 pts



Production Saloon Championship

MONROE — World-leading producers of shock absorbers — are sponsoring the BARC's Production Saloon Championship for 1980. And there is additional support from 1979 sponsors Demon Tweeks in the shape of the Demon Tweeks Champagne Challenge based on qualifying times.

The Monroe Production Saloon Championship will take place over 18 rounds at 7 British circuits from March to October, and caters for "street racers" — production cars racing in virtually standard form in four capacity classes.

Monroe are the world-leading manufacturers of automobile ride control components — and produce shock absorbers and levelling systems for car makers and owners across five continents at the rate of over 3,000,000 per month. The Championship is being sponsored through the British company, Monroe Auto Equipment UK Limited at 34 Lambert Street, Sheffield S3 7AD (0742 79914).

Demon Tweeks are one of Britain's largest shock absorber distributors, based at Mercury House, Tattenhall, Cheshire and stockists for Monroe and other leading manufacturers, specialising in mail order throughout the world and a 48-hour delivery within the British Isles. The company also markets racewear, competition wheels and tyres.

In each of the four classes there will be awards at each round (subject to number of starters): 1st, £40; 2nd, £20; 3rd, £10; with a trophy to the overall winner at the end of the season.

Demon Tweeks Champagne Challenge: Magnum of champagne to the one driver at each round closest to his class lap record (or above it by the greatest margin) in qualifying.

Points will be awarded in each class at each round on the basis: 4-3-2-1 plus 1 for fastest lap (a competitor shall count his results in the total number of rounds run less three).

Points positions after eight rounds:

Class A:		Class C:			
1	Hamish Irvine	14 pts	1	Tony Lanfranchi.....	31 pts
2	Gerry Marshall	13 pts	2	David Cunningham	14 pts
3	Alan Minshaw.....	12 pts	3	Nick Baughn.....	14 pts
Class B:		Class D:			
1	Chris Powell	26 pts	1	Andrew Thorpe	24 pts
2	David Yates	25 pts	2	Robert Murray	16 pts
3	Rob Kirby	13 pts	3	Roger Turner	7 pts



Vandervell British Formula 3 Championship



VANDERVELL PRODUCTS LIMITED, a member of the GKN Group of companies, are continuing their interest in motor racing by sponsoring the British Formula 3 Championship for a second year in 1980.

Following the success of last year's combined Formula 3 series, the 1980 Vandervell British Formula 3 Championship will once again be the only Formula 3 series to be run in Great Britain.

Organised jointly by the British Racing Drivers' Club and the British Automobile Racing Club, the Championship will comprise twenty rounds at seven different circuits.

Points are scored at each round on a 9-6-4-3-2-1 basis with an additional point for the competitor(s) setting fastest lap(s).

Points position after ten rounds:

1	Kenneth Acheson	61 pts		Nigel Mansell	15 pts	
2	Roberto Guerrero	55 pts		7	Mike White	11 pts
3	Stefan Johansson	43 pts		8	David Sears	11 pts
4	Thierry Tassin	22 pts		9	Mike Blanchet	10 pts
5	Brett Riley	15 pts		10	Rob Wilson	9 pts

Next round: July 6, Silverstone.

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EVENT FIVE

20 LAPS

Vandervell British Formula 3 Championship Race

This is a round of the 1980 Vandervell British Formula 3 Championship for 2-litre single-seater racing cars complying with International Formula 3 regulations.

No.	Entrant and Driver	Country	Car and Engine		
1	Project 4 Racing (Dvr: Stefan Johansson)	Sweden	March 803 Toyota Novamotor	4	8
2	Ducados-Real Automovil Club Catalunya (Dvr: Pere Nogues)	Spain	Argo JM6 Toyota Novamotor	1	3
3	Gloveroil/Rushen Green Racing (Dvr: David Sears)	England	Argo JM6 Toyota Novamotor	11	5
4	Anglia Cars Limited (Dvr: Roberto Guerrero)	Colombia	Argo JM6 Toyota Novamotor	31	18
5	Anglia Cars Limited (Dvr: Thierry Tassin)	Belgium	Argo JM6 Toyota Novamotor	7	12
7	Marlboro Team Ireland (Dvr: Eddie Jordan)	Ireland	March 803 Toyota Novamotor	9	2
8	The RMC Group (Dvr: Kenneth Acheson)	Ireland	March 803 Toyota Novamotor	23	64
9	National Girobank/Luton Airport (Dvr: Mike O'Brien)	England	March 803 Titan Chevrolet	14	19
11	Autowindcreens with Gerard Racing (Dvr: Michael White)	South Africa	March 803 Toyota Novamotor		41
12	March Racing (Dvr: Toshio Suzuki)	Japan	March 803 Toyota Novamotor		
14	Gerry Amato Racing (Dvr: Gerry Amato)	England	March 793 Toyota Novamotor		
15	John Village	England	Ralt RT1 Toyota Novamotor		
18	David Price Racing (Dvr: Brett Riley)	New Zealand	March 793 Toyota Novamotor		
19	T.H. Hutson Racing (Dvr: Paul Hutson)	England	March 783/793 Toyota Novamotor		
23	PC Designs Limited (Dvr: Tony Norton)	England	March 773 Triumph Dolomite		
31	Bondent Electronic Division/SW Racing (Dvr: Rob Wilson)	New Zealand	Ralt RT3 Toyota Novamotor		
32	Ian Shaw	England	Pilbeam MP45 Toyota Novamotor		
40	Wyatt Stanley	England	Ralt RT3 Toyota Novamotor		
41	Phil Silverstone	England	Argo JM6 Toyota Novamotor		
47	Terry Gray	England	Ralt RT1 Toyota Novamotor		

