

Silverstone

Sunday July 1st

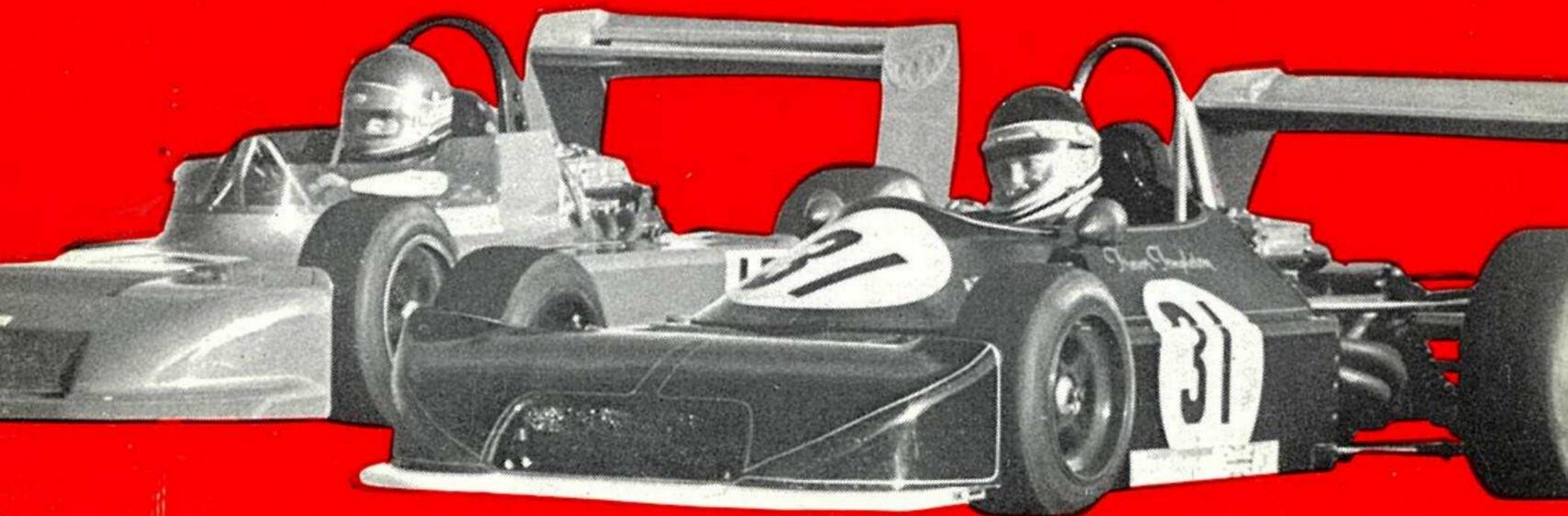
1979

FORMULA 3 CHAMPIONSHIP MEETING

OFFICIAL
PROGRAMME

40^p

Organised by the
British Automobile Racing Club





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SILVERSTONE RACE DAY PROGRAMME

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Timetable

11.50 – 14.40	Official Practice	
15.00	P & O Normandy Ferries FF1600 Qualification Race	8 laps
	Austin Morris Mini 850 Challenge Race	10 laps
	Oceanair Clubmans Sports Championship Race	10 laps
	Vandervell British Formula 3 Championship Race	30 laps
	STP Modified Sports Championship Race	10 laps
	P & O Normandy Ferries FF1600 Championship Race	12 laps

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THE VANDERVELL BRITISH FORMULA 3 CHAMPIONSHIP— A GRAND PRIX TRAINING GROUND

By Nick Hawkins

FEW, if any, of you here today will need to be reminded that in just about ten days' time Silverstone becomes the focus of the motor racing world, as the home of British motor racing plays host once again to the British Grand Prix. Though the venue is the same, the Silverstone of today's relaxed and enjoyable B.A.R.C.-organised national championship meeting will take on a very different demeanour with the arrival of the Grand Prix teams. Yet in one other respect the two meetings have a common factor; they both hold rounds of the Vandervell British Formula 3 Championship, and all the leading contenders in this series have their sights firmly set on joining the Formula 1 ranks.



With two second places already at Silverstone this year, Michael Roe will be hoping to go one better today
Photo by Chris Davies

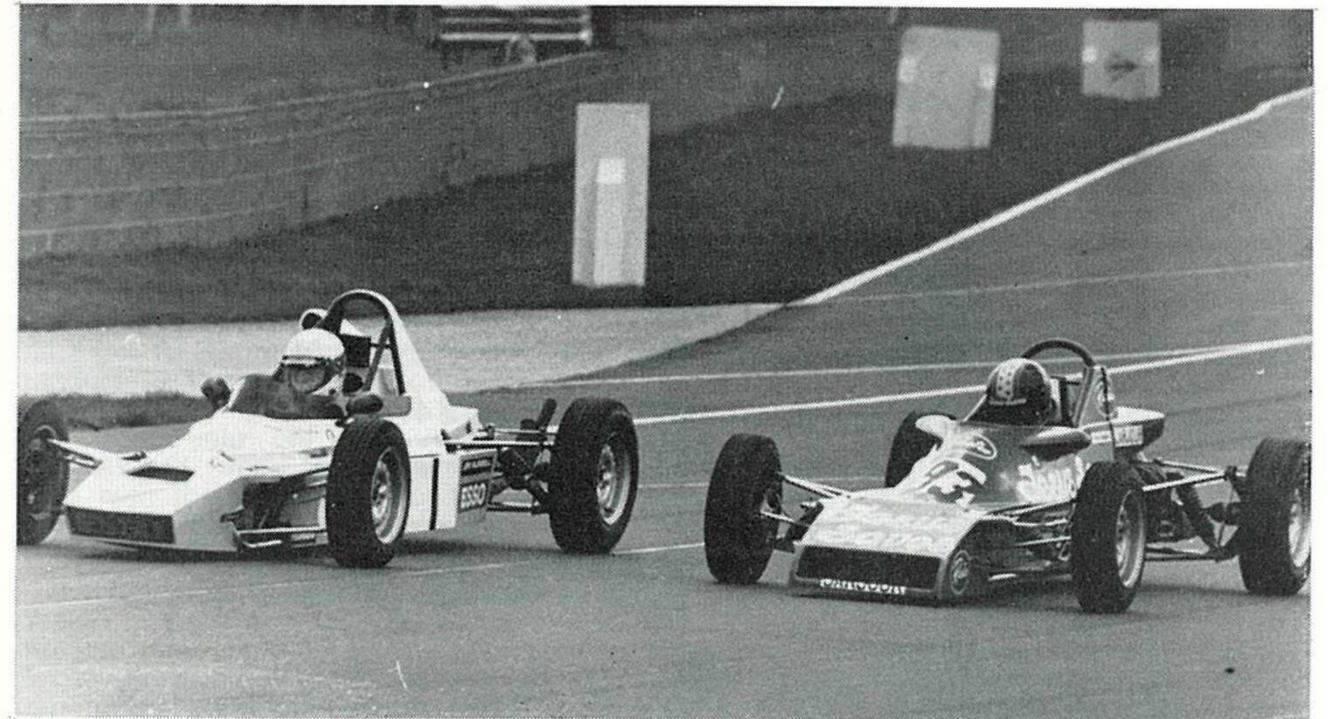
Highly regarded by the Formula One Constructors Association as the only arena in which they can judge the relative merits of up-and-coming drivers, Formula 3 now demands more than sheer speed and bravery from a young driver. Just as in Formula 1, he must know how to constantly develop and improve his car, and Formula 3 competition teaches him to get the best from his machinery by fine-tuning the chassis and suspension, experimenting with aerodynamic settings, and by studying the performance of his tyres. In short, success in Formula 3 comes only as a result of the finest all-round team work, and it is no coincidence that the two favourites for today's race have the most experienced and professional set-ups. Both Andrea de Cesaris and Chico Serra came to this country with minimal racing experience in order to learn their craft as racing drivers, but of the two, 21-year old Serra from Sao Paulo has the edge on experience, having won championship honours in Formula Vee before leaving Brazil in 1977 to race Formula Fords in Britain. Driving for the works Van Diemen team, Chico soon began to notch up a string of victories, culminating in a comfortable win at the Formula Ford Festival as well as capturing the Townsend Thoresen Championship. The transition from Formula Ford to Formula 3 is not an easy one, but Chico set about it the right way by taking his Brazilian sponsorship money to the vastly experienced team manager, Ron Dennis. Though Serra proved the only driver really capable of matching the pace of Nelson Piquet and Derek Warwick, a serious testing accident in August meant he had to settle for third place in both British F.3 championships.

As a result of this late-season disappointment, the decision was made not to go Formula 2 in 1979, and immediately Serra assumed the somewhat uncomfortable mantle of the man-to-beat in Formula 3. So far this year Chico has scored three victories and three second places, but the pressure is really on for him to win today if he is not to

see another championship slip from his grasp. Like Chico himself, his main rival, 22-year old Roman student, Andrea de Cesaris, also has the important advantages of a major sponsor, the very best in March 793 chassis, and an ultra-professional team. A virtually unknown ex-kartist when he came to this country last year, Andrea benefitted enormously from the experience (in both Formula 3 and Formula 1) of his team managers, Tim Schenken and Howden Ganley, who prepared his Ralt RT1 at their Tiga factory in Caversham. De Cesaris has continued to improve dramatically this year, and has taken four victories in his Marlboro March 793. Silverstone, however, has not proved a happy circuit for Andrea, as he has twice been the first to take the chequered flag here, only to be penalised—once for missing out the Woodcote chicane, and more recently for making a false start; he is particularly keen to win here convincingly today.

While these two drivers have accounted for the majority of victories in the Vandervell Formula 3 Championship so far, they have always had a fierce pack of other rivals snapping at their heels, any one of whom is capable of winning today. The Triumph Dolomite-engined Unipart Marches are enjoying their most successful season since first entering this Toyota-dominated formula in 1976, but the Dolomite motor, though strong on top-end power, still loses out to the superior torque of its rival. For team-leader, 25-year old New Zealander Brett Riley, 1979 is a crucial year, his first in a truly competitive F.3 team, although altogether it will be his fourth season in the formula. An underrated driver, Brett certainly possesses the talent and dedication to reach the top and, having recently beaten the best of European F.3 competition at Donington (in the wet), he will be eager for another win today.

