

**OFFICIAL
PROGRAMME £1.00**

THRUXTON '80



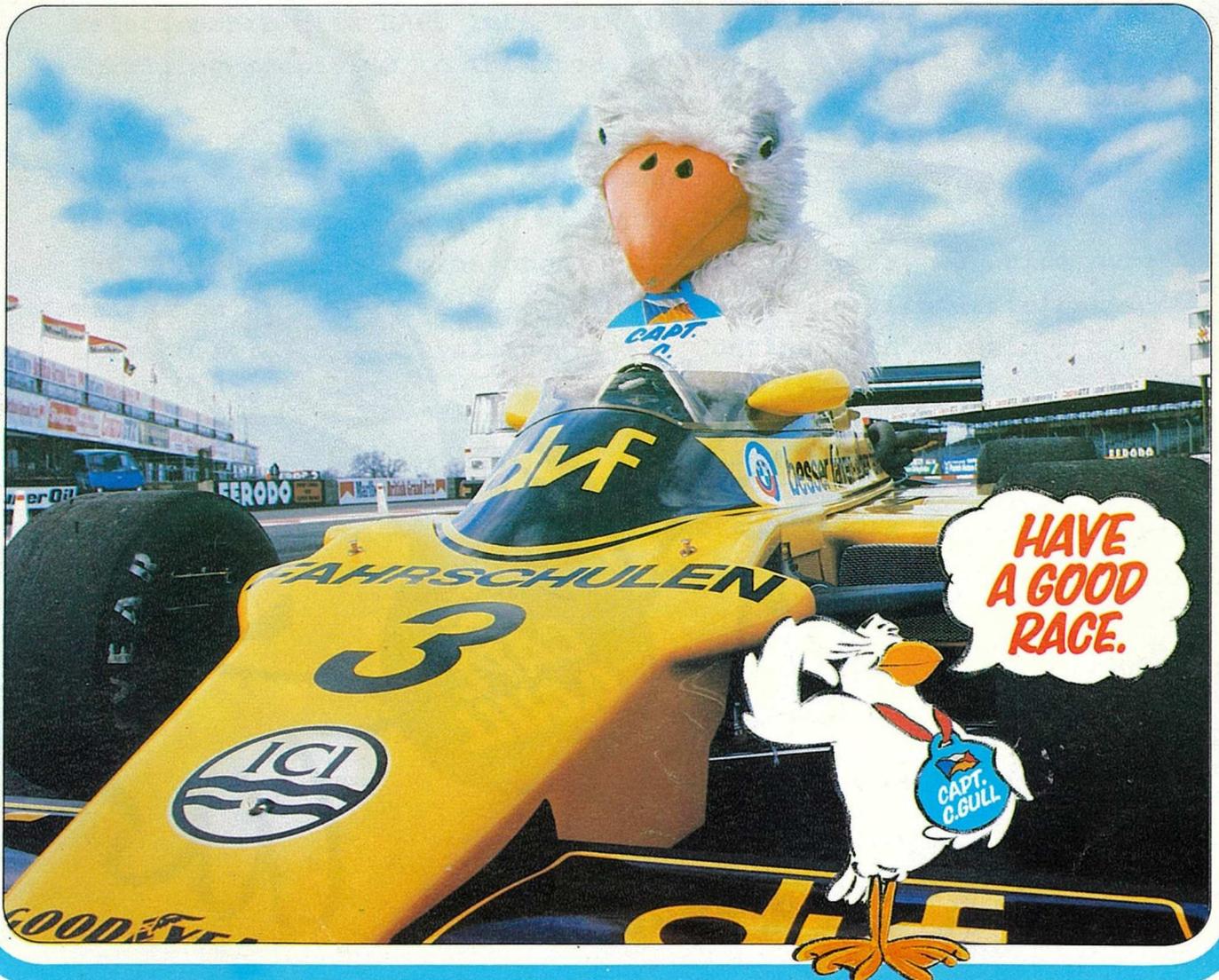
7-04-80

P&O Ferries

FORMULA 2

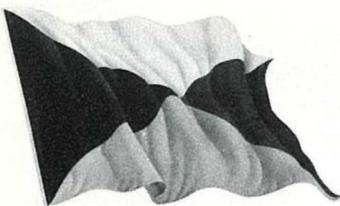
INTERNATIONAL

EASTER MONDAY APRIL 7TH 1980



A THRUXTON PROMOTION ORGANISED BY THE B.A.R.C.

**P&O FERRIES
WISH
EVERYBODY
A HAPPY AND
SUCCESSFUL
DAY!**



P&O Ferries

A GREAT DEAL FROM A GREAT COMPANY.

Our routes are Dover-Boulogne, Southampton-Le Havre, Hull-Rotterdam (Europoort), Hull-Zeebrugge, London-Ostend, Liverpool-Belfast, Aberdeen-Lerwick, Scrabster-Stromness.

P&O Ferries

P&O FERRIES FORMULA 2 INTERNATIONAL

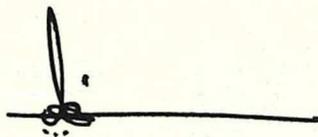
Easter Monday, Thruxton

We were delighted to have been invited by the BARC to sponsor the all-important first round of the European Formula 2 International today.

P&O Ferries' backing for Formula 2 comes hard on the heels of our first step last year into motor racing sponsorship with the P&O Ferries Formula Ford Championship, which we have continued during 1980. This proved to be most enjoyable and successful, which is why we were encouraged to expand our relationship with BARC into Formula 2, in helping to bring this thrilling spectacle to Thruxton.

The race will see some fierce competition from a wide range of entries. P&O Ferries are no strangers to competition, which has long been keen on our two cross-Channel routes between Dover and Boulogne, and Southampton/Le Havre. However, we pride ourselves on offering real value-for-money along with efficient service for those travelling to the Continent on our six comfortable ships.

On behalf of P&O Ferries, I would like to wish all drivers the best of luck, and I hope you, the spectators and BARC members, have a most enjoyable day's racing.



Alan Pitt
General Manager
P&O Ferries Channel Services

For further information, contact P&O Ferries, Arundel Towers, Portland Terrace, Southampton SO9 4AE. Telephone: 0703 34141

PUT POWER IN YOUR ENGINE



THE RIGHT CHOICE
FOR EVERY MAKE OF CAR.



P&O FERRIES FORMULA 2 INTERNATIONAL EASTER MONDAY APRIL 7 1980

PROGRAMME OF EVENTS

The promoters reserve the right to amend or cancel the programme or any part of it without prior notice or refund.

SATURDAY 5 APRIL 1980	QUALIFYING	11.55-12.55pm	Group 1 Saloons
9.30-10.00am	Formula Three (First Session)	2.30- 3.15pm	Formula Three (Second Session)
10.10-11.10am	Formula Two (First Session)	3.25- 4.25pm	Formula Two (Second Session)
11.25-11.45am	Formula Ford (P & O)	4.40- 4.55pm	Formula Ford (Non-Championship)

EASTER MONDAY APRIL 7 1980
12.00-12.30pm Formula Two Untimed Practice

Start		
1.00pm	RACE 1:	P & O FERRIES FORMULA FORD 1600 CHAMPIONSHIP RACE 10 laps
	Awards:	1st-£70, 2nd-£50, 3rd-£40, 4th-£30, 5th-£20, 6th-£15
1.45pm	RACE 2:	VANDERVELL BRITISH FORMULA 3 CHAMPIONSHIP RACE 15 laps
	Awards:	1st-£400, 2nd-£275, 3rd-£175, 4th-£125, 5th-£100, 6th-£85, 7th-£55, 8th-£35
2.40pm	RACE 3:	P & O FERRIES FORMULA TWO EUROPEAN CHAMPIONSHIP RACE 55 laps
	Awards:	In currency units (1cu=£0.26): 1st-10,000 Jochen Rindt Memorial Trophy; 2nd-8,000; 3rd-6,000; 4th-5,000; 5th-4,000; 6th-3,500; 7th-3,000; 8th-2,500; 9th-2,000; 10th-1,500; 11th-1,250; 12th-1,000
4.15pm	RACE 4:	TRICENTRAL BRITISH SALOON CAR CHAMPIONSHIP RACE 20 laps
	Awards:	Overall — 1st-£50, 2nd-£35, 3rd-£20, 4th-£15, 5th-£10 Class A: 1st-£180, 2nd-£135, 3rd-£70, 4th-£40 Class B: 1st-£150, 2nd-£120, 3rd-£70, 4th-£40 Class C: 1st-£120, 2nd-£95, 3rd-£55, 4th-£30 Class D: 1st-£105, 2nd-£75, 3rd-£55, 4th-£30
5.30pm		RED ARROWS aerobatic display
6.00pm	RACE 5:	CAPT. C GULL FORMULA FORD 1600 RACE 10 laps
	Awards:	1st-£70, 2nd-£50, 3rd-£40, 4th-£30, 5th-£20, 6th-£15

This meeting is organised by the British Automobile Racing Club, and held under the International Sporting Code of the FIA, General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations and Instructions of the British Automobile Racing Club. RAC Permit Number: RS 0504/1 (International/Restricted)

OFFICIALS OF THE MEETING

Stewards P. Smith (RAC) W. Paul K. Rainsbury	Chief Marshal F. Reeves	Race Recorder Mrs. E. Brewster	First Aid St. John Ambulance Brigade
Judges R. Cox (Chief) F. Broatch J. Courtis J. Holroyd Dr. R. McGhie D. Standley M. Turner-Bridger C. Watts C. Wilson	Chief Flag Marshal P. Walker	Scrutineers N. Croucher (Chief) D. Grainger L. Gritton R. Harnett P. Roberts G. Rolph	BARC Rescue Units Mercedes, Volkswagen & Volvo Manned by BARC Members
Clerk of the Course S.L. Offord	BARC Staff Miss P. Beese Mrs. A. Brown Mrs. J. Hayes P. Markwood Mrs. P. Moody Mrs. D. Slade	Chief Startline Marshal R. Lentell	Breakdown Vehicles GP Motors Lopscombe Service Station
Deputy Clerk of the Course R. Scannell	Commentators N. Hay D. Taylor	Chief Pit Marshal D. Lloyd	Marshals Members of the BARC & other Clubs
Secretary of the Meeting R. Gorne	Timekeepers M. Eyre (Chief) R. Balmer D. Bettinson J. Brewster P. Cockerill M. Cook J. Harvey Miss J. Landon R. Ricketts J. Taylor R. Williams T. Stevens (Assistant)	Chief Paddock Marshal T. Brown	For Thruxton (BARC) Limited Board of Directors M.H.H. Groves (Chairman) R.G.P. Cox S.L. Offord K.C.W. Rainsbury R.J. Scannell
Chief Observer P. Cunnell		Chief Assembly Marshal M. Smith	Circuit Manager W. Offord
Incident Officer P. Griffin		Medical Officers Dr. M. Hulse (Chief) Dr. J. Butler Dr. T. Clarke Dr. J. Roberts Dr. R. Wells	Press Office Mrs. E. Smith

NOTICES

MOTOR RACING IS DANGEROUS
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.