LAP RECORD:	secs	mph	date
Chico Serra (1998cc March 783 Toyota/Novamotor)	44.2	98.03	16.5.78
Race record: Mike Thackwell (1998cc March 783 Toyota/Novamotor)		95.92	10.6.79

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....
7th..... 8th..... 9th..... 10th.....

Winner's Time Speed m.p.h.

Fastest Lap: Car No. Time..... Speed..... m.p.h.

FORMULA 3 AT MARLBORO BRITISH GRAND PRIX

A full entry of 36 cars plus reserves have been received for the Vandervell British Formula 3 Championship race on the day of the Marlboro British Grand Prix, July 13.

Classic Saloon Challenge Race

This is a round of the 1980 Classic Saloon Challenge.

No.	Entrant and Driver	Town	Car	cc
Class A:				
Class B:				
23	Classic Cars of Coventry (Dvr: A. J. Moore-Minton)	Hinckley	Jaguar 2.4 Mkl	2400
24	Colin Lane	Maidenhead	Jaguar 2.4 Mkl	2483
27	Alan Mills	London	Ford Zodiac MkII	2500
29	Bob Meacham	Kenilworth	Jaguar 2.4	2483
32	J. Murphy	Harrow	Jaguar Mkl	2400
33	Clarks Jewellers (Dvr: Geoffrey Waterman)	West Wickham	Jaguar 2.4	2483
36	Bill Pinkney	Warwick	Jaguar 2.4	2483
37	Mike Bennion	Leamington Spa	Ford Zephyr	2553
38	Carpenters Autos Sales & Rental Ltd (Dvr: Royston Carpenter)	Thames Ditton	Jaguar 2.4 Mkl	2483
39	Autospeed Engineering (Dvr: Peter Trent)	Leigh-on-Sea	Jaguar Mkl	2483
40	Steve Peel Motors Limited (Dvr: Steven Peel)	Romsey	Jaguar 2.4 Mkl	2483
Class C:				
42	David Burrows	Enfield	MG Magnette	1800
52	Paul Harrison	Chalfont St. Giles	Borgward Isabella TS	1493
Class D:				
65	Antony Raine	Cheltenham	Austin A35	948
66	Richard Hill	Harpenden	Austin A35	948
67	Chris Hutchins	Shepperton	Morris Minor	948
68	Robert Buttery	Greenford	Austin A35	948
72	Glen Maskell	Chalfont St. Peter	Austin A35	948
76	Phil Wight	Harrow Weald	Austin A35	995
87	Bryce Pickering	Aylesbury	Morris Minor	948
91	David Lewis	Pershore	Austin A35	948
93	Steve Brenton	Maldon	Austin A35	995

LAP RECORDS:	secs	mph	date
Classic Saloon cars:			
Over 2700cc:			
Chuck Nicholson (3442cc Jaguar MkVIII)	64.8	66.87	13.11.77
Race record: Chuck Nicholson (3442cc Jaguar MkVIII)		65.27	13.11.77
1902-2700cc:			
Bill Pinckney (2483cc Jaguar Mk I)	61.0	71.03	2.10.77
Race Record: Bill Pinckney (2483cc Jaguar Mk I)		69.06	7.5.79
1252-1901cc:			
Steven McHale (1500cc Borgward Isabella TS)	63.2	68.56	13.11.77
Race record: Miles Marshall (1500cc Borgward Isabella TS)		66.38	25.7.76
Up to 1251cc:			
Andy McLennan (948cc Austin A35)	63.6	68.13	13.11.77
Race record: Andy McLennan (948cc Austin A35)		66.80	13.11.77

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OVERALL RESULTS:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS A:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS B:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS C:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

CLASS D:

1st	2nd	3rd	4th	5th	6th
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time	Speed	m.p.h.		

