



DONINGTON

THE HEART OF BRITISH MOTOR SPORT

**INTERNATIONAL
PROCAR
MEETING**

SAT/SUN APRIL 26/27

Organised by Donington Racing Club

Official Programme £1

For conditions of admission see inside



PROCAR CHAMPIONSHIP INTERNATIONAL/RESTRICTED RACE MEETING

APRIL 25/26/27 1980

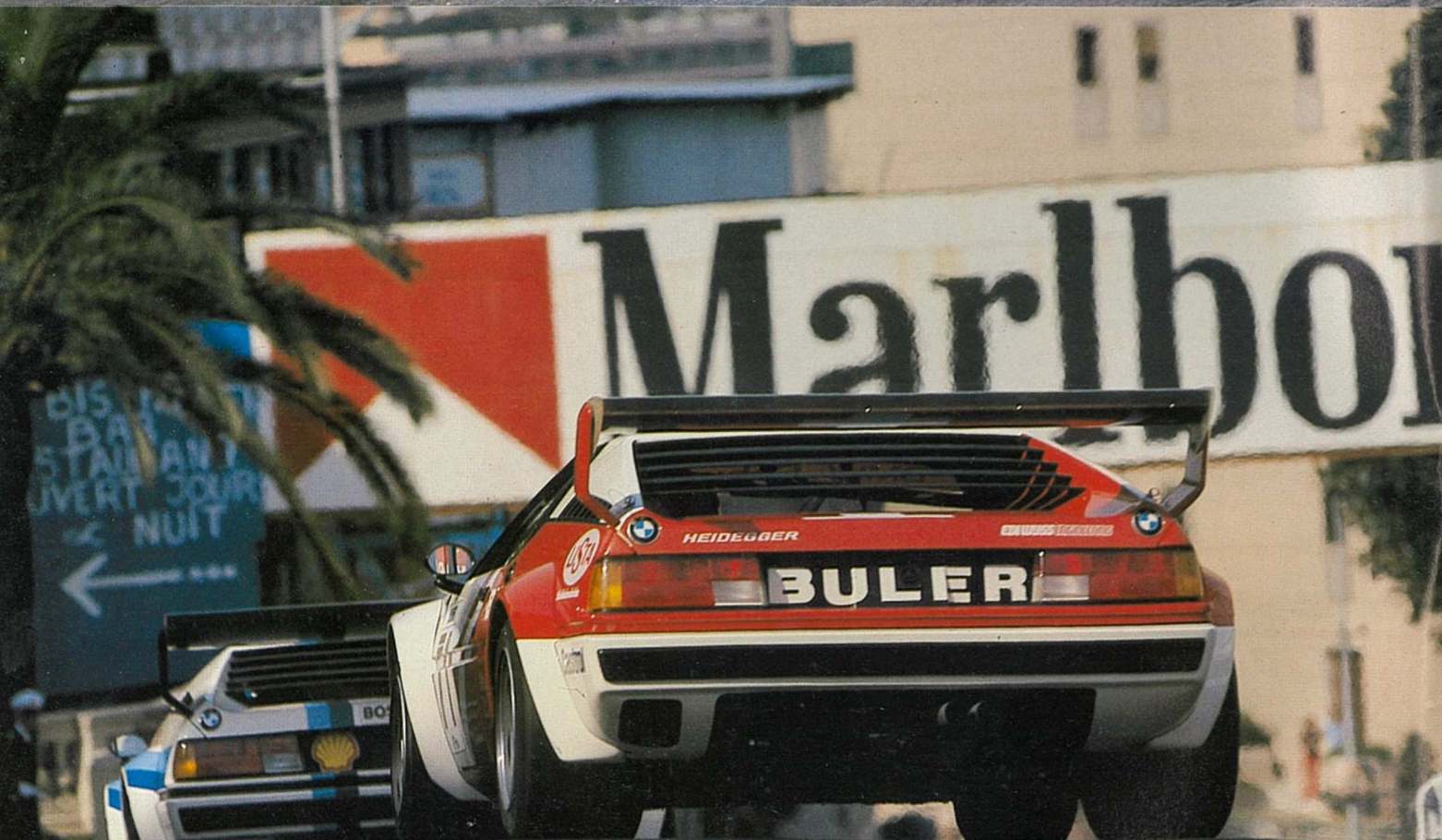
Organised by the Donington Racing Club. Held under the General Competition Rules of the RAC British Motor Sports Council, the Standing Supplementary Regulations of the RAC British Motor Sports Council, the International Sporting Code of the FISA, and the Supplementary and Final Regulations issued by the Donington Racing Club. The meeting is of Full International/Restricted status and has permit number RS2604/7.

TIMETABLE

DAY	TIME	EVENTS	
FRIDAY, APRIL 25	PRACTICE		
	10.30 – 11.30	ProCar, first timed session Formula 3, Formula Ford 2000 untimed GT Cars, untimed	
	11.45 – 12.45		
	14.00 – 14.40	ProCar, second timed session Formula 3, Formula Ford 2000 untimed	
	15.00 – 16.00		
	16.15 – 17.00		
SATURDAY, APRIL 26	PRACTICE		
	09.15 – 09.35	Formula Ford 1600, Heat 1	
	09.45 – 10.05	Formula Ford 1600, Heat 2	
	10.15 – 10.35	Production Saloons	
	10.45 – 11.15	ProCar untimed warm-up GT cars over 1000 cc GT cars up to 1000 cc Classic Sports	
	11.25 – 11.40		
	11.50 – 12.05		
	12.15 – 12.30		
	Race 1	13.30	10 laps
	Race 2	14.00	10 laps
Race 3	14.30	12 laps	
	15.00 – 15.30		
	Race 4	15.30	40 laps
	Race 5	16.45	12 laps
	Race 6	17.20	10 laps
	Race 7	17.50	12 laps
SUNDAY APRIL 27	PRACTICE		
	09.30 – 10.00	Formula 3, first timed session	
	10.10 – 10.30	Historic Single Seaters	
	10.40 – 10.55	BMW County Cars	
	11.05 – 11.35	Formula Ford 2000	
	11.45 – 12.15	Formula 3, second timed session	
	12.25 – 12.40	Historic GT	
	12.50 – 13.05	Clubmans Sports	
	Race 8	14.00	12 laps
	Race 9	14.40	12 laps
	Race 10	15.15	15 laps
	Race 11	15.50	10 laps
	Race 12	16.20	15 laps
	Race 13	17.00	10 laps
Race 14	17.30	10 laps	

RACE AWARDS

ProCar Race:	Prize and Travel fund in accordance with agreement with ProCar Association
Formula 3:	1st £400, 2nd £275, 3rd £175, 4th £125, 5th £100, 6th £85, 7th £55, 8th £35. Bonus of £125 paid to first 10 qualifiers in practice.
Formula Ford 2000:	1st £100, 2nd £70, 3rd £50, 4th £40, 5th £25, 6th £15. Bonus of £50 paid to first 10 qualifiers in practice.
Historic Single Seaters:	In each class – 1st £50, 2nd £40, 3rd £30. £40 awarded to all starters.
GT cars:	In each class – 1st £70, 2nd £60, 3rd £50, 4th £40, 5th £30.
Formula Ford 1600:	Final – 1st £70, 2nd £50, 3rd £40, 4th £30, 5th £20, 6th £15 Heats – 1st £30, 2nd £20, 3rd £10
BMW County Championship:	Entrants of the 1st, 2nd and 3rd cars donate £250, £150 and £100 to the charities listed on the race page.
Production Saloons:	In each class – 1st £40, 2nd £30, 3rd £20, 4th £10
Clubman's Sports:	1st £50, 2nd £30, 3rd £20, 4th £15, 5th £10
Donington provide hats, pennants, rosettes and glass tankards to the winners of each race, and an engraved tray to the winner of the ProCar race.	
Moët & Chandon kindly provide the champagne to the winners of the International races.	
Bury & Hopwood donate a set of Nomex Racing Gloves to the winner of Class C in the Motoring News Donington GT race.	
Scorba International donate two travelling/sports bags to the first two finishers in the Cars & Car Conversions Formula Ford 1600 Championship final.	



Officials of the Meeting

STEWARDS: J. Holmes (RAC) M. A. Hunt R. Hallsworth	CHIEF MEDICAL OFFICER: Dr A. Rayment	RACE RECORDER: Mrs D. Oates
CLERK OF THE COURSE: J. Felix	CHIEF PADDOCK MARSHAL: V. Adaway	RACE INFORMATION: G. Herrington Miss G. Stevens
JUDGES: F. Fox E. Jacques I.R. Lloyd Jones B. Catley C. Watts D. Watson	CHIEF STARTLINE MARSHAL: J. Swift	MARSHALS: Members of the British Motor Racing Marshals' Club, Lincoln CC, and Worcester Rugby Football Club
DEPUTY CLERK OF THE COURSE: R. Fraser	CHIEF PIT MARSHAL: S. Crump	FIRST AID: St John Ambulance Brigade under control of Mr Mardon
SECRETARY OF THE MEETING: R. Fearnall	CHIEF SPECTATOR MARSHAL: A. Bright	COURSE CARS: Triumph TR7 and Austin Princess kindly loaned by Leyland Cars
CHIEF MARSHAL: R. Williams	PRESS OFFICE: D. Fern	BREAKDOWN VEHICLES: Supplied by Unity Garage (Leicester) W. Boyden & Sons (Castle Donington) East Leake Garage Sandcliffe of Loughborough Nottingham Breakdown & Recovery Service Latham's of Loughborough
CHIEF OBSERVER: D. H. Lawrence (April 26) C. Wright (April 27)	COMMENTATORS: Ian Titchmarsh Keith Douglas	CIRCUIT EMERGENCY VEHICLES: Two fire tender Land Rovers donated by Leyland Two Peugeot 504 ambulances donated by Pilkington Motors,
CHIEF INCIDENT OFFICER: J. Whitaker	SCRUTINEERS: H. J. Rilett (Chief) D. Baxter A. R. B. Gerry C. A. Mount	
CHIEF FLAG MARSHAL: W. Nickson	TIMEKEEPERS: R. Oates (Chief) J. Grant Mrs P. Hemmings D. Evans Mrs J. Douglas	
	J. Pinfold A. Tuner A. Daff G. Hall	

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Promoters of the Meeting

DONINGTON PARK RACING LTD
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Managing Director: Peter Gaydon
General Manager: Bryan Feltham
Public Relations Manager: Robert Fearnall

Castle Donington, Derby DE7 5RP. Telephone: Derby (0332) 810048. Telex: 377793.

Conditions of Admission

MOTOR RACING IS DANGEROUS AND ALL PERSONS ATTENDING THIS 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 drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused whether by negligence or otherwise resulting in damage to property and/or personal injury to spectators, and pass and ticket holders.

ANIMALS ARE NOT PERMITTED INTO THE CIRCUIT

Postponement of the Meeting

The Club reserves the right to postpone or cancel all or any part of the Meeting.

Programme Copyright

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. The Club accepts entries and driver's nominations in good faith. Every effort is made to adhere to the printed programme, but the promoters cannot accept any liability for the failure of any driver or machine to appear.

Car Park Conditions

Vehicles are taken into the car park on condition that the Club and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.

Marshals

Many of those marshalling at this meeting are members of the British Motor Racing Marshals Club.
Details of membership from the General Secretary:
Jack Ledgard, 51 Shenley Road, Bletchley,
Milton Keynes, MK3 6HE

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The Best Paddock in the World for Grand Prix Racing Cars

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Plus latest exhibits: The sensational Lauda Brabham 'Fan' Car and Jody Scheckter's Wolf

THE DONINGTON COLLECTION

It's open every day from 10am — 6pm

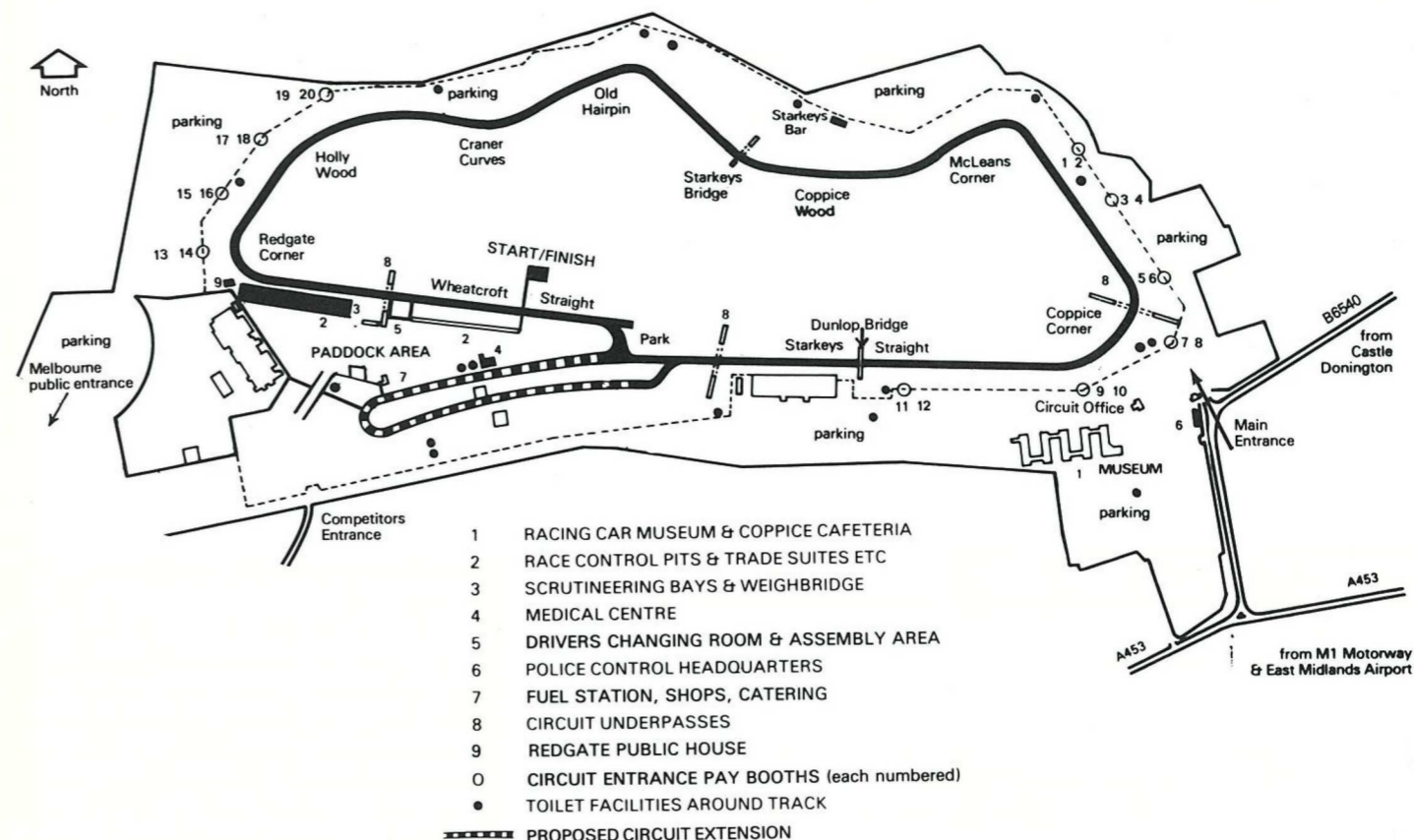
Admission: Adults £1.65, Children 50p

Licensed Cafeteria

Photography permitted

Donington Race Circuit

Lap Distance: 1.957 miles 3.149 kilometres



PADDOCK TRANSFER

Saturday £2: Sunday £2.

Holders of Paddock Transfers are able to take a close-up view of the competitors, and have the access to a special viewing area opposite the pits.

Access to the trackside banking facility opposite the paddock is only via the underpass in the Paddock 2 (adjacent to the Scrutineering Bay).

Catering facilities are situated in the Paddock area together with shops and trade sites. The shops offer a variety of items from tyres and tools to Donington racewear.

SATURDAY APRIL 26: PIT LANE WALK-ABOUT TO SEE THE PROCARS IN PADDOCK 1 GARAGES FROM 12.35-13.15

GRANDSTAND TRANSFER

Saturday £3: Sunday £2

Open grandstand seating, offering excellent viewing of the Donington circuit, is available at Redgate, McLeans and Coplice Corners. Purchase transfer ticket by grandstand entrances.

CATERING FACILITIES

The Coplice Cafeteria, situated within the Museum complex adjacent to the main entrance car park, offers full catering facilities (including restaurant) from 10 am.

Donington's public house, the Redgate Lodge, is situated on the outside of Redgate Corner. Buffet meals are available here.

Another permanent bar facility is situated at Starkey's Bridge, adjacent to the popular Old Hairpin spectator banking area, and this also offers snack food.

Temporary bars/catering points are situated at the Craner Curves and at Coplice Corner, and there is also a cafeteria marquee at Coplice Corner.

The tobacconists kiosks situated in the Paddock, The Old Hairpin, McLeans Corner and at Coplice Corner, sell programmes, newspapers and magazines, in addition to confectionery.

The Coplice Corner area also features various trade sites offering a variety of badges, anoraks, souvenirs, etc.

The Date Change

Donington are naturally delighted to welcome so many great Grand Prix drivers and other famous personalities to this International ProCar meeting, an event which has created a number of headaches for the organisers and the promoters.

Donington were more than pleased to secure the only non-German ProCar round outside the Grand Prix schedule but the date, this weekend, did create several dramas.

The original date requested, May 25th, was unsuitable for the ProCar entrants as it followed the May 11th race at Avus and the Monaco GP ProCar race on May 17th. Naturally the ProCar entrants feared for the state of their ultra expensive cars after two tortuous races at Avus and Monaco.

Donington therefore agreed with the ProCar association to run the race on April 27th, which brought us headlong into a clash with our rivals at Brands Hatch who are scheduled to run a European Touring Car Championship round this weekend.

A compromise solution was reached to remove BRSCC's objection from our ProCar race and thus the RAC British Motor Sports Association applied for the race to be inserted on the FISA Full International calendar. Then came a more serious problem.

The ADAC Nordrhein organise the Eifelrennen International at the Nürburgring on April 26/27, for European Formula 2 and German Group 5. The German organisers feared that their Eifelrennen race would suffer as a result of the ProCar

date at Donington and therefore objected strongly to the FISA, through their national governing body.

Long and protracted negotiations took place to try to relieve the German organisers, but it soon became apparent that the only way to run the Donington ProCar race was to run it on the Saturday and to transport the various drivers backwards and forwards to the Nürburgring.

Some of the drivers were quite happy to miss the Nürburgring and race at Donington (some of the drivers scheduled to race at the Nürburgring have contracts where ProCar takes priority), but in the event of any of the drivers originally intending to race at the Nürburgring withdrawing and then racing at Donington, the world governing body (FISA) were likely to uphold the German organiser's objection on the Donington ProCar race and all would be lost.

A crowded International calendar meant it was impossible to re-arrange the race for a date later in the year.

All of which hopefully explains why the big feature race of this weekend is being run on Saturday afternoon rather than Sunday, and why Hans Stuck, Hans Heyer, Hans Georg Burger, and possibly Arturo Merzario, will be making several hectic flying trips

by plane and helicopter from East Midlands Airport to Koblenz and then to the Nürburgring.

Having spent the best part of four unbelievably hectic months resolving the date problem for this race, it was a considerable relief when the telex finally arrived from FISA stating that Donington had the right to run the ProCar race on Saturday April 26!

But switching the ProCar race to the Saturday, meant (a) an arduous task of trying to tell the public at large that the big race had been moved to the Saturday and (b) restructuring the supporting race programme to feature supporting races on Saturday and still a full race programme on the Sunday.

We have tried our best to resolve both problems by taking prominent advertising to inform of the change of date and, at the last minute, introducing two additional events not on the original programme.

We hope you all enjoy this 14 race weekend of motor racing, and apologise to all spectators, marshals, competitors, sponsors, for any inconvenience caused by these necessary actions.

Robert Fearnall,
Competitions Manager,
Donington Racing Club

Max Mosley talks about ProCar Racing and its future

to Ian Phillips

Max Mosley, one of the founder members of March Engineering and now a FOCA executive, tends to the day to day business of the Procar Association which controls the series. The committee also includes Jochen Neerpasch — who originated the series while Motor Sport Director of BMW, but who now heads the new Talbot competitions department — and ex-Grand Prix driver Helmet Marko who represents the drivers and entrants interests.

"It is more like a club than an Association", said Mosley, "everyone who is taking part in the series is a member. It's all very informal really. My job is to arrange the finance and the five "works" cars to run for the Grand Prix drivers. Last year they were run by BMW themselves but they are not really involved this year."