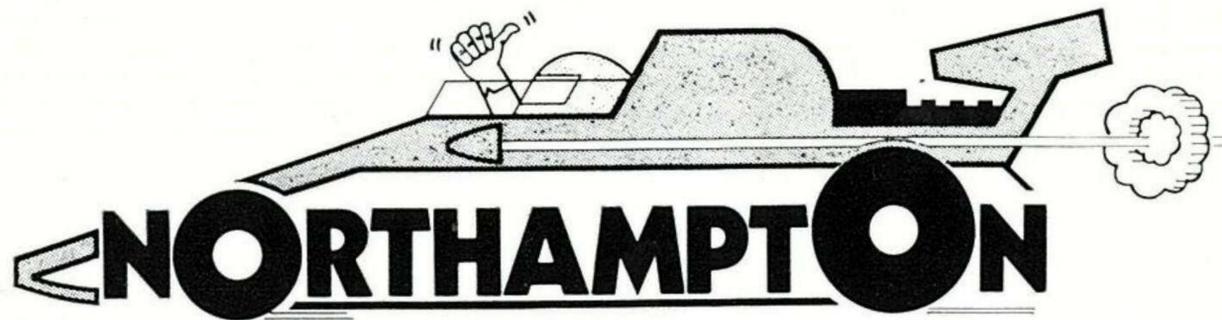
Appropriately for the patriotic Unipart team, Brett's stablemate is one of the very best English drivers to have emerged in the last couple of years, 25-year old Nigel Mansell from Birmingham. He first made his mark in 1976 with an old Formula Ford Hawke DL11, progressing the following year to a Crossle in which, despite a bad accident mid-season, he proved one of the stars of Formula Ford 1600. Unlike several other talented, but under-financed English drivers, Mansell was determined that his future lay in Formula 3, so instead of continuing in FF.1600 or trying a season of Formula Ford 2000, he put all his money into a handful of F.3 races in a works March. The money soon ran out and no more racing was forthcoming in 1978, but Nigel had made his point and he was the first to be considered for this year's Unipart drive, quickly showing he was the right choice by winning at the International Trophy meeting.



Race favourites Jim Walsh and Fernando Ribeiro are hoping that success in Formula Ford this year will lead to a Formula 3 drive in 1980

Photo by John Gaisford

There is certainly no shortage of Irish drivers in Formula 3, and two of the Republic's best prospects, Bernard Devaney and Michael Roe, have each won a race this year. Twenty-five year old Bernard, a close friend of F.1 driver and former F.3 star Derek



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Daly, drove alongside Daly in the Formula Ford Hawke team when they first came to England in 1976. Not meeting with quite the same success, Bernard continued in FF.1600 in 1977, but he became saddled with an uncompetitive car and it was 1978 before he returned to his winning ways driving the works PRS. With sponsorship from Daly's original backer, Derek McMahon, Devaney was chosen to drive the works Chevron B47 in F.3 this year, but the Chevron has proved a disappointment, difficult to sort out, and sadly uncompetitive with the March 793.

However, both Devaney and the Silverstone-based McMahon team have worked with great determination to drastically revise and improve the original car, and they were justifiably rewarded with a win last time out at Silverstone. Second in that race and winner of a non-championship event at Donington, 22-year old Roe has also had to struggle with a Chevron B47, but like Devaney his obvious talent and determination have carried him through, and the difficult experiences of the year could prove a real advantage to Michael in his later career.

Whilst Michael Roe's 1978 season ended in triumph at the Formula Ford Festival, for most of the season his Van Diemen RF78 had to take a close second place to the Royale RP24 of 21-year old Ulsterman, Kenny Acheson. Having his first season of racing outside Ireland, Kenny ended up by winning three national championships, and took the premier Grovewood Award for Britain's most promising driver, and yet he has enjoyed less success this year than any of the other Formula Ford graduates. His season began badly when the new Ralt RT3 he had ordered failed to arrive, and he had to buy a second-hand Ralt RT1, which was then severely damaged in a workshop fire. Recently provided with a new March, Kenny's biggest problem now is the lack of F.3 experience within his small team, but he is long overdue for a good result and, with his undoubted talent, he could well spring a surprise today.

Another driver who looks due for his first win of the year is the 22-year old Swede, Stefan Johansson, who began the year with a Chevron but has since acquired a March, which is still prepared here by Derek McMahon Racing. Always very quick and spectacular since his arrival in European Formula 3 in 1977, Stefan can draw on the experience of an admittedly troubled 1978 season with the works Argo team and this, coupled with his talent and the knowledge that this year he has to win, could make him a very considerable force in this second half of the season. At only just 18 years of age, Mike Thackwell, who hails originally from New Zealand but whose home is now Perth in Western Australia, has time on his side. Yet despite only having one year's Formula Ford experience behind him, Mike recently capped a string of fast practice times with a championship victory at Brands Hatch, and his works-tended March cannot be discounted today.

These then are the contenders for outright victory, but with Formula 3 enjoying its most competitive season for some years, the other runners are bound to be battling not so very far behind.

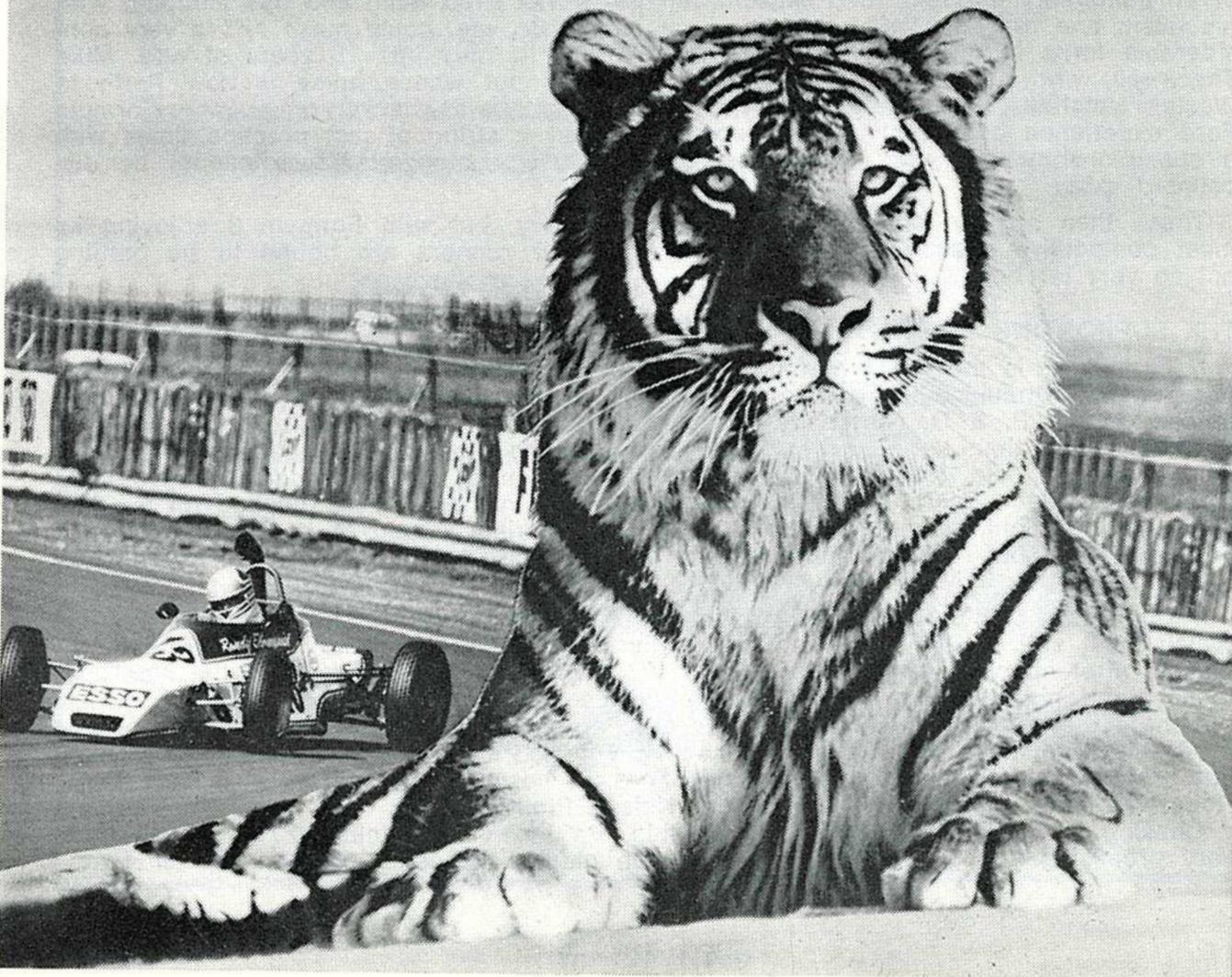
THE SUPPORTING EVENTS

If Formula 3 is the finest training ground for a Formula 1 career, then the best preparation for Formula 3 is Formula Ford 1600; without exception any of the leading contenders in the P. & O. Normandy Ferries Championship would find it hard to ask for anything better than an F3 drive. Comfortably leading the B.A.R.C.-organised championship is 23-year old Norfolk driver, David Sears, son of the chairman of Silverstone Circuits Ltd., Jack Sears, himself a formidable driver in the sixties. Equipped for the first time with the right tools for the job, David is garnering a load of honours in Formula Ford this year, but he can expect to fight out the lead of today's race with anything up to a dozen other drivers.