ANIMALS ARE NOT ADMITTED
Under no circumstances whatsoever will any animals be admitted to Thruxton Circuit whether in vehicles or not. The organiser's prime consideration must be the safety of competitors, and anyone found attempting to bring an animal into the Circuit or with any animal at the Circuit will be asked to remove both animal and themselves from the Meeting.

RACE VEHICLES
The British Automobile Racing Club thanks the following for the loan of vehicles:
COURSE CARS:
Jaguar Rover Triumph — Triumph TR7
Mazda Car Imports (GB) Ltd — Mazda Montrose Coupe
Saab (GB) Ltd — Saab 99 Saloon
Vauxhall Motors Ltd — Vauxhall Cavalier 1.9 Coupe
RACE RESCUE UNITS:
Dovercourt Motor Company Ltd — Volkswagen LT28
Mercedes Benz (United Kingdom) Ltd — Mercedes L207D
Volvo Concessionaires — Volvo 245DL Estate
THRUXTON FIRE TENDERS:
TKM Vehicle Services (UK) Ltd — Daihatsu F20LK
BUTEL AUTOS — UAZ Trekmaster
PRESENTATION VEHICLE:
Cowbell (The Ball Down Garage, Sparsholt) — Jeep J20/46

P&O Ferries Dover-Boulogne



P&O Ferries now sail between Dover and Boulogne no fewer than 24 times a day.

That's a sailing every two hours every day of the year,* every even hour from both ports. Which means you can say goodbye to having to wait around for a crossing.

If you're heading south, you can also say goodbye to about 30 kilometres of unnecessary time-consuming driving as well.

Because, if you look at a map you'll see that Boulogne is a lot further south than Calais. Which, of course, is why you'll also save on petrol costs.

And landing in Boulogne is a sure fire way to save yourself aggravation, too.

When you leave the docks you by-pass the town and all its frustrating traffic. In no time at all you're on the toll-free NI nearer to Paris and heading south to the sun.

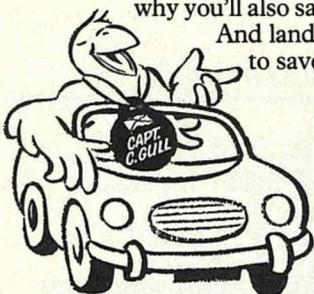
P&O Ferries also sail from Southampton to Le Havre, Hull to Zeebrugge and Rotterdam (Europoort)** Liverpool to Belfast; to Orkney and Shetland.

And P&O Jet Ferries will whisk you from Tower Bridge to Ostend.

Whichever route you choose you'll find P&O Ferries are the best way to travel, save none.

*Excluding Christmas Day and Boxing Day. 18 sailings on certain Sundays.

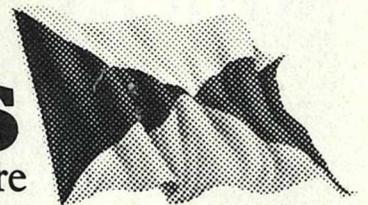
**Operated by North Sea Ferries an Associate Company of P&O Ferries.



P&O Ferries

Dover-Boulogne Southampton-Le Havre

A GREAT DEAL FROM A GREAT COMPANY.



P & O FERRIES FORMULA FORD 1600 CHAMPIONSHIP RACE



P&O Ferries

This is a round of the 1980 P & O Ferries Formula Ford Championship. This is a race for single seater racing cars using near standard 1600cc Ford Cortina engines. The fastest 33 cars in Official Practice will start this event.

EVENT 1:10 LAPS

GRID

No.	Driver	Town	Entrant	Car
1	Tommy Byrne	Hitchin	Aalco Luton	Van Diemen RF80 Rowland
5	David McClelland	London	Walshe Builders Merchants	Van Diemen RF79 Scholar
6	Peter Argetsinger	Swanley	—	Saracen 80 Auriga
7	Rick Morris	Hertford	Ropley Motors/Oakley Coach-builders	Royal RP26 Ford
8	Mario Hytten	Wymondham	Rushen Green Racing	Royale RP26 Minister
9	John Kirby	Basingstoke	—	Van Diemen RF79 Auriga
10	David Jones	Borough Green	—	ASD FF78 Auriga
11	Kevin Lunch	Wokingham	—	Crossle 32F Scholar
13	Philip Shaw	Chorleywood	—	Royale RP21 Minister
14	Paul Dennis	Bromley	—	Dulon MP21 Scholar
15	John Dickinson	Cookham	The Scopewood Group	PRS RH01 CES
17	David Jacklin	Exton	Pine City Racing	Van Diemen RF80 Scholar
18	Andy Blythe	Wokingham	—	Crossle 30F Scholar
19	Paul Gerrish	Woodford Green	—	Van Diemen RF80 Minister
20	Johan Adams	Bognor Regis	J P Racing with Rifle Jeans	Van Diemen 80 Minister
21	Tim Jones	East Grinstead	—	Royale RP24 Auriga
22	Jerry Mahony	Hook	Southern Garages	Van Diemen RF78 Ford
24	David Jacklin	Steyning	—	Crossle 25F Creswell
25	Allen Timpany	Bath	West Surrey Engineering Ltd	Royale RP26 Auriga
26	Robin Henwood	Crewe	Savon Tyres/Lodge Corner Agencies	Royale RP26 Minister
27	The Streaker	Stockbridge	Hi-Flex International Ltd	Crossle 25F Bright
28	Andy Driver	Reading	—	Hawke DL12 CGS
29	David Palmer	Wymondham	Rushen Green Racing	Royale RP26 Minister
30	Julian Bailey	Wymondham	Rushen Green Racing	Royale RP26 Minister
32	Raul Boesel	Norwich	Van Diemen International Racing Service Ltd	Van Diemen RF80 Auriga
33	John Nicol	Lymington	—	Dulon MP15B Rowland
34	Robert Brooks	London	—	Dastle 16B80 Scholar
35	Lou Schollum	Norwich	Van Diemen International Racing Service Ltd	Van Diemen RF80 Auriga
36	Ilias Efessios	St. Albans	—	PRS 80F Auriga
37	Dave Coyne	Camberley	—	Royale RP26 GGS
38	Gareth Clarke	Milton Keynes	—	Hawke MK21 Scholar
39	Enrique Mansilla	Downham Market	Jim Russell Racing	Van Diemen RF80 Auriga
40	Luiz Schaffer	Downham Market	Jim Russell Racing	Van Diemen RF80 Auriga
41	Peter Kramer	Downham Market	Jim Russell Racing	Van Diemen RF80 Auriga
44	David Shaw	Wargrave	—	Royale RP24 CES
45	Ashley Ward	London	SW Racing	Ray 80F Dart
46	Mike Thompson	Sittingbourne	Rostron Racing Cars	Quest FF80 Minister

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Pos.	1	2	3	4	5	6	7	8	9	10
1	5	1	1	1	1	1	1	1	1	1
2	1	7	5	5	5	5	5	5	5	5
3	7	5	7	7	7	32	32	32	32	32
4		32	32	32	32	7	7	7	7	7
5		6	6	37	37	8	37	37	37	37
6		37	37	6	6	37	8	8	6	6
7		8	8	8	8	6	6	6	8	8
8		27	35	35	35	27	27	27	35	35
9		35	27	27	27	35	35	35	27	27
10							26	26	48	48

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Winners timem.....s
Fastest lap Car noin
m.....s.....mph

Kenny Acheson (Royale RP26) and Michael Roe (Van Diemen RF78) 29/10/78: 1m 25.3s, 99.43mph

P&O FERRIES FORMULA FORD CHAMPIONSHIP
P&O FERRIES — THE MAJOR CROSS-CHANNEL OPERATORS

— are continuing with their sponsorship of the BARC's Formula Ford 1600 series in 1980 with a 23-round Championship. The P&O Ferries Formula Ford Championship — from March to October — will be featured at 9 British circuits during the season. The 1979 P&O Ferries series attracted Britain's top Formula Ford racers in this important training ground for the International stars of tomorrow racing Ford 1600cc-engined single-seaters.

P&O Ferries Passenger Marketing Manager Bill Laidlaw says: "We consider it important to support national motor racing by helping ambitious young drivers to get on. I think our first season of sponsorship has more than realised our hopes and we look forward to our second season producing as worthy a champion as 1979's David Sears."

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).

Positions after Croft March 23, fourth round:

1	Roberto Moreno (Van Diemen RF80 Minister) Brazil	26
2	Tommy Byrne (Van Diemen RF80 Rowland) Hitchin	25
3	Jonathan Palmer (Royale RP26 Minister) Wymondham	9
4	David McClelland (Van Diemen RF79 Scholar) London	8
5	Rick Morris (Royale RP26 Ford) Hertford	7
6	Fernando Ribeiro (Royale RP26 Minister) Brazil	6

Next round Mallory Park April 13

Two highly tuned deliveries.



Here they are. The new racing team from Datapost, the overnight delivery service. The drivers are no strangers – Longman and Curnow, both champions in their own right, now driving new Ford Fiestas. Altogether, a highly tuned team to look out for this year.

And a team that reflects the qualities which have made Datapost famous – speed and reliability. A delivery service for spares that is equally highly tuned to meet the demands of all our customers. Like pick-up at an agreed time. Like the “On-demand” facility for those unexpected items. Like overnight assured delivery to the right address.

A great service if you deal within the U.K. A great service if you deal worldwide. Because International Datapost

will deliver your business papers (often spares and samples as well) to 16 countries throughout the world.

If you feel your deliveries could do with a bit of fine tuning, here's the answer – contact Datapost on 01-432 1919/1920 or fill in the coupon.

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THE FASCINATION OF FORMULA 3

by Brendan Lynch

An intellectual friend of mine once landed a plum job in the BBC Third Programme, but was very upset when on a trip back to his native Ireland, he overheard one of the neighbours say — "Sure and if dat fella was any good at all, isn't it on the First Programme he'd be, or at least the BBC 2!" There is an equally disarming but ill-informed snobbery about motor racing, and for my money Formula 3 knocks the stuffing out of F1 any day, for sheer competitive and inventive driving, as much as for the accessibility of the competitors and the fascination of studying developing drivers.

This year's Vandervell Championship is no exception, and those of us who were thrilled by that last nail-biting Thruxton round are already smacking our chops in anticipation of another exciting contest to-day. After a race-long dice on March 9, the Colombian Roberto Guerrero just held off Jersey's Mike Blanchet and Sweden's Stefan Johansson to score his first F3 success, while Britain's Nigel Mansell dashed into fourth place, just ahead of the hard-charging Irishman Eddie Jordan.

To-day's fourth championship round promises similar drama, with the added bonus of 23 year old Stefan Johansson's firm resolve to reverse those first three placings, and Kenny Acheson's Irish determination to give the lot of them a (metaphorical) smack in the eye after his undignified March 9 retirement.