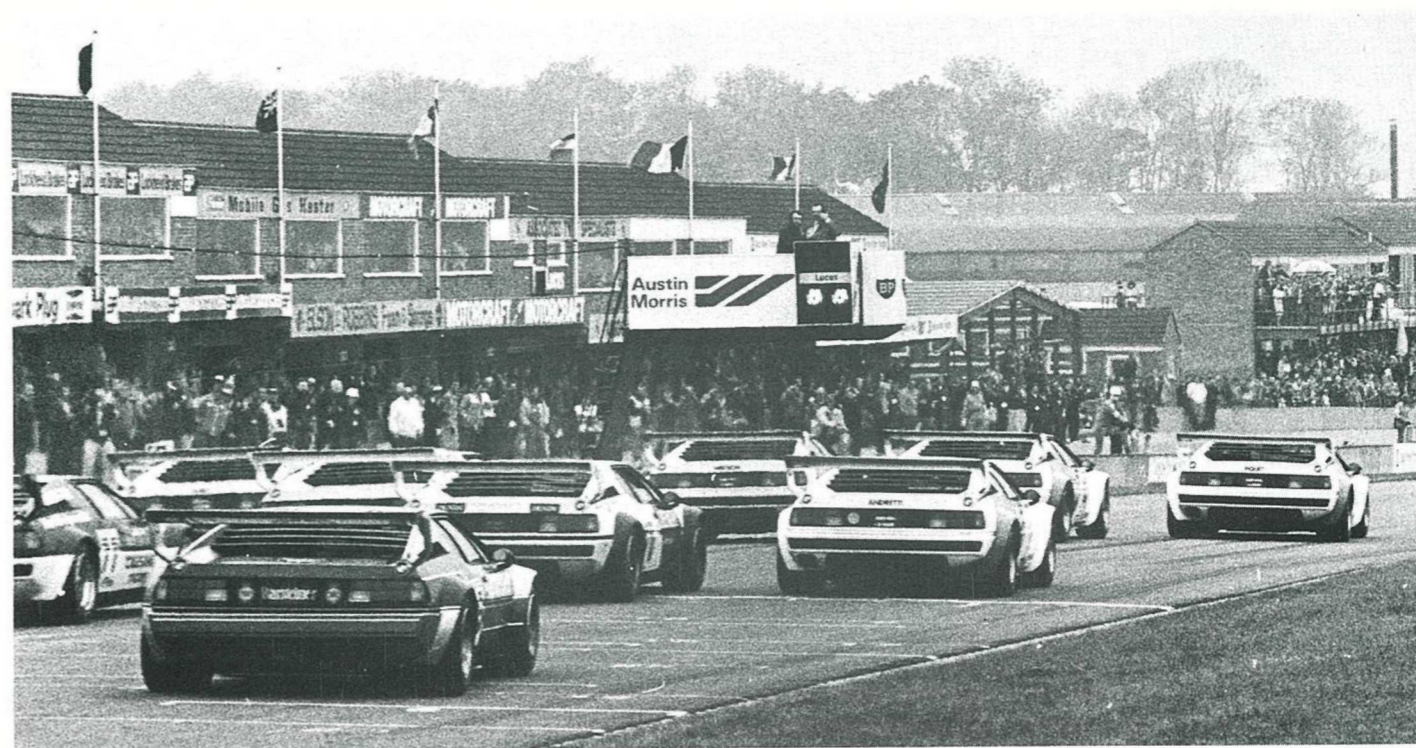
Of course one of the great attractions of the Procar Championship is that the majority of the races support Grands Prix and, for the public, contain five Grand Prix drivers racing in identical cars. These drivers are chosen

from the first session of practice. The first five in the session will compete in the Procar race on the second practice day. Because of clashing tyre and commercial manufacturer interests the Ferrari, Renault and Alfa Romeo drivers are unable to take part.

"It worked pretty well last year", said Mosley, "but this year we are experimenting by running three, and possibly four races away from Grands Prix. The other five will be as last year. We want to see if the series can stand on its own feet. The only problem might be persuading the Grands Prix

drivers to take part in races which are not at GPs but they have all agreed to do the first two. Of course we do try to make sure that they don't lose money by doing it, but we'd like to think that they would want to do it in the interest of the sport.

"I think it is a good series. There is so much talk these days that it is the car, not the driver which wins GP races. In Procar we have got very powerful cars which are as identical as it is humanly possible to make them. The whole outcome rests on the drivers' ability.



Start of last year's ProCar race at Donington (above). Winner of 1979 ProCar Series, Niki Lauda (below).



"It was interesting last year that when the Grand Prix drivers got used to the cars that their superior skills did begin to tell. One or other of them was always in front. It was also very interesting too, to see how some of the Grand Prix drivers got the job done. Didier Pironi, for example, showed unexpectedly well compared to his Formula 1 drives. It really does give an idea of what individual drivers are capable of in identical cars."

Although the Procar Association runs the series there does appear to be very close ties with the powerful FOCA body. Mosley: "There is no business contract with FOCA but they are very much in favour of the series. It adds to the FOCA package to the organisers and it also gives the five Grand Prix driver's sponsors additional exposure as they are allowed to identify themselves on their driver's car.

"It also strengthens our hand with the organisers because the race is always on the Saturday and it must help to bring extra people through the gate."

Last year FISA boss Jean-Marie Balestre deemed that Procar was an advertising gimmick for BMW and should not be considered as a serious race and, at the French GP, tried to prevent the race from taking place. In the event the FOCA teams provided the timing equipment and it went ahead as planned. Does Mosley see this problem arising again?

"No I don't think so. I've never considered it to be a gimmick. I think the fact that we should have about 28 cars at each race and that competitors and organisers want events must show that

it is genuine racing.

"In fact BMW are not really involved in the series this year — they help me out on the administration side but they are no longer involved in running the cars. This year BS Fabrications will be running the works cars. I think that BMW would have pulled out altogether when they had their cut back last year but, being the people they are, they honoured their commitments. I don't think BMW will be involved after 1980.

"I am currently trying to sell this year's series to a sponsor to cover the costs of running the Grand Prix cars and I'm also talking to two other major manufacturers about taking over the series after this year.

"The series certainly has an attraction for a manufacturer wanting a racing image without having to develop a Grand Prix team which is not easy for many reasons. Also there is so much confusion about the other FISA Formulae that it is difficult for them to decide what else they would do. I mean there is supposed to be a new long distance championship — which is

where manufacturers have usually got involved — but so far nobody knows what the regulations are — and it starts on January 1.

"The financial side is very complicated. I have to make sure that the not inconsiderable prize money is found and paid out properly and find the money for the works cars which is in the same league as an F1 car without test and development cost. I estimate that a sensible budget for the nine races would be £150,000. The television exposure is tremendous — I think most of the races will be televised which is another attractive feature of the series.

"I think there could well be a manufacturer who will support Procar for the future. I certainly hope so because it is a good package. The Association will do all it can to make sure that Procar continues indefinitely. The idea is that there will always be a tie-up with Grands Prix which justifies the current FOCA and F1 drivers involvement. Ideally we would like to expand the series to take in more Grands Prix in Europe and perhaps the North American rounds too."

Supporting Programme

The ProCars are naturally the star attraction of this two day programme of International and National Championship motor racing, but there is plenty of other action in store in the 14 race schedule.

Saturday sees the third round in Donington's highly popular Grand Touring Car Championship, supported by Motoring News. This time, the classes are split at the 1000 cc mark rather than 1500 cc, mainly because of the large number of 1 litre GTs now appearing. It will also stop Peter Baldwin disappearing into the distance!

Baldwin's fabulous 1.3 litre BDA engined Marshall Mini scored maximum points both times out in the 1500 cc section, and did it in a most devastating manner. Peter won the GT Championship last year and is favourite to do so again this season.

The over 1000 cc race will therefore result in an interesting contest, to see how Baldwin copes with the big boys.

Overall the battle should come between Walter Robertson's superb Cosworth DFV-engined Volkswagen Fastback and Mick Hill's Skoda-based Phoenix Chevrolet. At the first meeting on March 16th Robertson won with Hill a close second, but Robertson was absent when Hill took the honours on Easter Sunday. So with the Hill/Phoenix machine better sorted, whose turn will it be this time?

Dudley Wood has opted to run his Porsche Carrera this time after running impressively in the Kremer turbo Porsche on Easter Sunday, and much interest will be focussed on Jim Evans' turbo Esprit.

The very fast 2-litre Skodas, in particular those of Tony Sugden, Malcolm Johnstone and Derek Walker, will be well placed overall but it will be interesting to see how close Baldwin gets to them.

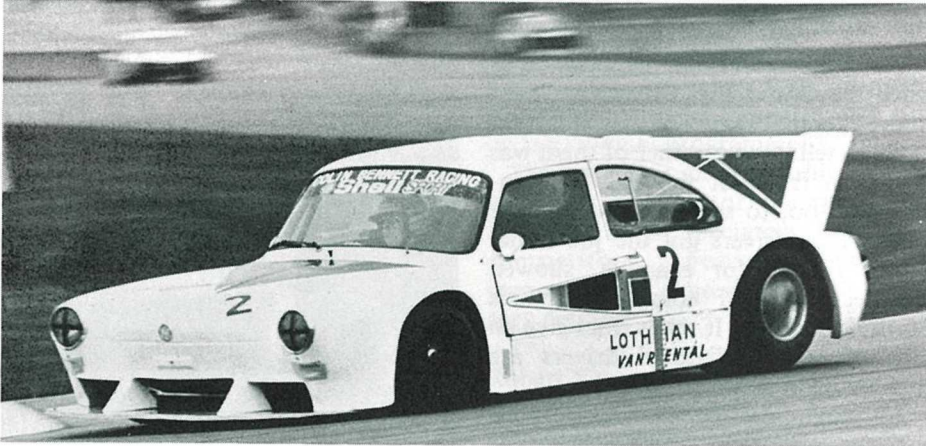
The 1 litre division of the GT championship has three joint leaders — Chris Roberts in his Imp, Keith Ashby's Davrian and John Schneider's Imp — so there should be plenty of close action in the final race on Saturday's programme.

However, don't be surprised if Mike Parkes' Total Mini, Reg Ward's Mini-Imp, David Enderby's Chamois or Rob Mason's turn out to collect the winner's spoils.

The second round of the Classic Sports Car Championship, on Saturday afternoon, provides lots of interesting machinery and brings back memories of the sports car races which featured so prominently as supporting races at big international meetings of the early 'sixties ... Cobras, Elans,



Motoring News/Donington GT series leader Peter Baldwin.



Walter Robertson's exciting DFVW-DFV (above). Willie Green's JCB Ferrari Dino (below).



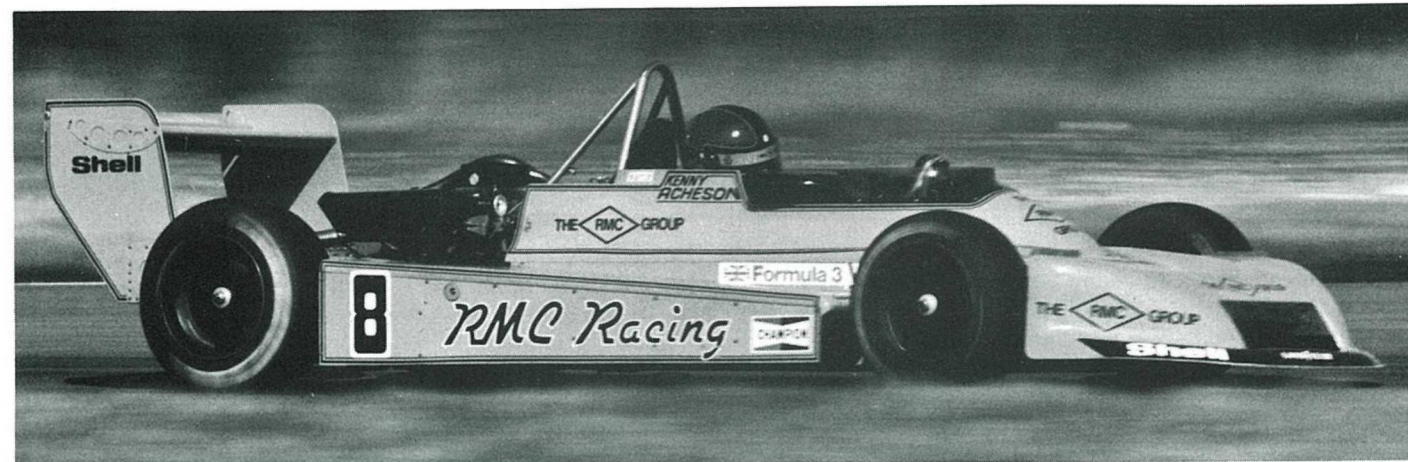
Lotus 23s, Lotus Elites, Elva, Diva, Aston Martin etc.

John Brindley's Lotus 23 and John Harper's Merlyn 6A had a good battle in the first round, so let's hope they repeat it here, while Martin Colvill drives his immaculate 4.7 litre Cobra with considerable verve.

One of the 'last minute' races is the Donington Production Saloon Trophy, and Donington's thanks go to Robin

Bradford for his work in arranging this event. It will be very nice to see Gerry Marshall and Tony Lanfranchi back competing at Donington, Gerry in his 3 litre Capri and Tony in the Mayfair Scirocco.

Hamish Irvine and Pete Hall in their Opel Commodores, and Chuck Nicholson and James Nairn in their BMWs, are among the leading contenders. Lanfranchi, it should be



Kenneth Acheson's RMC March: leaders of the British F3 Championship after International wins at Thruxton and Silverstone.

pointed out, has the honour of leading his class in all three national production saloon championships at the moment.

The mass of Cars & Car Conversions Formula Ford Championship runners are split into two heats, run on the Saturday, and a final which opens the race programme on Sunday.

The two top drivers in the championship after two rounds are Leicester's Grahame Tilley and Sheffield's John Booth, separated by 1 point.

Tilley, a 28-year-old sales representative, drives a Royale RP26 sponsored by Fire Safety Equipment of Nottingham, while Booth, a 25-year-old butcher, drives a Van Diemen sponsored by the family butcher's firm and Avercet metal fabricators of Retford.

Grahame has been racing Formula Fords since 1975, after starting racing in 1973 with saloons, and Booth, who describes himself as being the heaviest and tallest FF driver in the country, only started racing in 1978 and finished sixth in last year's Northern Championship.

Man to watch out for in this race is young Dave Scott in the beautifully turned out Royale RP26; at only 17 years of age, he is establishing some excellent performances.

Patrick Howitt, chairman and chief executive of the Howitt Printing Group, has kindly sponsored our International Formula 3 race which is without all of the championship runners owing to the precarious finances of many of them. However, we are pleased to welcome the star of the championship so far this year, 22-year-old Kenneth Acheson from Cookstown in Northern Ireland, driving the RMC sponsored March. Kenneth won two International Formula 3 races at Donington last year and seems set to win his third today.

David Sears is getting well into the groove of Formula 3 and is likely to put up a good challenge in the

Gloveroil Argo, and Dublin's Eddie Jordan, a former Irish Formula Atlantic champion, and South African Mike White, a former British Formula Ford 2000 champion, are strong runners in their March 803s.

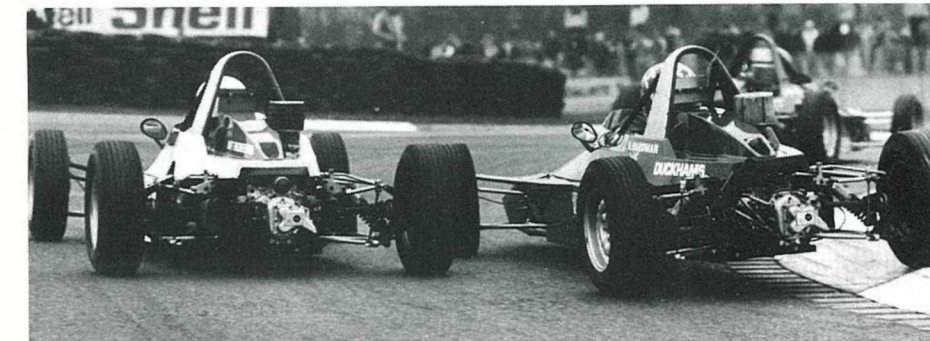
A mouth watering collection of historic single seaters take to the grid for the first round of the three race Donington Historic Championship, this year featuring a special invitation rear-engined class. Robs Lamplough's BRM P48, with 1½ litre P57 engine, will provide an interesting challenge to the well-established historic machinery, but Sidney Hoole's F1 2.2 litre Cooper Climax may be another "new" strong runner.

Providing he has not been forced to go to Germany on business, Neil Corner must start favourite in his absolutely beautiful 3 litre Ferrari Dino, challenged by the spectacular Willie Green in the eligible JCB Ferrari Dino, while Bruce Halford's Lotus 16 is a fast contender.

Among the prestige entries for this race, we have Victor Norman's glorious Maserati 250F, Glyn Giusti's Talbot Lago and Hon Patrick Lindsay's ERA, but each car on the starting grid for this race has its own special appeal and interest.

Historic cars of a very different kind line-up in the first round of the Willhire Historic GT Championship, and again we have some delectable cars to see: Mike Salmon driving Viscount

Formula Fords in typically close formation at a recent Cars & Car Conversions round — Hardman (inside) v Scott.



Nelson Piquet

By Ian Phillips

Twenty seven year old Brazilian Nelson Piquet is no stranger to Donington Park; he competed in numerous Formula 3 races at the circuit in 1978 before moving, successfully straight into Grand Prix racing before the year was through. He returns today, not only as the winner of last year's Procar race at the circuit, but also the very proud and deserving winner of his first Grand Prix in Bernie Ecclestone's Brabham.

He showed all the talent, which we were lucky enough to witness during his all-conquering Formula 3 year, to walk away from all the opposition at the recent Long Beach Grand Prix which he won by nearly a minute "and I really hate street circuits", he said the other day with his familiar mischievous grin.

He returned home for a water skiing holiday in his native Brasilia after his triumph and, except for four days of testing his Brabham Formula 1 car at Paul Ricard this week, today will be his first appearance since his American success.

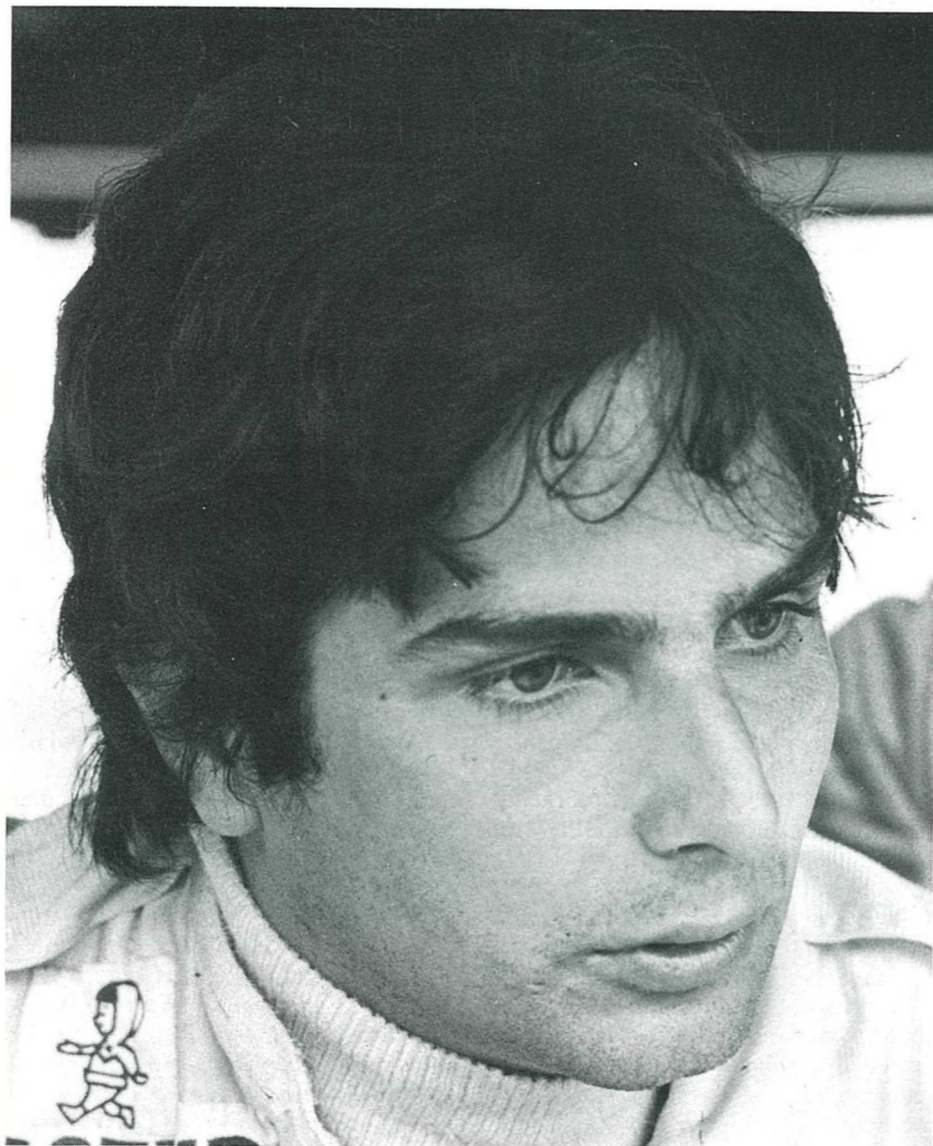
"I really like Donington Park but it is a very, very difficult circuit. I think Donington and Cadwell Park are the two most difficult in England, but I've had only one race at Cadwell so it doesn't really count. I've raced many times at Donington and still it is difficult.

"Redgate corner, after the pits, is very difficult. You can have the car right for every other corner but if you have just a little understeer at this first corner you are in trouble. You must power the car through but if you are pushing the front tyres away all the time you are in trouble because the curve tightens and you get too far across.

"The corner at the bottom of the hill is important too. You must get it right otherwise you are not quick up the hill. The most important corner of all though is Coppice. You have the small hill, the jump, then a long, long corner into the straight, it is the most important corner. You must come out of it quickly otherwise you are slow on the straight and can be overtaken into the chicane."