Though only recently beaten at Silverstone for the first time this year, local driver Jim Walsh must still remain favourite to win any Formula Ford race at his home circuit—he has after all been winning here since 1974. The man who finally beat Jim also lives locally, and his Van Diemen RF79, like Walsh's Royale RP26, is based at the circuit, but there the similarity ends, for 22-year old Fernando Ribeiro has only recently arrived in Britain. Assisted by his brother, one-time F.1 and F.2 pilot Alex Ribeiro, Fernando has proved an instant success in Formula Ford, as has another recent arrival from Brazil, Robert Moreno, a protege of G.P. driver Nelson Piquet.

Chasing David Sears in the championship are the Van Diemen RF79s of two more very promising young English drivers, London medical student Jonathan Palmer (who

Esso The cat's whiskers



FORMULA THREE CHAMPIONSHIP MEETING

Silverstone Sunday, 1st July, 1979

Organised by the British Automobile Racing Club
Presented and promoted by Silverstone Circuits Ltd.



This meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. incorporating the provisions of the International Code of the F.I.A., and the Supplementary Regulations and Instructions of the British Automobile Racing Club Ltd. R.A.C. Permit No. RS0107/3 (National/Restricted).

OFFICIALS OF THE MEETING

Stewards :
E. Hooks (RAC)
K. Rainsbury
R. Warren

Judges :
F. Broatch
R. Haley
M. F. Turner-Bridger
D. Watson
J. Wood

Clerk of the Course :
S. L. Offord

Deputy Clerk of the Course :
A. Holberton

Secretary of the Meeting :
Mrs. D. Slade

Chief Observer :
C. J. Kelf

Chief Marshal :
F. Reeves

Chief Medical Officer :
Mr. D. Austwick

Medical Officers :
Dr. J. Butler
Dr. V. Dogra

B.A.R.C. Staff :
Miss P. Markwood

Chief Pits Marshal :
S. Crump

Chief Paddock Marshal :
Mrs. V. Adaway

Chief Assembly Area Marshal :
C. Jacob

Chief Startline Marshal :
R. Lentell

Commentators :
P. Scott Russell (i/c)
K. Douglas
I. Titchmarsh

Scrutineers :
F. Harrison (i/c)
J. Atkinson
R. D. Baxter
A. R. B. Gerry
D. Grainger
S. Griffin

Timekeepers :
R. Oates (i/c)
M. S. R. Cook
A. Daff
J. Grant
G. Hall
Mrs. P. Hemmings
Miss J. Landon
D. MacGill
D. Morley
J. Taylor
Miss B. Williams
R. Williams

Race Recorders :
J. Gardner
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G. D. White (i/c)
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Marshals :

Members of the British Automobile Racing Club and British Motor Racing Marshals Club. Our grateful thanks go to the Northamptonshire St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.

AWARDS

Race One : 1st £10.
Race Two : 1st £20 (or BL Motorsport voucher worth £40). 2nd £15 (or £30 voucher).
3rd £10 (or £20 voucher). 4th £5 (or £10 voucher). Plus trophies to 1st, 2nd, 3rd & 4th.
Race Three : 1st £36. 2nd £24. 3rd £16. 4th £12. 5th £8. 6th £4.
Race Four : 1st £300. 2nd £225. 3rd £150. 4th £100. 5th £85. 6th £70. 7th £45. 8th £25.
Race Five : In each class — 1st £25. 2nd £15. 3rd £10.
Race Six : 1st £60. 2nd £40. 3rd £30. 4th £20. 5th £15. 6th £10.

Many of those marshalling at this Meeting are members of the British
Motor Racing Marshals Club.

Details of membership from the General Secretary:
L. D. Pullen, "Lynwood", 10 Church Drive,
North Harrow, Middlesex HA2 7NW.

Race 1
Start 1500 hrs.

P & O NORMANDY FERRIES FORMULA FORD 1600 QUALIFICATION RACE

8 laps
12.86 miles
20.70 kms.

This is a race for single seater racing cars using near standard 1600 cc Ford Cortina engines. Racing tyres used by these cars are identical. Practice will be divided into two sessions, one for odd numbers and one for even numbers. If track conditions remain the same for both sessions then the fastest 26 cars overall will start in the Championship Race (Event 6) and the next fastest 30 will start in the Qualification Race. The first 4 finishers in this event will form the rear of the grid in the Championship Race. If track conditions vary considerably for the two sessions then the fastest 13 cars from each session will start in the Championship Race and the next fastest 15 cars from each session will start in this event. The first 4 finishers in this event will form the rear of the grid in the Championship Race. Entrants for this race are listed under Event 6.

No.	Driver and Town	Entrant	Car	c.c.
2	Gibbs			
67	Glew			
70	Von Tiger			
64	Wood			
19	Haigh			
10	Digby			
16	Williams			
4	Lind			
25	Crawford			
50	Taylor			
32	Redwell			
62	Blyth			
55	Pringle			
15	Fletcher			
24	D Wood			
12	Watson			
52	Tensen			
69	C. Wood			
38	Towse			
60	Myatt			
75	Boyd			
17	Hange			
20	Dunn			
64	Kavanaugh			
39				
44	Tilly			
76	Munster			
47	Mears			
23	Jones			
14	McPheill			
	63	Dixon (10 laps)		

Lap Record : Bernard Devaney (PRS 78F RHO1 Minister) 61.60 secs. 93.97 m.p.h.

RESULTS			
1st	2	Time 8:47.24	Speed 87.84 m.p.h.
2nd	67	3rd 63	4th 6
	5th 50	6th 10	
Fastest Lap : Car No.	63	Time 63.98	Speed 90.48 m.p.h.

Race 2

AUSTIN MORRIS MINI 850 CHALLENGE RACE

10 laps
16.08 miles
25.88 kms.

This is a round of the 1979 Austin Morris Mini 850 Challenge Race for 850 cc Minis.

No.	Driver/Town	Entrant	Car
2	GRAHAM WOSKETT - Loughton	Driver	Swiftone Mini
3	CHRIS TYRRELL - Esher	Driver	Calbrook Mini
5	PATRICK WATTS - Farningham	Driver	Longman Mini
8	RUSSELL GRADY - Leicester	Lea-Emma Slippers/Croxtall's Radios Leicester	Austin Morris Mini
9	JIM McDUGALL - Sevenoaks	J. W. Speedparts Mini Racing Specialists	Superfine Mini
10	JOHN LOVE - Norwich	Driver	BMC Mini
11	REG ARMSTRONG - Bracknell	Driver	Austin Mini
12	ERIC GROVES - Bury St. Edmunds	Driver	Mini
15	MARTIN GOODALL - Fordingbridge	Driver	Marvellous Mini
16	VIV CHURCH - Croydon	Driver	Morris Mini
17	ROY FINLAY - Sudbury	Seno Systems Racing	BMC Mini
22	GARY HALL - Hastings	Driver	Funneltone Mini
28	CHRISTOPHER GOULD - London	Driver	BL Mini
32	ANDREW GURNHAM - Solihull	Cambridge University Automobile Club	Austin Mini
34	STEVE TAYLOR - Ilford	Motolease Limited - The Leasing Specialists	Mactune Mini
36	TOM HURN - Swindon	Driver	BLMC Mini
41	JONATHAN LEWIS - Richmond	Driver	McCain Mini
42	NIGEL GAYMER - Farnham	Boopspeed Engineering	Boopspeed Mini
52	NICK BAILY - Huntingdon	Driver	Austin Morris Mini
53	GRAHAM HOBBS - Dursley	Driver	BL Mini
61	EDWARD WELLS - Staunton	Driver	BLMC Mini
75	PETER MOCKLER - Aylesbury	Driver	Austin Mini
82	FRANCIS TAYLOR - Yeovil	Team Carburoil - The Liquid Mechanic	Leyland Mini
83	JOHN KNIGHT - London	Bob Morans	BL Mini
84	ANDY MITCHELMORE - Wallingford	Driver	Morris Mini
89	PETER ALLEN - East Wellow	Driver	Leyland Mini
91	ROBERT BRADLEY - East Horsley	Pure Lard Limited	Austin Morris Mini
94	GARETH MELLIN - Reading	Durable Solar Control/Dunaways Vehicle Salvage	Gemima Mini
98	ROGER VEALL - London	Driver	Morris Mini
101	C. T. BENNETT - Markfield	Driver	BLMC Saloon

P ↑
42 3 22
9 28
11 82 34
5 17
16 36 41
89 52

Lap Record : Chris Lewis (Mini Tudor) 75.2 secs. 76.97 m.p.h.

RESULTS			
1st	5	Time 13:05.92	Speed 73.66 m.p.h.
2nd	42	3rd 22	4th 17
	5th 11	6th 3	
Fastest Lap : Car No.	17	Time 76.73	Speed 75.44 m.p.h.

P & O Normandy Ferries Formula Ford Championship

P & O Normandy Ferries, the major cross-channel operators, are entering the world of motor racing by putting their name to the BARC's 1979 Formula Ford Championship. The 19-race series will be known as the P & O Normandy Ferries Formula Ford Championship, running for the two seasons 1979 and 1980.

The P & O Normandy Ferries Formula Fords — in which tomorrow's Grand Prix stars learn their craft — will be seen at nine British circuits including Silverstone, Donington and the BARC's home track of Thruxton.

BARC executive director Sidney Offord commented, "We're delighted to welcome P & O Normandy Ferries ashore, and we look forward to a successful association over the next two years".

P & O Normandy Ferries, who offer good value along with comfort, sail from Southampton to Le Havre, and from Dover to Boulogne. Bill Laidlaw, passenger marketing manager, said, "P & O Normandy Ferries consider it important to support national motor sport by helping ambitious young racing drivers to get on".

Points. At each round: 9, 6, 4, 3, 2, 1, plus 1 for fastest lap. (A competitor shall count his results in the total number of rounds run less three).

Decals. To be eligible to compete in a championship race cars must carry sponsors' decals in an unobscured manner (assuming decals are available at the meeting).

Today's race is the opening round of the Championship.