Championship leader Stefan Johansson says — "Sure, I want to win to-day. I could have gone in for some heroics in the last race, but I would have looked very silly if I'd gone off and lost both a good placing and the Vandervell lead. To-day I will be going all out to win from the front." One driver who did lose it in that earlier Thruxton round was 22 year old Ulsterman Kenny Acheson, who spun out after getting a wheel on the grass at well over the ton. "It was just one of those things . . ." Kenny grins sheepishly, "but I know and like Thruxton well enough to feel confident of doing better to-day. I'll be working hard for a win."

This winning can be a very addictive business and, confident of his own and his Argo car's ability, 21 year old Roberto Guerrero says he is ready to repeat his last F3 success. "I also won my first Formula Ford race at Thruxton," Roberto recalls mischievously, "and I would now like to complete the treble! I think Thruxton is a great test of a driver, particularly in Formula 3, and **con-Mike Blanchet's Lola leads Stefan Johansson (March 803) and Bernard Devaney (March 793) through the chicane at Thruxton's March 9 second Championship round (Trevor Collins)**



Championship leader Sweden's Stefan Johansson negotiating Thruxton's new-look catch-fencing chicane on March 9 — will he win the series? (Trevor Collins)

sequently success here means more to me than it might at other circuits." The Colombian's ambition may, however, be checked by the big surprise of the young Vandervell season, Lola's Mike Blanchet, whom many folk made the mistake of viewing as just a persuasive pedlar of good cars, rather than as a fast pedaller in his own right. It now seems as if, with Argo, the likeable Jersey man is ready to aim a successful Goliath shot at March's recent F3 domination. "It's early days yet," Mike agrees, "but the Lola went really well in that last race and it was certainly the quickest round the fast bits. Should everything go according to plan, we'll be building cars for sale in the latter half of the season."

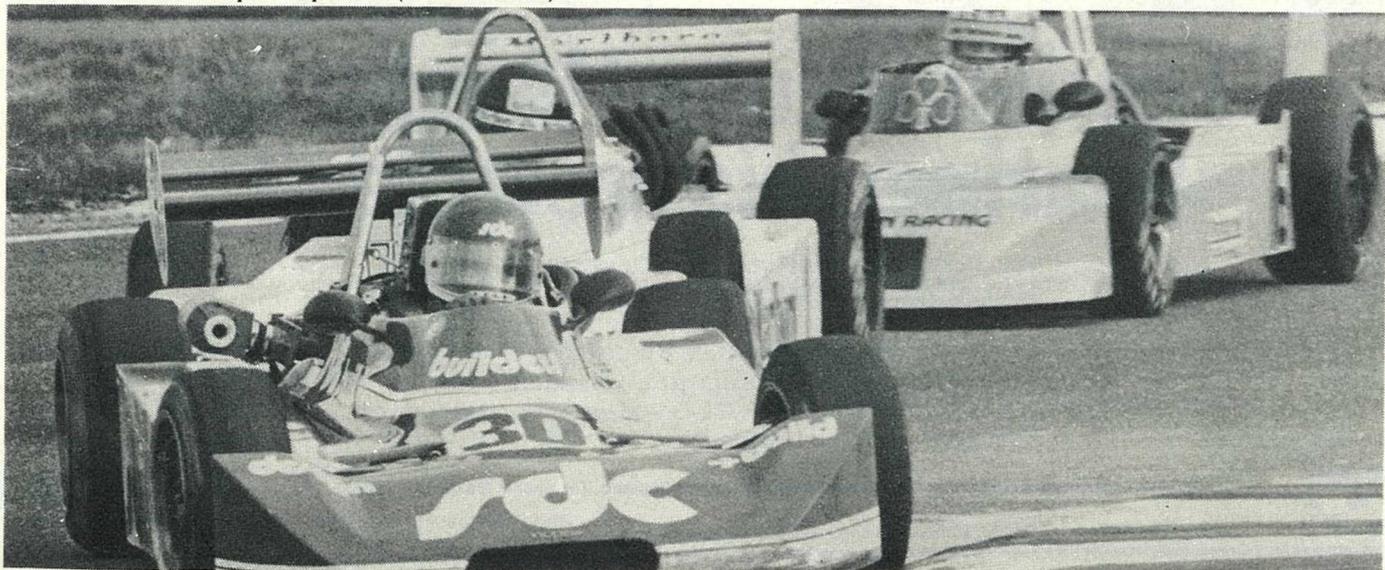
One driver whose Vandervell season has not gone entirely to plan is the talented works March driver Nigel Mansell. Handling problems prevented Nigel from mixing it with the leaders on March 9, but now with the benefit of Pace Oil sponsorship and recent encouraging test sessions, the 26 year old Birmingham man is confident of early success. "I also like Thruxton," he says, "and a win to-day would set me up nicely for an all-out offensive on the Vandervell Championship." The driver who finished just behind Nigel in March was 30 year old Dubliner Eddie Jordan, winner of the 1978 Irish Atlantic Championship. Marlboro-sponsored Eddie showed a rare turn of speed in the latter half of last season and he says "I now have both a first-class car and team and to-day I intend to be right up with the leaders. I saw enough of Nigel's rear end the last day — it's time he now saw mine!"

Each of these drivers has had at least a year's F3 experience, and it may not be long

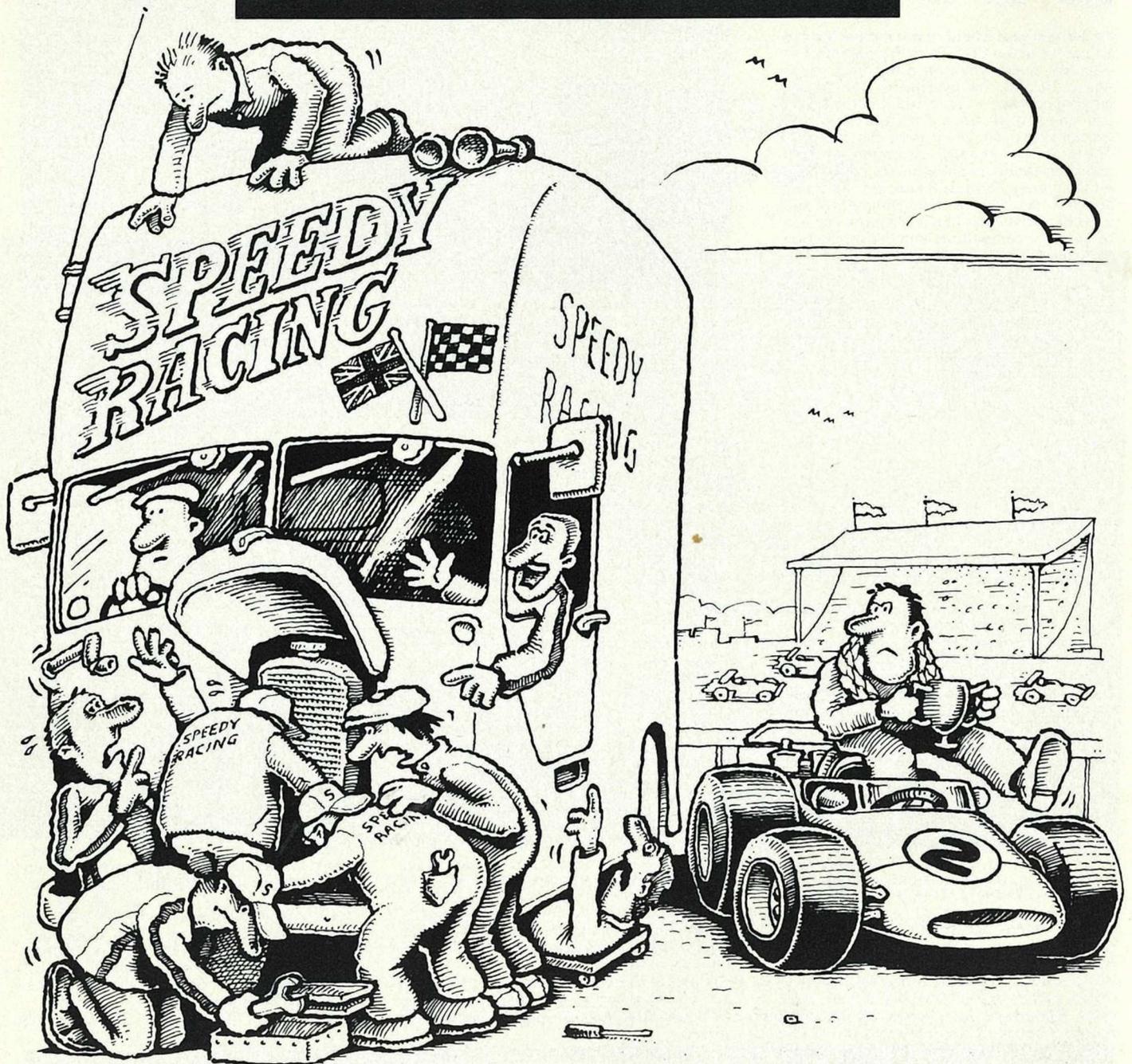
before they need to draw on this to contain some of the latest recruits, notably the young Argo pair, David Sears and Thierry Tassin. David is the stylish son of the equally fleet "Gentleman Jack" Sears, and after winning three 1979 British Formula Ford titles he is now progressively playing himself into what he describes as "real motor racing with a super car." Lack of experience hasn't so far inhibited the talented Belgian, Thierry Tassin, who went quickly in the opening Vandervell round, before a rash overtaking manoeuvre resulted in an equally rapid downfield spiral. It will be interesting to see whether Thierry's quick-fire approach or David's constructive progress bring the best results.

Three other drivers to note are Kiwi Rob Wilson, who makes a welcome return in the promising RT3 Ralt, the talented Jan Riddell, winner of races in his native Sweden, and Spain's Pere Nogues, also staging a welcome come-back. Watch out too for South Africa's Mike White, winner of the 1979 Computacar Formula Ford 2000 Championship, while privateers who have distinguished themselves in recent races are Mike O'Brien, Ian Shaw, John Village (1979 European FF Champion), and Rick Whyman. Their battle for the mid-field placings should also be absorbing, while Tony Norton and stalwarts Gerry Amato and Phil Silverstone make up for by enthusiasm what they lack in major sponsorship.

From top to bottom, to-day's Vandervell Championship race promises close and exciting racing — and I'll wager my rusting beard that even the most fervent F1 fan will be firmly "hooked" on F3 by the end of this afternoon's meeting!



Vandervell



The winner used Vandervell bearings-his crew didn't.

Most heavy commercial vehicle manufacturers fit Vandervell bearings as original equipment.

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Don't let the side down - 220 Grand Prix wins on Vandervell bearings should be proof enough.



Vandervell Products Limited, Norden Road, Maidenhead, Berkshire, England. Telephone: Maidenhead 23456, Telex: 847006



VANDERVELL BRITISH FORMULA 3 CHAMPIONSHIP RACE

Vandervell

This is a round of the 1980 Vandervell British Formula 3 Championship. This is a race for single seater racing cars governed by International Regulations. Engines are based on production 2 litre units. Tyres are restricted to one make.