Although this is only Nelson's fourth season in European racing he raced a variety of sports cars and single seaters in Brazil before coming across the ocean to follow in the footsteps of twice world champion Emerson Fittipaldi. Unlike a lot of Grand Prix drivers Nelson really enjoys to compete in any sort of racing.

"I'll drive anything. Of course I have to talk to Bernie about it, but he's pretty flexible.

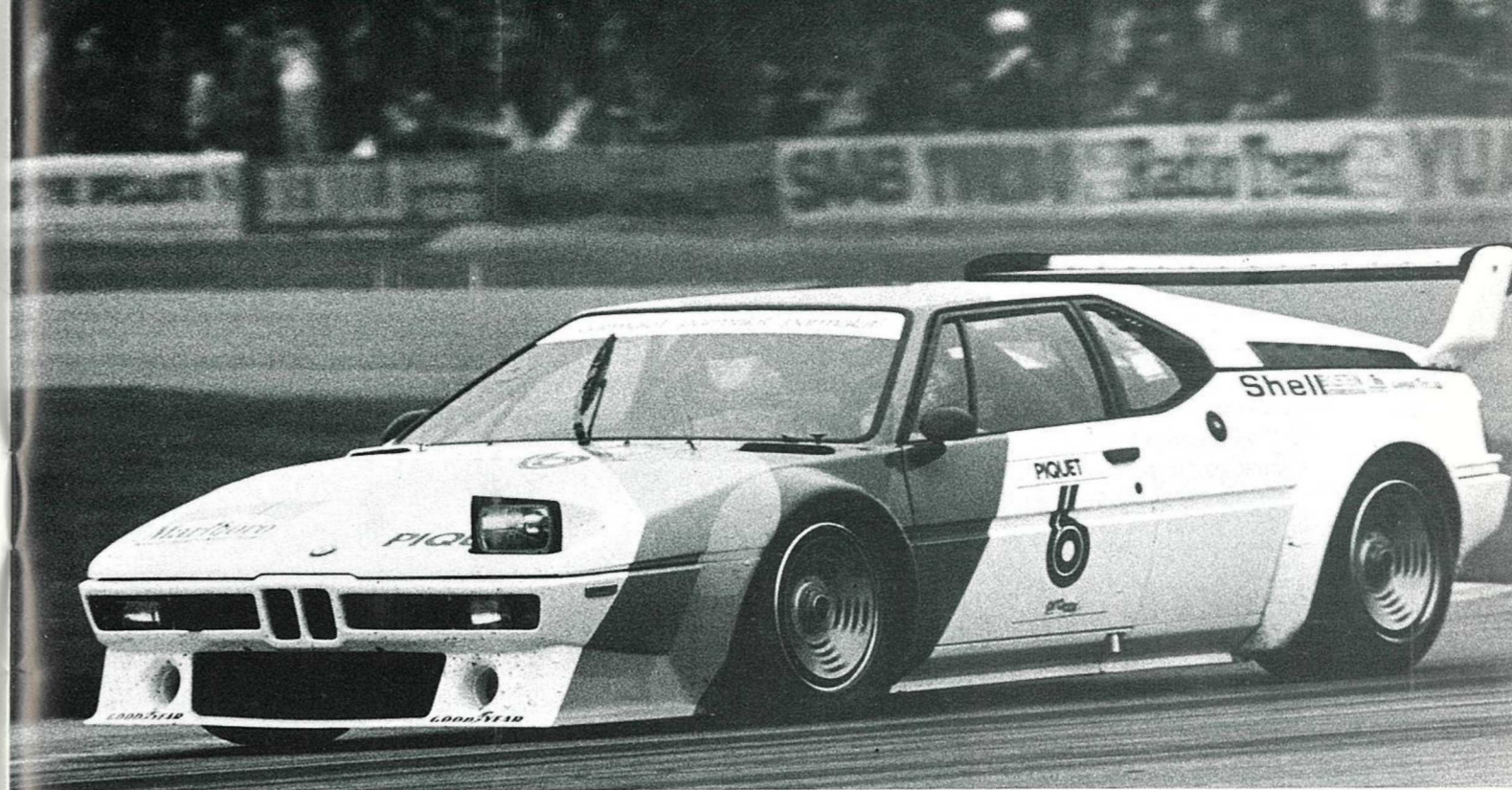


"I really like to drive Procars because they remind me of my sports cars in Brazil. It is much better to drive them at places like Donington where there is nothing else like Formula 1 to worry about. You are always very tired after a Formula 1 practice and it is not easy to step straight into the Procars. But at meetings like this you can really concentrate on it and I like that."

Last year Nelson's practice performance in the Parmalat Brabham-Alfa earned him five drives in the works (BMW) prepared Procars and he underlined his immense natural ability by winning two races virtually unchallenged.

"The tyres are the most important thing in Procar and I knew this. The tyres which we use are not really stiff enough for the car. If you try too hard early on or have too much oversteer you are finished within three laps. The tyres are gone and you just get slower and slower. I soon realised that the tyres had the same characteristics as those I used on my SuperVee car in Brazil for two years.

"Last year Niki Lauda and Hans Stuck were using many sets of new tyres and always complaining they were no good. I always used old tyres to set up the car and just used my new ones for two laps to scrub them in. Im-



Piquet winning last year's Donington ProCar Race.

mediately I went two seconds quicker and then I stopped. They all started the race on yet another set of new tyres yet still I won both the races easily. Nobody could understand why.

"Niki always said I had a better car than him but he was driving the same car in every race. I never knew which car I was going to drive. My big mistake was that I told Neerpasch what the secret was and everybody knew after that.

"The other three races I did were a disaster anyway. At Silverstone I had a misfire; at Zandvoort I was pushed off by another driver and at Monza the car was so bad it was undriveable.

"It is a problem driving the works cars at Grands Prix. You never know which car you will get and you are so involved in the Formula 1 car that if it is wrong you cannot do much about it.

"You really have to concentrate hard in the Procar, probably much more than a Formula 1 car. The only advantage is that the Procar's reactions are so much slower; if you make a mistake going into a corner you have the time to sort it out. In an F1 car there's just no way . . .

"It is most important to concentrate on looking after the brakes and tyres. If you go too hard too soon you are finished. At Donington, Coppice corner is the one to really concentrate on. I try to take the jump slowly — although not too slowly otherwise somebody else will be quicker down the straight.

"If you jump too quickly you get oversteer all round the corner, and it's a long corner, then you have really screwed the tyres for good. Whatever



Two nice moments in Nelson's career — above, after winning last year's Nilsson Memorial Race (with ATV's Gary Newbon and HRH Prince Bertil of Sweden) and below, after winning the USA West Grand Prix.



happens you must not let the car slide. Sometimes if the car is sliding I change from fifth to second for the Old Hairpin at the bottom of the hill just to make sure I don't start sliding.

"The trouble with Donington is that it looks easy, but it isn't. I think the race will be really good for me, I will be able to concentrate hard so I think I have a good chance of winning . . ."

Alan Jones

by Ian Phillips

It seems hard to believe now, but when Alan Jones competed in the last Donington Procar race at the Gunnar Nilsson Trophy meeting last June, he had only one Grand Prix victory to his name. That very same day he also scored the first tangible victory with the Patrick Head designed Williams FW07 Formula 1 car when he won the unique Donington Time Trial event. I well remember him saying from the victory rostrum "At last the Williams team has won something." It is, of course, recent history that Alan went on to win four Grands Prix after that meeting and generally dominated the second half of the Grand Prix championship.

He comes back to Donington today with a victory in the opening round of the 1980 championship in Argentina and third place in Brazil which leaves him second in the points standings and one of the red-hot favourites for the 1980 World Championship title.

In recent years it has become unfashionable for Grand Prix drivers to compete in anything outside of their own world, but Jones is typical of the new breed of drivers — he actually enjoys motor racing and the challenge provided, whatever the car. Now a resident of California, he has left the sunny climes specially to compete in the opening round of the Procar championship today.

The stocky 33 year old Australian has a well-earned reputation of being a real racer; he's not one for just touring round and round, hoping to pick up points in a championship, and you can be sure that he'll be trying really hard to win today.

The thought of being able to own a free road-going version of the BMW M1 by winning the championship is an extra spur to a man who is intensely competitive by nature. Success in any form of racing is important to Alan. Until last year his career has been a hard slog and no man racing today deserves success more.

Son of successful Australian racing driver, Stan Jones, Alan arrived in Europe in 1970 with just one aim in life — to be a successful racing driver. Frankly his early showings in an old Formula 3 Brabham didn't really indicate that he was ever going to make it. But with genuine Australian grit and determination he worked hard buying and selling cars and caravans from whichever back garden or pavement he and his lovely wife Beverly happened to be squatting on at the time, just to earn enough money to eat occasionally and, most important of all, get to the next race. After two really tough years he narrowly missed being the major Formula 3 champion in 1973 when an engine failure in the final race denied him the two points he needed to clinch the title.

Things looked bleak again in 1974 until he landed a competitive Formula



Atlantic drive and then he really began to make the world sit up and take notice. His sponsor, former F3 driver Harry Stiller, bought an ex-Works Hesketh to go Grand Prix racing in 1975. The money ran out after just a handful of races but Alan had already made his point and was co-opted into Graham Hill's Embassy team as a stand-in for the injured Rolf Stommelen. At the same time he was also racing the V6 Ford engineered Formula 5000 March for the British RAM

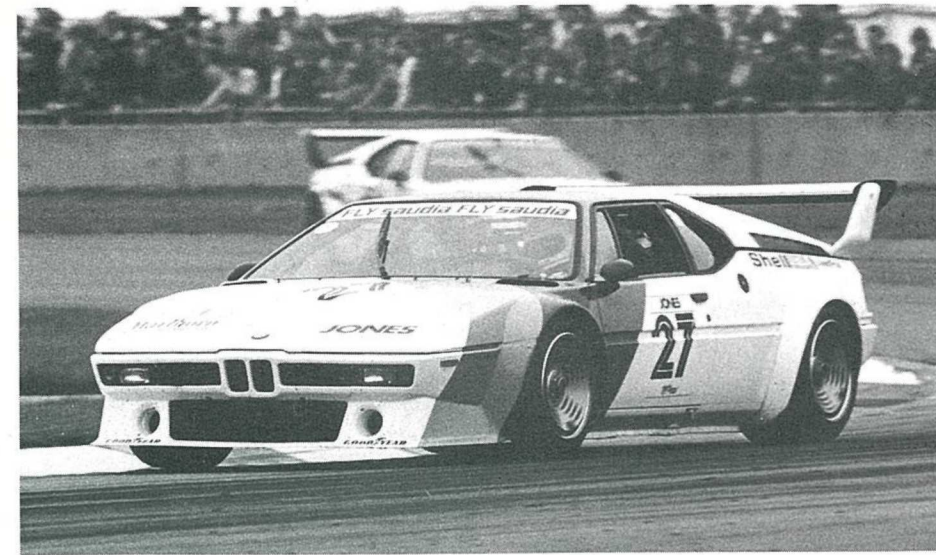
Racing team and notched up a string of impressive results.

He landed his first full time Grand Prix drive in 1976 when he drove the Durex Surtees. It was a season which started well but became increasingly difficult despite all Alan's efforts. Slightly disillusioned with the whole scene he decided to concentrate on racing in America until a proper drive materialised. He missed the opening races of the 1977 season but was brought back into the Grand Prix scene

by Shadow and he immediately revitalised the team and later that year won his first — and Shadow's only — Grand Prix victory in the rain in Austria. It was widely expected that he would stay with the team but he surprised everyone by announcing well before the end of the season that he would be joining Frank Williams for 1978.

It is easy to say now, with hindsight, that it was a wise move, but few would have said so at the time. However Alan, having spent most of his life dabbling in the car trade, is both shrewd and sharp in business deals and he knew what he was doing. The tenacious Williams was rebuilding his team after a couple of really disastrous years and the combination of two men so determined to succeed was a potentially powerful combination.

Immediately the blend of the ingredients proved correct and, although it took 18 months (during which Alan won the CanAm championship) to put the icing on the top, the motor racing



Alan at Donington last June.

world soon accorded both Alan and Frank the respect for which they had worked so hard and for so long.

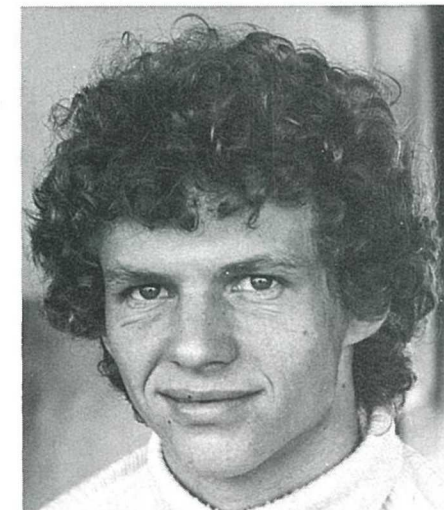
That Alan retains his enthusiasm for racing anything, anywhere is indeed a refreshing attitude these days and

nobody will be surprised if his current stable of exotic Mercedes, Ferrari and Porsche road cars is not increased by one at the end of the year when he takes delivery of the BMW M1 Coupé for winning the Procar championship.

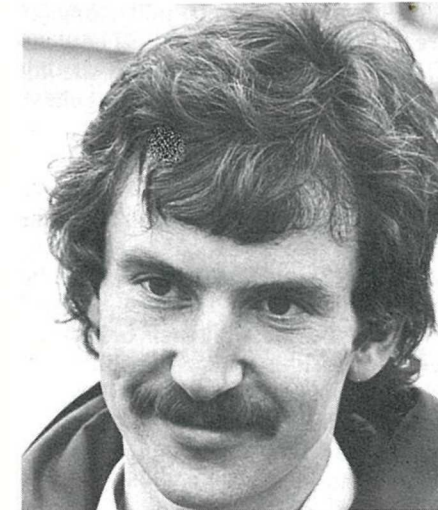
Six of The ProCar Aces ...



HANS STUCK



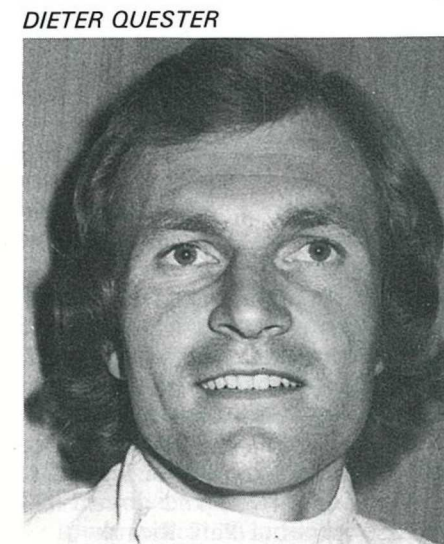
JAN LAMMERS



HANS-GEORG BURGER



HANS HEYER



DIETER QUESTER



MANFRED SCHURTI

Didier Pironi

by Maurice Hamilton

A position by the braking area for the Hella Licht chicane gives you an impressive view of the Osterreichring main straight and, beyond that, the Jochen Rindt Kurve. Jacques Laffite was comfortably leading the BMW Procar race supporting last year's Austrian Grand Prix but the Frenchman went by unnoticed. So, for the moment, did the progress of the second-place man.

All eyes were watching the Rindt Kurve as the next two cars, running close and fast, swept into view, their white profiles heightened by the rich, evergreen backdrop. Fourth gear, fifth gear, almost 1000 bhp blasting against the pit wall as the cars rocket up the hill toward Hella Licht.

Clay Regazzoni is in front; Didier Pironi mirroring his every move. The Frenchman darts out of the slipstream — but it's too late. 'Regga', vastly experienced in these matters, has already closed the gap and, no doubt, cracked into a nomex-smothered bandit grin. That'll teach the lad.

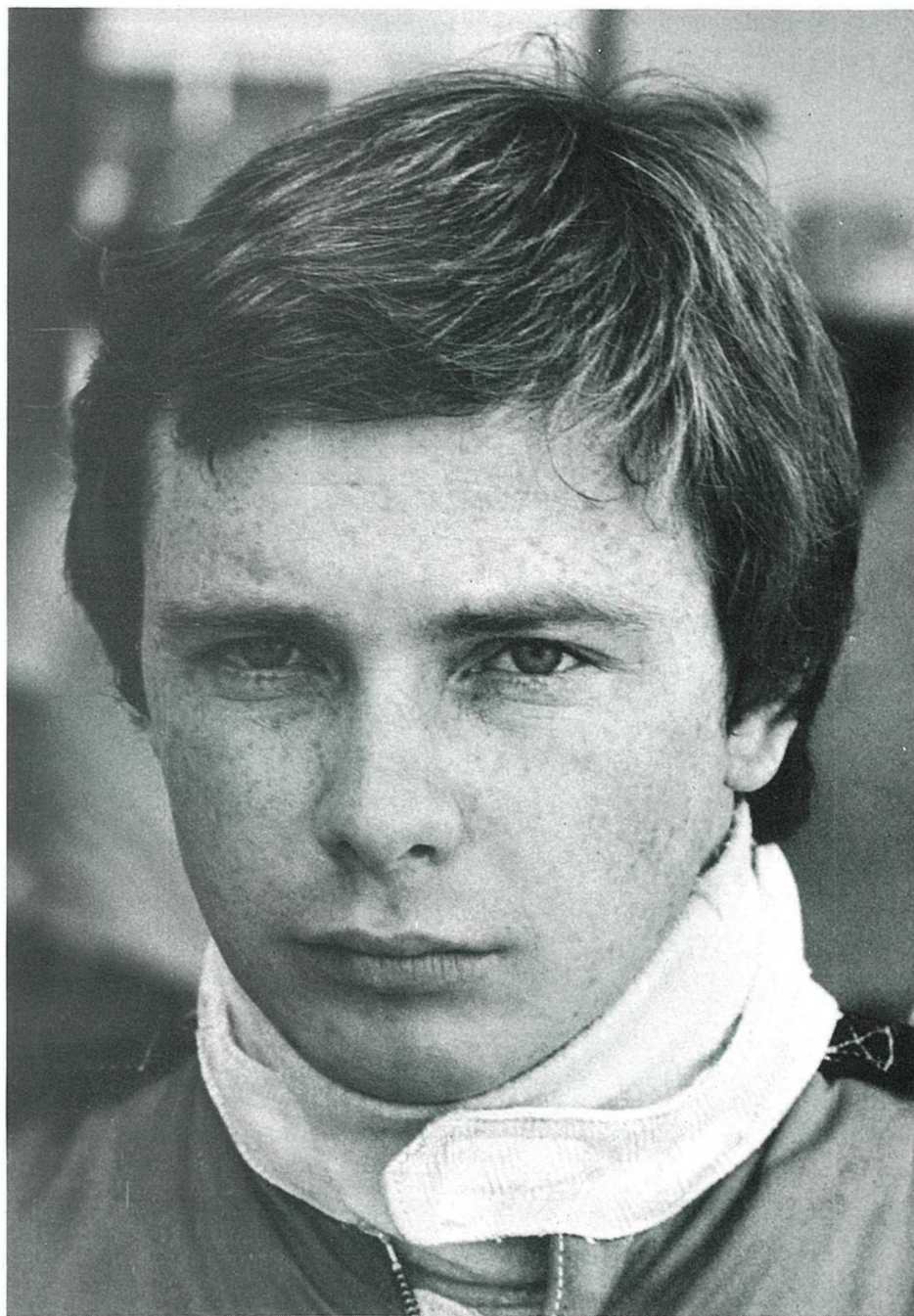
It does. Pironi, quick to learn his lesson, times his exit from the Rindt Kurve perfectly next time round. The cars drift onto the straight as one, Didier darting right much earlier and using his momentum to pull alongside Regazzoni's rear wheel. The cars scream past the pits and up the hill once more. Clay moves over again — but Pironi keeps coming.

The two cars, side by side now, crest the hill at over 150 mph, their drivers committed to one thing; third place. On and on they howl, closer and closer edges Regazzoni, deeper and deeper creeps Pironi. At the last possible instant, the drivers hit their brakes and begin a furious charge through the gearbox, the cars dancing and weaving under vicious retardation, the wheels locking and bumping in angry plumes of blue smoke.

'Determined' would be an inadequate description; 'desperate', an over-reaction; 'delightful', just about right.

Pironi held his ground, what little there was left, took the line into Hella Licht and kept third place until the end. Had you not seen Didier Pironi before that race it is a sure bet that you would have been taken aback by the boyish looks of the man who had just taken on Clay Regazzoni with the confidence of a seasoned veteran.

Didier Joseph-Louis Pironi turned 28 last month but he retains the round-faced appearance of a freckled school-boy. Indeed, looking at France's system of driver sponsorship and schooling, Didier could be referred to as a model pupil who moved through from Formula Renault to Grand Prix racing with distinction.



Born the son of a Paris building contractor, Didier was scheduled from an early age to join the prospering family business. He studied engineering but bricks and mortar took a back seat to cars and motor oil. At the age of 12, the young Pironi had visited a motor race and was captivated instantly. M. and Mme. Pironi were appalled when their son announced that he wanted to be a racing driver and joined the Winfield school at Paul Ricard.

Didier won the annual competition in front of a panel of judges chaired by Ken Tyrrell and the prize was an Elf-sponsored Formula Renault Martini. What more could you want? A few wins would be nice but Pironi soon learnt that success in racing does not come easy. You've got to lose first to appreciate what winning is all about. Pironi was the third member of an already overworked team and success, even in the most moderate form,

eluded him until such time as the other two members left the team near the end of the season. Pironi then scored two second places.