Current points position :

David Sears 61	Carlos Abdala 10
Terry Gray 36	Cameron Binnie 9
Jonathan Palmer 36	Roberto Moreno 9
Marc Smith 21	Thierry Tassin 7
David McClelland 12	Richard Trott 6

STP Modified Sports Championship

STP, one of racing's most famous sponsors, are to continue with their sponsorship of the BARC Modified Sports Championship for the second year running. The STP Championship was one of the best-supported BARC championships of the 1978 season, and STP, whose UK distributors Link Hampson market oil and petrol treatment, carburettor cleaner and other automotive products, look forward to their continued involvement.

The Championship features 19 rounds on ten British circuits, and is divided into four classes: (a) over 2000 c.c.; (b) 1051-2000 c.c.; (c) 1151-1500 c.c.; (d) up to 1150 c.c.

Competitors must be BARC Racing Members and carry STP decals in order to secure 1st £25, 2nd £15, 3rd £10 in each class at each round, and score points in class of 4-3-2-1 plus 1 for fastest lap.

End of season awards are: Overall winner £100 and Fred Dixon Trophy; other class winners £50, 2nd £30, 3rd £20 in each class.

Current Points Position:

Class A	Class C
Tony Wingrove 23	Steven Roberts 30
Steve O'Rourke 13	Gary Wilson 23
Richard Gamble 11	Ian Hall 9
Class B	Class D
Paul Berman 23	John Pugsley 34
Jon Fletcher 17	Pat Longhurst 19
Dave Bettinson 9	Graeme Sutton 6

Race 3

OCEANAIR CLUBMANS SPORTS CHAMPIONSHIP RACE

10 laps
16.08 miles
25.88 kms.

This is a round of the 1979 Oceanair Sports Championship for two seater racing cars built to rules governing body shape and construction. Engines identical to those used in 1600 cc Formula Ford, keeping costs to a minimum as these are not highly developed racing engines.

No.	Driver/Town	Entrant	Car
45	R. KYLE - Reading	Driver	Kysh Mk1B Minister
46	BRIAN LEGG - Stortford	Driver	Mallock Mk20 Minister
47	MIKE EVANS - Chester	Driver	MTA/Mallock 18 Davron
48	RAYMOND ELLENDER - Newport Pagnell	Driver	Centaur Mk14B Ford-Thompson
50	JOHN DAY - Petersfield	Driver	Mallock U2 Mk16 Ford
53	MIKE BILES - Reading	Driver	Mallock Mk16B Scholar
54	PAUL WEBB - Southampton	Delapena Honing Equipment for Better Engines Hundredstone Garage	Mallock U2 Mk16BW Ford
57	BRIAN COLVIN - Yeovil	Driver	Mallock U2 Mk20 Ford
58	PHIL BROWN - Sittingbourne	Driver	Mallock Mk18CW Minister Ford
60	NIGEL CORRY - Hatch End	James Hammond Racing	Mallock U2 Mk16BW Nelson
68	TONY CHIPP - Evesham	Driver	Mallock U2 Mk11 Ford
69	PETER RICHINGS - Redditch	Barry Eggleton - Manor Garage - Northfield - Birmingham	Mallock U2 Mk20E Donovan
70	PHIL MARTIN-DYE - Ascot	Page's	Page's U2 CES
72	JOHN JAMES - Bracknell	Driver	Mallock Mk18 CES
73	PETER CLARK - Bedford	Driver	Mallock Mk18BW Titan
74	NIGEL BUTCHER - Caversham	Serck Services	Mallock U2 Mk20 Nelson
76	COLIN FISHER - Ilford	Kaypalm (Bakery & Catering Equipment)	Gryphon C74 Davron
81	NICK WADHAM - Liss Forest	Driver	Haggispeed Mk9 GGS Ford
82	DAVID CHILDS - Bedford	Driver	Centaur Mk17 Ford
85	PETER LUDFORD - Hertford	Driver	Diamond R7 Morgan
86	DAVID ATTERBURY - Southampton	Driver	Gryphon C4A Ford
89	ROBERT GLASS - Cambridge	Seppi Fabrications Racing with Manor House Publications	Stallwood U2 R79 Ford
91	PAUL LANGE - London	Driver	Penfold 78B Ford
94	PHILIP MATCHWICK - Reading	Driver	Mallock Mk18CW Minister Ford
95	WILLIAM FLEMING - Redditch	Driver	Mallock 11B Ford
98	GRAHAM PATERSON - Stoke-on-Trent	Driver	Mallock U2 Mk16 Aldon
99	IAN MITCHELL - Bishops Stortford	Driver	Centaur 15B Ford Minister

P
74 54 70 ↑
73 53
58 60 69
50 98
82 94 72
57 85
91 76 86

Lap Record : Phil Martin-Dye (Page's U2) and Mike Donovan (Mallock U2 Mk20B) 60.8 secs. 95.21 m.p.h.

RESULTS		
1st	70	Time 10:20.70 Speed 93.26 m.p.h.
2nd	74	3rd 54 4th 53
	5th 69 6th 85	
Fastest Lap : Car No.	70	Time 61.11 Speed 94.73 m.p.h.

Vandervell Formula 3 Championship

Vandervell Products are expanding their interest in motor racing by sponsoring the 1979 British Formula 3 Championship. The new series consisting of 20 races, will be known as the Vandervell British Formula 3 Championship, jointly organised by the British Racing Drivers' Club and British Automobile Racing Club.

In combining the two championships that have been run in the past, the two clubs and Vandervell would like to emphasise that this move has been made to benefit Formula 3 racing both for the competitors and spectators.

Full acknowledgement is given to the assistance of the RAC who have conferred the title BRITISH on this Championship. It will be the only Formula 3 Championship to be run in Great Britain in 1979.

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

Prize money per round: May 19/20 — as per European Formula 3 Championship Regulations. July 12/13/14 — a total of £2,500. Other rounds — 1st £300. 2nd £225. 3rd £150. 4th £100. 5th £85. 6th £70. 7th £45. 8th £25.

Competitors are not required to register for this Championship. Except where amended above, the RAC British Motor Sports Council Regulations will apply to this Championship.

Current points position:—

Chico Serra	61	65	Jorge Caton	4
Andrea de Cesaris	41	70	Alain Prost	4
Brett Riley	35		Elisio Salazar	3
Bernard Devaney	23		John Bright	3
Mike Thackwell	22	24	Placido Iglesias	2
Nigel Mansell	22	24	Ken Eady	1
Stefan Johansson	18	24	Richard Dallest	1
Michael Roe	15		Alan Smith	1
Roberto Guerrero	8	7	These points are provisional.	
Kenny Acheson	5			

Oceanair Clubmans Sports Championship

For the third consecutive year London Airport based freight company Oceanair are sponsoring the BARC's Clubmans Sports Championship in conjunction with overland truckers to the Arabian Gulf, Concorde Express. This is the Clubmans B series catering for Formula Ford 1600 engined two seater sports cars. The Oceanair Championship takes place over 19 rounds at 10 circuits during the season. Prize money for the season totals over £2,000.

Competitors must be members of the BARC to score points and win prize money.

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

Awards — At each round: 1st £36. 2nd £24. 3rd £16. 4th £12. 5th £8. 6th £4.

End of season: 1st £100 and Oceanair Trophy. 2nd £75. 3rd £50. 4th £25.

Current points position:

Phil Martin-Dye	27	51	John Day	7
Nigel Butcher	35		Philip Brown	6
Robert Glass	23		Roger Fullagar	5
Paul Webb	23		Reg Holland	4
Peter Clark	20		Ian McCulloch	4
Glenn Eagling	13		Phil Matchwick	4

Race 4

VANDERVELL BRITISH FORMULA 3 CHAMPIONSHIP RACE

30 laps
48.24 miles
77.64 kms.

This is a round of the 1979 Vandervell British Formula 3 Championship for single seater racing cars governed by International Regulations. Engines are based on production 2-litre units. Tyres are restricted to one make.

No.	Driver/Country	Entrant	Car
1	BERNARD DEVANEY - Ireland	Derek McMahon Racing with Chevron Cars	Chevron B47 Toyota Novamotor
2	STEFAN JOHANSSON - Sweden	Marlboro Racing with McMahon	March 793 Toyota Novamotor
3	EDDIE JORDAN - Ireland	Marlboro Racing with McMahon	March 793 Toyota Novamotor
4	MICHAEL ROE - Ireland	David Clark Team Riva Watches	Chevron B47 Toyota Novamotor
5	ANDREA DE CESARIS - Italy	Marlboro Team Tiga	March 793 Novamotor
6	BARRY GREEN - Australia	Driver	March 773 Toyota <i>Chevron B47 Toyota</i>
9	GERRY AMATO - England	Driver	March Toyota Novamotor
11	DAVID BROTHERSTON - Scotland	Driver	Chevron B34 Toyota Novamotor
12	PAUL DALTON - USA	Driver	Royale RP-5 Ford
13	CHICO SERRA - Brazil	Sadia Racing with Project 4	March 793 Toyota Novamotor
14	BRETT RILEY - New Zealand	Unipart Racing Team	March 783 Triumph
15	NIGEL MANSELL - England	Unipart Racing Team	March 783 Triumph
16	JOHN BRIGHT - England	Gerard Racing	March 773 Toyota Novamotor
17	MIKE THACKWELL - N. Zealand	March Racing	March 793 Toyota
18	KEN EADY - England	R H Coachworks	March 773/83 BL Dolomite
29	ROB WILSON - New Zealand	International Computers Limited	March 793 Toyota Novamotor
30	KENNETH ACHESON - Ireland	The RMC Group	March 793 Toyota Novamotor
31	TREVOR TEMPLETON - Ireland	A. W. Brown Racing with Malcolm Templeton	Ralt RT1 Toyota Novamotor
32	WYATT STANLEY - England	Driver	Ralt RT1 Toyota Novamotor
33	PHIL SILVERSTONE - England	Welwyn Discount Tyres & Exhaust Centres	Ralt RT1 Toyota Novamotor
36	ELISIO SALAZAR - Chile	Schick Toyota Chilean Team	Ralt RT3 Toyota Novamotor
37	FIRMIN VELEZ - Spain	Equipo Nacional Formula 3 - Danone	March 783 Toyota Novamotor
38	PLACIDO IGLESIAS - Brazil	Team Perdigao with RKR	Ralt RT1 Toyota Novamotor
40	OSAMU HATAGAWA - Japan	Hub of the Universe Racing	Ralt RT1 Novamotor
42	FERNANDO JORGE - Spain	Driver	Ralt RT1 Toyota Novamotor
45	ROBERTO GUERRERO - Columbia	Roldan Autos Racing with Anglia Cars	Argo JM3 Toyota
51	MIKE BLANCHET - England	SDC Builders, Bedford	Lola T672 Titan-Chevrolet
55	BENOIT MORAND -	Driver	Chevron B38 Toyota
61	JOHN LEWIS - England	Driver	Chevron B47 Toyota

Stefan Johansson - Spain

Ralt RT1 Toyota

30 13 5
42 2
45 31 17
1 14
4 36 16
3 15
8 51 38

Lap Record: Derek Warwick (Ralt RT1 Toyota) *29 37* 54.28 secs. 106.65 m.p.h.