Classic Saloon Car Challenge

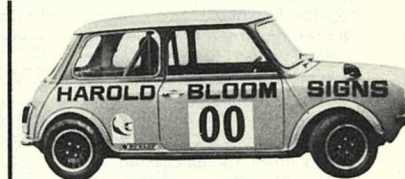
CLASSIC SALOON CAR RACING was conceived in 1975 as a low cost formula for the enthusiast who wished to race a Pre-1957 saloon car. The Classic Saloon Club now organise two series of races; one for road-going cars and the other for more modified cars. To retain originality, no body modifications are permitted on the cars.

Today's race is the fifth round in the "modified" series.

Provisional points positions after four rounds:

Class A:	1 Craig Hinton	16 pts
Class B:	1 Alan Mills	24 pts
	2 Royston Carpenter	12 pts
	3 Bill Pinckney	11 pts
Class C:	1 Paul Harrison	28 pts
	2 Dave Burrows	14 pts
	3 Paul Craymer	11 pts
Class D:	1 Phil Wight	40 pts
	2 Anthony Raine	19 pts
	3 Tom Hinds	13 pts

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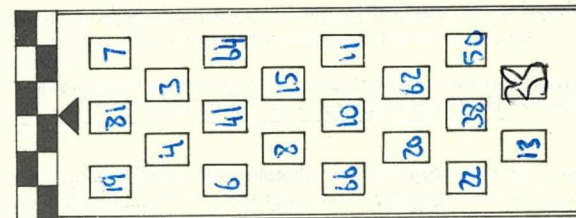
Townsend Thoresen Formula Ford 1600 Championship Race

This is a round of the 1980 Townsend Thoresen Formula Ford 1600 Championship.

No.	Entrant and Driver	Town	Car and Engine
1	Aalco Luton Limited (Dvr: Tommy Byrne)	Hitchin	Van Diemen RF80 Auriga
2	Rushen Green Racing (Dvr: Fernando Ribeiro)	Wymondham	Royale RP26 Minister
3	West Surrey Engineering (Dvr: Jonathan Palmer)	Handcross	Van Diemen RF80 Scholar
4	Ropley Motors/Oakley Coachbuilders (Dvr: Rick Morris)	Hertford	Royale RP26 Scholar
5	Swift-Mint Engineering Co Limited (Dvr: Dave Scott)	Midhurst	Royale RP26 Nicholson
6	Peter Argetsinger	Swanley	CFR 80 Auriga
7	Donald Macleod	Radlett	Sark 2 Scholar
8	TL Clowes/Taywood-Santa Fe Racing (Dvr: Guy Dormehl)	London	Van Diemen RF80 Minister
9	Ashley Ward	London	Ray 80F Dart
10	Red Star Garage & Tyre Service (Dvr: Robert Coates)	Saffron Walden	Royale RP26 Auriga
11	Andy Ackerley	Tunbridge Wells	Ray 80F Auriga
12	Harlequin Racing (Dvr: Ricardo Valerio)	Chelmsford	Van Diemen RF79/80 Scholar
13	Skinner's (Hastings) For BL Cars (Dvr: Paul Rowsell)	Brede	Royale RP24 Minister
14	Rushen Green Racing (Dvr: Mario Hytten)	Wymondham	Royale RP26 Minister
15	Rushen Green Racing (Dvr: Julian Bailey)	London	Royale RP26 Minister
17	Derek Trotman	Basildon	Hawke DL15 Minister
18	Yoshiaki Masuko	London	Royale RP26 Auriga
19	Van Diemen International Racing Service (Dvr: Roberto Moreno)	Norwich	Van Diemen RF80 Minister
20	New Ideal Homes Limited (Dvr: Len Bull)	Wonersh	Van Diemen RF80 Auriga
21	Joe Nolan	Harefield	Crossle 32F Minister
22	Steve Lincoln	Bristol	Royale RP26 Minister
23	Hi-Flex International Limited (Dvr: "The Streaker")	Stockbridge	Crossle 25F Bright
24	Willheim von Tiejn	Bournemouth	Van Diemen RF78/79 Scholar
25	Paul Gerrish	Woodford Green	Van Diemen RF80 Minister
26	Jeff Robinson	Spalding	Royale RP21 Vegantune
27	Peter Lawrence	Coulsdon	Royale RP24 Rowland
29	Howard Groos	Manchester	Pacer 80 ARE
30	John Ayres	Rochester	Van Diemen RF79 Auriga
31	Mick Lord	Croydon	Royale RP24 Auriga
32	Philip Shaw	Chorleywood	Royale RP21 Minister
33	Freight Clearance Limited (Dvr: Allen Revell)	Peacehaven	Sparton 80 Minister
35	Jeff Kite	Croydon	Hawke DL11 Ford
36	Keith Sayer	Redhill	Hawke DL19 Minister
37	Tim Jones	East Grinstead	Ray Ford
38	Overseas Technical Services (Dvr: Warren Briggs)	Egham	Ray 80F Scholar
39	Ian Stirling	Redhill	PRS RH02 Minister
40	World Transport Agency/Rushbrook Racing (Dvr: Martin Holman)	Swanley	Sparton JP80 Rowland