Rather than sit back and wring his hands in despair, Pironi approached Elf and said that one of the things he had learned was that the interests of a team manager and driver were often at variance! The answer, he reckoned, would be to act as his own team manager and take the responsibility for choosing mechanics and the engine builder. Elf agreed and Pironi set out to have a second crack at the Formule Renault title, again with a Martini chassis.

Pironi gathered together the right people for the job, laid down the rules and then climbed into the cockpit of his car and began to bring home the spoils of victory. Frequently. He won seven out of twenty races and became the undisputed champion before moving into the newly instigated Formula Super Renault in 1975.

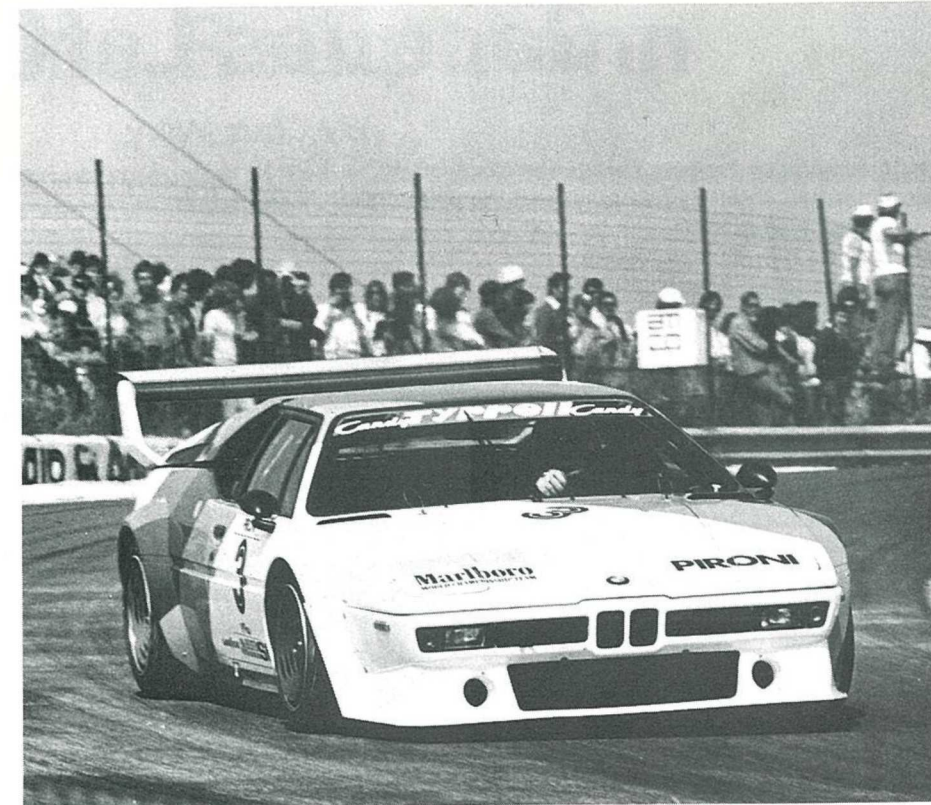
Once again, the permutation looked right on paper but engine problems led to all sorts of trouble. A change of tuning company towards the end of the year gave the young Frenchman two victories. Two victories do not make a championship, however, and Pironi was extremely disappointed, feeling he had to win the series in order to continue his flow through the formulae.

On to 1976 and Pironi continued the pattern of two steps forward and one step back. On his second attempt, he won the Formule Renault Europe title — convincingly. He really swept the board, winning twelve races, including a prestigious victory at Monaco.

Pironi's success earned him a place alongside his old rival René Arnoux in the 1977 Elf Martini-Renault Formula 2 team. The Martini chassis had been second in the championship the previous year in the hands of Arnoux and it was right and proper that René should be the number one driver. But Pironi was hungry for success and found the year a little frustrating.

Weighing things up mid-season, Pironi considered that a win in the Monaco Formula 3 race would be worth more than a couple of placings in Formula 2. During practice it appeared that his gamble might not pay off. Didier simply had to win at Monaco and yet he had been unable to do more than a handful of laps testing with the Martini Formula 3 car before practice. In addition, gearbox trouble curtailed practice further but all that was forgotten in the race as Pironi turned in a superb performance and won with ease.

His first Formula 2 victory came at



Estoril and by the time the last race of the season had taken place at Donington, Pironi had satisfied Ken Tyrrell that another Frenchman was ready for Grand Prix grooming.

Pironi approached Formula 1 sensibly and picked up his first championship point in his second Grand Prix. He finished fifth in Germany and at Monaco but the highlight of his 1978 season was far removed from Formula 1. Pironi was one of an army of Frenchmen employed by Renault in a bid to win Le Mans. Contrary to expectations, it was the Pironi/Jaussaud Renault A442B which finished first and rocketed Didier into the realms of a French Superstar.

Such a title is far removed from the real man, normally quiet and reserved and leading a bachelor life in Paris. Pironi lists his hobbies as flying and shooting and an exceptionally broad-shouldered build is a testimony to many hours in the swimming pool as a youth.

Pironi may not regard himself as a superstar but a crack — some would say a gaping hole — appeared in the calm facade at Monaco last year. Pironi received constant attention as he thrashed around the harbour in his Cigarette speed boat 'Flying Dog'. The sense of occasion appeared too much during the race when Didier drove like an idiot, punting off both Ligiers and riding spectacularly on top of Lauda's Brabham for the benefit of millions of television viewers.

It was a most unfortunate occurrence

because throughout the season Pironi tempered hard, tenacious drives with a fair amount of common sense. He finished third in Belgium and at Watkins Glen and a rather mixed season in terms of results was peppered with one or two terrifying accidents which were not the Frenchman's fault. And each time Didier would emerge from a mass of twisted metal and splintered fibre-glass as though it were the sort of thing which happens every day.

Patrick Depailler's decision to leave Ligier left the way clear for another Frenchman to join the Gitanes-sponsored team. Ken Tyrrell held an option on Pironi's services but wisely decided not to hold his driver back if he wanted to leave. Pironi's signature on the Ligier contract made the French team a force to be reckoned with, the drivers now working together rather than racing each other.

Pironi holds fourth place in the World Championship standings and there can be no doubt that his first Grand Prix is just around the corner after a third place in South Africa and a front row grid position in Brazil.

Today, however, is one occasion when Ligier team tactics will be forgotten and Didier Pironi will be out to beat Jacques Laffite — and the rest. The BMW Procars may be a form of relaxation for the Grand Prix drivers but, nevertheless, a race is a race for all that. Anyone standing at the Hella Licht on 11 August 1979 wouldn't doubt that for a minute . . .

Jacques Laffite

By Chris Witty

Don't mention to Jacques Laffite the word "fish" or he'll be asking you where the nearest stream is. Then he'll be after a pair of waders, a rod and a basket and life will become sweet and serene, a total antithesis to his profession as a race driver.

Jacques Laffite is, very much, a race driver in the true French tradition. He has that Jean-Paul Belmondo appearance in every respect — to the public fast living contrasted with a private life that is akin to a country squire.

Laffite is a stranger to Donington Park yet not to the winner's podium. From his very early days in Formule Renault, Jacques has been up at the front taking the traditional step through the ranks to stardom by winning Formula 3 and Formula 2 Championships in convincing fashion.

Some of you may already be aware that he's Jean-Pierre Jabouille's brother-in-law and, before he took up racing himself, use to be mechanic to the Renault Grand Prix team leader.

Although considered, along with every other Frenchmen, to be part of the Elf "scholarship scheme to international Grand Prix stardom", Jacques' early days were financed by BP. It was only when he switched across to Elf in 1975 that his career started to accelerate in a positive direction upwards.

Observers will have noticed that on Laffite's crash helmet, there is a ring of oval Winfield decals. This is out-of-respect for the French racing school at Magny-Cours not far from where Jacques and his wife live. Much of his early racing was spent running out of workshops at this track, workshops that belonged to Tica Martini whose superb little cars Laffite used to race with much success culminating with the European Formula 2 Championship in 1975.

With Matra-Simca preparing to return to the Grand Prix tracks the following year, there was much debate amongst patriotic French racing circles as to who should be given the opportunity to race the car that became known as the "flying teapot" because of its huge airbox.

Jean-Pierre Beltoise was then nearing the end of his Grand Prix career yet still possessed enough support and charisma to prove that he wasn't a spent force. Yet he never got the opportunity to prove it in a race because political intrigue soon had Laffite in the car and lapping considerably faster than his fellow countryman during pre-race tests.

With the opportunity of joining an all-French team, Laffite sadly had to



part company with Frank Williams who, with an under-financed yet ever willing Grand Prix team, was always seeking young talent to uplift team morale yet always appeared to be doing the bigger teams a favour by drawing their attention to them.

Funny how times change.

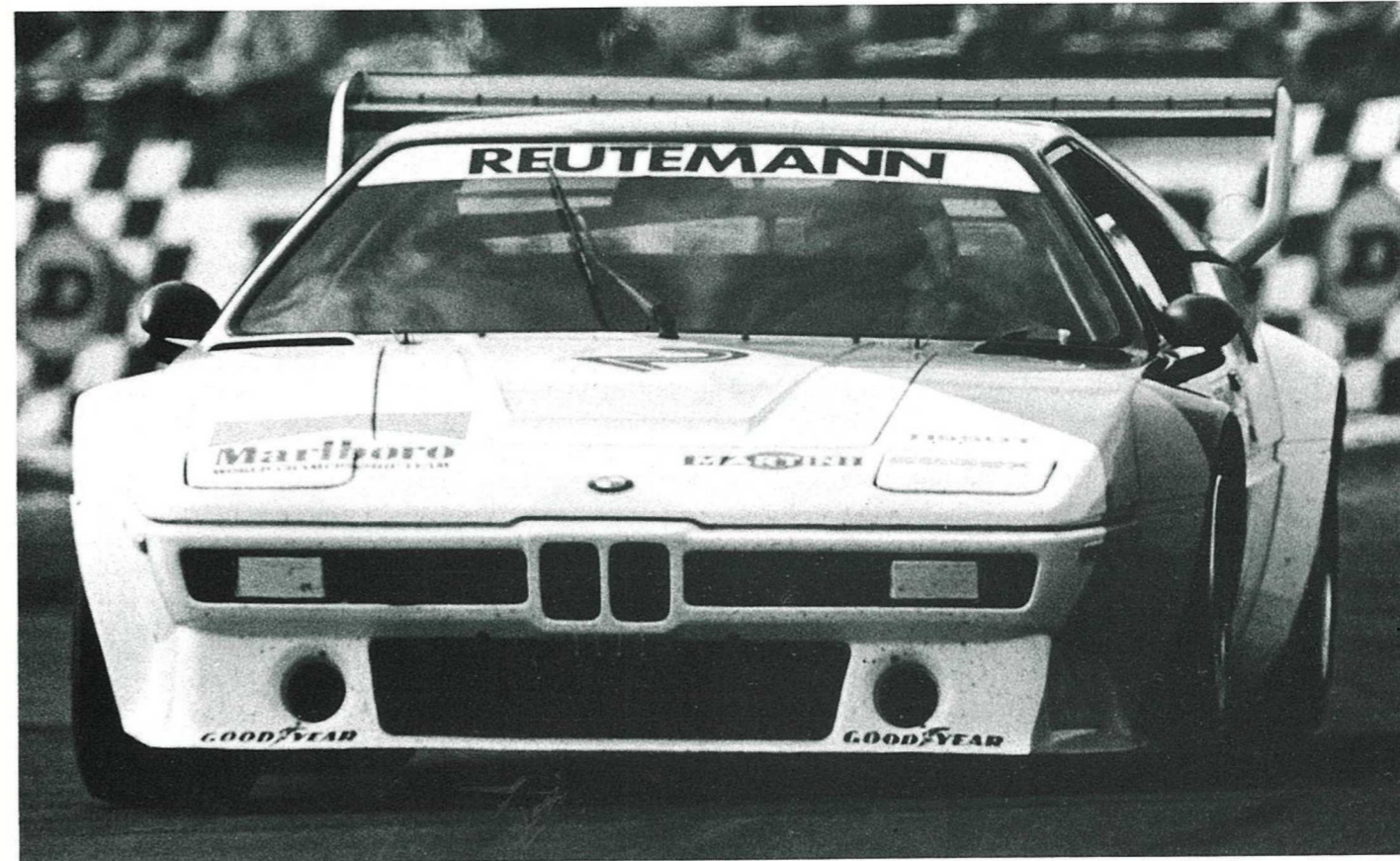
Laffite has remained with the Ligier Grand Prix ever since and although he has, at last, been able to show his true potential when the team switched to using Cosworth engines in their chassis last year, one musn't forget all the determined drives that Jacques put up in the wailing V12 Matra engined chassis preceding.

Like Nelson Piquet, Laffite was able to qualify for several Procar races last year by virtue of his Ligier practice performances. Like Nelson also he's won Procar races as well so we may well have a good old battle on our hands this afternoon between these pair, given that Jacques can learn the Donington Park circuit quickly enough. Perhaps he should read Nelson's comments elsewhere in this programme. Then he might learn a trick or too.

Carlos Reutemann

By Chris Witty

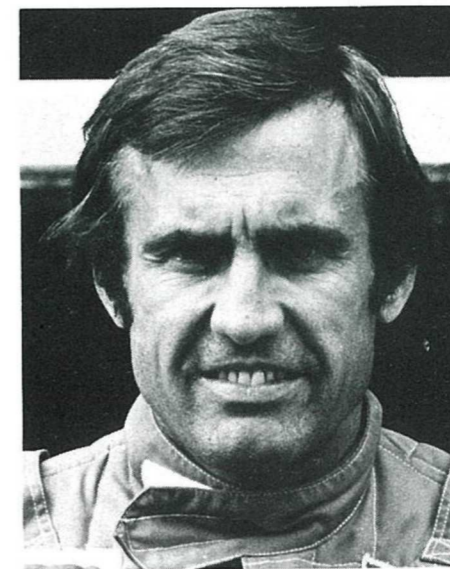
Moving ever nearer his fortieth birthday, Carlos Reutemann is one of Grand Prix racing's enigmas. He has a reputation for being a proven and consistent Grand Prix winner if not exactly a prolific one at that. He has driven for virtually all the top Formula 1 teams in his European racing career which spans a decade, winning races for the Martini-Brabham and Ferrari equipes often in a style which suggested that his talents were sheer genius. And yet Carlos Reutemann has never quite been able to piece the jigsaw together and one seriously wonders whether his temperament will allow him to emulate his fellow countryman Juan Manuel Fangio in winning a coveted World Driver's title.



My first recollections of Carlos go back to 1980 when, with finance from their state YPF fuel company, the Argentine motor club sent over to Europe a pair of promising young drivers to seek their fame and fortune. It was part of a crusade in South America to re-establish itself in World motor sport.

Reutemann, hardly able to utter any word of English, left his mark straight away at Hockenheim when he barged passed an astonished Jochen Rindt as a huge slipstreaming bunch hurled themselves back into the stadium. Rindt, then in his Championship year for Gold Leaf-Team Lotus and very much the "King" of Formula 2, didn't take too kindly to the Argentine's abrupt tactics but it signified the coming of the Argentine Motor Racing Messiah.

Carlos was undoubtedly a very talented young man which is more than could be said of his team-mate in those early days. He continued to make an impression in the YPF Brabham BT30



and with Bernie Ecclestone's take-over of Motor Racing Developments imminent, it wasn't long before the swarthy darked skinned man from Sante Fe was shoe-horned into a Grand Prix car.

Although his first taste of Formula 1 power came in a McLaren M7C at the non-championship Argentine Grand Prix (a race won by Chris Amon in the glorious Matra), Reutemann's first serious effort in Ecclestone's unique one-off lobster-claw Brabham BT34 a year later was nothing short of sensational. In true "Roy of the Rovers" fashion, Carlos plonked the car on pole for the Argentine Grand Prix no less. Eva Peron — eat your heart out!

Ecclestone had, and still has, thus gut feeling about South America race drivers. Bernie is also a shrewd business man and was quick to realise the financial incentives which this Third World was offering.

There are many in motor racing who are quick to chastise and criticise race drivers without any foundation or fact. We are all guilty of committing that sin.

Carlos Reutemann is one driver who has had more than this fair share of flak directed at him. Yet perhaps he



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Illustration from left to right: Top row Phil Hill 1961, Jim Clark 1963 & 1965, John Surtees 1964, Denis Hulme 1967; Centre row Jack Brabham 1966, Graham Hill 1962 & 1968, Jochen Rindt 1970, Jackie Stewart 1969, 1971 & 1973, Emerson Fittipaldi 1972 & 1974; Bottom row Niki Lauda 1975 & 1977, James Hunt 1976, Mario Andretti 1978, Jody Scheckter 1979.

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Reutemann contd . . .

himself is to blame in that respect. Over the years Reutemann has become a difficult man to know, certainly in direct contrast to those early days when, having bravely attempted to learn English, his eyes would light up with enthusiasm when shown pictures of himself in the Brabham.

One particular memory was after Carlos had crashed heavily in one of Ron Dennis's Motul Formula 2 cars at the Easter Thrupton meeting. He'd broken his ankle and was to spend the next fortnight or so in a Harley Street clinic. I visited him in order to write a story. There I found Reutemann sitting up in bed casting anxious looks towards the television every few seconds. A 'Crossroads' fanatic perhaps? Not a bit of it. "They are showing the history of motor racing through the ages. Today we have film of Nuvolari. Fantastic. You must watch with me." The man is a real racer at heart. He was then and, deep down inside, still is. Perhaps it's the politics and legal hassles he's had to endure over the latter half of his career that's soured his outlook.

Reutemann's career with Ferrari appears to have had its ups and downs. The arrival of Gilles Villeneuve didn't help for the Italians are notorious for lacking any sort of loyalty. His move to Team Lotus to partner Mario Andretti was akin to lighting the blue touch paper so many thought. The team had just destroyed the opposition



Reutemann's Williams at Long Beach.

with their superb type 79. Could Reutemann with a Cosworth engine support Andretti in the way Ronnie Peterson had the year before? Well, that was only last year and many of us will be aware that Team Lotus appeared to lose direction somewhat. Andretti, under a degree of pressure, didn't have the same rapport as he'd had with his two previous Swedish team-mates so a rift emerged within the organisation.

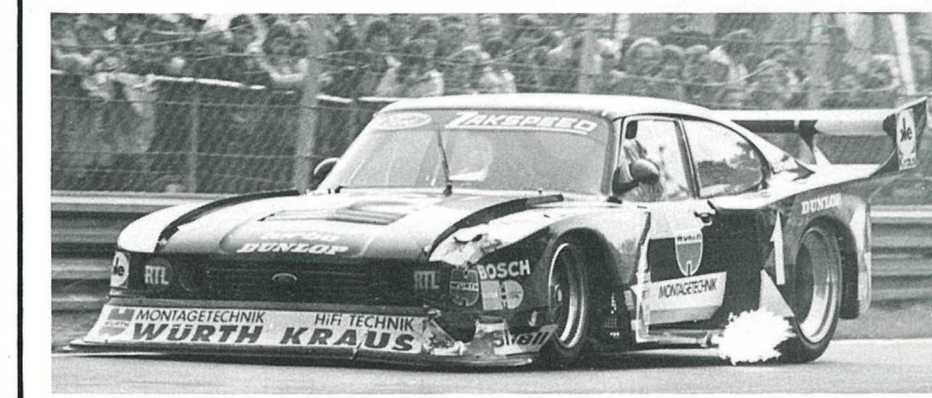
Yet ironically it was Reutemann who achieved the results and up until the middle of the season, still had an outside chance of the world title.

His move to join Alan Jones within the fast growing Frank Williams set-up was been likened to what occurred at Team Lotus. People are quick to

pounce and stir. Denials are often the first line of defence yet many know that there's no smoke without fire.

Motivation is a word which I would apply to Reutemann. You don't have to look into a crystal ball to see that Carlos is prone to moods and this, it appears, is reflected in his driving. Unfortunately motor racing is a sport unlike athletics or tennis whereby the participant can, sometimes justifiably so, blame his equipment for a poor display.

If Bjorn Borg is lacking in any way, everyone would see him, the individual, lose. Race drivers can, and will, cling to a multitude of excuses which makes it virtually impossible to extract the truth. Unless you know them of course.