EVENT 2:15 LAPS

ENTRIES

No.	Driver	Country	Entrant	Car
1	Stefan Johansson	Sweden	Project Four Racing	March 803 Toyota Novamotor
2	Pere Nogues	Spain	Real Automovil Club Catalunya	Argo JM6 Toyota Novamotor
3	David Sears	England	Rushen Green Racing	Argo JM6 Toyota Novamotor
4	Roberto Guerrero	Colombia	Anglia Cars Ltd	Argo JM6 Toyota Novamotor
5	Thierry Tassin	Belgium	Anglia Cars Ltd	Argo JM6 Toyota Novamotor
7	Eddie Jordan	Ireland	Marlboro Team Ireland	March 803 Toyota Novamotor
8	Kenneth Acheson	Ireland	The RMC Group	March 803 Toyota Novamotor
9	Mike O'Brien	England	National Girobank	March 803 Titan-Chevrolet
11	Mike White	South Africa	Autowindscreens with Gerard Racing	March 803 Toyota Novamotor
12	Nigel Mansell	England	March Racing	March 803 Toyota Novamotor
14	Gerry Amato	England	Gerry Amato Racing	March 793 Toyota Novamotor
15	John Village	England	—	Ralt RT1 Toyota Novamotor
16	Bernard Devaney	Ireland	Derek McMahon Racing	March 793 Toyota Novamotor
18	Brett Riley	New Zealand	—	March 793 Toyota Novamotor
23	Tony Norton	England	P C Designs Ltd	March 773 Triumph Dolomite
24	Rick Whyman	England	Rick Wyman Racing (Spares) Ltd	Chevron B43 Toyota Novamotor
30	Mike Blanchet	England	S D C Builders, Bedford	Lola T770/2 Toyota Novamotor
31	Rob Wilson	New Zealand	Bondent Electronic Division/S W Racing	Ralt RT3 Toyota Novamotor
32	Ian Shaw	England	TBA	TBA
41	Phil Silverstone	England	—	Argo JM6 Toyota Novamotor
42	Jan Ridell	Sweden	TBA	TBA
47	Terry Gray	England	—	Ralt RT1 Toyota Novamotor

GRID

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LAP CHART

Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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4	4	7	7	7	7	18	18	18	18	18	18	7	18	18	3
5			18	18	18	7	7	7	7	7	7	18	7	7	12
6			3	3	3	12	3	3	3	3	3	9	3	3	18
7			12	12	12	3	9	9	9	9	9	12	12	12	30
8			2	2	9	9	12	12	12	12	12	30	30	30	7
9			9	9	2	2	2	2	2	30	30	15	9	9	15
10			30	30	30	30	30	30	30	2	2	24	24	24	9

RESULTS

1.....
2.....
3.....
4.....
5.....
6.....

Winners time..... m.....

Fastest lap car no.....

..... m..... s.....

mph

Lap Record

Andrea de Cesaris (March 793 Toyota) 28/10/79:
1m 14.92s, 113.21mph

CHAMPIONSHIP INFORMATION

VANDERVELL BRITISH FORMULA THREE CHAMPIONSHIP FOLLOWING THE HUGE SUCCESS AND POPULARITY OF THE 1979 Vandervell British Formula Three Championship. Vandervell Products Ltd are continuing their support of the series into 1980. The Championship is jointly promoted by the BARC and BRDC, and features increased prize money for 1980 over the whole 20-round series.

Six rounds of the 1980 Vandervell British Formula Three Championship are to be run on full international permits to allow the first five finishers at each to gain results towards the coveted Grand Prix 'A' International licence, adding prestige to the series. Prize money at each round is raised from £1000 to £1250, and the British Grand Prix supporting round will again pay £2500.

Vandervell Products Ltd — a member of the GKN Group of companies — have been closely associated with racing since the 1950s, and Tony Vandervell's Vanwall team won the 1958 World Championship for Constructors. Over 220 Grand Prix have been won on Vandervell bearings.

Points

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

Positions after Brands Hatch March 30, third round:

1	Stefan Johansson (March 803 Toyota) Sweden	18
2	Kenneth Acheson (March 803 Toyota) Ireland	13
3	Roberto Guerrero (Argo JM6 Toyota) Colombia	12
4	Mike Blanchet (Lola T770/2 Toyota) England	10
	Nigel Mansell (March 803 Toyota) England	10
6	Brett Riley (March 793 Toyota) New Zealand	9

Next round Silverstone April 19/20

Autocar

SETS THE RACING PACE



LOOK OUT FOR OUR CAPRIS,
DRIVEN BY GORDON SPICE
AND ANDY ROUSE

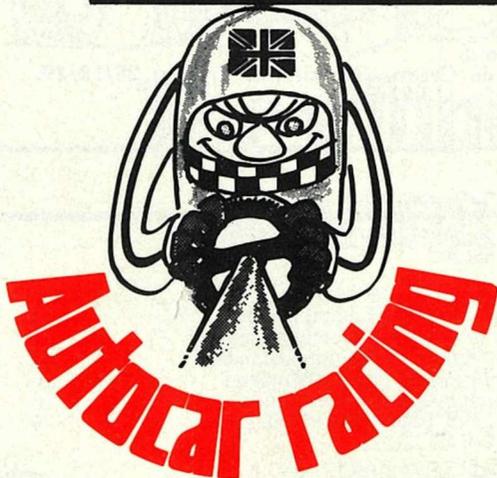
**BRITISH SALOON CAR
CHAMPIONSHIP
CLASS WINNERS
1978 AND 1979**



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F2 - PIRELLI V GOODYEAR?

By Chris Witty

Are **Brian Henton, Derek Warwick, BP Oil** and the **Toleman Group** Motorsport team going to be able to demonstrate the sort of form here today that could bring them this year's European Championship title?

Well apart from being a British financed team with British drivers and British engines, an awful lot is going to depend on the worthiness of their Italian-made **Pirelli** radial tyres as many pundits believe that this season's racing is going to develop into a tyre war with **Goodyear's** tried and trusty cross-ply design providing the main opposition.

Although the **BP Toleman** team have dominated the pre-season testing and publicity throughout Europe, they cannot be officially regarded as Championship favourites even though in Henton, the 34 years old Derbyshire garage owner, they have one of the most experienced racers currently competing here today. What is more in their favour is that Henton himself won this event back in 1977 driving the much-maligned **Boxer** chassis.

Favourites therefore must be **March Engineering**, themselves reigning European Champions (much to Henton's and Toleman's chargin) having won the title five times with **BMW** engines and Goodyear tyres during the past decade.

The March effort this year may not be particularly strong in terms of driving experience but this is perhaps balanced out by the engineering which has gone into their new 802 series design, described by myself in *Autosport* earlier this year as "one of the nicest looking Marches ever produced". Alongside the cumbersome looking 792, referred to as "a bus" by March designer Ian Reed, the 802 looks a very functional and well thought out racing car.

In **Theodorico (Teo) Fabi**, recently turned 25 years of age, March and BMW have sensibly retained the services of a short stocky Italian who, contrary to many of his Latin-blooded countrymen, possesses a quiet unassuming nature, yet is an aggressive race driver with all the makings of a possible future champion.

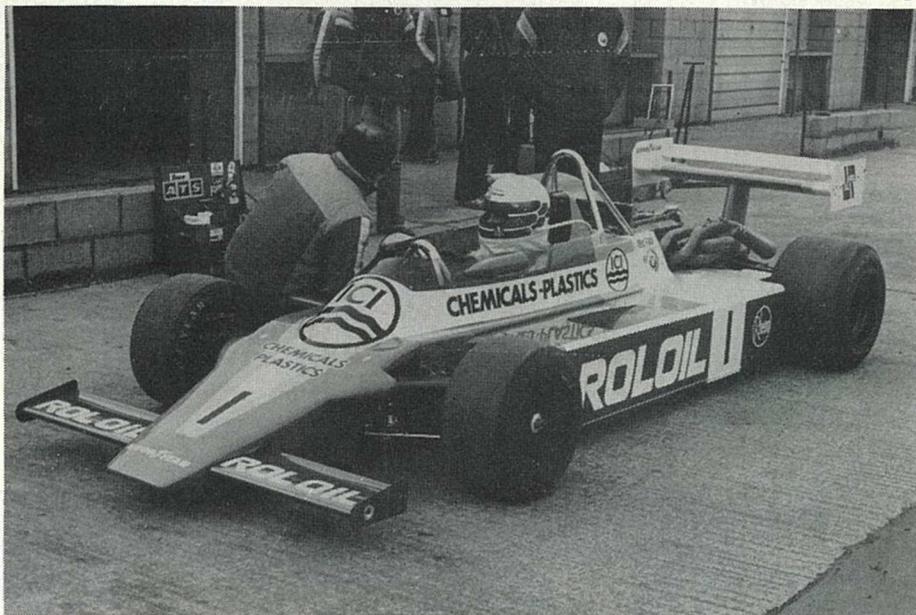
Certainly Fabi's form towards the end of last season suggested this and although perhaps lacking in big race experience, the team's array of talented engineers supported by their tremendous knowledge of the Formula 2 circuit should put Teo well to the fore here today.

Fabi's team-mates in the large **ICI Chemicals**-backed works operation are 19 years old New Zealand-born **Mike Thackwell**, the rugged German **Manfred Winkelhock** and 27 years old American **Cliff Hansen**, a former Formula Atlantic driver who is endeavouring to make his name over here in Europe. Hansen's officially sanctioned works car will be run away from the factory by **Mike Earle's** race team, formerly David Purley's crew.

Thackwell is very inexperienced, yet showed last year in the singleton works Formula 3 March 793 that he could win races — a total of six by the time the season finished including the supporting Formula 3 race at the British Grand Prix last July.

Mike, although full of surprises, could take time to settle down while Winkelhock, a member of the works March-BMW Junior team two years ago when he made his single-seater debut here in fact finishing 5th, appears to be more at home in a BMW Procar although don't discount him from the top placings come late Monday afternoon.

Certainly the young girls will be drooling over Thackwell and Hansen with their film-star looks.



Teo Fabi in March 802 talks to designer Ian Reed at Silverstone test (photo Autosport)

As has become common place in Formula 2, March dominate the grid numerically with their cars and this year is no exception with a host of customer chassis of varying vintage being spread throughout the field.

Apart from the works, those in with a good chance of pulling off a big surprise as so often happens at Thruxton are the **Project Four** Team who, under the guidance of former Brabham race mechanic Ron Dennis, now very much converted to a motor racing entrepreneur, are running a brace of cars for Brazilian **Francisco Serra** and starry-eyed(!) Italian **Andrea de Cesaris**.

Serra, last year's Vandervell Formula 3 champion, has found financial support from his native country and although at one stage it looked as if he might join the Fittipaldi Grand Prix before Keijo Rosberg's "re-appointment", the opportunity was "put on ice" and 'Chico' is now aiming at proving a moot point in Formula 2.

Challenging Serra and all the others no doubt will be his teammate 20 years old de Cesaris from Rome, a mercurial youngster if ever there was one.