41	E. L. Gibbs Limited Racing (Dvr: Robert Gibbs)	Sittingbourne	Van Diemen RF80 Auriga
42	David Minty	London	Van Diemen RF78 Scholar
43	Dave Ryan	Ashford	Van Diemen RF80 Auriga
44	Rostron Racing Cars Limited (Dvr: Alan Goldsmith)	Rainham	Quest FF80 Minister
45	David Jones	Borough Green	Royale RP26 Auriga
46	Air Europe (Dvr: Jeremy Fish)	Luton	Van Diemen RF78 Minister
47	Miki Dee Race Hire (Dvr: David Robbins)	Kingston	Royale RP26 Minister
49	West Surrey Engineering (Dvr: Allen Timpany)	Bath	Royale RP26 Auriga
50	Leonard Greenney	Canvey Island	Sark 1 Dart
51	Miki Dee Race Hire (Dvr: Brett Mudgway)	Kingston	Royale RP26 Titan
52	Miki Dee Race Hire (Dvr: Keith Sharp)	Kingston	Royale RP26 Scholar
53	Miki Dee Race Hire (Dvr: Albert Yue)	Kingston	Royale RP26 Minister
55	Laser Motorsport (Dvr: Chris Creswell)	Faygate	Ray 80F Creswell
56	Jubilee Race Hire (Dvr: Thierry Baillieux)	Thundersley	Crossle 40F Minister
57	Van Diemen International Racing Services (Dvr: Lou Schollum)	Norwich	Van Diemen RF80 Auriga
58	Team Royale (Dvr: Rob Tennant)	Colmewath	Royale RP26 Minister
59	John Davis	London	Sark 2 Scholar
60	George Ostroumoff	Redditch	Royale RP26 Auriga
61	Tommy Doherty	Towcester	Crossle 40F Scholar
62	Tom Brown	Glasgow	Van Diemen RF80 Scholar
63	David Clarke	Southampton	Hawke DL2A Headland
64	PRS Racing Cars (Dvr: Alfonso Toledano)	St. Albans	PRS F80 Minister
81	Van Diemen International Racing Services (Dvr: Raul Boesel)	Norwich	Van Diemen RF80 Auriga

GRID POSITIONS



LAP RECORD:	secs	mph	date
Formula Ford 1600 single seater racing cars:			
James Weaver (1599cc Van Diemen RF78 Scholar)	49.9	86.83	5.11.78
Donald Macleod (1599cc Sark 1 Scholar)	49.9	86.83	4.11.78
Race record: Bernard Devaney (PRS RHO1 Minister)		85.00	5.11.78

RESULTS:											
1st	18	2nd	19	3rd	7	4th	3	5th	4	6th	6
		7th		8th		9th		10th			
Winner's Time							Speed		m.p.h.		
Fastest Lap: Car No.							Time		Speed m.p.h.		

Austin Morris Mini 1000 Challenge Race

This is a round of the 1980 Austin Morris Mini 1000 Challenge.