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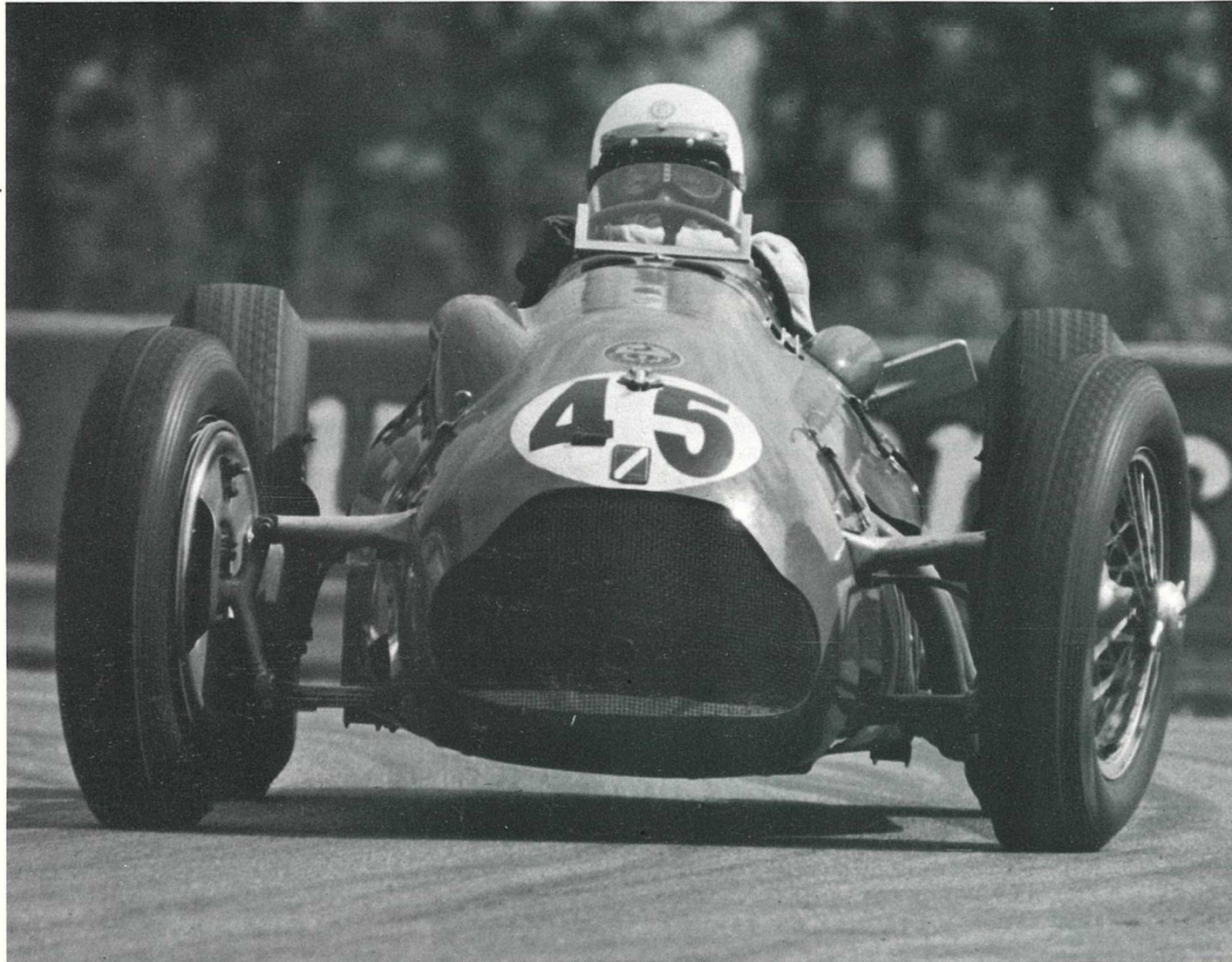
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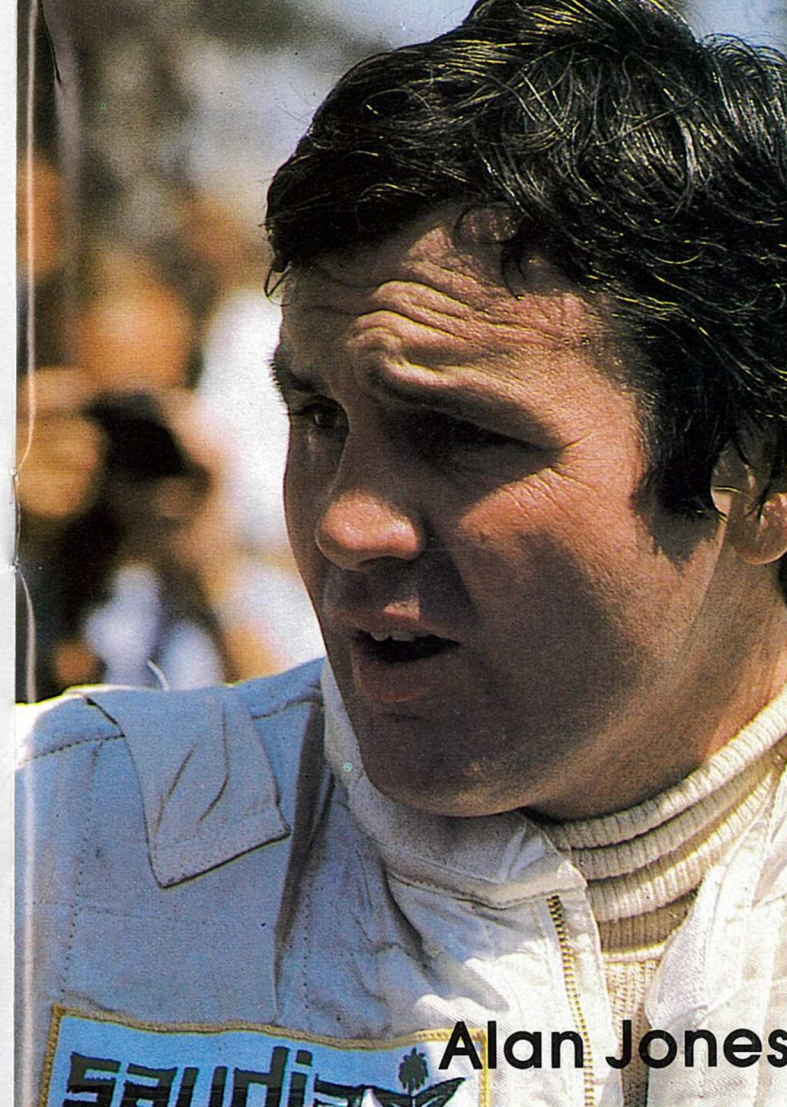
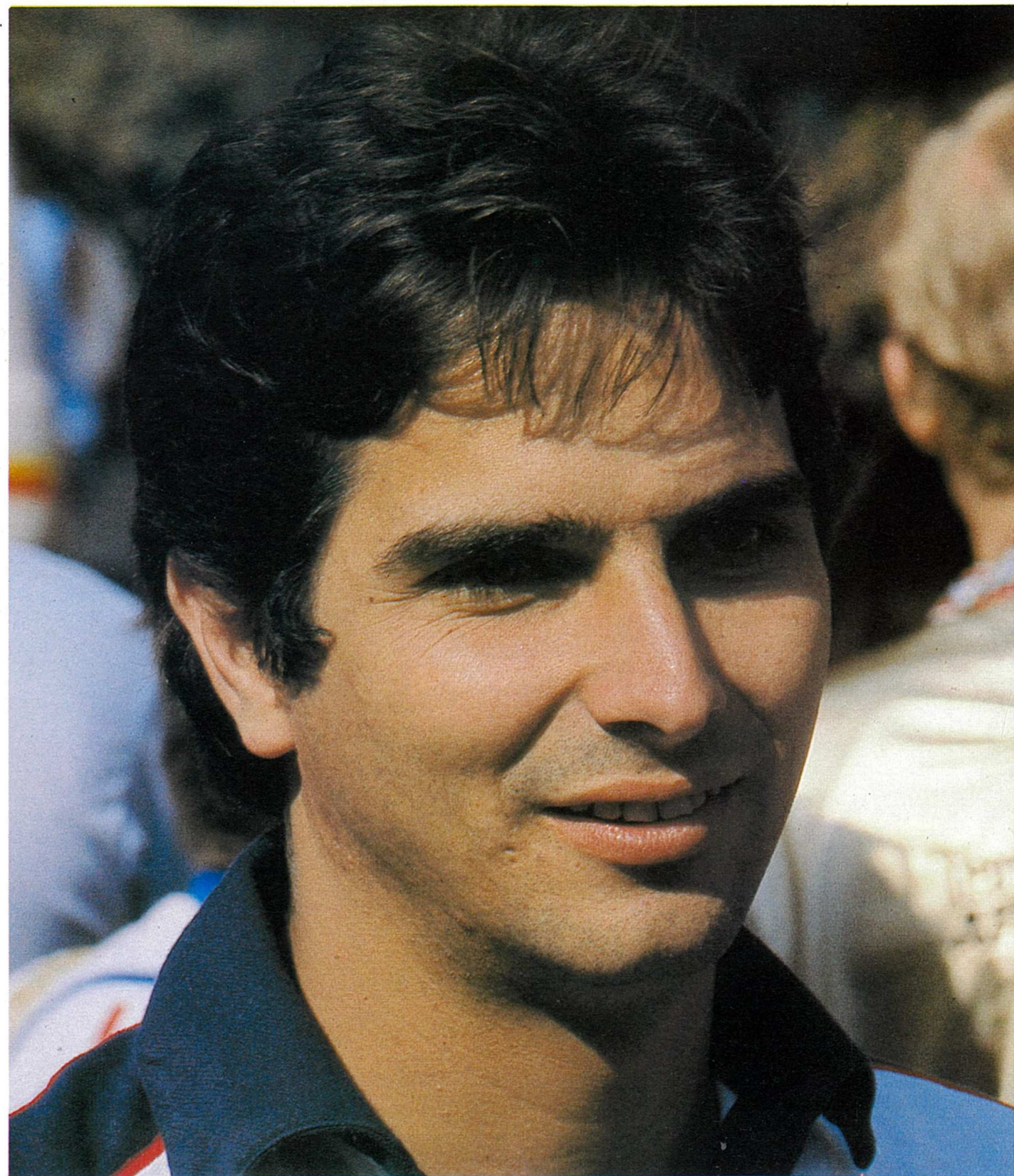


Over the next eight pages, we publish a colour portfolio of the GP stars in this meeting and of ProCar action from last year. The centre spread shows one of the regular works cars used for Grand Prix drivers: Emerson Fittipaldi finishing third at Monaco.

Nelson Piquet

A Great Grand Prix Talent
Joint World Championship Leader
after 4 rounds

Winner of 1979 Gunner Nilsson Memorial Trophy ProCar Race at Donington



Alan Jones



Carlos Reutemann





FITTIPALDI

MOPARTSUCAR

FITTIPALDI

14

Shell BILSTEIN GOODYEAR

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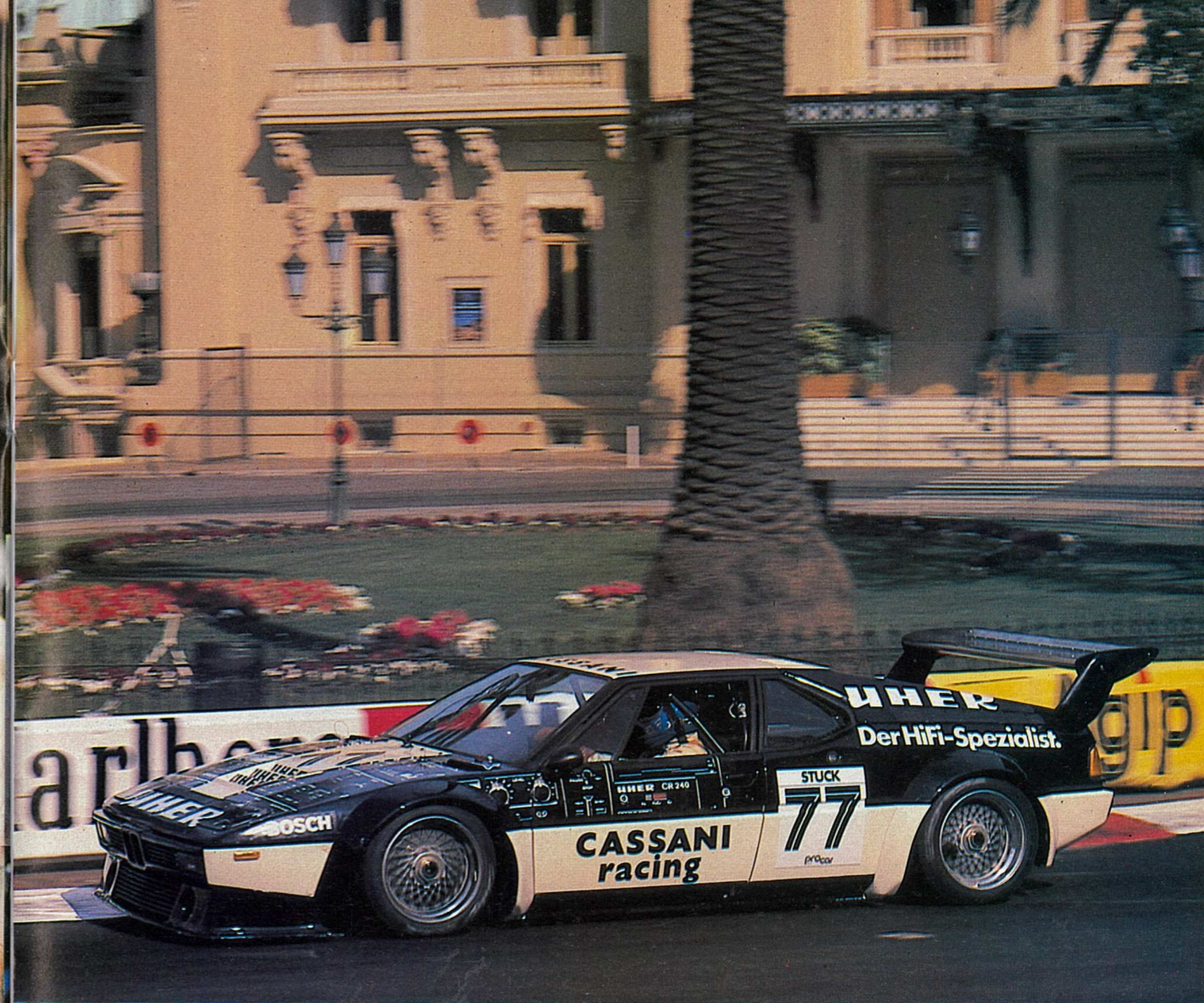
Didier Pironi

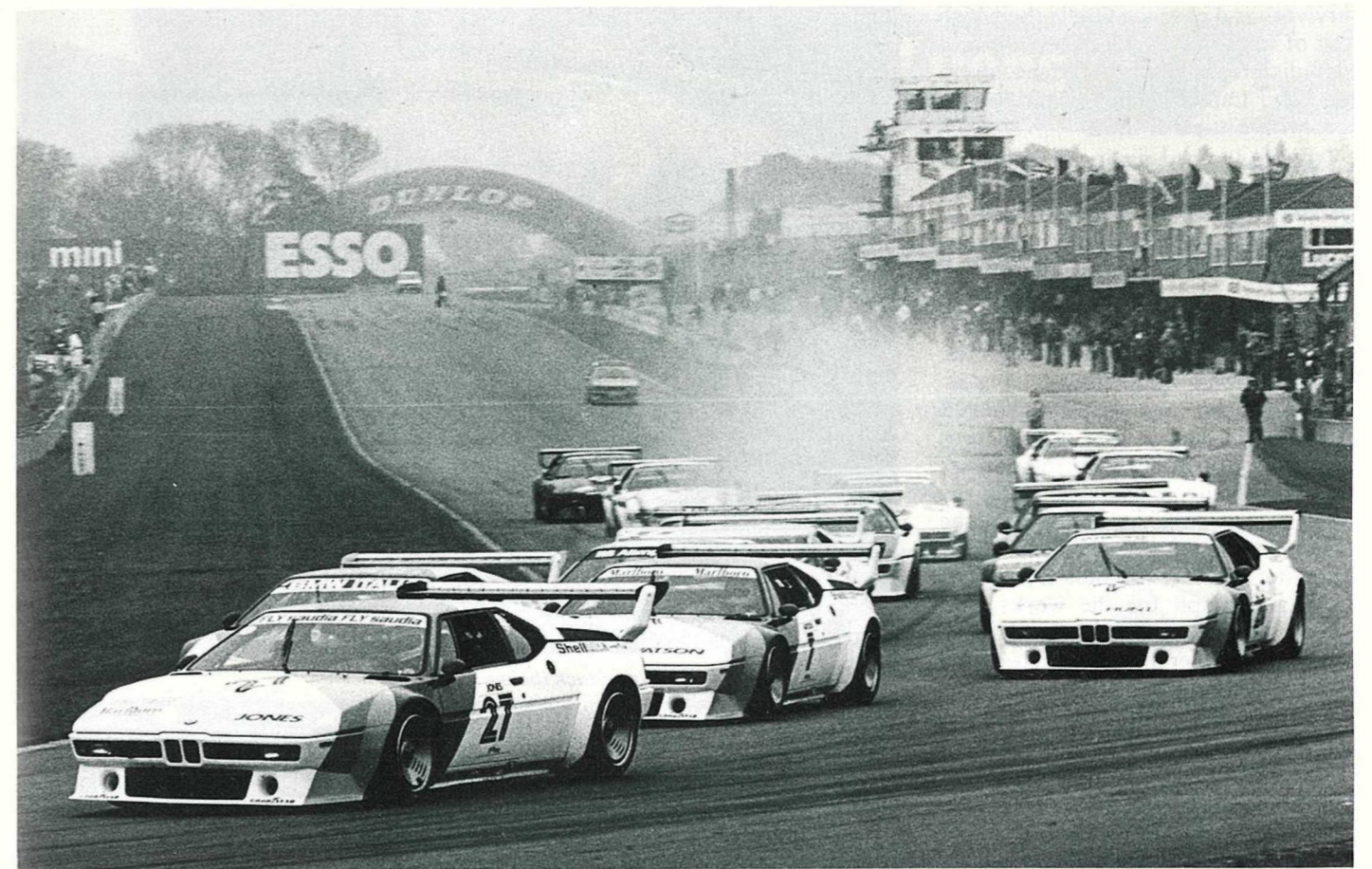
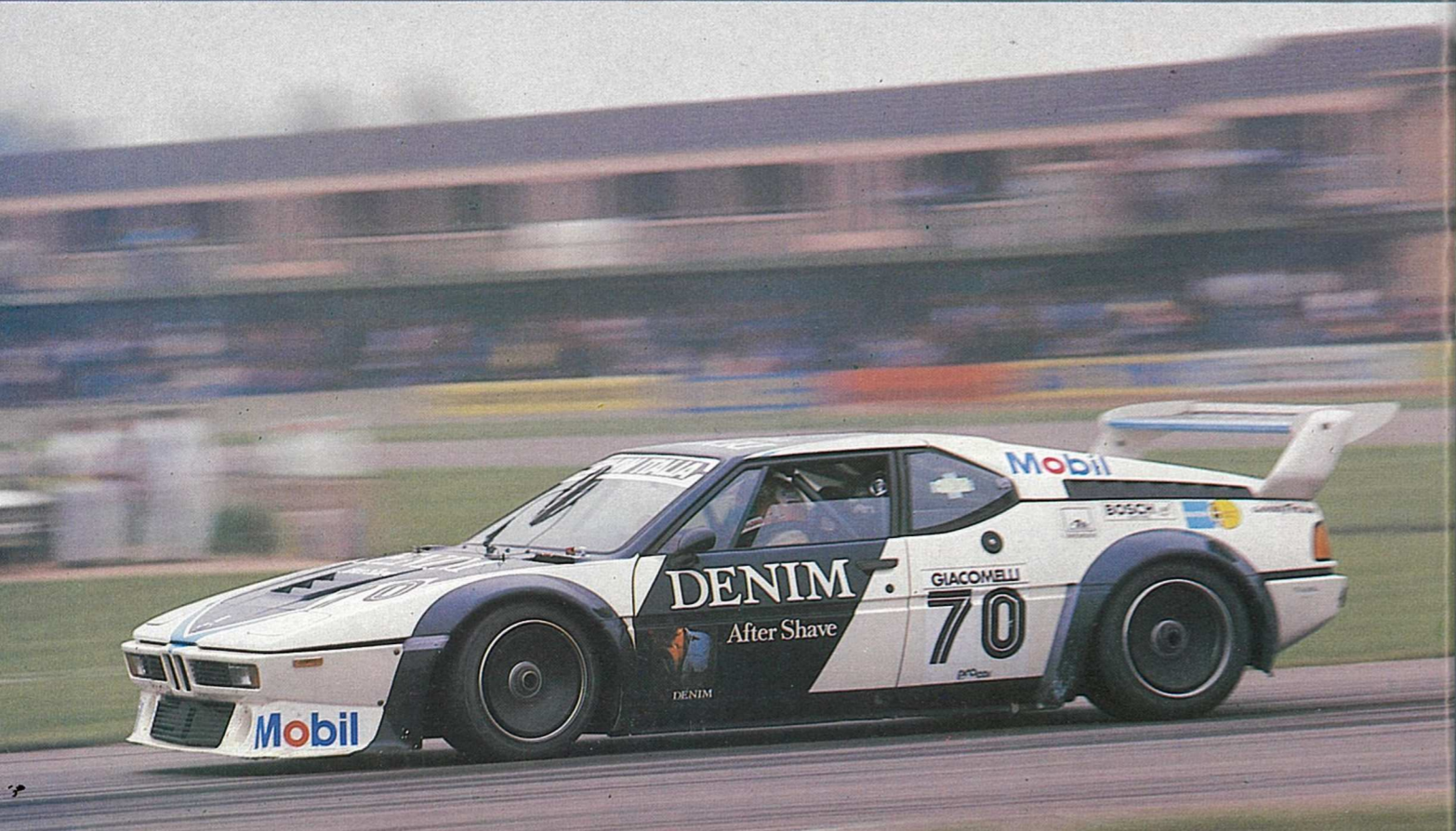


Jacques Laffite



Jan Lammers





Procars' first season

by Bob Constanduros

Imagine, if you will, a short circuit around your local roads and streets. The roads may be narrow, they may dip, twist and turn. Then imagine yourself driving around that little circuit in a 470 bhp, 3.5 litre BMW M1, complete with wide wheels, a wing at the back and slick Goodyear tyres. Imagine yourself pushing the throttle to the floor around one of the road junctions. The back swings out but you correct and ease the throttle down more, changing up quickly before changing down again for the next T-junction. Imagine the car going light over a slight hump, and you flicking the car onto opposite lock as the tail swings out, your foot still flat on the floor.