Heavily backed once again by **Marlboro** (Italy), Andrea might need a strong rein to temper his zestful enthusiasm which was plainly obvious in last season's British

Derek Warwick in the Toleman-Hart TG280 (photo Autosport)



Vandervell series when Serra's more patient approach over the 20 race Championship proved particularly beneficial to the Brazilian.

Of the remaining March runners, expect a fiery drive from Dubliner **Bernard Devaney**, another of Derek McMahon's proteges who, thanks to the efforts of his close friend and Tyrrell Grand Prix star Derek Daly (no doubt spectating here today) together with an influential German journalist, will be racing the Swiss **Horag** entry for Markus Hotz.

Sadly Clay Regazzoni, the Ensign Grand Prix driver, will in fact only be appearing in a second Horag entry at Hockenheim next week and thereafter at the Nurburgring. Book your **P&O Ferry** crossing now if you want to go!

It's good to see Jack Kallay and **Theodore Racing** supporting the often under-financed efforts of Englishman **Kim Mather** with a new Hart-powered March 802 while Formula 2's fast lady **Divina Galica**, enjoying support from **Wendy Wools** (sponsors of the BARC's Special Saloon series) is lifting up the skirts on her 792 for all to see as has bespectacled German **Wolfgang Locher** in Brian Henton's own entry.

The Italian **San Remo** team have also suitably modified their respective 782 and

Good Luck Divina.



Be in the public eye with

Wendy 

(together we make a great team)

792 Marches for Formula 2's most consistent campaigner **Alberto Colombo** and the tubby **Oscar Pedersoli**.

Whoever drives the two year old 782 may well embarrass a few people, particularly when you bear in mind that this highly successful model has won the last two Formula 2 races here.

The man who did it so emphatically last Easter was South African-born **Rad Dougall** in the Toleman Group entry. Twenty-eight years old Dougall revels around Thruxton's fast bumpy corners and this year, without there being an opportunity for his inclusion in the new BP-financed Toleman set-up, fortunately finds himself behind the wheel of **Manfred Cassani's** quasi-works **M & H**-tyred German-based **Ralt-BMW**.

As to whether Rad will be in a brand new RT4 (similar to his last year's Toleman Ralt RT2) or an earlier RT1 is dependent on delivery from the Ralt factory.

Having come so close to winning the title last season when they themselves ran a semi-works Ralt operation, the aspirations of the impressive **Toleman** team are easy for all to see. Here we have a British company who have, at various levels, supported the sport for ten years now.

The total professionalism of the team, who have now taken the bold step of designing (through the combined talents of South African **Rory Byrne** assisted by **John Gentry**) and building their own car in an effort to beat the opposition, reflects their desire to win and win well.

Persuading BP Oil to invest in their unproven product appears, at this early stage, to have been a wise move but much may depend on their relationship with **Pirelli** who still have to prove the merits of the radial ply tyre in single-seater racing in this, their third season of Formula 2.

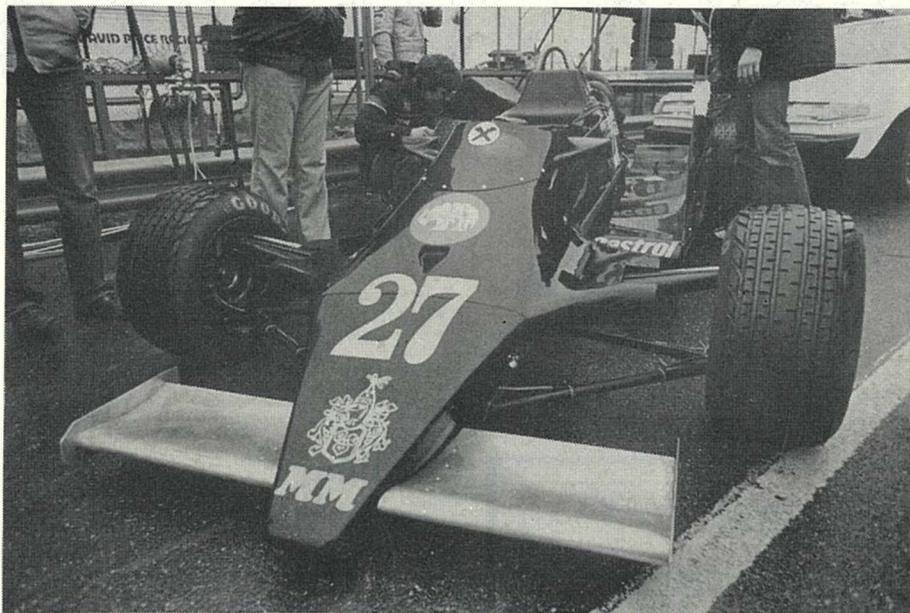
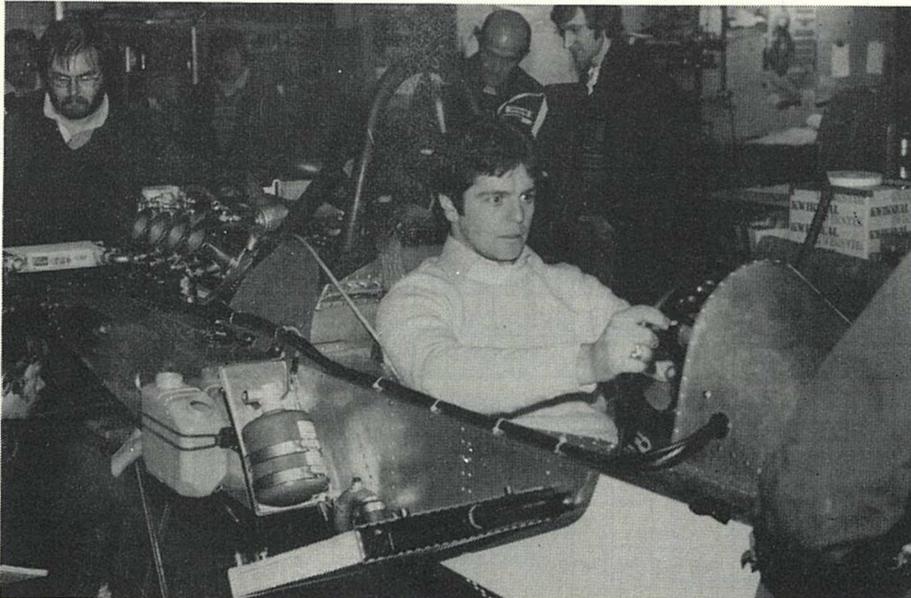
In Henton and Warwick, the BP Toleman team have a pair of drivers who clearly know their task this year is to destroy the opposition.

Henton, in fact, only rejoined the team just over a month ago after **Stephen South**, another talented young Englishman, chose to pursue his career across the North Atlantic. **Brian** knows that he's the hot favourite and it will be interesting to see how he copes with the pressures, particularly in view of the fact that he's already tested the rival **March 802** for the works!

As for Warwick, many now reckon him to be the dark horse of the season if his recent pre-race testing performances are anything to go by.

Alongside the works Toleman set-up will be a further pair of TG280 chassis run by the **Docking/Spitzley** team for Dutchman **Huub Rothengatter** and either Italian **Siegfried Stohr** or Frenchman **Michel Leclere**.

Derek Warwick having a fitting for the new Toleman TG280 Formula 2 car



The new revised German built Maurer-BMW prior to Thruxton tests (photo Autosport)

In fact this second seat wasn't decided as we closed for press.

All the Toleman cars will be powered by **Brian Hart's** latest version of his potent light-alloy blocked 420R engine, the Harlow engine builder ever more determined to break the German BMW stranglehold which, apart for two years when the French Renault V6 reigned supreme, has won every European Championship since its debut as a production based unit back in 1973.

The additional Toleman entries will also run on **Pirelli P7** radial tyres as do the Italian **San Remo Racing**, **Minardi** and **Merzario** teams.

The **Minardi** team, like Toleman, have designed and built their own car over the winter and extremely attractive it looks too.

Initially this experienced Italian team from Faenza will run just one BMW-powered car for the promising Argentine **Miguel Angel Guerra**, another driver likely to cause a few surprises.

Thereafter **Guerra** will be joined by Italian Formula 3 graduate **Bruno Corradi**.

Having spent all of last season failing to qualify for the Grands Prix, the diminutive **Arturo Merzario** is adopting a more realistic attitude this year and he too has designed and built his own Formula 2 car which was tested in Italy for the first time only a couple of weeks ago.

Art's a charger but only when things are in his favour so don't expect too much from this team at this early stage in the season.

Another team who I don't think will be faring too well to start with are the German **Maurer** organisation.

Last year they built their own car which although pretty to look at, proved uncompetitive in the hands of an admittedly inexperienced single-seater driver.

This season they've built up a new car around **Gustav Brunner's** original design and, with backing from **Willi Maurer's Mampe** drinks concern, are running two BMW-powered chassis for promising Austrian **Markus Hottinger** and the Swede **Eje Elgh**.

This will be **Elgh's** third season in Formula 2 and a vital one if his career is to progress in a positive fashion.

It's perhaps ironic that had **Elgh** been able to hold onto his **Marlboro** (Sweden) backing for this year, then he would be seen driving **Tim Schenken's** and **Howden Ganley's** superb little **Tiga** Formula 2 car as they ran a March for the Swede last season, scoring a controversial win at **Enna** which ultimately had a bearing on the final outcome of the Championship.

Driving the **Tiga** instead will be Formula 2 debutant and new BMW protege **Hans-George Burger**.

Burger, after a fair showing in European Formula 3 races last year, shot to prominence by out-qualifying all the Formula 1 stars in the German Grand Prix BMW Procar race last August.

He could go quite well although it would be nice to see someone like **Henton** (or **Geoff Lees**) in the **Tiga** in order to give a truer indication of the car's potential.

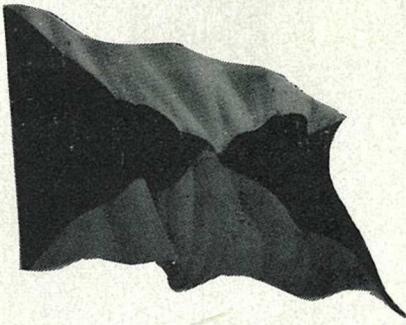
Finally, we may see the appearance of yet another marque, the all Italian **AMS** for **Piero Necchi**, a driver who would do better to race in a proven chassis while the same could be said of Frenchman **Patrick Gaillard** in the French **AGS**.

So who is going to win today's race? Will it be a race governed by tyres, chassis, engines or drivers?

An awful lot depends on the weather. If it's cold then I'll go for **Henton**. If it's raining then it could be **Warwick** but if it's fine and sunny, then my money is on **Fabi**, **March**, **BMW** and **Goodyear**.

As for a possible outsider, I'll have an each way bet on **Colombo** with **de Cesaris** likely to cause a few hearts to flutter at the first fence.

Here's hoping it's a good race with fast close competitive racing; a prelude to the prospects of a thoroughly absorbing season ahead.



P&O FERRIES FOR

This is a race for Formula Two single seater racing cars as defined by the FIA, and a qualification for the Formula Two Championship. Engines are to a maximum of 2000cc capacity.