No.	Entrant and Driver	Town	
2	Ellards Garage Doors (Dvr: Roland Nix)	Fordingbridge	2 7 12
3	Richard Belcher	Banbury	13 24
7	Martin Guidery	Kingston-upon-Thames	14 52 10
8	Penta Reading (Dvr: Mike Fry)	Sudbury	28 26
10	Melford Panelcraft (Dvr: Robert Addison)	Cirencester	34 58 85
11	Forward Control Sprayers Limited (Dvr: David Huck)	Farnham	55 89
12	Boopspeed Engineering (Dvr: Paul Gaymer)	Brede	23 30 66
14	Stephen Hall	Salisbury	46 80
15	Bryan Slark	Daventry	15 8 38
18	Simon Martyn Associates/Wallpact (Dvr: David Carvell)	London	
22	Radofin Electronics UK Limited (Dvr: Ken Scott)	Egham	
23	Radofin Electronics UK Limited (Dvr: John Meale)	Sheppey	
24	Graham White	High Wycombe	
26	Hitachi TV Hi-Fi Radio (Dvr: Colin Beckwith)	Knebworth	
28	Inca Car Audio (Dvr: Peter Calver)	Winchester	
29	Mick Timbrell	London	
30	Tim Cockle	Gravesend	
34	Stewart Fowler	Stoke Mandeville	
38	Keith Vinycombe	Highbridge	
43	Jester "T" Shirts (Dvr: Dave de Fraine Gilbert)	Liphook	
46	Chris Hampshire	Salisbury	
52	Tony Edmonds	Alton	
54	Swain & Jones Limited (Dvr: Dennis Jellett)	Sharphorne	
58	David Abbott	Uxbridge	
61	Aidan Cowley	York	
64	Clairoy Racing (Dvr: Philip Down)	Epping	
66	Paul Forster	Chelmsford	
80	Keith Manning	Windsor	
85	Chas R. Collins Limited (Dvr: David Collins)	Camberley	
89	3 Counties Motor Factors (Dvr: Keith Calver)		

LAP RECORD:

Mini 1000 Saloons:

Ian Briggs (998cc Harris Mini)

Race record: Ian Briggs (998cc Harris Mini)

secs	mph	date
56.0	77.37	15.8.78
	75.54	15.8.78

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....
	7th.....	8th.....	9th.....	10th.....	
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time.....	Speed.....	m.p.h.		

Austin Morris Mini Challenge

1980 SEES THE RUNNING of the fifth Mini Challenge with a nationwide series of sixteen races being run for each class of Mini: 850, 1000 and 1275GT.

BL Motorsport are again administering the Challenge and are offering a brand new Mini 1275GT, worth well over £3,000 to the overall winner together with trophies and cash awards or retail part vouchers to the first four finishers in each race.

Points are scored on a 10-9-8-7-6-5-4-3 basis to the first eight finishers with all other classified finishers gaining two points and all non-finishers one point. A competitor's best thirteen scores will count towards his end-of-season total.

Points position after seven rounds:

1 Colin Beckwith	54 pts	Tony Edmonds	30 pts
2 Paul Gaymer	45 pts	Chris Hampshire	29 pts
3 Roland Nix	42 pts	8 Rick Cutting	24 pts
4 Martin Guidery	35 pts	David Carvell	24 pts
5 Richard Belcher	30 pts	10 Mike Fry	18 pts

Next round: July 5, Castle Combe.

Everyone a Winner!



It's perhaps because of its' winning ways that, after more than twenty years, the Mini is still first choice for a low-cost introduction to motorsport.

The sort of winning ways in fact, that have made it the outright winner of the British Saloon Car Championship for the last two years!

It's a winner off the race-track too! Despite fierce competition from a succession of newcomers, it continues to set the pace in fuel economy, roadholding, interior space and value for money.

Which is perhaps why you'll see more Minis on British roads than any other car.

But there is a lot more to the latest Mini than you might at first imagine. Things like improved soundproofing and suspension for a smoother, quieter ride. Contoured seating and more sophisticated interior appointments. Plus of course, Supercover—one of the most comprehensive after-sales deals ever.

Why not visit your local Austin Morris dealer, and see for yourself why nothing moves like a Mini!

Austin Morris



Name.....
Address

For further details of Mini Race/Rally Challenges, please return this coupon to: BL Motorsport, MG Plant, Abingdon-on-Thames, Oxon OX14 1AU.

Varley Batteries Formula Junior Championship Race

This is a round of the 1980 Varley Batteries Formula Junior Championship.