55

RESULTS

1st	<i>5</i>	Time	Speed	m.p.h.
2nd	<i>2</i>	3rd	<i>13</i>	4th <i>47</i>
5th	<i>17</i>	6th	<i>45</i>	
Fastest Lap: Car No.		Time	Speed	m.p.h.

Austin-Morris Mini Challenge

1979 sees the running of the fourth Mini Challenge, with a nationwide series of sixteen races for each class of Mini 850, 1000 and 1275 GT.

The Mini 7 Racing Club are again administering the Challenge on behalf of Austin-Morris Ltd., who are offering a brand new Mini 1275 GT, worth £2,800, to the overall winner of the Challenge, together with trophies and cash awards or retail part vouchers to the first four finishers in each race.

Points are awarded on a 10-9-8-7-6-5-4-3 basis to the first eight finishers with all other finishers gaining two points and each non-finisher one point.

A competitor's best thirteen scores will count towards the final points standings.

Current points position in Mini 850 Championship:

Chris Tyrrell 56 <i>61</i>	Gary Hall 53 <i>46</i>
Graham Woskett 56	Nigel Gaymer 46 <i>55</i>
Patrick Watts 52 <i>62</i>	Russell Grady 42

Crompton Driver of the Year and Driver of the Day Award

In 1979, Crompton Parkinson Marketing Limited, a Hawker Siddeley Company, are sponsoring the Silverstone Driver of the Day and Year Awards for the first time. This company is a marketing subsidiary of Crompton Parkinson Limited, one of Britain's major electrical manufacturers producing a wide range of industrial and consumer products including lamps and lighting equipment, cables and Vidor dry batteries.

These popular awards are contested at Silverstone's promoted meetings during the season. The Crompton Driver of the Year Award is calculated on a points basis pertaining to races at each promoted meeting, and the Crompton Driver of the Day Award (chosen by a panel of judges) is given to the competitor establishing the best performance at each of the promoted meetings. At the meetings all races will be eligible for points except heats, qualifying races and consolation races.

Points scoring - Single class races: 20-15-12-10-8-6-4-3-2-1. Races with classes: In each class - 15-12-9-6-3.

Fastest lap in class or race: 1 point (2 points if this is a new lap record).

A bonus of 3 points is awarded to the Crompton Driver of the Day.

A driver can only score in one race at any meeting. If a driver scores in more than one race, his highest score will count. A driver's best eight scores will count towards the final position.

Awards at each round: Crompton Driver of the Day Award of £25 (£50 at Grand Prix Circuit International Meetings).

End of Season Awards: 1st £500. 2nd £250. 3rd £125. 4th £75. 5th £50.

Competitors are not required to register for this Championship. Except where amended above, the RAC British Motor Sports Council Regulations will apply to this Award.

Current points position:

Jim Walsh 116	John Brindley 31
Phil Martin-Dye 58	Charlie Kirby 31
Bruce Halford 45	Roddy MacPherson 31
Ray Mallock 41	Chico Serra 31
Ferdinand Ribelro 39	Sue Davies 30
Mike Donovan 35	Alan Curnow 29
Charles Bernstein 34	Chris Knight 29
Martin Boyle 34	Richard Lloyd 28
Michael Roe 33	Gordon Spice 28
Jeremy Rossiter 33	Richard Longman 27
Thierry Tassin 33	Michael Moore 27
Tom Walkinshaw 33	Richard Trott 27
David Sears 32	Jim Crawford 27
Alison Davis 32	Andrea de Cesaris 26
Bill McGovern 32	Rob Mason 26
Terry Stone 32	Peter Baldwin 26
Vernon Davies 32	

March 4 Michael Roe	April 16 John Brindley	May 6 John Fitzpatrick
March 25 Derek Daly	April 21 Roderick MacPherson	May 28 John Nielson
April 8 Rick Gorne	April 29 Colin Wild	June 17 Mike Donovan

Race 5

STP MODIFIED SPORTS CHAMPIONSHIP RACE

10 laps
16.08 miles
25.88 kms.

This is a round of the 1979 STP Modified Sports Championship for sports cars governed by regulations laid down by the RAC. The body may be modified but must keep the original profile. The engine must be based on the original.

No.	Driver/Town	Entrant	Car	c.c.
CLASS A Over 2000 c.c.				
1	TONY WINGROVE - E Grinstead	Driver	Porsche Carrera	2784
2	RICHARD GAMBLE - Markyate	Radial Motor Components	Marcos GT Ford V6	2994
7	RON LEA - Bromley	Arleigh Caravan Equipment	Jaguar E Type	4300
8	STEVE O'ROURKE - Woking	EMKA Productions Limited	Jaguar E Type V12	5343
9	BARRY ROBINSON -	T. W. Robinson Demolition - Scotts Corner Garages	Porsche Carrera RSR	3000
10	DUDLEY WOOD - Newport Pagnell	Driver	Porsche Carrera	2784
12	LEE BARTON - Houghton Regis	Gilburn Freight Services	Turner Mk II Ford	
15	BRUCE STAPLETON - Banbury	Morris Stapleton Motors	Morgan +8 Rover	3500
CLASS B 1501-2000 c.c.				
28	PAUL BERMAN - Stanmore	Hendon Way Motors	Lotus Elan Twin Cam	1800
29	NICKY ELLIS - Newcastle	Cowgate Motor Company	Lotus Elan	1600
32	JOHN CHURCHILL - London	Driver	Lotus Elan	1800
39	RICHARD WARD - Leatherhead	Performance Unlimited, Southend	Lotus Elan Ford	1600
41	VIC MOORE - Huntingdon	Driver	Lotus Elan Ford	1600
CLASS C 1151-1500 c.c.				
11	PAUL HOWARTH - Whissendine	Rutland Leathergoods Limited	MG Midget	1279
17	IAN HALL - Bristol	Driver	Davrian Mini Mk7A	1400
45	ROBIN CARLISLE - Thrapston	Clubcar Race Team	MG Midget BMC 'A'	1300
47	RUPERT RUSSELL - Towcester	Driver	MG Midget	1380
48	STEVEN SOPER - Bushey Heath	Radbourne Racing Limited	Fiat Dallara X1/9	1498
50	STEVEN ROBERTS - Chippenham	Trans XL/Hogg Robinson	Mini Marcos Mk4	1380
52	DAVID MERCER - Orpington	Equipe Esso	Ginetta G4 Ford	1498
55	C. WESTELL -	Driver	MG Midget Mk II BMC A	
59	SIMON FARR - Leamington Spa	Driver	Ginetta G4 Ford	1470
60	JON JEFFERY - Stoke Poges	Driver	Arklem SS BMC A	1450
69	BARRIE MUTLOW - Stevenage	Taylor Instrument	Austin Healey Sprite	1476
70	ALAN ILES - Swindon	Jack O'Newbury (Newbury Laundry Limited)	MG Midget Mk3	1380
76	JOHN GALLAGHER - Cheadle	J. Gallagher & Co. Ltd.	MG Midget	1380
87	GARRY WILSON - Southport	Rally Equipe Bury	MG Midget	1450
88	TONY EDWARDS - Leighton Buzzard	Lee Barton	Turner Mk II Ford	1498
CLASS D Up to 1150 c.c.				
94	JOHN PUGSLEY - Dulverton	Driver	Davrian Mk6 Carter	1148
98	PAT LONGHURST - Tonbridge	Driver	Davrian Mk7 Carter IMP	1142

82 T. Coakley
1 9 28
32 2 94
39 15 10
98 59 52
Alan Coakley

Lap Records:

Class A:	Brian Hough (TVR Tuscan V8)	59.4 secs.	97.45 m.p.h.
Class B:	Max Payne (Lotus Elan)	59.5 secs.	97.29 m.p.h.
Class C:	Keith Ashby (Longman MG Midget)	64.3 secs.	90.02 m.p.h.
Class D:	Bob Jarvis (Davrian Mk6 Imp)	61.2 secs.	94.59 m.p.h.

Overall:

1st	Time	Speed
2nd	3rd	4th
CLASS A		
1st	Time	Speed
2nd	3rd	4th
Fastest Lap: Car No.		
CLASS B		
1st	Time	Speed
2nd	3rd	4th
Fastest Lap: Car No.		
CLASS C		
1st	Time	Speed
2nd	3rd	4th
Fastest Lap: Car No.		
CLASS D		
1st	Time	Speed
2nd	3rd	4th
Fastest Lap: Car No.		

P & O NORMANDY FERRIES FF1600 CHAMPIONSHIP RACE

12 laps
19.30 miles
31:05 kms.

This is a round of the 1979 P & O Normandy Ferries Formula Ford 1600 Championship for single seater racing cars using near standard 1600 cc Ford Cortina engines. Racing tyres used by these cars are identical. Qualifications for this event is described under Event One.