CHAMPIONSHIP INFORMATION

EUROPEAN FORMULA TWO CHAMPIONSHIP

THIS RACE IS THE FIRST ROUND of the 1980 European Formula Two Championship for 2-litre single-seater cars. Prize money is paid at each round on the scale shown on page 5 of this programme — drivers not covering 50 per cent of the total race distance receive only 50 per cent of any prize monies won. Entrants today receive travel expenses as follows: Each qualified driver in the first 25 receives travel expenses, provided they start in the race: failure to start reduces this by 50 per cent.

THE JOCHEN RINDT MEMORIAL TROPHY — commissioned in 1971 by Yellow Pages in memory of the great Austrian driver — goes to the overall winner of today's Formula Two race. It was at a BARC meeting — Crystal Palace, 1964 — that Rindt entered big-time Formula Two racing, and his performances in F2 will always be remembered by motor sport enthusiasts.

Winners of the Jochen Rindt Memorial Trophy have been:

- 1971 Graham Hill
- 1972 Ronnie Peterson
- 1973 Henri Pescarolo
- 1975 Jacques Laffite
- 1976 Maurizio Flammini
- 1977 Brian Henton
- 1978 Bruno Giacomelli
- 1979 Rad Dougall

ENTRIES

No.	Driver	Country	Entrant
1	Teo Fabi	Italy	ICI Roloil Racing Team
2	Mike Thackwell	Austria	ICI Racing Team
3	Manfred Winkelhock	Germany	ICI/DVF Racing Team
4	Cliff Hansen	USA	Mike Earle Racing with March
5	TBA		Mike Earle Racing with March
6	Andrea de Cesaris	Italy	Project Four Racing
7	Brian Henton	England	BP/Toleman Group Motorsport
8	Derek Warwick	England	BP/Toleman Group Motorsport
9	Rad Dougall	South Africa	Uher Cassani Racing Team
10	Hans-Georg Burger	Germany	Team Tiga
11	Alberto Colombo	Italy	Sanremo Racing
12	Oscar Pedersoli	Italy	Sanremo Racing
13	Chico Serra	Brazil	Project Four Racing
14	Huib Rothengatter	Holland	Docking Spitzley Ltd
15	TBA		Docking Spitzley Ltd
16	Miguel Angel Guerra	Argentina	Minardi Team
19	Markus Hottinger	Germany	M M Mampe Team
20	Eje Elgh	Sweden	M M Mampe Team
22	Arturo Merzario	Italy	Merzario Team SRL
23	TBA		Merzario Team SRL
25	Wolfgang Locher	Germany	British Racing Team
30	Bernard Devaney	Ireland	Lista Racing Team
32	Patrick Gaillard	France	Motul-GPA
36	Divina Galica	England	Wendy Wools
39	Warren Booth	England	Crown Industrial Finishes/Shand Ky Wallcoverings
44	Kim Mather	England	Aycliffe Newtown/Theodore Racing
47	Fredy Schnarwiler	Switzerland	Formel Rennsport Club

LAP CHART

Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36		
1	6	6	6	6	6	6	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
2	8	8	8	8	8	8	6	6	6	6	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
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10	14	14							30	25	25	25	25	1	39	39	39	39	39	39	39	39	39	39	39	39	10	10	10	10	10	10	10	10	10	10	39	39

MULA TWO TROPHY RACE

EVENT 3:55 LAPS

ing round of the 1980 European

QUALIFYING

1st Session 2nd Session OVERALL

Car	No.
March 802 BMW	1
March 802 BMW	2
March 802 BMW	3
March 802 BMW	4
March 802 BMW	5
March 802 BMW	6
Toleman TG 280 Hart 420R	7
Toleman TG 280 Hart 420R	8
Ralt RT4 BMW	9
Tiga F280 BMW	10
March 792 Heidegger BMW	11
March 792 Heidegger BMW	12
March 802 BMW	13
Toleman TG 280 Hart 420R	14
Toleman TG 280 Hart 420R	15
Minardi GM 75 BMW	16
Mampe MM80 BMW	19
Mampe MM80 BMW	20
Merzario M1 BMW	22
Merzario M1 BMW	23
March 782 Hart 420R	25
March 802 BMW	30
AGS JH17 BMW	32
March 792 Hart	36
Chevron B48 Hart 420R	39
March 802 Hart	44
March 802 BMW	47

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RESULTS

7	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
9	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
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11	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
12	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14	30	30	30	30	30	30	30	30	30	30	30	30	10	10	10	10		
15	10	10	10	10	10	10	10	10	10	10	10	30	30	30	30			
16	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39			

1.....	6.....
2.....	7.....
3.....	8.....
4.....	9.....
5.....	10.....
Winners time .....m.....s	
Fastest lap	
Car No.in.....m.....s.....mph	
Lap record: Mark Surer (2.0 March 792 BMW) 1b/4/79: 1m 09.11s, 122.73 mph (197.51 kph)	

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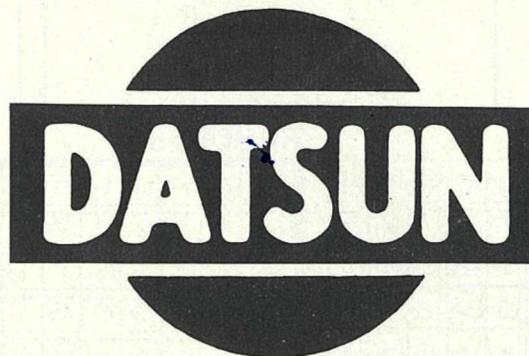
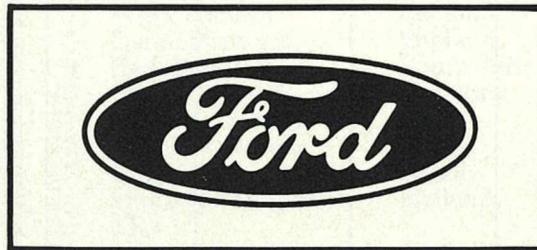
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TRICENTROL BRITISH SALOON CAR CHAMPIONSHIP RACE

Tricentrol

This is a round of the 1980 Tricentrol British Saloon Car Championship for cars complying with Group 1 specification, to a 3.5 litre capacity limit.

EVENT 4:20 LAPS

No.	Driver	Town	Entrant	Car	cc
CLASS A: 2501-3500cc					
1	Gordon Spice	Staines	Gordon Spice Racing	Ford Capri	2994
2	Andy Rouse	Southam	Gordon Spice Racing	Ford Capri	2994
3	Vince Woodman	Bristol	Equipe Esso	Ford Capri	3000
5	Charles Sawyer-Hoare	London	Odhams & Gunn	Ford Capri	2996
6	Rex Greenslade	Twickenham	Team Triplex with Esso and Rover Motor		3500
9	Holman Blackburn	Chiddingfold	Manns Garage (Chiddingfold)	Ford Capri	2992
11	Graham Goode	Glen Parva	—	Ford Capri	3000
12	Jeff Allam	Twickenham	Team Triplex with Esso and Rover Motor		3500
14	TBA		Tom Walkinshaw Racing	Ford Capri	2998
CLASS B: 1601-2500cc					
20	Win Percy	Kidlington	Team Pentax	Mazda RX7	2298
21	John Morrison	Marlborough	Team Pentax	Mazda RX7	2298
23	Roger Saunders	Petersfield	Wadham Stringer Esso	Triumph Dolomite Sprint	1998
24	Derrick Brunt	St. Albans	—	Vauxhall Magnum	2279
26	Leo Bertorelli	Cambridge	Napolina Alfa Romeo Dealer Team	Alfetta GTAm	1962
28	TBA		Tom Walkinshaw Racing	Mazda RX7	2298
CLASS C: 1301-1600cc					
41	Richard Longman	Christchurch	Datapost 'A Royal Mail Service'	Ford Fiesta	1600
43	Stirling Moss	London	Team Akai with Audi	Audi 80	1588
44	Richard Lloyd	London	Team Akai with Audi	Audi 80	1588
46	Chris Hodgetts	Beaconsfield	Team Toyota/Hughes of Beaconsfield Ltd	Toyota Celica	1588
49	John Hammersley	Hednesford	Airconstruct (Midlands) Ltd	Volkswagen Scirocco GTi	1588
51	Louis Parsons	Andover	Martins VW Audi Centres	Volkswagen Golf GTi	1588
52	John Morris	Coventry	Morris Vulcan Ltd	Volkswagen Scirocco	1588
56	Barrie Williams	London	The Colt Car Co Ltd	Mitsubishi Colt Hatchback	1597
57	Dave Morgan	Purley	The Colt Car Co Ltd	Mitsubishi Colt Hatchback	1597
CLASS D: Up to 1300cc					
61	Alan Curnow	Salisbury	Datapost 'A Royal Mail Service'	Ford Fiesta	1298
62	Tom Pitcher	Christchurch	—	Austin Morris Mini GT	1293
63	Jon Mowatt	Benfleet	—	BL Mini GT	1275
66	Jon Dooley	Cambridge	Napolina Alfa Romeo Dealer Team	Alfasud 1.3 ti	1262
68	John Spiller	Exeter	Standfield & White	Talbot Avenger	1295
71	Geunda Eadie	Wirral	English's Bournemouth	Ford Fiesta	1300

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Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	3	3	1	1	1	2	2	1	1	2	2	2	2	2	2	2	2	2	1	1
2	1	1	2	2	2	1	1	2	2	1	1	1	1	1	1	1	1	1	3	3
3	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2
4	12	12	9	12	12	9	9	9	9	9	9	9	6	6	6	6	20	20	6	6
5	9	9	12	9	9	12	12	6	6	6	6	6	12	12	20	20	6	6	12	12
6	6	6	6	6	6	6	6	12	12	12	20	20	20	20	12	12	12	12	2	2
7	20	20	20	20	20	20	20	20	20	12	12	9	9	9	9	9	9	23	23	
8	46	23	5	5	23	23	23	23	23	23	23	23	23	23	23	23	23	24	24	
9		26	23	23	5	26	26	24	24	24	24	24	24	24	24	24	24	24	52	52
10		5	24	24	24	52	52	52	52	52	52	52	52	52	52	52	52	52	11	11

-1 LAR

RESULTS/RECORDS

1	.....
2	.....
3	.....
Winners time	..... m s
Over 2300cc class:	
1	.....
2	.....
3	.....
Fastest lap car no	.....in.....m.....s
1601-2300cc class:	
1	.....
2	.....
3	.....
Fastest lap car no	.....in.....m.....s
1301-1600cc class:	
1	.....
2	.....
3	.....
Fastest lap car no	.....in.....m.....s
Up to 1300cc class:	
1	.....
2	.....
3	.....
Fastest lap car no	.....in.....m.....s

Lap records:
Over 2300cc: Gordon Spice (3.0 Ford Capri) 9/9/79: 1m 29.69s, 94.57mph
1601-2300cc: Tom Walkinshaw (2.3 Mazda RX7) 9/9/79: 1m 30.53s, 93.69mph
1301-1600cc: Richard Lloyd (1.6 VW Golf GTi) 9/9/79: 1m 34.46s, 89.79mph
Up to 1300cc: Richard Longman (1.2 Mini 1275GT) 16/4/79: 1m 37.07s, 87.30mph

TRICENTROL BRITISH SALOON CAR CHAMPIONSHIP

Tricentrol, the international industrial, engineering and exploration group, who have many garages as part of their U.K. activities, are the sponsors of the 1980 British Saloon Car Championship, the official British saloon car championship sanctioned by the RAC. Points are scored 9-6-4-3-2-1 plus 1 for fastest lap basis in each class.