Now imagine a whole field of 20 M1s, driven by the World's top drivers led by Niki Lauda, Emerson Fittipaldi, Clay Regazzoni and Jean-Pierre Jarier doing the same thing. The field slide and scabble around the streets, and just before the end, Lauda pokes the nose of his M1 alongside Regazzoni's car, and scrapes past to win.

That's how many people saw the Monaco Procar race last year, for the race through the streets of Monaco was the event of the year, and certainly the one where the series really attracted the attention of spectators.

Procar had its first season last year. The format was that a field of BMW's new M1 prepared to Group Four specification should race on the day before each of eight European Grands Prix plus a non-championship race here at Donington. But adding spice to the field would be five Grand Prix drivers, the fastest five in the first day of Formula One qualifying. They would start from the first five places on the grid in

M1s that were built and prepared by the BMW factory.

Among the drivers committed to a full season of M1 racing were Niki Lauda, Hans Stuck, Toine Hezemans, Marc Surer, Eddie Cheever, Bruno Giacomelli, Manfred Winkelhock and Dieter Quester. Amongst the experienced teams involved were Ron Dennis's Project Four team who built most of the Procars and prepared Lauda's car, Osella of Italy, Manfred Cassani's German team, GS Tuning of Fribourg, Tom Walkinshaw Racing and Heidegger from Liechtenstein. The idea was to publicise BMW's M1, to get Grand Prix drivers back into GT cars, and to relieve European spectators of the normal Grand Prix supporting race diet of relatively unknown drivers in lower powered Renault 5s and AlfaSuds.

In short, it became the ultimate one-make series.

Did the idea work? The answer is yes. The Grand Prix drivers backed it

up eagerly and none of the chosen drivers refused to race although Villeneuve, Scheckter, Arnoux and Jabouille were forbidden to do so because of their Michelin contracts. Of the 33 drivers to race in European Grands Prix, 18 drove in Procars at some stage or another.

The races themselves were mainly very lively, particularly Monaco, while Zandvoort, Silverstone and Osterreicherung were also exciting. There were spectacular moments such as that when Lauda squeezed past Regazzoni in a shower of fibreglass at Monaco, and when Stuck and Didier Pironi tried to use the same piece of road at Hockenheim. There were surprises too, such as the third place taken by the virtually unknown Hans-Georg Burger at Hockenheim.

And there were the problems. The field was decimated during the opening round at Zolder when hitting rev limiters caused crankshaft dampers to fall off. Elio De Angelis was one of the

survivors and gave the Osella their high spot of what turned out to be an otherwise disastrous season. Monaco went superbly, Lauda leading home Regazzoni with Fittipaldi third.

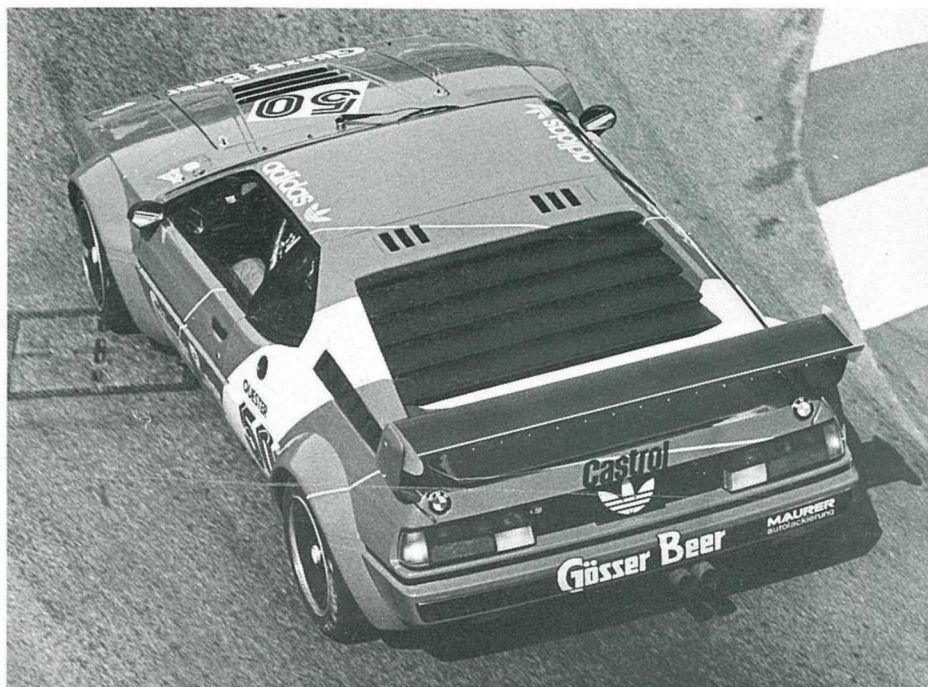
Trouble loomed again at Dijon for the French governing body, the FFSA deemed the series a demonstration after the Zolder disaster and refused to have anything to do with it. But FOCA insisted the race was part of their programme and there would be no Formula One if there wasn't Procar. The FFSA allowed time for a Procar demonstration, and BMW arranged timekeepers. There were engine problems too, for once again the engines were hitting the rev limiters along the Dijon straight, and rev limits had to be raised to 9,200 for all the races thereafter. In fact the race turned out to be a triumph for the works with Nelson Piquet winning from Alan Jones and Didier Pironi which didn't please the privateers.

At this stage, Clay Regazzoni was the championship leader with 35 points to Hezemans's 27 and Lauda's 23. Regga may have won the British Grand Prix but he got no Procar points at Silverstone while Lauda picked up his second win of the series. Piquet was second and Hottinger was third in what was a very spectacular event on occasions.

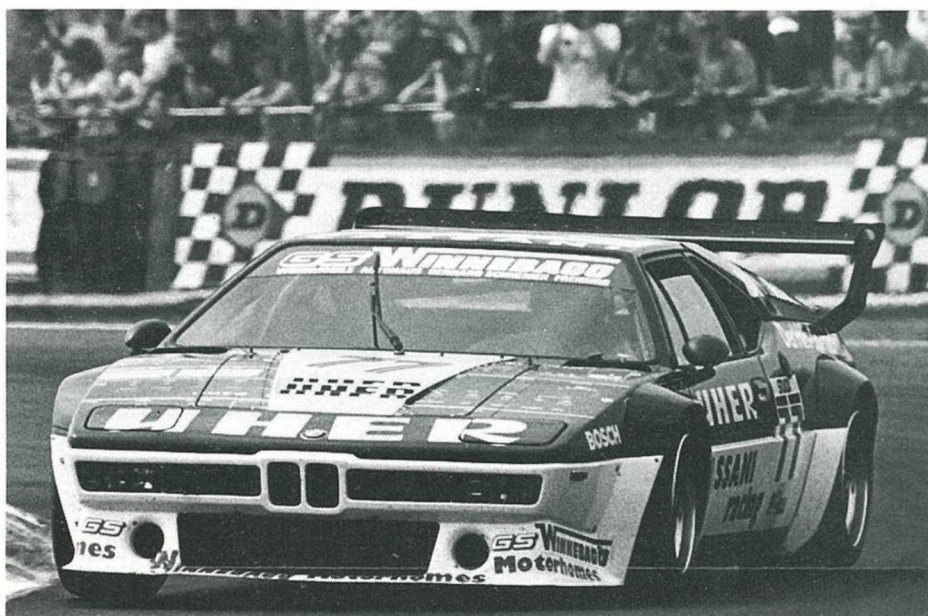
Lauda took another win at Hockenheim to pull ahead in the championship while Stuck began to establish his challenge by coming second while Burger was a surprise third in what was a spectacular race. Jacques Laffite and Markus Hottinger fought out the lead at Osterreichring with Laffite winning. Third was Pironi while Regazzoni picked up ten points for fourth place. Lauda retired but retained the championship lead with 63 points while Regazzoni was ten points further back.

Stuck, at that time, had only 33 points but he picked up a win and 20 points at Zandvoort where Lauda again retired following a practice accident. Laffite finished a close second and Regazzoni picked up eight points. The Swiss driver was in a challenging position for that first prize of a BMW M1, but as with all the works cars, he retired at Monza where Stuck won again. He pulled himself up to second in the championship with 73 points, while Lauda came second and won the championship overall with 78 points.

Regazzoni had to be content with third place while Markus Hottinger took fourth place in the series. First prize for the two sections, Grand Prix drivers who had qualified for M1 drives in practice, and non-Grand Prix drivers was a BMW M1 road car each.



Dieter Quester (above); Hans Stuck (below)



The recipients were Lauda's team manager Bernie Ecclestone, and Hans Stuck and his team manager Manfred Cassani.

Setting the trend for this year's Procar season are Donington who organised a non-championship Procar race at Gunnar Nilsson Trophy meeting last year. The Grand Prix drivers taking part then were Nelson Piquet, John Watson, Alan Jones, Mario Andretti and James Hunt, having his last ever race. Piquet won with Bruno Giacomelli second. Third after a superb race with Stuck, was Winkelhock.

The 1979 and opening Procar series was without doubt a success, and with a few rules changes, it moves into the 1980 series here at Donington. The number of Grands Prix supporting events has been reduced slightly, and

Donington is the only non-Grand Prix Procar race outside Germany.

The problems should have been resolved with the cars, and those of you present today will no doubt relish the sight of 470 bhp of BMW blasting down to the Old Hairpin.

1979 ProCar Series FINAL RESULTS

	pts
1 Niki Lauda	78 (3 wins)
2 Hans Stuck	73 (2 wins)
3 Clay Regazzoni	61
4 Markus Hottinger	45
5 Toine Hezemans	44
6 Nelson Piquet	35 (1 win)
Jacques Laffite	35 (1 win)
8 Didier Pironi	34
9 Helmut Kelleners	33
10 Alan Jones	26
11 Marc Surer	23
12 Dieter Quester	22
13 Elio De Angelis	20 (1 win)
14 Manfred Winkelhock	20
15 Hans Georg Burger	18
16 Wolfgang Scheutz	14
17 Emerson Fittipaldi	12
18 Jean Louis Lafosse	7
19 Jean Pierre Beltoise	6
Bruno Giacomelli	6
Sepp Mannhalter	6

1979

USA East Grand Prix — won by Gilles Villeneuve, Ferrari, relying on Lucas petrol injection.



RACE 1
13.30

SATURDAY APRIL 26 Cars & Car Conversions Formula Ford 1600 Championship

10 LAPS
19.57 miles

Heat 1

The fastest 26 qualifiers from practice start

No.	Driver/Entrant	Car/Engine	Colour
1	LOU SCHOLLUM/Van Diemen International Racing Services	Van Diemen RF80/Auriga	Red
3	MIKE TAYLOR/Abacus Mike Taylor Racing	Van Diemen RF80/Auriga	Green
5	TIMOTHY ATKINSON/Hallmark Chasing Racing	Van Diemen RF80	Red
7	JOHN BOOTH	Van Diemen RF80/Scholar	Black
9	DAVE SINCLAIR	Van Diemen RF79/Scholar	Yellow
11	KEVIN RILEY	Van Diemen RF78/Minister	Black
15	PETER ANDREWS	Van Diemen RF78/Auriga	Red/Black
17	RAY JOYCE/Steadfast Scaffold (Humberside) Ltd	Royale RP26/Auriga	White
19	DONALD HARDMAN/Target Saws UK Ltd	Royale RP26/Minister	Blue
21	MIKE ATKINS/G.W. Atkins & Sons Ltd	Royale RP26/Auriga	White
23	STEVE GREENSMITH	Royale RP26/Minister	Red
25	MIKE CORNWELL	Royale RP26/Scholar	Black
27	ROBIN HENWOOD/Savon Tyres & Exhausts Ltd	Royale RP26/Minister	White/Blue
29	STEVE ALLEN	Royale RP26/Auriga	Blue
31	TED LAMBERT/Scorpion Race Hire	Royale RP21/Scholar	Red
33	GEOFFREY GREENSMITH	Royale RP21/Minister	White/Orange
35	TONY TREVOR/Clearange Ltd	PRS RH02/CES	Red
37	LES GERMAN	PRS 80F/Alan Smith	Red
39	BOB LAMBERT/Basilidon & Barking Tyre Services	PRS RH02/Minister	Green
43	TOMMY DOHERTY	Crossle 40F/Minister	Red
45	GREG PORTMAN	Crossle 32F/Minister	Red
47	CLIFF WEBB	Image FF4/Paull	Yellow
49	To be nominated/Touraco Race Hire	Lola T540E/Minister	
51	TONY HOGARTH/Touraco-Audio Technica	Lola T540E/Minister	Yellow
53	STEVE WRIGHT	Hawke DL19/Neil Brown	Blue/White
55	JOHN LEES	Hawke DL11-12/Scholar	Red/Black
57	TONY STEELS	Merlyn 11A/Tony-Tune	Orange
59	PETER DUNN/Adams Racing Services	Pacer FF80/Adams	Black/Orange
61	GRAHAM PYBUS	Lotus 69/Alan Smith	Green
63	RODGER CARD	Tiga FF79/CES	Red/Orange
65	ALEX POSTAN	Halliday JF2/Auriga	White

FORMULA FORD 1600

Lap Record: BERNARD DEVANEY (1599 cc PRS RH01 78F/Minister)
Race Record: BERNARD DEVANEY (1599 cc PRS RH01 78F/Minister)

1m 19.77s

88.33 mph
86.96 mph

21/5/78
1/10/78

RESULTS

1st 7 2nd 19 3rd 35 4th 23
Winner's Time 13:52.45 Speed 84.59 mph
Fastest Lap: Car No. 7/19 Time 1:21.95 Speed 85.98 mph



1979
International Cup for Constructors won by Ferrari, relying on
Lucas petrol injection.

RACE 2 SATURDAY APRIL 26 10 LAPS
14.00 Cars & Car Conversions 19.57 miles
Formula Ford 1600 Championship

Heat 2

The fastest 26 qualifiers from practice start

No.	Driver/Entrant	Car/Engine	Colour
2	CHRIS LAWSON	Van Diemen RF80/Auriga	Red/Blue
4	PAUL DUNNELL	Van Diemen RF80/Holbay	Red
6	MARK LIPPIATT/Double B Racing	Van Diemen RF79-80/Auriga	Red
8	JONATHAN ENGLISH	Van Diemen RF79-80/Scholar	Black
10	TONY KENWORTHY/DIP Marine (Yacht Charter & Sales) Ltd	Van Diemen RF79/Minister	Tangerine
12	TIM KNIGHT	Van Diemen RF78/Auriga	Red
14	CARL DODD/Falcon Motor Racing	Van Diemen RF78/Scholar	Blue/White
16	NIGEL YOUNG	Van Diemen RF77/Scholar	White
18	GRAHAME TILLEY/Fire Safety Equipment	Royale RP26/Minister	Red
20	KEITH WATSON/Redfern Travel	Royale RP26/Auriga	Green/White
22	DAVE SCOTT/Swift Caravans - Mint Engineering Ltd	Royale RP26/Mint	White/Green
24	ADRIAN LOWE/Double B Racing, Francis N Lowe	Royale RP26/Scholar	Red
26	RHETT PARKER	Royale RP26/Minister	Red
28	JEFF PRUDEN	Royale RP26/Minister	Red
30	PETER WILLIAMS	Royale RP26	White
32	PAUL WEAVERS	Royale RP21/Scholar	White
34	ALFONSO TOLEDANO/PRS Racing Cars	PRS ETF/Minister	Black
36	DAVID SHAW	PRS RH01/Minister	Red/White
38	MARK PAULO	PRS RH01/Minister	White
40	JOSH WRIGHT/Ram Racing Promotions - Team Brinkcliff	PRS RH02/Minister	White/Blue
44	MIKE BULMER/BEF Engineering (Coventry) Ltd	Crossle 35F/Harris	White
46	JOHN JULIAN/Image Race Hire	Image FF5/Minister	White
48	PAUL WESTWELL	Image FF2B/Haigh	Yellow
50	MAX LEWKOWICZ/Touraco Racing	Lola T540E/Minister	White
52	RICHARD DAWSON	Lola T342/Close	Green
54	JOHN MUNDEN	Hawke DL11-15/Rowland	Orange
56	MILTON BISHOP	Merlyn Mk 24A/Scholar	Blue/Gold
58	HOWARD GROOS	Pacer 80/Adams	Yellow/Black
60	MALCOLM WAYNE	Sark 2/Scholar	Red
62	SIMON FROSTICK	Palliser	Yellow
64	DEREK FOWLER	Titan Mk 6C/Titan	Red

FORMULA FORD 1600
Lap Record: BERNARD DEVANEY (1599 cc PRS RH01 78F/Minister) 1m 19.77s 88.33 mph 21/5/78
Race Record: BERNARD DEVANEY (1599 cc PRS RH01 78F/Minister) 86.96 mph 1/10/78

RESULTS
1st 22 2nd 58 3rd 18 4th 2
Winner's Time 13.46.50 Speed 85.25 mph
Fastest Lap: Car No. 22 Time 1.26.78 Speed 87.23 mph



1979
World Championship for Drivers, won by Jody Scheckter, Ferrari,
relying on Lucas petrol injection.

RACE 3 SATURDAY APRIL 26 12 LAPS
14.30 Donington Production Saloon Car Race 23.49 miles

No.	Driver/Entrant	Car	cc
Class A: 2301-3000 cc			
3	PETE HALL/Industrial Control Services	Opel Commodore GSE	2800
4	CHUCK NICHOLSON/Nickerson Turfmaster Ltd	BMW 3.0 Si	2998
6	SID HARRISON/Leicht Motor Racing	Opel Commodore GSE	2800
7	HAMISH IRVINE/Sports Car Breakers - Fife Motor Spares	Opel Commodore GSE	2800
14	JAMES NAIRN/Hughenden Motors (BMW in Bucks)	BMW 3.0 Si	3000
15	GERRY MARSHALL	Ford Capri	3000
16	MIKE BENNION/Polar Caravans UK Ltd	Saab 99 Turbo	1985
17	GRAHAM SCARBOROUGH/J.J.S. Veneers	Ford Capri	3000

No.	Driver/Entrant	Car	cc
Class B: 1601 to 2300 cc			
30	DAVID YATES/Himark Elastogran	Triumph Dolomite Sprint	1984
33	CHRIS POWELL/Motor Racing Stables - Skid Control Division	Triumph Dolomite Sprint	1984
39	PETE WALTERS/Ralph Davis Ltd	Triumph Dolomite Sprint	1984

No.	Driver/Entrant	Car	cc
Class C: 1301 to 1600 cc			
53	NICK BAUGHN/S. Vindis & Sons Cambridge	Volkswagen Scirocco GLi	1588
54	JEREMY SHAW/Hinckley Mota-Care Ltd	Colt Lancer	1597
55	TONY LANFRANCHI/Mayfair Magazine	Volkswagen Scirocco GLi	1600
60	DONALD NORCHI/Quadrant Garages (Osborn) Ltd	Renault 5 Gordini	1400

No.	Driver/Entrant	Car	cc
Class D: Up to 1300 cc			
77	ANDREW THORPE/Hampshires of Dorking	Alfasud ti	1300
80	ROGER TURNER/Mountsorrel Service Station, Lada Dealers, Leicester	Lada 1200 Saloon	1200

PRODUCTION SALOON CARS: 2301-3000 cc
Lap Record: DERRICK BRUNT (2985 cc BMW 3.0 Si) 1m 31.95s 76.63 mph 21/5/78
Race Record: DERRICK BRUNT (2985 cc BMW 3.0 Si) 74.91 mph 21/5/78
1601-2300 cc
Lap Record: GERRY MARSHALL (1988 cc Triumph Dolomite Sprint) 1m 32.91s 75.84 mph 21/5/78
Race Record: GERRY MARSHALL (1988 cc Triumph Dolomite Sprint) 74.76 mph 21/5/78
1301-1600 cc
Lap Record: ROGER TURNER (1452 cc Lada 1500) 1m 48.3s 65.06 mph 6/8/78
Race Record: ROD GRETTON (1398 cc Colt Lancer) 60.97 mph 6/8/78
Up to 1300 cc
Lap Record: ROGER TURNER (1198 Lada) 1m 41.84s 69.19 mph 21/5/78
Race Record: PETER BUXTORF (1286 cc Alfa Romeo Alfasud Ti) 68.10 mph 21/5/78

RESULTS
1st 3 2nd 15 3rd 53 4th 16
Winner's Time 16.4.24 Speed 73.08 mph
Fastest Lap: Car No. 15 Time 1.34.24 Speed 74.77 mph
Class winners: A 3 B C 53 D 17

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1980
 Argentine Grand Prix — success for Alan Jones, Leyland Williams, relying on Lucas petrol injection, electronic ignition, and alternator.

Congratulations, Jody.
 You make a great nineteenth.