No.	Driver/Town	Entrant	Car
1	DAVID SEARS - Wymondham	Rushen Green Racing	Royale RP26 Minister
2	ROBERT GIBBS - Wymondham	Rushen Green Racing	Royale RP26 Minister
3	FERNANDO RIBEIRO - Towcester	Jesus Saves Racing	Van Diemen RF79 Minister
4	NICK WARD - Hitchin	Rendells Racing with Geerings	Royale RP26 Auriga
5	TREVOR WIGGLESWORTH - St. Annes-on-Sea	Falcon Motor Racing (Race Hire)	Van Diemen RF79 Minister
6	TBA	Falcon Motor Racing (Race Hire)	Van Diemen RF78 Scholar
7	JOHN GUNCKEL - Gloucester	Abacus Mike Taylor Racing	Crossle 32F Scholar
8	MIKE TAYLOR - Cinderford	Abacus Mike Taylor Racing	PRS RHO1A Scholar
9	JEFF PRUDEN - Rugby	Driver	Royale RP26 Greetham
10	PETE DIGBY - Iver Heath	Equipe Esso	Tiga FF/77/79 CES
11	WILLIAM MOORE - Aylesbury	Driver	Royale RP26 Alan Smith
12	KEITH WATSON - Mansfield	Redfern Travel	Van Diemen RF76 Scholar
14	R. McCASKILL - Reading	Driver	Hawke Mk11B Kent
15	JOHN FLETCHER - Coventry	BEF Engineering (Coventry) Ltd.	Priamo's Ford
16	PETER WILLIAMS - Eastleigh	Jaywill Meals Limited	Crossle 32F GGS
17	KOMRAD HAUGE - Attleborough	Driver	Van Diemen RF78 Scholar
18	TONY KENWORTHY - London	DIP Disposal	Van Diemen RF79 Minister
19	CHRIS HAIGH - Ascot	Driver	Hawke DL15/19 CES Ford
20	BRIAN DUNNING - Leicester	Midland Race Hire with Pernagh Towing Equipment	Crossle 35F MRH
21	DAVID McCLELLAND - Southend	Hawke Racing Cars Limited	Hawke Mk21 Scholar
22	PETER ROBERTS - Bath	Driver	Crossle 25F CES Ford
23	HUGH JONES - Nottingham	Driver	Lotus 61M Holbay Ford
24	DUDLEY WOOD - Newport Pagnell	Jim Russell International Racing Drivers School	Van Diemen RF77 Scholar/Ford
25	ALLEN CRAWFORD - Wattib	Driver	Royale RP24 Scholar
26	RICHARD EYRE - Shoeburyness	Driver	Hawke Mk21 Scholar
27	MARTIN OCHILTREE - Coventry	Driver	Hawke DL15 Minister
28	DAVID WHEELER - Peterborough	SDC Builders Limited, Bedford	Royale RP26 Titan
29	ALLEN PITTAWAY - Studley	Driver	Dulon LD4 Ledar (Ford)
30	DAVID WIGDOR - Hove	David Wigdor Antiques	Sark RF77 Minister
31	TBA	Hanger Motor Group	PRS 79F Minister
32	TERRY PUDWELL - Caversham	ICL Dataskil/CHC Software Marketing	Tiga FF78 Rowland
34	PETER LUNDIN - Wymondham	Hub of the Universe Racing	Van Diemen RF79 Scholar
35	MARK DUNHAM - Ely	Dairy Time Yogglace Racing International	Image FF2 CRP
36	TOM WOOD - Solihull	Henry Garner Datsuns B'ham/Equipe Esso	Van Diemen RF79 Scholar
37	PHILIP GREEN - Abberley	Driver	Royale RP26 Minister
38	NEIL TOWNSEND - Leamington Spa	Driver	Hawke DL12 Phantom
39	TBA	Brensec International Race Hire	Lola T540E Minister
40	ROBERTO MORENO - Claygate	Hobby Racing Team S/C L&DA	Royale RP26 Minister/Ford
41	DAVE SCOTT - Midhurst	Swift Caravans - Mint Engineering	Royale RP26 Minister
42	DAVID MEARS - Bath	Driver	Dulon MP17 Minister
43	JONATHAN PALMER - London	JSM Joinery	Van Diemen RF79 Scholar
44	ROGER TILY - Bristol	Driver	Van Diemen RF79 Scholar
45	BRENT BUSKELL - Campden	Driver	Elden Mk10FF Nelson
46	KEITH MacGREGOR - Sunbury-on-Thames	Driver	Merlyn Mk9 Ford
47	TERRY GRAY - Norwich	Van Diemen International Racing Service Ltd.	Hawke Mk21 Minister
48	BOLIVAR DE SORDI - Norwich	Van Diemen International Racing Service Ltd.	Van Diemen RF79 Scholar
49	TBA	Scorpion Race Hire	Van Diemen RF79 Scholar
50	MICHAEL TAYLOR - Amesbury	Scorpion Race Hire	Van Diemen RF79 Scholar
51	GUY DORMEHL - Amesbury	Scorpion Race Hire	Van Diemen RF79 Scholar
53	JON BEEKHUIS - Towcester	Jim Russell International Racing Drivers School	Van Diemen RF77 Scholar/Ford
54	JIM WALSH - Northampton	Crompton Lighting	Royale RP26 Titan/Ford
55	WILL PRINGLE - Worksop	Driver	Royale RP24 Titan
56	JOHN BOOTH - Sheffield	Driver	Van Diemen RF79 Scholar
57	KEVIN RILEY - Nottingham	Driver	PRS Mk1 Ford
58	RICHARD TROTT - London	Imediacy	Royale RP26 Scholar
60	PHILIP MYATT - Stoke-on-Trent	Driver	Royale RP 24 Shrew
61	MARC SMITH - Colmworth	Marc Smith Team Royale	Royale RP26 Titan
62	ANDY BLYTH - Wokingham	Driver	Crossle 30F Scholar
63	HERVE DIDION - France	Driver	Royale RP24 Minister

No.	Driver/Town	Entrant	Car
64	TERRY KAVANAGH - Gloucester	Driver	Image FF2B Oselli
65	TOMMY BYRNE - Welwyn Garden City	PRS Racing Cars Limited	PRS RHO1 Minister
66	RICK MORRIS - Welwyn Garden City	PRS Racing Cars Limited	PRS RHO1 Minister
67	GRAEME GLEW - Goole	Rimpak Vacuum Formed Plastics	Lola T540E Minister
69	CLIVE WOOD - Bournemouth	Pine City Racing	Van Diemen RF78 Scholar
70	WILLHEIM VON TIEJEN - Bournemouth	Driver	Van Diemen RF78 Scholar
71	KEVIN LUNCH - Lookingham	Driver	Crossle 32F Scholar
72	MARTIN BOYLE - Towcester	Derek McMahon Racing	Crossle 35F Minister
73	TBA	Rushen Green Racing	Royale RP26 Minister
75	JEROEN BOS -	Image Race Hire	Image FF4 Rowland
76	JOHN MUNDEN -	Image Race Hire	Image FF4 Scholar

Handwritten notes and numbers:

31 1 47
43 3
72 65 36
58 54
48 66 21
51 40
28 57 37
49 56
8 53 41
71 5
67 2 27
6 63

Lap Record : Bernard Devaney (PRS 78F RHO1 Minister) 61.60 secs. 93.97 mph

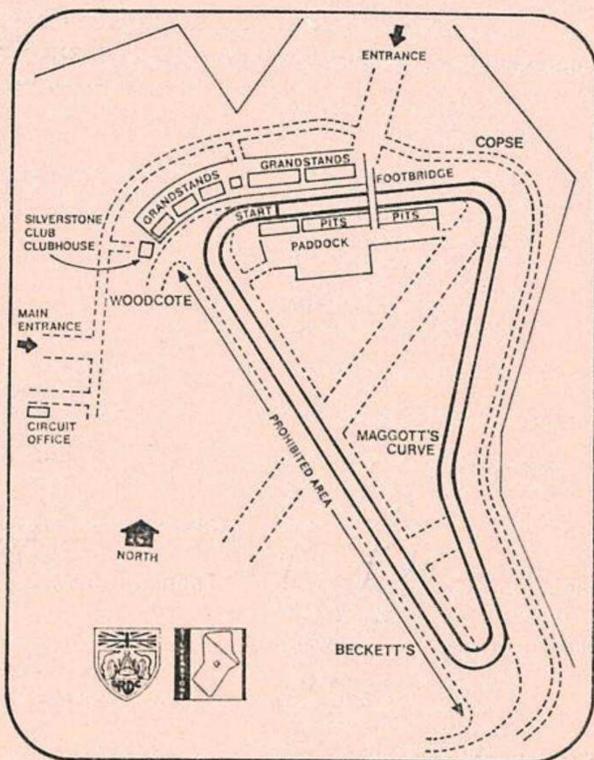
RESULTS

1st	47	Time	Speed	m.p.h.
2nd	36	3rd	4th	
5th		6th		
Fastest Lap : Car No. Time Speed m.p.h.				