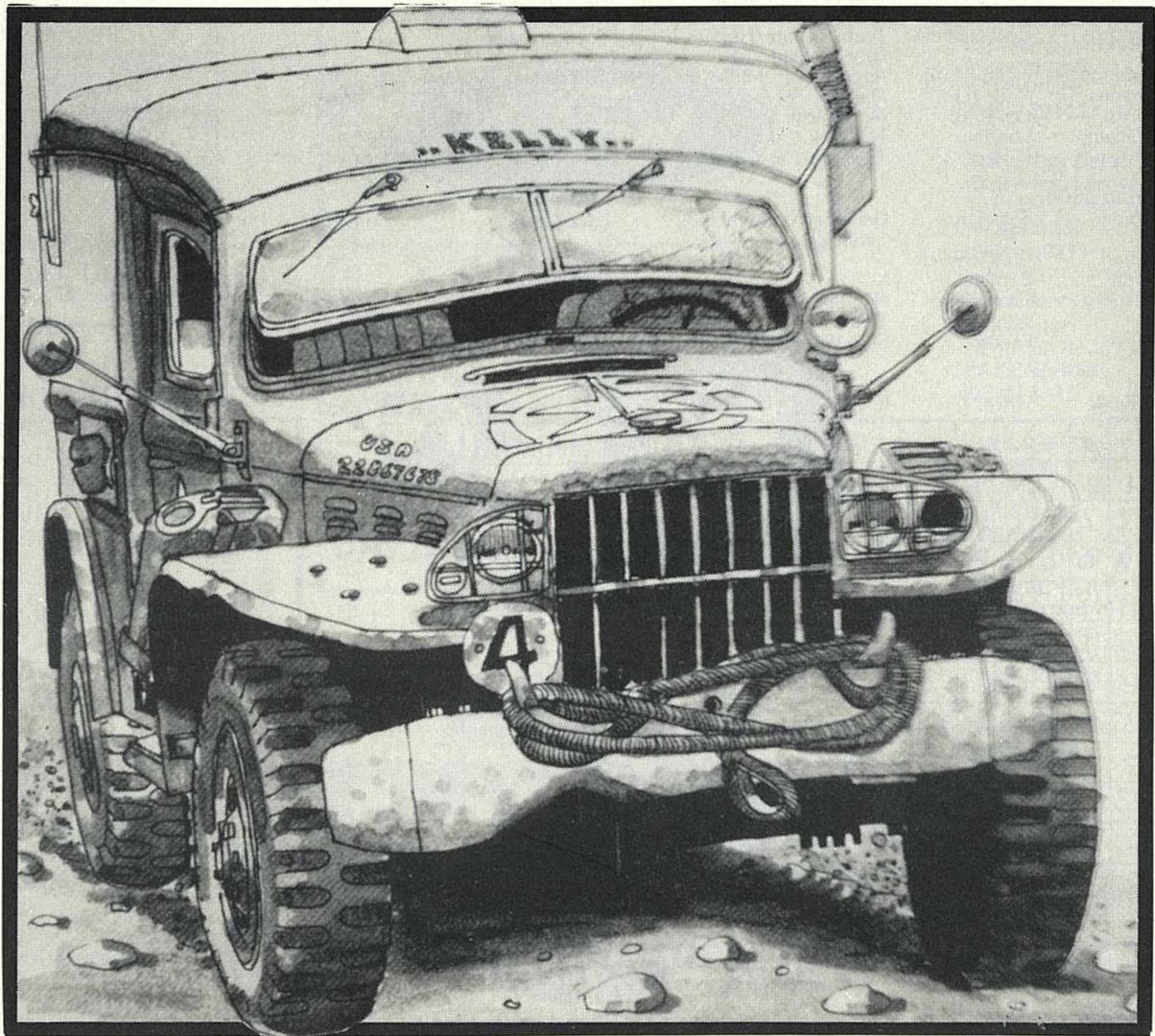
Points positions after Mallory Park, March 23 round, and before Oulton Park, April 4 second round:

Class A:	Class C:
1 Andy Rouse (Capri)	1 John Morris (Scirocco)
2 Gordon Spice (Capri)	2 Richard Longman (Fiesta)
3 Vince Woodman (Capri)	3 Chris Hodgetts (Celica)
10	9
6	6
4	5
Class B:	Class D:
1 Win Percy (Mazda RX7)	1 Jon Mowatt (Mini GT)
2 John Morrison (Mazda RX7)	2 Tom Pitcher (Mini GT)
3 Roger Saunders (Dolomite)	3 John Spiller (Avenger)
10	10
6	6
4	4

Next round Silverstone April 20

THRUXTON **THRUXTON CIRCUIT WITH THE MILITARY VEHICLE CONSERVATION GROUP PRESENTS:**
1980

THRUXTON D-DAY



SEE OVER 200 FIGHTING VEHICLES OF WORLD WAR TWO IN ACTION
MOCK BATTLES—CONCOURS—MILITARIA MARKET—BARS & SNACKS
ADMISSION £1.25 ADULTS—30P CHILDREN — PARK FREE The organisers reserve the right to amend or cancel the programme

SUNDAY JUNE 8 AT 2PM

THRUXTON—FIVE MILES WEST OF ANDOVER ON A303



CAPT. C. GULL FORMULA FORD RACE

EVENT 5:10 LAPS

This is a non-championship race for Formula Ford cars using near standard 1600cc Ford Cortina engines. Racing tyres used by these cars are identical.

GRID

—	—	—	1
—	—	—	2
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—	—	—	11
—	—	—	12
—	—	—	13

ENTRIES

No.	Driver	Town	Entrant	Car
1	Tommy Byrne	Hitchin	Aalco Luton	Van Diemen RF80 Rowland
7	Rick Morris	Hertford	Ropley Motors/Oakley Coachbuilders	Royale RP26 Scholar
9	John Kirby	Basingstoke	—	Van Diemen RF79 Auriga
11	Kevin Lunch	Wokingham	—	Crossle 32F Scholar
13	Philip Shaw	Chorleywood	—	Royale RP21 Minister
19	Paul Gerrish	Woodford Green	—	Van Diemen RF80 Minister
21	Tim Jones	East Grinstead	—	Royale RP26 Auriga
24	David Jacklin	Steyning	—	Crossle 25F Creswell
25	Allen Timpany	Bath	West Surrey Engineering	Royale RP26 Auriga
27	The Streaker	Stockbridge	Hi-Flex International Ltd	Crossle 25F Bright
35	Lou Schollum	Norwich	Van Diemen International Racing Services	Van Diemen RF80 Auriga
43	Peter Williams	Eastleigh	—	Royale RP26 Ford
45	Ashley Ward	London	SW Racing	Ray 80F Dart

LAP CHART

Pos.	1	2	3	4	5	6	7	8	9	10
1	7	7	7	7	7	7	7	7	7	7
2	6	37	37	37	37	37	37	37	37	37
3	35	8	8	8	8	8	8	8	8	47
4		27	27	27	27	27	47	47	47	8
5		24	24	24	24	24	27	27	27	27
6		35	35	35	47	47	24	24	24	24
7		47	47	47	35	35	35	35	48	48
8			28	48	48	48	48	48	35	35
9				26	26	26	26	26	26	26
10					13	13				

RESULTS

1

2

3

4

5

6

Winnersm.....s

Fastest lap car noin

.....m.....s.....mph

Kenny Acheson (Royale RP26) and Michael Roe (Van Diemen RF78) 29/10/78: 1m 25.3s, 99.43mph

BARC—BRITAIN'S BIGGEST, BRITAIN'S BEST

PLEASE SEND ME BARC MEMBERSHIP DETAILS

NAME.....

ADDRESS.....

RETURN TO BARC MEMBERSHIP, THRUXTON CIRCUIT, ANDOVER, HANTS — 026477/2696 OR TELEX 47591 BARCTX

AND INCLUDE:



RACING DETAILS
 MARSHALLING DETAILS
 (tick box where applicable)

THRUXTON DATES FOR 1980

SUNDAY APRIL 27 BARC CHAMPIONSHIP RACE MEETING

Races: Esso Formula Ford, Clubmans Register 'A', Wendy Wools Special Saloons, Derwent TV Sports 2000, STP Modified Sports, Austin Morris Mini 1000 Challenge, Classic Saloon Cars, Monroe Production Saloons.
First race: 1.30pm Admission: Adults £1.85, Children 30p

BANK HOLIDAY MONDAY MAY 5 BROOKLANDS RACEDAY

Races: Vandervell British Formula Three, RAC British Formula Ford, STP Modified Sports, AMOC Thoroughbred Sportscars, Formula Junior, Special GT Cars, Post Historic Road Sports Cars, Classic Sports Cars.
First race: 1.30pm Admission: Adults £2.50, Children 60p

BANK HOLIDAY MONDAY MAY 26 BRITISH FORMULA ONE INTERNATIONAL RACEDAY

Races: Aurora AFX British Formula One, BRSCC Pre '74 Formula Ford, Wendy Wools Special Saloons, AMOC Thoroughbred Sportscars, Austin Morris Mini 850 Challenge.
First race: 2pm Admission: Adults £4, Children 75p

BANK HOLIDAY MONDAY AUGUST 25 BANK HOLIDAY CAR RACES

Races: P&O Ferries Formula Ford, Oceanair Clubmans Sports, MG Marque Sports Cars, STP Modified Sports, AMHEC Formula 1300, AMHEC Formula Four, Monoposto Formula, Special GT Cars, HSCC Historic Group 4 Cars.
First race: 2pm Admission: Adults £2.50, Children 60p

SUNDAY SEPTEMBER 7 RADIO VICTORY RACEDAY

Races: Aurora AFX British Formula One, MCD/BRSCC Formula Ford 2000, Tricentrol British Saloons, BMW County Championship.
First Race: 2pm Admission: Adults £4, Children 75p

SUNDAY SEPTEMBER 28 FORMULA ATLANTIC RACEDAY

Races: Hitachi British Formula Atlantic, MCD/BRSCC Formula Ford 2000, Wendy Wools Special Saloons, Derwent TV Sports 2000, STP Modified Sports, Austin Morris Mini 1000 Challenge, Formula Junior, Pre '57 Saloon Cars, Formula Talbot.
First race: 2pm Admission: Adults £1.85, Children 30p

SUNDAY OCTOBER 26 BARC CHAMPIONSHIP FINALS

Races: Vandervell British Formula Three, P&O Ferries Formula Ford, Oceanair Clubmans Sports, Wendy Wools Special Saloons, Monroe Production Saloons, STP Modified Sports.
First race: 2pm Admission: Adults £2.50, Children 60p

SATURDAY NOVEMBER 8 TV CAR RACES

Races: Imperial Leather Classic Ford 2000, Formula Three, Formula Ford 1600, Graham Hill Memorial Trophy Minis.
First race: 1pm Admission: Adults £1.85, Children 30p

THE PROMOTERS RESERVE THE RIGHT TO AMEND OR CANCEL THE PROGRAMME

BECOME DRIVER



A RACING FOR A DAY

YES! YOU CAN MAKE THAT DREAM COME TRUE

COME TO ONE OF THE EXCITING OPEN DAYS THAT WE HOLD AT THIS CIRCUIT. RECEIVE ANALYSIS AND INSTRUCTION FROM ONE OF OUR TOP FLIGHT INSTRUCTORS, AND THEN CLIMB INTO A VAN DIEMEN FF 1600, AND DRIVE FOR A SESSION ON YOUR OWN. IT WILL BE AN EXPERIENCE YOU'LL NEVER FORGET! IF YOU'RE GOOD YOU COULD WIN A FREE COURSE WORTH OVER £345, AND THEN, PERHAPS, A WORKS DRIVE WITH US FOR NEXT SEASON. ALL OF THIS FOR JUST £29.50 INCLUSIVE

IT'S GOT TO BE WORTH IT.