Jody Scheckter's World Championship victory was another triumph for Lucas Electrical technology. It's brought our score to nineteen wins, out of the twenty-one Championships for which Lucas Electrical has been proud to supply ignition and fuelling systems to the world's leading F.1. teams. The Scheckter Ferrari was powered by Lucas Petrol Injection, a technological tour-de-force that's pretty well standard on current Formula One machines.

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 Tel: 021-643 8791.



RACE 4
 15.30

SATURDAY APRIL 26

40 LAPS
 78.29 miles
 126 kms

INTERNATIONAL PROCAR CHAMPIONSHIP RACE

Round 1

No.	Driver	Country	Entrant
5	NELSON PIQUET	Brazil	BS Fabrications Ltd
25	DIDIER PIRONI	France	BS Fabrications Ltd
26	JACQUES LAFFITE	France	BS Fabrications Ltd
27	ALAN JONES	Australia	BS Fabrications Ltd
28	CARLOS REUTEMANN	Argentina	BS Fabrications Ltd
40	HANS STUCK	Germany	Ron Dennis/Project Four
41	WOLFGANG SCHUETZ	Germany	Air Press Winddeflectors
42	HANS JUERGENSEN	Germany	Juergensen & Son
45	SEPP MANNHALTER	Austria	Memphis Team International
55	MANFRED SCHURTI	Liechtenstein	Cassani Racing
60	EDY BRANDENBERGER	Switzerland	Team Abel Lepitre
69	ARTURO MERZARIO	Italy	BMW Italia/Team Merzario
70	MASSIMO SIGALA	Italy	BMW Italia/Team Merzario
77	DIETER QUESTER	Austria	Team Castrol Austria
80	HANS GEORG BUERGER	Germany	BASF Cassetten/Team GS Sport
81	HANS HEYER	Germany	Denim/Team GS Sport
88	SEPPI GARTNER	Austria	Marko Rennsport Management
90	To be nominated <i>GABBIANI</i>	—	Sauber Racing Switzerland
91	WALTER NUSSBAUMER	Switzerland	Sauber Racing Switzerland
99	JAN LAMMERS	Holland	BMW Netherlands

INTERNATIONAL PROCAR CHAMPIONSHIP
 Lap Record: NELSON PIQUET (3453 cc BMW M1)
 Race Record: NELSON PIQUET (3453 cc BMW M1)

1m 14.52s
 94.56 mph
 92.15 mph
 3/6/79
 3/6/79

RESULTS
 1st 99 2nd 81 3rd 27 4th 88
 Winner's Time 49.44.39 Speed 94.44 mph
 Fastest Lap: Car No. 99 Time 1:13.01 Speed _____ mph



Lucas Racing and Competitions Department, Oozells Street, Birmingham, 021-643 8791. Advice and sales of competition equipment to any RAC Competition licence holder.

RACE 5 SATURDAY APRIL 26 12 LAPS
 16.45 **Motoring News Donington** 23.49 miles
Grand Touring Car Championship
 Over 1000 cc

No.	Driver/Entrant	Car/Engine	cc	Colour
Class A: Over 2500 cc				
1	To be nominated/DB Motors American Automobiles <i>TERRY STONE</i>	Chevrolet Corvair	5000	White
2	WALTER ROBERTSON/ Sportstune (Accs) Edinburgh	DFVW/DFV	3000	White/Blue
3	DUDLEY WOOD/Charles Ivey Racing	Porsche Carrera RSR	3000	—
6	STEVE BUXTON/S.B. Offshore & Marine (Edinburgh) Ltd	Porsche 934	2993	White
9	PAUL EDWARDS/Hassop Motors	Porsche 934	3182	Brown
11	JIM EVANS/AET Engineering	Lotus Esprit AET turbo	2800	—
24	MICK HILL	Phoenix Chevrolet	7000	White/Red/Yellow
Class B: 1501 to 2500 cc				
30	TONY SUGDEN	Skoda Coupé/Swindon BDX	1975	Red/White/Blue
31	DEREK WALKER	Skoda Coupé/Ford	1970	Yellow
32	MALCOLM JOHNSTONE	Skoda Coupé/Cosworth	1975	Blue
33	JIM PRICE	Skoda Coupé/Hart	1998	Red/White/Blue
37	MAX PAYNE/Arthur Hough Pressings - Castrol Ark Racing	Lotus Elan	1800	White
39	BOB TROTTER/County Car Services	Ford Escort/Cosworth BDG	1976	Yellow
41	PETER BURDIS/Monopow Plastics Racing	Vauxhall Firenza	2300	Red/White/Silver
42	JOHN PIRIE/Coventry & Warwickshire Motor Club Ltd	Ford Escort BDA	1598	Yellow
Class C: 1001 to 1500 cc				
50	PETER BALDWIN	Marshall Mini/Stantune BDA	1298	Black
53	PAT LONGHURST	Davrian Mk 7/Carter Imp	1142	Green
54	JOHN DIGBY	Norris Davrian/Carter Imp	1142	White
56	DAVE WILSON/Auto Engine Services (Harrow) Reconditioned Engines	Skoda S110R/AES BDA	1498	Maroon/Gold
57	IAN HALL	Davrian Mini Mk 7A/ Britune Cooper S	1400	Blue
58	DAVID AUGER	Skoda 130RS/Ford BDA	1293	White/Red
59	ROGER MATTHEWS	Ford Escort	1498	Blue/Yellow
60	MICHAEL McERLAIN or ANDY HARBEN/ Michael McErlain Ltd Plant Contractors	Ford Escort BDA	1300	Yellow
61	STUART GREEN	Ford Escort BDA	1300	Red
62	PAUL TAFT (3rd Reserve)	Mini 1275GT	1275	Blue
63	GREG MASTERS (1st Reserve)	Mini Cooper S	1293	Red/White
65	DAVID HUMPHREYS/Groveson Property Rentals	MG Midget	1460	Red/White
68	KEITH SMITH/Springfield Furnishings (Ilkeston) Ltd (2nd Reserve)	Austin Healey Sprite Mk 2	1293	Blue/Black
69	DAVID OATES	Mini Cooper S/Marque	1300	Blue/Yellow

GRAND TOURING CARS: Over 1000 cc

Class	Lap Record	Time	Speed	Date
Over 2500 cc	Lap Record: MICK HILL (7000 cc Skoda S130RS-Chevrolet/Surtees)	1m 12.0s	97.87 mph	28/10/79
	Race Record: MICK HILL (7000 cc Skoda S130RS-Chevrolet/Surtees)		93.75 mph	28/10/79
1500-2500 cc	Lap Record: NICKY ELLIS (1800 cc Lotus Elan HV/80/S2)	1m 14.1s	95.09 mph	6/4/80
	Race Record: TONY SUGDEN (1975 cc Skoda S110R/Chevron B23-Ford BDX)		90.94 mph	6/4/80
1001-1500 cc	Lap Record: PETER BALDWIN (1298 cc Marshall Mini-Allen)	1m 19.4s	88.74 mph	6/4/80
	Race Record: PETER BALDWIN (1298 cc Marshall Mini-Allen)		86.44 mph	15/7/79

RESULTS

1st 30 2nd 31 3rd 9 4th 1
 Winner's Time 15:28.74 Speed 91.04 mph
 Fastest Lap: Car No. 2A Time 1:15.77 Speed 93.00 mph
 Class winners: A 9 B 30 C 50



1979
 Canadian GP — Alan Jones, Williams Ford, drove to victory relying on Lucas petrol injection, electronic ignition, and alternator.

RACE 6 SATURDAY APRIL 26 10 LAPS
 17.20 **Classic Sports Car Championship** 19.57 miles
 (Sports, Sports Racing & GT cars 1961-1964)

No.	Driver/Entrant	Car/Engine	cc	Colour
Class A: Front Engined GT cars over 3000 cc				
1	HON AMSCHEL ROTHSCHILD	AC Daytona Cobra	4727	Red
2	MARTIN COLVILL/Bell & Colvill Ltd	AC Cobra	4727	Black
8	JOHN GOATE	Aston Martin DB4GT	3670	Red
Class B: Front Engined GT cars 1301 to 3000 cc				
21	TONY GRIFFIN	Lotus Elan Lightweight	1598	White/Blue
22	JIM GATHERCOLE	Lotus Elan	1594	Red/White/Blue
23	CYRIL BAXTER	Marcos GT Volvo	1990	Yellow/Black
25	LEONARD BRIDGE	Lotus Elan	1594	White
26	ANTHONY CLINKARD	Ginetta G4	1594	Red
28	ROGER EALAND	Marcos GT Volvo	1987	Red
29	MALCOLM RICKETTS	Lotus Elan	1558	Red
31	JOHN CORFIELD	Diva GT10F	1818	Blue/Red
33	BARRY SEWELL	Marcos Volvo	1998	Green/Yellow
Class C: Front Engined GT cars up to 1300 cc				
42	ROBIN LONGDON/Strand Glassfibre Ltd	Lotus Elite	1216	White/Blue
44	DEREK ABBOTT	Lotus Elite	1216	White/Green
45	ALAN HALL	Lotus Elite	1216	Blue
Class D: Sports Racing cars over 1600 cc				
51	ALLAN WALLIS/Gordon Chapman	Lotus 30/Ford	4700	Black
Class E: Sports Racing cars up to 1600 cc				
62	MIKE HARRISON/Wild Rose Caravan Park	Elva Mk 7S	1600	Green
64	STEPHEN MITCHELL/Mitchell's of London	Lotus 23	1598	Grey/Blue
65	JOHN BRINDLEY/Bell & Colvill Ltd	Lotus 23	1558	Green
66	ROGER WOODWARD	Lotus 23	1600	Green
69	PATRICIA DAWSON	Lotus 23	1594	White/Green
71	JOHN HARPER	Merlyn 6A	1600	Green

CLASSIC SPORTS CARS

Class	Lap Record	Time	Speed	Date
Sports-racing cars over 1600 cc	Lap Record: RICHARD THWAITES (1998 cc Brabham BT8-Climax FPF)	1m 22.8s	85.09 mph	7/8/77
	Race Record: RICHARD THWAITES (1998 cc Brabham BT8-Climax FPF)		83.17 mph	7/8/77
Sports-racing cars up to 1600 cc	Lap Record: JOHN BRINDLEY (1594 cc Lotus 23-Ford)	1m 21.96s	85.97 mph	21/7/79
	Race Record: JOHN BRINDLEY (1594 cc Lotus 23-Ford)		83.68 mph	21/7/79
Front-engined GT cars over 3000 cc	Lap Record: BOB LINWOOD (4727 cc TVR Griffith 200SE)	1m 26.2s	81.74 mph	7/5/78
	Hon AMSCHEL ROTHSCHILD (4727 cc AC Cobra Daytona)	1m 26.2s	81.74 mph	21/7/79
	Race Record: Hon AMSCHEL ROTHSCHILD (4727 cc AC Cobra Daytona)		80.19 mph	21/7/79
Front-engined GT cars 1301-3000 cc	Lap Record: TONY GOODWIN (1650 cc Diva GT-Ford)	1m 28.7s	79.44 mph	23/4/78
	Race Record: TONY GOODWIN (1650 cc Diva GT-Ford)		77.75 mph	23/4/78
Front-engined GT cars up to 1300 cc	Lap Record: JOHN CORFIELD (1298 cc Diva GT10F-Ford)	1m 28.64s	79.49 mph	21/7/79
	Race Record: JOHN CORFIELD (1298 cc Diva GT10F-Ford)		77.92 mph	21/7/79

RESULTS

1st 65 2nd 62 3rd 2 4th 66
 Winner's Time 14:21.29 Speed 81.81 mph
 Fastest Lap: Car No. 65 Time 1:23.55 Speed 82.34 mph
 Class winners: A 2 B 62 C 42 D 51 E 65



1979
Italian Grand Prix — victory for Jody Scheckter, Ferrari, relying on Lucas petrol injection.

RACE 7
17.50

SATURDAY APRIL 26
**Motoring News Donington
Grand Touring Car Championship**

12 LAPS
23.49 miles

Up to 1000 cc

No.	Driver/Entrant	Car/Engine	cc	Colour
71	ROB MASON/ Godfrey Hill Integral Ltd	Sunbeam Imp/CBE	998	Blue
72	DAVID ENDERBY/ Cars & Car Conversions — Corbeau GT Seats	Singer Chamois/Imp	998	Black
73	MIKE PARKES/ Total Oil (GB) Ltd — Celmix Retreads	Total Mini/ Arden	1000	White/Blue/Orange
74	BASIL DAGGE	Hillman Imp	998	Red/Yellow
75	JOHN SCHNEIDER/ The Video Club	Imp	1000	Blue
76	GARY FERRIMAN	Hillman Imp	1000	Green
77	MICHAEL LUCK	Chrysler Californian	998	Red/White
78	TERRY PRYCE	Hillman Imp	1000	Silver
79	JOHN SCOTT	Maguire Imp/ Bevan	1000	Yellow
80	RICHARD WALLINGER/ Booths Motor Services — John Poynton Cars	Wallinger Imp	998	Yellow
81	KEITH ASHBY/ Park Warren Vending	Davrian/ Sunbeam	998	Blue
82	TIMOTHY GLOVER	Davrian Mk 7/ Greetham	998	Red/White
83	BILL BARRETT	Maguire Mini/ Holbay	997	Red
84	TONY JERAMS	Hillman Super Imp	1000	Red/Yellow
85	JOHN GOULDER/ R.B.M. Car Sales, Watnall	Holland Sunbeam/ Bevan	998	Green/Yellow
86	CHRIS ROBERTS	Roberts Imp	998	Blue/White
87	BOB SEAGER	Sunbeam Imp Coupé	998	Turquoise
88	A. R. GAMBLE	Chrysler Imp	1000	Brown
89	DAVID LEAVER	Chrysler Imp	998	Red/White
90	REGINALD WARD	Wardspeed Mini/ Imp	985	
91	TERRY CARTHY	Clan Carthy/ Talbot	998	White

GRAND TOURING CARS: Up to 1000 cc
Lap Record: BILL McGOVERN (998 cc Bevan Imp) 1m 21.2s 86.78 mph 28/10/79
Race Record: MIKE PARKES (999 cc Maguire Mini) 84.48 mph 28/10/79

RESULTS
1st 8 2nd 72 3rd 71 4th 80
Winner's Time 17:09 Speed 82.81 mph
Fastest Lap: Car No. 81 Time 1:23.25 Speed 84.64 mph

MOTOR RACING DIRECTORY



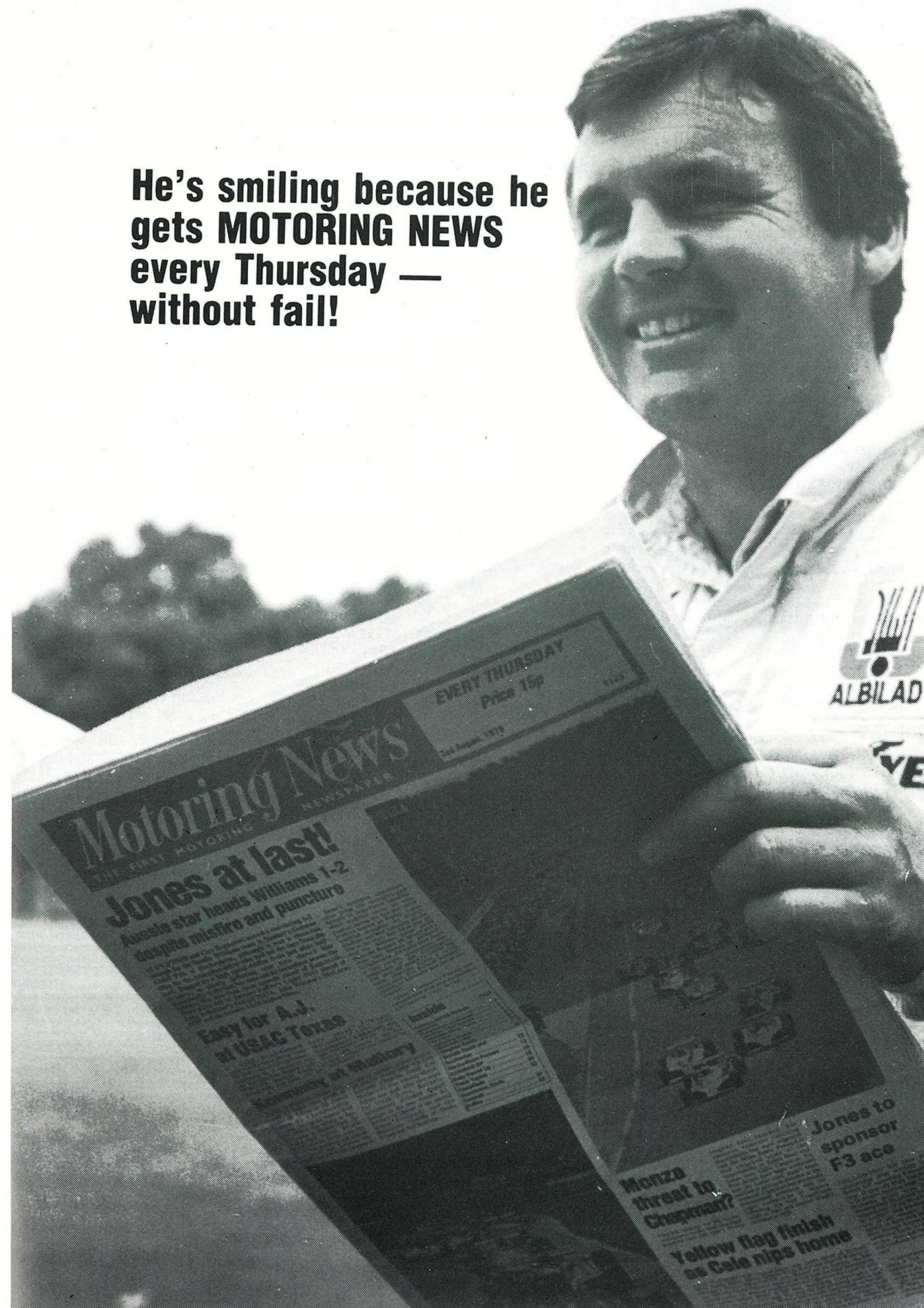
CONTENTS INCLUDE: ● Foreword by Jackie Stewart. ● Anatomy of a Motor Race: How a motor race is run. ● Circuit Data: Maps, information, lap records. ● Racing Drivers Who's Who: Biographies of over 200 drivers. ● The Trade: Companies which support racing. ● Racing Car Manufacturers: Includes small club formulae and major classes. ● RAC and Motor Sport: The role of the RAC. ● Motor Racing Clubs: Histories and information. ● Championships: Past and present. ● Past Race Results: Winners of all major British races from 1903-1979. ● Grand Prix Line-up: The cars, teams and drivers. ● World Championship Facts & Figures: Winners, pole positions, fastest laps, fastest and slowest, tables, etc. ● Photography: A spectators' guide. ● Glossary of Terms: Aerodynamics to Wishbone. ● Gunnar Nilsson Cancer Treatment Campaign: A year's work. ● British Racing Categories: All categories explained, including modern and historic classes. ● International Racing Categories: From Formula 1 to major American classes. ● Motor Racing Library: Details of all books currently available. ● Racing Drivers' Schools: Race tuition and race hire. ● Collections and Museums: Details of all exhibits in British museums. ● Names and Addresses: The 'nuts and bolts' of motor racing, this is a 73-page directory giving the names, addresses and telephone numbers of companies, large and small, involved in motor racing. Thousands of entries, almost 200 headings.

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The book that has been acclaimed by the motoring press is available TODAY at the Donington Newsagency stall in the paddock or by posts from K-TITS, The Mill House, Station Road, Station Road, Boston, Lincolnshire, £7.95 (post free).

- 544 pages.
- 950 photographs
- 350,000 words

He's smiling because he gets **MOTORING NEWS** every Thursday — without fail!





1979
Dutch Grand Prix — won by Alan Jones, Williams Ford, relying on Lucas petrol injection, electronic ignition, and alternator.

RACE 8
14.00
SUNDAY APRIL 27
Cars & Car Conversions
Formula Ford 1600 Championship
FINAL
12 LAPS
23.49 miles

The qualifiers for this race will be the first 13 finishers in Race 1 and the first 13 finishers in Race 2, the winner of the faster heat occupying pole position.

A quick reference list to all Formula Ford 1600 competitors is given below.