No.	Entrant and Driver	Town	Car
3	A. J. Skeels	Bury St. Edmunds	Lotus 22 Cosworth
4	Norman Hillwood (Dvr: Roy Drew)	Gt. Missenden	Lotus Mk2 Holbay
8	John Narcisi	Bromley	Lotus 20 Ford
11	Peter Merritt	Haselbech	Elva FJ BMC
13	Ken Moore	Iver Heath	Terrier Mk4 Ford Cosworth
14	Roger Baker	Bromsgrove	Lotus 20 Ford Cosworth
15	Frank Tiedeman	Slough	Lotus 22 Holbay Ford
16	Jose van Praag	Lenham	Gemini Mk2 BMC
17	Rodney Tolhurst	Maidstone	Gemini Mk2 Ford
20	Robert Saunders	Warwick	Elva FJ BMC
21	Julian Pratt	Cowfold	Gemini 4A Richardson Ford
22	Peter Thomas	Market Drayton	Lotus 22 Ford Cosworth
24	Anthony Florio	Surbiton	Lotus 18 Ford Cosworth
25	John Longhurst	Loughton	Lotus 18 Cosworth
30	Roger Williams	Tuddenham	Elva FJ BMC
31	P. J. Harris	Faversham	Cooper T52 Lancia
39	Andrew Chapman	Horley	Lotus Mk20 Ford
40	Richard Daggitt	Wrekenton	Scorpion DKW

LAP RECORD:
Formula Junior racing cars:

	secs	mph	date
Mike Littlewood (997cc Ausper)	54.5	79.50	22.10.78
Race record: Alan Baillie (997cc Lotus 20 Holbay Ford)		77.68	10.10.79

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....
	7th.....	8th.....	9th.....	10th.....	
Winner's Time	Speed	m.p.h.			
Fastest Lap: Car No.	Time.....	Speed.....	m.p.h.		

Varley Batteries Formula Junior Championship

IT WAS IN 1974 that the Monoposto Racing Club realised the potential of running old Formula Junior cars as an Historic Formula and an experimental season in 1975 revealed the existence of over 60 such cars in the country.

Cars have been kept as near original as possible, running with narrow wheel and tyres, engines up to 1100cc and being of a type existing between 1959 and 1963; also, the chassis, suspension and body are original in most cases.

Berec (Varley Batteries) Ltd are supporting this Championship for the first time in 1980. "Varley" racing batteries are used by nearly all competition cars in the country, not just for circuit racing but also in the tough world of rallying.

Points in the championship are scored on the basis: 15-12-10-9-8-7-6-5-4-3-2, together with one point for all other finishers and one point for the competitor(s) setting fastest lap of race.

Points position after five rounds:

1 John Narcisi	66 pts	John Longhurst	28 pts
2 Mike Harrison	56 pts	7 Eric Priestly	17 pts
3 Alf Skeels	50 pts	Rodney Tolhurst	17 pts
4 Roy Drew	36 pts	9 Ray Mallock	15 pts
5 Peter Thomas	28 pts	10 Peter Merritt	14 pts

Condition of Admission

NOTICE: WARNING TO THE PUBLIC—MOTOR RACING IS DANGEROUS.

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Ltd. and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting.

For the Attention of Spectators

Post Office Telephones are situated in a caravan behind the Main Grandstand.

Please do not leave litter about the grounds—take it with you. If an accident occurs, leave it to the marshals, the doctors and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public—animals **are not admitted. This is most important.**

Prohibited Area Notices: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

The promoters reserve the right without notice to make any alteration to the race programme.

Flag Signals

UNION JACK	Used to start races in the United Kingdom.
YELLOW FLAG	Signifies danger ahead. Drivers must slow down and not overtake. When waved, signifies even greater danger and drivers must be prepared to stop.
YELLOW AND RED FLAG	Oil on course. When waved, signifies oil slick is particularly hazardous.
GREEN FLAG	Danger area passed, overtaking permitted.
BLACK FLAG	Accompanied by competition number of car concerned. Instructs driver to call at his pit at the end of the lap.
BLACK FLAG AND ORANGE SPOT	Indicates to driver whose number is shown that there is a mechanical defect with his car. He must visit his pit.
BLACK AND WHITE DIAGONAL FLAG	Last warning to the driver whose number is shown that, for reasons of unsportsmanlike behaviour, he will be "black flagged" for further misbehaviour.
BLUE FLAG	Driver warned he is being followed closely. When waved, indicates driver behind is trying to overtake.
WHITE FLAG	Signifies service vehicle is on course.
RED FLAG	Used under instructions from the Clerk of the Course, warns all drivers to stop immediately.
CHEQUERED FLAG	Signifies end of race.