SILVERSTONE SHORT CIRCUIT SPEED TABLE

1 LAP = 1.608 miles = 2.5878 kilometres

Lap Time			Speed			Lap Time			Speed			Lap Time			Speed					
m.	s.		m.p.h.	k.p.h.		m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.			
0	50		115.78	186.32		0	59	98.12	157.90		1	08	85.13	137.00		1	17	75.18	120.99	
	.2		115.31	185.58			.2	97.79	157.37			.2	84.88	136.00			.2	74.98	120.68	
	.4		114.86	184.84			.4	97.45	156.84			.4	84.63	136.20			.4	74.79	120.36	
	.6		114.40	184.11			.6	97.13	156.31			.6	84.39	135.80			.6	74.60	120.05	
	.8		113.95	183.39			.8	96.80	155.79			.8	84.14	135.41			.8	74.41	119.74	
0	51		113.51	182.67		1	00	96.48	155.27		1	09	83.90	135.02		1	18	74.22	119.44	
	.2		113.06	181.95			.2	96.16	154.75			.2	83.65	134.63			.2	74.03	119.13	
	.4		112.62	181.25			.4	95.84	154.24			.4	83.41	134.24			.4	73.84	118.83	
	.6		112.19	180.55			.6	95.52	153.73			.6	83.17	133.85			.6	73.65	118.53	
	.8		111.75	179.85			.8	95.21	153.23			.8	82.93	133.47			.8	73.46	118.23	
0	52		111.32	179.16		1	01	94.90	152.72		1	10	82.70	133.09		1	19	73.28	117.93	
	.2		110.90	178.47			.2	94.59	152.22			.2	82.46	132.71			.2	73.09	117.63	
	.4		110.47	177.79			.4	94.28	151.73			.4	82.23	132.33			.4	72.91	117.33	
	.6		110.05	177.11			.6	93.97	151.24			.6	81.99	131.96			.6	72.72	117.04	
	.8		109.64	176.44			.8	93.67	150.75			.8	81.76	131.58			.8	72.54	116.74	
0	53		109.22	175.78		1	02	93.37	150.26		1	11	81.53	131.21		1	20	72.36	116.45	
	.2		108.81	175.12			.2	93.07	149.78			.2	81.30	130.84			.2	72.18	116.16	
	.4		108.40	174.46			.4	92.77	149.30			.4	81.08	130.48			.4	72.00	115.87	
	.6		108.00	173.81			.6	92.47	148.82			.6	80.85	130.11			.6	71.82	115.58	
	.8		107.60	173.16			.8	92.18	148.35			.8	80.62	129.75			.8	71.64	115.30	
0	54		107.20	172.52		1	03	91.89	147.88											
	.2		106.80	171.88			.2	91.59	147.41											
	.4		106.41	171.25			.4	91.31	146.94											
	.6		106.02	170.63			.6	91.02	146.48											
	.8		105.64	170.00			.8	90.73	146.02											
0	55		105.25	169.38		1	04	90.45	145.56											
	.2		104.87	168.77			.2	90.17	145.11											
	.4		104.49	168.16			.4	89.89	144.66											
	.6		104.12	167.56			.6	89.61	144.21											
	.8		103.74	166.96			.8	89.33	143.77											
0	56		103.37	166.36		1	05	89.06	143.33											
	.2		103.00	165.77			.2	88.79	142.89											
	.4		102.64	165.18			.4	88.51	142.45											
	.6		102.28	164.60			.6	88.24	142.01											
	.8		101.92	164.02			.8	87.98	141.58											
0	57		101.56	163.44		1	06	87.71	141.15											
	.2		101.20	162.87			.2	87.44	140.73											
	.4		100.85	162.30			.4	87.18	140.30											
	.6		100.50	161.74			.6	86.92	139.88											
	.8		100.15	161.18			.8	86.66	139.46											
0	58		99.81	160.62		1	07	86.40	139.05											
	.2		99.46	160.07			.2	86.14	138.63											
	.4		99.12	159.52			.4	85.89	138.22											
	.6		98.78	158.98			.6	85.63	137.81											
	.8		98.45	158.44			.8	85.38	137.41											



Outright Lap Record: John Lepp (Ensign N174 Cosworth)
51.6 secs. 112.19 m.p.h.

Vandervell F3



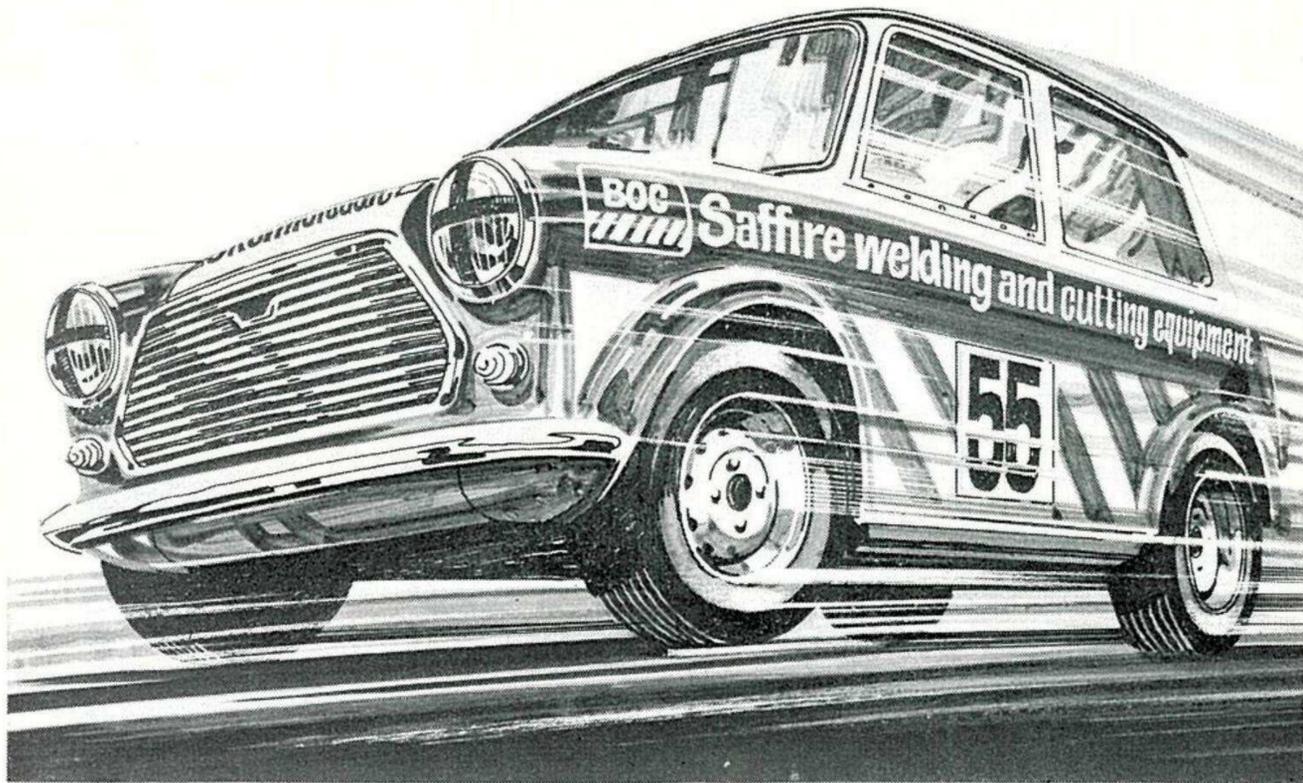
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In the garage, the workshop or at the track, BOC Saffire is the name for quality and safety.

There's a complete package of welding gear to suit your every need. Welding and cutting torches, blowpipes, regulators, nozzles, hose check valves - BOC Saffire is the name to remember.

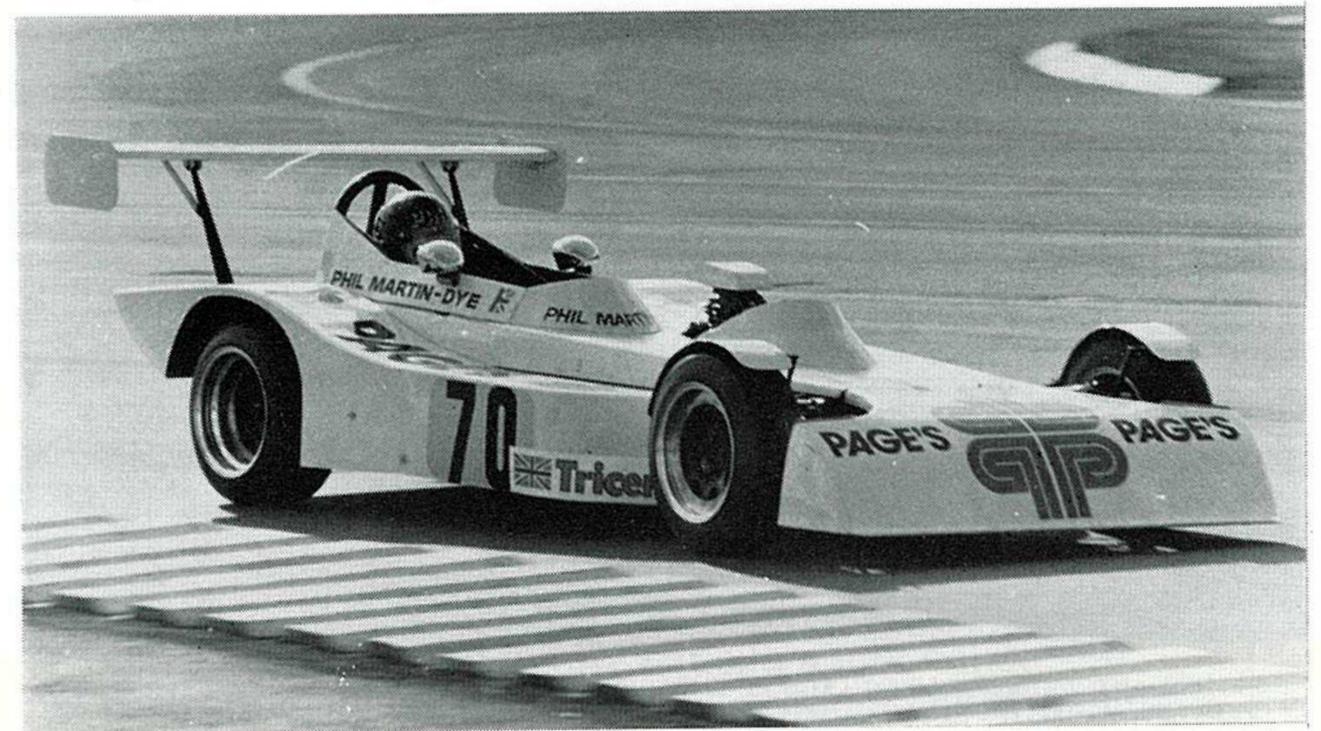
Saffire - the gas welding equipment that's always in pole position.