No.	Driver	Car	No.	Driver	Car
1	LOU SCHOLLUM	Van Diemen RF80	34	ALFONSO TOLEDANO	PRS ETF
2	CHRIS LAWSON	Van Diemen RF80	35	TONY TREVOR	PRS RH02
3	MIKE TAYLOR	Van Diemen RF80	36	DAVID SHAW	PRS RH01
4	PAUL DUNNELL	Van Diemen RF80	37	LES GERMAN	PRS 80F
5	TIMOTHY ATKINSON	Van Diemen RF80	38	MARK PAULO	PRS RH01
6	MARK LIPPIATT	Van Diemen RF79-80	39	BOB LAMBERT	PRS RH02
7	JOHN BOOTH	Van Diemen RF80	40	JOSH WRIGHT	PRS RH02
8	JONATHAN ENGLISH	Van Diemen RF79-80	42	GEOFF DAVIS	Crossle 40F
9	DAVE SINCLAIR	Van Diemen RF79	43	TOMMY DOHERTY	Crossle 40F
10	TONY KENWORTHY	Van Diemen RF79	44	MIKE BULMER	Crossle 35F
11	KEVIN RILEY	Van Diemen RF78	45	GREG PORTMAN	Crossle 32F
12	TIM KNIGHT	Van Diemen RF78	46	JOHN JULIAN	Image FF5
14	CARL DODD	Van Diemen RF78	47	CLIFF WEBB	Image FF4
15	PETER ANDREWS	Van Diemen RF78	48	PAUL WESTWELL	Image FF2B
16	NIGEL YOUNG	Van Diemen RF77	49	To be nominated	Lola T540E
17	RAY JOYCE	Royale RP26	50	MAX LEWKOWICZ	Lola T540E
18	GRAHAME TILLEY	Royale RP26	51	TONY HOGARTH	Lola T540E
19	DONALD HARDMAN	Royale RP26	52	RICHARD DAWSON	Lola T342
20	KEITH WATSON	Royale RP26	53	STEVE WRIGHT	Hawke DL19
21	MIKE ATKINS	Royale RP26	54	JOHN MUNDEN	Hawke DL11-15
22	DAVE SCOTT	Royale RP26	55	JOHN LEES	Hawke DL11-12
23	STEVE GREENSMITH	Royale RP26	56	MILTON BISHOP	Merlyn Mk 24A
24	ADRIAN LOWE	Royale RP26	57	TONY STEELS	Merlyn 11A
25	MIKE CORNWELL	Royale RP26	58	HOWARD GROOS	Pacer 80
26	RHETT PARKER	Royale RP26	59	PETER DUNN	Pacer FF80
27	ROBIN HENWOOD	Royale RP26	60	MALCOLM WAYNE	Sark 2
28	JEFF PRUDEN	Royale RP26	61	GRAHAM PYBUS	Lotus 69
29	STEVE ALLEN	Royale RP26	62	SIMON FROSTICK	Palliser
30	PETER WILLIAMS	Royale RP26	63	RODGER CAR	Tiga FF79
31	TED LAMBERT	Royale RP21	64	DEREK FOWLER	Titan Mk 6C
32	PAUL WEAVERS	Royale RP21	65	ALEX POSTAN	Halliday JF2
33	GEOFFREY GREENSMITH	Royale RP21			

FORMULA FORD 1600
Lap Record: BERNARD DEVANEY (1599 cc PRS RH01 78F/Minister) 1m 19.77s 88.33 mph 21/5/78
Race Record: BERNARD DEVANEY (1599 cc PRS RH01 78F/Minister) 86.96 mph 1/10/78

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____

Winner's Time _____ Speed _____ mph

Fastest Lap: Car No. _____ Time _____ Speed _____ mph

CHAMPIONSHIP POSITIONS

Category	Driver	Points	Category	Driver	Points	
Motoring News/Donington Grand Touring Car Championship	1 Chris Roberts	6	Classic Sports Car Championship	1 Martin Colvill	9	
	2 Keith Ashby	6		2 Amschel Rothschild	6	
	3 John Schneider	6		3 Mike Young	4	
	4 Bill McGovern	4		4 David Wilding	3	
Over 2500 cc	1 Mick Hill	8	Class B	1 Leonard Bridge	9	
	2 Walter Robertson	4		2 Cyril Baxter	6	
	3 Dudley Wood	4		3 Anthony Clinkard	4	
	4 John Rich	4		4 Malcolm Ricketts	3	
1501-2500 cc	1 Derek Walker	8	Class C	1 Robin Longdon	9	
	2 Tony Sugden	4		2 Derek Abbott	6	
	3 Malcolm Johnstone	3		3 Alan Hall	4	
	4 Max Payne	2		Class D	1 Alex Seldon	4
1001-1500 cc	1 Peter Baldwin	10	Class E		1 John Brindley	9
	2 Pat Longhurst	10			2 John Harper	6
	3 David Auger	3			3 Mike Harrison	4
	4 Steven Soper	2		4 Roger Woodward	3	
BMW County Championship	1 Grahame Tilley	16				
	2 John Booth	15				
	3 Dave Scott	9				
	4 Donald Hardman	3				
	5 Tony Trevor	3				



1980
Arctic Rally — the winning Talbot Sunbeam depended on Lucas charging, ignition, starting and windscreen equipment to achieve its great victory.

RACE 9
14.40
SUNDAY APRIL 27
Donington Historic Single Seater
Championship Race
12 LAPS
23.49 miles

Round 1

No.	Driver/Entrant	Car/Engine	cc	Colour
Class D: 1954-1960 F1/F2 Front Engined Racing Cars				
1	WILLIE GREEN/J. C. Bamford Excavators Ltd	Ferrari Dino 246 F1	2417	Red
3	BRUCE HALFORD	Lotus 16	2475	Green
5	NEIL CORNER	Ferrari Dino	2953	Red
8	MARTYN CHAPMAN	Monza Lister Jaguar	3781	Silver
11	VICTOR NORMAN/Rosso Ltd	Maserati 250F	2457	Red
Class E: Invited F1/F2 Rear Engined Racing Cars				
14	ROBERT LAMPLOUGH/Chequered Flag	BRM P48	1500	Green
15	STEPHEN LANGTON	Cooper Climax F2	1500	Green
16	KEN GRAY/Gerry Hann	Cooper Climax Type 41	1500	Blue
17	SIDNEY HOOLE	Cooper Climax F1	2200	Blue/White
Class C: 1941-1953 F1/F2 Front Engined Racing Cars				
21	HUGH CLIFFORD	Cooper Bristol Mk 1	1971	Blue
23	GERRY WALTON	Connaught A Type	1960	Green
24	GLYN GIUSTI	Talbot Lago Monoplace	4500	Blue
25	PETER MERRITT	HW Alta	1990	Green
27	FRANK LOCKHART	Rover Special	2994	Green
28	DAVID VINE	Cooper Bristol Mk 1	1991	Blue
29	BARRY SIMPSON/Barry Simpson Engineering Ltd	Cooper Bristol Mk 1	1971	Aubergine
Class B: 1931-1940 Historic Racing Cars				
30	HON PATRICK LINDSAY	ERA B type	1980	Blue
36	GUY SMITH	Frazer Nash Alvis	3500	Blue
Class A: Pre-1931 Vintage Racing Cars				
40	RON FOOTITT	The Cognac Special	1991	Green
41	IAN STIRLING	Norris Special	1482	Red
42	JOHN HOWELL	Sunbeam 3-litre	2994	Green
43	GORDON RUSSELL	Bentley Single Seater	8000	Green
44	KEITH SCHELLENBERG	Barnato Hassan Special Bentley	7983	Black
45	PETER MORLEY	Bentley Napier	24000	Red

HISTORIC SINGLE-SEATERS

Category	Driver	Time	Speed	Date
Pre-1931 vintage racing cars	Lap Record: RON FOOTITT (1991 cc Cognac Special/GKN-AC)	1m 35.55s	73.74 mph	22/7/79
	Race Record: RON FOOTITT (1991 cc Cognac Special/GN-AC)		71.72 mph	22/7/79
1931-1940 historic racing cars	Lap Record: Hon PATRICK LINDSAY (1979 cc ERA B-type s/c)	1m 26.0s	81.93 mph	9/9/79
	Race Record: Hon PATRICK LINDSAY (1979 cc ERA B-type s/c)		79.77 mph	9/9/79
1941-1953 Formulae 1/2 front-engined racing cars	Lap Record: RODDIE MACPHERSON (1971 cc Cooper T23-Bristol)	1m 28.06s	80.02 mph	22/7/79
	Race Record: RODDIE MACPHERSON (1971 cc Cooper T23-Bristol)		78.26 mph	9/9/79
1954-1960 Formulae 1/2 front-engined racing cars	Lap Record: WILLIE GREEN (2417 cc Ferrari Dino 246)	1m 20.40s	87.64 mph	19/8/79
	Race Record: WILLIE GREEN (2417 cc Ferrari Dino 246)		85.62 mph	19/8/79
Invited Formulae 1/2 rear-engined racing cars	Lap Record: KENNY GRAY (1460 cc Cooper T41-Climax FWB)	1m 28.54s	79.58 mph	21/7/79
	Race Record: KENNY GRAY (1460 cc Cooper T41-Climax FWB)		76.22 mph	21/7/79

The winner of the 1980 Donington Historic Single Seater Championship receives the Raymond Mays Trophy, awarded by the Donington Park Racing Association (a supporters' association to Donington Park, formed by local residents, but totally independent from the circuit company/club). The late Raymond Mays was president of the DPRA, and the DPRA have acquired a magnificent silver salver to be awarded in memory of Raymond Mays, each year to the winner of Donington's Historic Championship.

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____

Winner's Time _____ Speed _____ mph

Fastest Lap: Car No. _____ Time _____ Speed _____ mph

Class winners: A _____ B _____ C _____ D _____ E _____



19 out of the last 32 F1 World Championships have been won by Lucas equipped cars.

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Established in 1837, the Howitt Group is now one of the largest independent printing organisations in the United Kingdom. With three ultra modern printing companies in Nottingham and a creative division in London the Howitt Group is turning out over 5,000 tons of high quality printed matter each year. Our three companies cover the entire spectrum of the print market – from single colour letterheads to multi million run advertising material.

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RACE 10
15.15

SUNDAY APRIL 27
Howitt Printing Trophy
International Formula 3 Race

15 LAPS
29.36 miles

No.	Driver/Entrant	Car/Engine	Colour
3	DAVID SEARS/Gloveroil	Argo JM6/Toyota	Orange
7	EDDIE JORDAN/Marlboro Team Ireland	March 803/Toyota	White/Red
8	KENNY ACHESON/The RMC Group	RMC March 803/Toyota	Orange
9	MIKE O'BRIEN/National Girobank	March 803/Titan Vega	Blue/White
11	MIKE WHITE/Autowindscreens with Gerard Racing	March 803/Toyota	Red
14	GERRY AMATO	Chevron B47/Toyota or March 793/Toyota	
15	JOHN VILLAGE	Ralt RT1/Toyota	White
23	TONY NORTON	March 773/Dolomite	Pearl/Green
24	RICK WHYMAN	Chevron B43/Toyota	Red
41	PHIL SILVERSTONE	Argo JM1/Toyota	Red
50	JOHN BRIGHT/Pilbeam Racing Design	Pilbeam MP45/Toyota	White
60	BENGT TRAGARDH	March 803/Toyota	Yellow

FORMULA 3 (RAC tyre regulations)

Lap Record: KENNETH ACHESON (1998 cc March 793-Toyota/Novamotor)
 Race Record: DEREK DALY (1998 cc Chevron B38-Toyota/Novamotor)

1m 10.6s 99.81 mph 9/9/79
 98.34 mph 16/10/77

FORMULA 3

Lap Record: JAN LAMMERS (1988 cc Ralt RT1-Toyota Novamotor)
 Race Record: DEREK WARWICK (1998 cc Ralt RT1-Toyota Novamotor)

1m 10.40s 100.09 mph 26/8/78
 99.33 mph 26/8/78

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Car No. _____ Time _____ Speed _____ mph

NEXT SUNDAY – MAY 4th
Irish Championship Motor Racing
 A Unique Championship Motor Race Meeting
featuring the Drivers/Cars from Irish Motor Racing

Including Formula Atlantics, Formula Fords, and the Irish Escort Challenge Series

**Plus Races in Motoring News/Donington Grand Touring Car Championship,
 Austin Morris Mini 1275GT Challenge, Excel Lithoplastes Formula 1300 Championship,
 Clubman's Sports Cars.**

Full programme from 2pm following morning practice

Admission to trackside enclosures: Adults £2.50, Children 50p Free Parking + Free Grandstand Seating

RACE 11
15.50

SUNDAY APRIL 27
BMW County
Championship

10 LAPS
19.57 miles

No.	Driver	County	Dealer	Charity (see awards)
1	JOHN MORRISON	Wilts	Dick Lovett Specialist Cars	Thamesdown & District Spastics Association
2	FRANK SYTNER	Notts	Sytner of Nottingham Ltd	Nottingham & District Sports Club for the Disabled
3	STUART COLE	Essex	LJK Garages Ltd	National Childrens Home (via Havering Festival Appeal)
4	PATRICK NEVE	Norfolk	Sorensons Motors Ltd	Day Centre in King's Lynn for mentally & physically handicapped
5	TONY DRON	London	BMW Park Lane Ltd	Help a London Child
6	BRIAN MUIR	Kent	L & C Auto Service Ltd	Dene College—The Spastics Society
7	ANDREW JEFFREY	Grampian	John Clark Specialist Cars	Royal National Lifeboat Institute, Aberdeen
8	ANDY ROUSE	Sussex	Chandlers Ltd	Brighton & Hove Dist. Spastics Society
9	ALAN MINSHAW	Lancs	Beechwood Garages Ltd	Alder Hey Children's Home
10	WIN PERCY	Avon	Western Counties Automobile Co Ltd	The Lord's Taverners
11	NIGEL MANSELL	Glos.	Richard Cound Ltd	Glos. Royal Hospital
12	GEOFF FRISWELL	Herts	Howards Cars Ltd	Radlett School for Autistic Children
14	JEFF ALLAM	Surrey	Coombs & Sons, Guildford Ltd	Dr Barnardo's

All drivers use identical BMW 323i saloons

BMW COUNTY CHAMPIONSHIP

Lap Record: FRANK SYTNER (2315 cc BMW 323i)
Race Record: MARTIN BRUNDLE (2315 cc BMW 323i)

1m 29.35s 78.86 mph 3/6/79
77.94 mph 3/6/79

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____
Winner's Time _____ Speed _____ mph
Fastest Lap: Car No. _____ Time _____ Speed _____ mph

RACE 12
16.20

SUNDAY APRIL 27
International
Formula Ford 2000 Race

15 LAPS
29.36 miles

No.	Driver/Entrant	Car/Engine	Colour
1	WILL PRINGLE	Lola T580/Titan	Red
5	ROBIN HENWOOD	Reynard SF79/Titan	Black
8	ROY GOFF/Richard Dutton Racing	Royale RP27/Neil Brown	Blue/Yellow
9	RAY EDGE/Ramsell-Naber Electric Furnace	Royale RP27/Neil Brown	Red
12	PAUL JACKSON/Sparton Racing Cars	Sparton SF80/Rowland	Red
30	STEPHEN PETTITT/Barracuda Racing	Delta T80/Nelson	Blue
39	ALAN HAITHWAITE	Royale RP25/Titan	Black
42	STEPHEN GRIGG	Reynard SF79/Neil Brown	White
44	NICK WARD/Fine Colour Packaging	Royale RP27/Auriga	White
48	GEOFF KEEN	Delta T79/Rowland	Black
49	MICHAEL TAYLOR/Scorpion Race Hire	Royale RP27/Scholar	Red/Yellow
51	KEITH MONEY	Reynard FF79/Rowland	Black
60	DAVID WINSTANLEY/Rational Kitchens Lodge Corner Agencies	Royale RP27/Minister	Yellow
69	BEN KERR	Tiga SF79/Nelson	White
70	PIERRE FOLLARI	Dulon MP22/Nelson	Black
71	CHRIS SKELLERN/Worcester Honda Centre (John Skellern Ltd)	Reynard SF80/Titan	Blue/White/Red
72	KEITH FITZSIMMONS	Delta T79/80-Nelson	White
78	DAVID LAWRENCE	Delta T79/Rowland	Red/White/Gold
85	JOHN HOLMES	Delta T78/Titan	Orange/Black
95	DAVID COOMBS	Sark CR01/Scholar	Blue
96	PAUL HOWARTH/Rutland Leathersgoods Ltd— Manor Garage Racing	Reynard SF79/Neil Brown	Yellow/Red

FORMULA FORD 2000

Lap Record: MIKE WHITE (1994 cc Delta T79/Nelson)
Race Record: TIM WALLWORK (1994 cc Reynard SF79/Brown)

1m 15.3s 93.58 mph 28/10/79
92.09 mph 28/10/79

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____
Winner's Time _____ Speed _____ mph
Fastest Lap: Car No. _____ Time _____ Speed _____ mph



Esso The cat's whiskers

RACE 13
17.00

SUNDAY APRIL 27
**Willhire Historic Special GT
Championship**
(Sports Racing, GT cars 1965-1968)

10 LAPS
19.57 miles

No. Driver/Entrant	Car/Engine	cc	Colour
Class A: Sports Racing and GT cars over 2000 cc			
2 MARTIN COLVILL/Bell & Colvill Ltd	AC Cobra	4727	Black
4 MICHAEL SALMON/The Rt Hon Viscount Downe	Ford GT40	4700	White/Blue
8 NIGEL HULME/Home Tune Ltd	Lola T70/Ford	7000	Blue
10 JOHN FOULSTON/Atlantic Computer Leasing Ltd	McLaren M1B/Chevrolet	5700	Black
51 ALAN WALLIS/Gordon Chapman	Lotus 30/Ford	4700	Black
Class B: Sports Racing and GT cars 1301-2000 cc			
23 DAVID DAWSON	Ginetta G12	1594	White
24 ANTHONY TAYLOR/Autotune Ltd	Willment BRM Sports	1998	Red
25 JOHN HEATH/Oggi Jewellers	Chevron B8 BMW	1998	Red/White
26 PETER GRANT	Chevron B8 BMW	1991	Red
28 RICHARD DODKINS	Ginetta G12	1594	Blue
30 MIKE CAMPBELL BOWLING	Chevron B8 BMW	1990	Green/Yellow
31 JOHN CORFIELD	Diva GT10F	1818	Blue/Red
35 ALAN EISNER/Apoloo Race & Rally Wear Ltd	Chevron B8 BMW	1991	Silver/Red
40 REG SKEELS	Mercury GT Lotus	1790	Green
65 JOHN BRINDLEY/Bell & Colvill Ltd	Lotus 23	1558	Green
HISTORIC SPECIAL GT CARS			
Over 2000 cc			
Lap Record: RICHARD BOND (4992 cc Lola T70 Mk 3B-Chevrolet)	1m 18.0s	90.34 mph	28/5/77
Race Record: WILLIE GREEN (4942 cc Ford GT40)		88.10 mph	28/5/77
1301-2000 cc			
Lap Record: JOHN LEPP (1594 cc Chevron B8-Ford FVA)	1m 20.91s	87.09 mph	21/7/79
Race Record: JOHN LEPP (1594 cc Chevron B8-Ford FVA)		84.01 mph	21/7/79
Up to 1300 cc			
Lap Record: JOHN CORFIELD (1298 cc Diva GT10F-Ford)	1m 27.29s	80.72 mph	21/7/79
Race Record: JOHN CORFIELD (1298 cc Diva GT10F-Ford)		72.06 mph	21/7/79

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Car No. _____ Time _____ Speed _____ mph
 Class winners: A _____ B _____

RACE 14
17.30

SUNDAY APRIL 27
Clubmans Sports Cars
(Class B, Ford 1600 engined cars)

10 LAPS
19.57 miles

No. Driver/Entrant	Car/Engine	Colour	
51 TOM DODD-NOBLE/Colin Davids Racing	Mallock U2 Mk 18CW	Silver	
52 REG HOLLAND/Colin Davids Racing	Mallock U2 Mk 18CW	Beige	
55 IAN CASTLE	Mallock U2 Mk 20/Nelson	Red	
56 ANGELA CHIPP	Mallock U2/Scholar	Blue/Silver	
57 GLENN EAGLING	Mallock U2 Mk 16/CES	Orange	
61 RICK O'REILLY	Haggispeed Mk 2/7 -GGS	Black	
62 ROBERT BROWN	Mallock U2 Mk 18BW/Minister	White	
63 JOHN COUNSELL	Mallock U2 Mk 16B/Scholar-Ash	Red	
70 BARRY EGGLETON/Discount Motor Spares - Manor Garage Racing	Mallock U2 Mk 20/Alan Smith	White	
71 MIKE DONOVAN/Discount Motor Spares - Manor Garage Racing	Mallock U2 Mk 20E/Manor	Red/Yellow	
72 PHILIP WEAVER/Discount Motor Spares - Manor Garage Racing	Mallock U2 Mk 16B/Manor	Yellow/Orange	
77 ALEX MOSS/Gilberts Animal Bi-Products and John Pointon Racing	Phanton P76B/Scholar	Red	
80 GRAHAM PATERSON	Mallock U2 Mk 16/Aldon	Green/White	
81 NICK WADHAM	Haggispeed Mk 9-10/Rowland	Blue	
83 PHIL BROWN/Hubbard & Houghton Ltd	Mallock U2 Mk 18CW/Minister	Blue/White	
88 COLIN FISHER/Kaypalm (Bakery & Catering Equip) Ltd	Mallock U2 Mk 18C/Minister	Yellow/Black	
95 DAVID SMOLDON	Mallock U2 Mk 18	Blue	
96 PHILIP WILKINSON/H. S. Wilkinson & Son (Keelery) Ltd	Mallock U2 Mk 16BW	White/Blue	
97 DAVE ORCHARD/R. J. Woodgate	Mallock U2 Mk 16BW/Woodgate	Red/White	
CLUBMAN'S SPORTS CARS: Class B			
Lap Record: DUD MOSELEY (1599 cc Mallock U2 Mk 18BX-Ford/Davron)	1m 19.0s	89.09 mph	27/8/77
PETER RICHINGS (1599 cc Mallock U2 Mk 20E-Ford/Donovan)	1m 19.0s	89.09 mph	9/9/79
Race Record: DUD MOSELEY (1599 cc Mallock U2 Mk 18BX-Ford/Davron)		87.59 mph	27/8/77

RESULTS

1st _____ 2nd _____ 3rd _____ 4th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Car No. _____ Time _____ Speed _____ mph