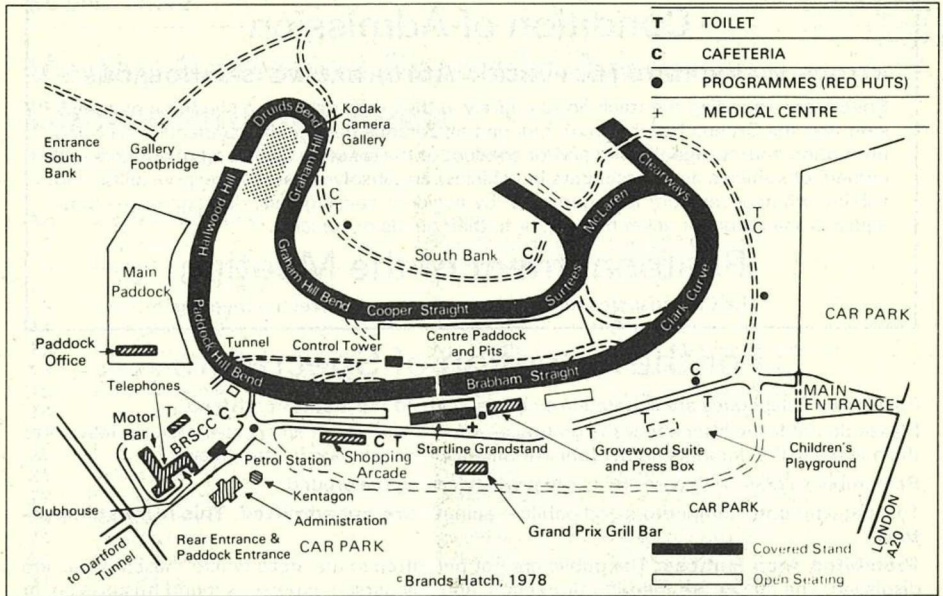
This meeting is promoted by

MOTOR CIRCUIT DEVELOPMENTS LTD.
For **BRANDS HATCH CIRCUIT LTD.**

Managing Director: JOHN WEBB
Executive Directors: DAVID ISAAC
ANGELA WEBB
Director and General Manager: ALAN WILSON

Brands Hatch Circuit Ltd., Fawkham, Nr. Dartford, Kent, DA3 8NG.
Ash Green (STD 0474) 872331

BRANDS HATCH INDY CIRCUIT 1 lap—1.2036 miles (1.93 kilometres)