BOC Limited
Gas Equipment
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began his career racing modsports cars), and former kartist from Ashford in Kent, Terry Gray, both in their second season of Formula Ford. However, the visits of these to Silverstone are rare, and the Van Diemen challenge could well be led by the 20-year old Solihull driver, Tom Wood. The promising new Hawke MK21, driven by one of last year's leading competitors, Irishman David McClelland, has made only two appearances at Silverstone, but on the second of these David finished a very close second to Jim Walsh so he should be worth watching today. Strong challenges too come from the Royales of Marc Smith and Silverstone regular Richard Trott, and from the works PRS pair, experienced Rick Morris and young Irishman Tommy Byrne, who looks due for a win very soon.

Whilst the competitors in the Austin Morris Mini 850 Challenge Series race essentially for pleasure without the Grand Prix aspirations of the single-seater drivers, the battle for the lead in today's race is likely to be just as closely contested. The championship lead is currently disputed by two veterans of 850 Mini racing, twice champion Chris Tyrrell, and Graham Woskett (driver of WOS 6, the latest in a line of successful Minis), but there are a number of other experienced campaigners always in hot pursuit, among them close championship rivals Patrick Watts, Nigel Gaymer and Russell Grady. Also going well this year is Gary Hall, brother of the reigning 850 Champion, whilst Reg Armstrong and Jim MacDougall are other former champions to watch today.

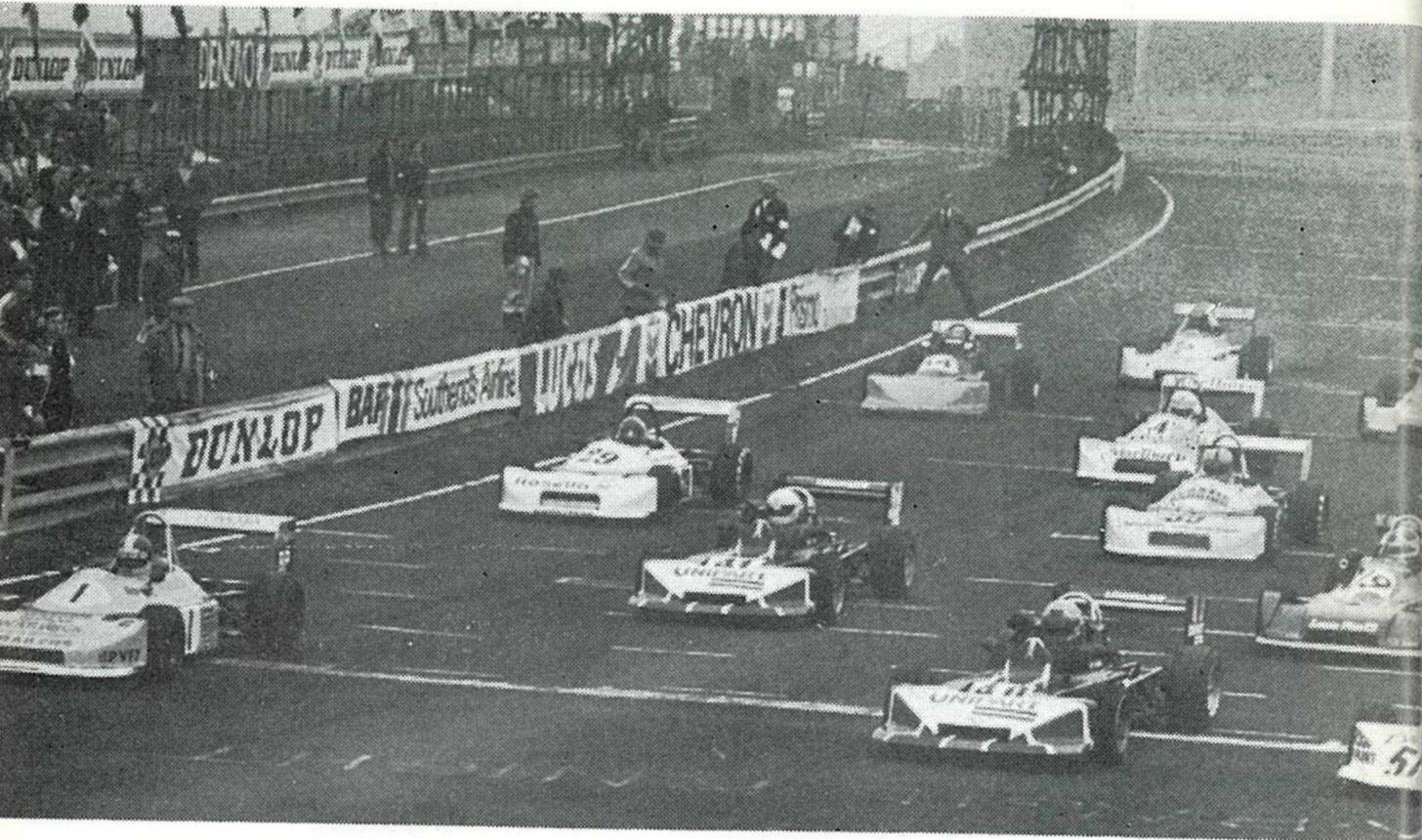


Currently the leader of two national championships, Phil Martin-Dye at the wheel of his immaculate Page's U2
Photo by John Gaisford

The strange-looking, but effective front-engined Clubmans Sports Cars always provided entertaining racing at Silverstone, and today's round of the Oceanair Championship has attracted a full field of these popular Formula Ford-engined two-seaters, dominated as always by the Mallock U2s built at nearby Roade, Ascot airline-pilot Phil Martin-Dye has established himself as the man-to-beat in this formula, but he leads the championship only narrowly from the latest U2 of Nigel Butcher. Strong challenges can be expected from Peter Clark, Clubmans stalwart Robert Glass and former Formula 1300 ace, Paul Webb, but newcomers to the formula, Glenn Eagling (from FF 1600) and Peter Richings (from modsports), could also spring a surprise.

Finally, a round of the STP Modified Sports Championship should prove a victory for the powerful Porsche Carrera of Tony Wingrove. Class opposition comes from Richard Gamble's Marcos and Steve O'Rourke's spectacular V12 E-Type, but the toughest challenge to Wingrove could come from the rapid Elans of Paul Berman and Newcastle driver Nicky Ellis. The overall lead in the championship is currently held by the Davrian of Somerset farmer, John Pugsley, a newcomer to racing, but Class C leader Steve Roberts (Mini Marcos), will be hoping to close the gap today.

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You are present at this Meeting entirely at your own risk and 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 and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

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Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the Meeting or any part thereof.

DOGS

It is a condition of admission to the Circuit and Car Parks that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

PADDOCK TRANSFERS

Paddock Transfers, costing 60p for adults and 20p for children under 14, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock and Paddock Enclosure where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

INTERNATIONAL FLAG SIGNALS

Red: Signal for complete and immediate stop. **Yellow (waved)**: great danger, be prepared to stop. **Yellow (motionless)**: Take care, danger. **Yellow with Vertical Red Stripes**: Take care, oil has been spilled somewhere on the road. **Blue (waved)**: Another competitor is trying to overtake you. **Blue (motionless)**: Another competitor is following you very closely. **White**: An ambulance or service car is on the circuit. **Black (with competitor's number)**: Signal for the competitor to stop on the next lap. **Black and White Diagonally Divided Flag (with competitor's number)**: Last warning to driver in connection with unsportsmanlike behaviour. **Black Flag and Black and White Chequered Flag shown together**: No Contest. **Black and White Chequered**: Signal for the winner and end of the race. **Light signals** will be used for starting races.

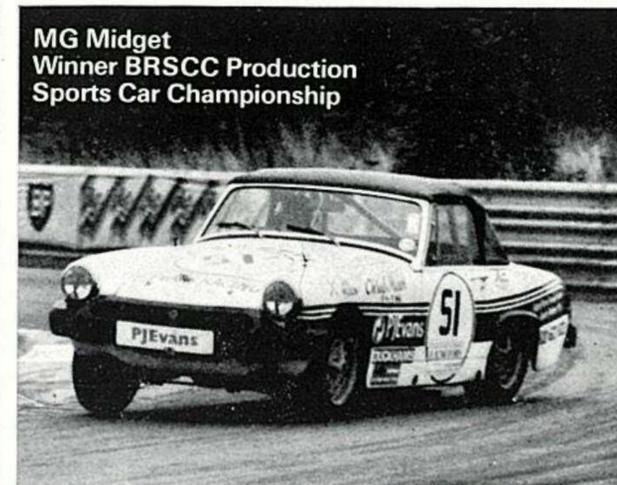
LOST PROPERTY OFFICE

A Lost Property Office is situated in the car park area behind the Dunlop Tower adjacent to Grandstand Entrance. All enquiries regarding lost property or lost children should be made at this office.

Last season's racing successes from Austin Morris Jaguar Rover Triumph-



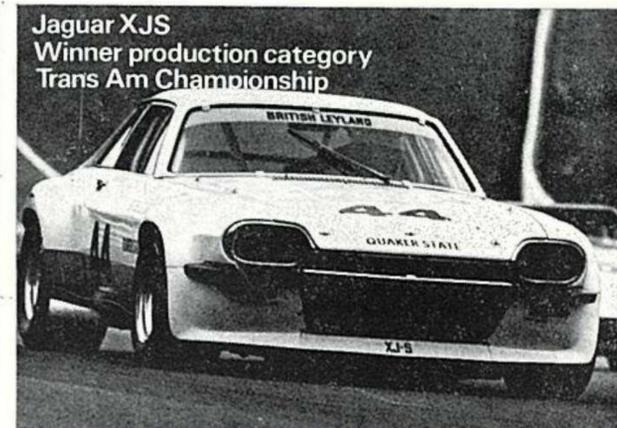
Mini 1275GT
Winner Tricentral RAC British
Saloon Car Championship



MG Midget
Winner BRSCC Production
Sports Car Championship



Triumph Dolomite Sprint
Winner Shellsport Derwent
Production Car Championship



Jaguar XJS
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