Lap Speed Table Brand Hatch Speed Table
1 Lap = 1.2036 Miles

Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph				
40.0	108.32	43.2	100.30	46.4	93.38	49.6	87.36	52.8	82.06	56.0	77.37	59.2	73.19	62.4	69.44	65.6	66.05	67.8	63.91	70.0	61.90
40.1	108.05	43.3	100.07	46.5	93.18	49.7	87.18	52.9	81.91	56.1	77.24	59.3	73.07	62.5	69.33	65.7	65.95	67.9	63.81	70.1	61.81
40.2	107.79	43.4	99.84	46.6	92.98	49.8	87.01	53.0	81.75	56.2	77.10	59.4	72.95	62.6	69.22	65.8	65.85	68.0	63.72	70.2	61.72
40.3	107.52	43.5	99.61	46.7	92.78	49.9	86.83	53.1	81.60	56.3	76.96	59.5	72.82	62.7	69.11	65.9	65.75	68.1	63.63	70.3	61.64
40.4	107.25	43.6	99.38	46.8	92.58	50.0	86.66	53.2	81.45	56.4	76.83	59.6	72.70	62.8	69.00	66.0	65.65	68.2	63.54	70.4	61.55
40.5	106.99	43.7	99.15	46.9	92.39	50.1	86.49	53.3	81.29	56.5	76.69	59.7	72.58	62.9	68.89	66.1	65.55	68.3	63.44	70.5	61.46
40.6	106.72	43.8	98.93	47.0	92.19	50.2	86.31	53.4	81.14	56.6	76.55	59.8	72.46	63.0	68.78	66.2	65.45	68.4	63.35	70.6	61.37
40.7	106.46	43.9	98.70	47.1	91.99	50.3	86.14	53.5	80.99	56.7	76.42	59.9	72.34	63.1	68.67	66.3	65.35	68.5	63.25	70.7	61.29
40.8	106.20	44.0	98.48	47.2	91.80	50.4	85.97	53.6	80.84	56.8	76.28	60.0	72.22	63.2	68.56	66.4	65.26	68.6	63.16	70.8	61.20
40.9	105.94	44.1	98.25	47.3	91.61	50.5	85.80	53.7	80.69	56.9	76.15	60.1	72.10	63.3	68.45	66.5	65.16	68.7	63.07	70.9	61.11
41.0	105.68	44.2	98.03	47.4	91.41	50.6	85.63	53.8	80.54	57.0	76.02	60.2	71.98	63.4	68.34	66.6	65.06	68.8	62.98	71.0	61.03
41.1	105.42	44.3	97.81	47.5	91.22	50.7	85.46	53.9	80.39	57.1	75.88	60.3	71.86	63.5	68.24	66.7	64.96	68.9	62.89	71.1	61.03
41.2	105.17	44.4	97.59	47.6	91.03	50.8	85.29	54.0	80.24	57.2	75.75	60.4	71.74	63.6	68.13	66.8	64.86	69.0	62.80	71.1	60.94
41.3	104.91	44.5	97.37	47.7	90.84	50.9	85.13	54.1	80.09	57.3	75.62	60.5	71.62	63.7	68.02	66.9	64.77	69.1	62.71	71.2	60.86
41.4	104.66	44.6	97.15	47.8	90.65	51.0	84.96	54.2	79.94	57.4	75.49	60.6	71.50	63.8	67.91	67.0	64.67	69.2	62.62	71.3	60.77
41.5	104.41	44.7	96.93	47.9	90.46	51.1	84.79	54.3	79.80	57.5	75.36	60.7	71.38	63.9	67.81	67.1	64.57	69.3	62.52	71.4	60.69
41.6	104.16	44.8	96.72	48.0	90.27	51.2	84.63	54.4	79.65	57.6	75.22	60.8	71.27	64.0	67.70	67.2	64.48	69.4	62.43	71.5	60.60
41.7	103.91	44.9	96.50	48.1	90.08	51.3	84.46	54.5	79.50	57.7	75.09	60.9	71.15	64.1	67.60	67.3	64.38	69.5	62.34	71.6	60.52
41.8	103.66	45.0	96.29	48.2	89.90	51.4	84.30	54.6	79.36	57.8	74.96	61.0	71.03	64.2	67.49	67.4	64.29	69.6	62.26	71.7	60.43
41.9	103.41	45.1	96.07	48.3	89.71	51.5	84.14	54.7	79.21	57.9	74.84	61.1	70.92	64.3	67.39	67.5	64.19	69.7	62.17	71.8	60.35
42.0	103.17	45.2	95.86	48.4	89.52	51.6	83.97	54.8	79.07	58.0	74.71	61.2	70.80	64.4	67.28	67.6	64.10	69.8	62.08	71.9	60.26
42.1	102.92	45.3	95.65	48.5	89.34	51.7	83.81	54.9	78.92	58.1	74.58	61.3	70.68	64.5	67.18	67.7	64.00	69.9	61.99		
42.2	102.68	45.4	95.44	48.6	89.16	51.8	83.65	55.0	78.78	58.2	74.45	61.4	70.57	64.6	67.07						
42.3	102.43	45.5	95.23	48.7	88.97	51.9	83.49	55.1	78.64	58.3	74.32	61.5	70.45	64.7	66.97						
42.4	102.19	45.6	95.02	48.8	88.79	52.0	83.33	55.2	78.50	58.4	74.19	61.6	70.34	64.8	66.87						
42.5	101.95	45.7	94.81	48.9	88.61	52.1	83.17	55.3	78.35	58.5	74.07	61.7	70.23	64.9	66.76						
42.6	101.71	45.8	94.61	49.0	88.43	52.2	83.01	55.4	78.21	58.6	73.94	61.8	70.11	65.0	66.66						
42.7	101.47	45.9	94.40	49.1	88.25	52.3	82.85	55.5	78.07	58.7	73.82	61.9	70.00	65.1	66.56						
42.8	101.24	46.0	94.19	49.2	88.07	52.4	82.69	55.6	77.93	58.8	73.69	62.0	69.89	65.2	66.46						
42.9	101.00	46.1	93.99	49.3	87.89	52.5	82.53	55.7	77.79	58.9	73.56	62.1	69.77	65.3	66.35						
43.0	100.77	46.2	93.79	49.4	87.71	52.6	82.38	55.8	77.65	59.0	73.44	62.2	69.66	65.4	66.25						
43.1	100.53	46.3	93.58	49.5	87.52	52.7	82.22	55.9	77.51	59.1	73.32	62.3	69.55	65.5	66.15						

Speed (in mph) = 1.2036 x 3600 x No. of laps
Time (in seconds)

OUTRIGHT LAP RECORD FOR BRANDS HATCH GRAND PRIX CIRCUIT:

Nelson Piquet (2991cc Brabham Alfa Romeo BT48)
Race Record: Gilles Villeneuve (2991cc Ferrari 312 T3)

min secs	mph	date
1 17.46	121.47	15.4.79
	117.72	15.4.79

INDY CIRCUIT RECORD:
Danny Ongais (Intercooler Parnelli-Cosworth VP J6B)

secs	mph	date
41.40	104.66	7.10.78