FILL IN THIS COUPON FOR DETAILS:

Please send me details of your open days at Thruxton

Name..... Address

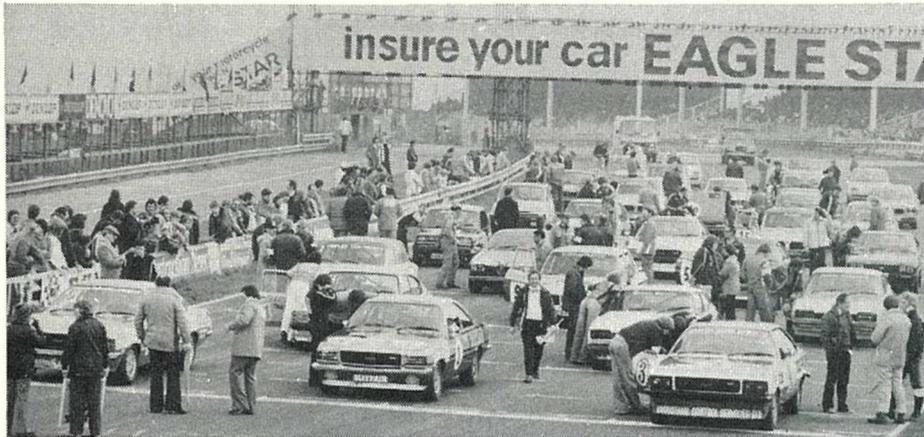
SCORPION RACING DRIVERS SCHOOL

HIGH ST., AMESBURY, WILTS.
TEL. 22690



SALOON CAR CHAMPIONSHIP EXCITEMENT

by Brendan Lynch



A full grid at last September's Thruxton Tricentrol British Saloon Car Championship round (Tony Lambden)

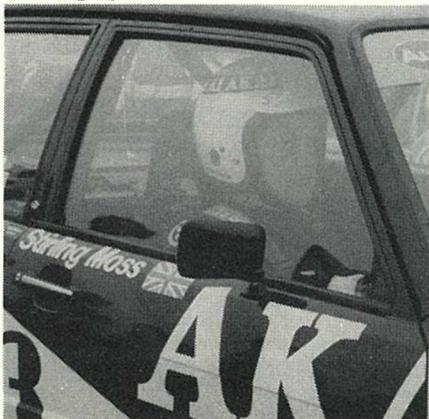
After the excitement of the opening round at Mallory Park, the Tricentrol British Saloon Car Championship went to Oulton Park on Good Friday and returns to Hampshire today, where many of the contestants will no doubt be keen to flex their muscles on the wide open spaces of Thruxton. Although the emphasis of to-day's meeting is very much on the single-seater championships, many spectators can identify more readily with the saloon beasts, and there should be plenty of interest in the four-class Tricentrol contest.

WELCOME STIRLING!

But before we mention a word about the cars or competitors, let's give one right royal welcome to that up-and-coming saloon driver Stirling Moss, who incredibly makes his Thruxton debut to-day. Four times runner-up in the Drivers' World Championship, the great Englishman is one of the few people to have become a legend in his own lifetime, and his presence adds a breath of history and an extra dimension to an already atmosphere-packed meeting. **A THOUSAND WELCOMES, STIRLING!**

However, I doubt if any of his rivals will say "After you, Stirling", as to-day's powerful tin-tops stretch their rev limits and tyre adhesion around Thruxton's fast swerves, and the former Grand Prix driver will be pushed hard in Class C by his Akai Audi team-mate Richard Lloyd, and the 1979 Tricentrol Champion Richard Longman, in the Datapost Ford Fiesta. The effervescent Barry "Sideways" Williams will also be working hard with his Mitsubishi Colt, along with his talented team driver Richard Morgan, while in Class D (up to 1300cc), Alan Curnow must be favourite to win from Datapost's Jon Mowatt and Tom Pitcher, John Dolley in the Alfasud and Talbot Avenger's John Spiller.

Inevitably, most of the attention will be focussed on the bigger cars, and there should **Stirling Moss pictured on the grid before his Mallory Park Saloon Car debut, when he unfortunately had to retire with a broken throttle linkage. Let's hope Thruxton will be luckier for him! (Audi Photographic)**



be one hell of a ding-dong between the six Class A drivers, including the Capri trio Gordon Spice (winner last year), the hard-charging Andy Rouse, and the experienced West Countryman Vince Woodman. The lion's share of the attention should be reserved for the Team Triplex Rovers and if these don't earn their keep, it certainly won't be for the lack of effort on the part of the talented Jeff Allam, second in this class last year, and Motor journalist Rex Greenslade, runner-up in Class B. This class (1601-2500cc) features the successful Win Percy, who nearly won class C last year in his Toyota Celica, and who is now sharing the Team Pentax Mazda drive with former Supervet exponent, John Morrison. But the pair will face strong opposition from St. Albans farmer Derrick Brunt in the Vauxhall Magnum and Roger Saunders in the Wadham Stringer Dolomite Sprint, while Leo Bertorelli will mount the lone Italian challenge in his Napolina Alfetta.

The raising of the engine limits to 3500cc and the introduction of weight and wheel rim width restrictions should result in a significantly new image for this year's British Saloon Car Championship, and there should be plenty of entertainment in store for saloon and non-saloon fans alike, as our best drivers battle it out in to-day's important Tricentrol round.

The P&O Ferries Formula Ford pack rounds the bend at Thruxton's season-opener on March 9 (Peter Tempest)



P&O FERRIES FORMULA FORD CHAMPIONSHIP

To-day's P&O Ferries-sponsored Thruxton meeting also appropriately features another round of the fast-moving P&O Formula Ford Championship, in which Ireland's Tommie Byrne leads by the narrowest of margins from the Brazilian Roberto Moreno.

Twenty-one year old Aalco-sponsored Byrne won the opening round at Brands Hatch, and after spinning out of contention at Thruxton he also scooped the next race at Silverstone from the rapid Brazilian pair, Fernando Ribiero and Moreno. The latter is only 3 points behind Byrne at the time of writing, so to-day's meeting should see a battle royal between these two ambitious Van Diemen drivers.

However, they will each have to keep an eye in the mirrors for such folk as Thruxton veteran David McClelland and the redcuttable Dr. Jonathan Palmer — who put on a dazzling display to dominate the last Thruxton round. To add to the excitement, Jonathan will be driving the latest Royale RP26, so there is the makings of a great intermarque contest as well! David McClelland missed the opening race of the series, but he bounced into contention with a fine third place and fastest lap at Silverstone, and the Walshe Builders-sponsored driver should do well on a circuit he knows so well.

Other drivers to note are the American Peter Argetsinger in the new Saracen 80, and the very competitive Rick Morris, each of whom is overdue a race win. The up and coming Robert Gibbs is also a man to watch while Van Diemen International Racing are fielding no less than three ambitious South American newcomers, Enrique Mansilla, Luiz Schaffer and Peter Kramer.

Ashley Ward, David Wheeler and Mario Hytten should also be dicing for the top positions, but as in Formula 3, there is rarely a dull moment in Formula Ford, and to-day's P&O round should see the usual uncompromising duels right down to the final placings. The huge entry also includes a driver from as far afield as New Zealand. He is 23 year old Lou Schollum, who could well be a man to watch in the future — he shares a flat with championship leader Tommie Byrne.

Although the non-championship Formula Ford race features only half of the huge P & O entry, it should also be a riveting affair, as Rick Morris endeavours to put one over on Tommie Byrne and there should be equally keen driving from the other local participants. As we settle back to enjoy the excitement, let's wish each of these intrepid Fordsters — and all the other drivers — a safe and successful day's racing. Have a good day's spectating!

THE RAF RED ARROWS



The Red Arrows seen here in full flight at last Easter's meeting.

The magnificent RED ARROWS come to Thruxton today, with their new Hawk aircraft, after fifteen years of aerobatic displays with the famous Folland Gnat. They are due to arrive over the circuit at 5.30 p.m. and go straight into their exciting routine under the command of S/L Brian Hoskins, flying as low as 35 ft. and reaching a maximum height of 5500 ft., and 450mph. There will be a full commentary from the Red Arrows' Manager during the display.

NEW LOOK CATERING AT THRUXTON

The entire catering franchise is under new management and the following facilities are available:

Paddock

Saturday: Paddock Bar and Restaurant 8am-5.30pm

Monday: Paddock Bar and Restaurant 8am-6.30pm

Goodwood Bar and Restaurant 11am-6.30pm

The above have fully licensed bars and the Paddock Restaurant serves meals of all descriptions and the Goodwood Restaurant serves fish and chips, either to eat on the premises or to take away.

There is a 4oz Cooked-Over-Charcoal Hamburger Bar situated near Race Control, together with a Drinks Bar.

Public Area

The kiosk at Campbell/Cobb/Segrave will be open serving meals, drinks, etc. Situated near the Eagle Star Bridge will be a fish and chip sales point, Granny's Kitchen, specialising in large hamburgers and potatoes in their jackets, with numerous fillings. A beer sales point, sweet and savoury crepes and numerous ice-cream sales points.

Murray's Bar underneath Grandstand B will be open all day Saturday and Monday.

RIDES ROUND THE CIRCUIT IN AID OF CHARITY

From 9.30am to 12 noon P&O Ferries have placed at the disposal of the Wessex Body Scanner Appeal Committee one of their coaches to take members of the public for rides round the circuit at 50p adults and 25p children. The entire proceeds of this venture will go to the Wessex Body Scanner Appeal.

The bus will leave from the Circuit Crossing Gate at regular intervals.

THE BARC WISH TO THANK



MOËT & CHANDON
(LONDON) LTD.

FOR THEIR KIND PROVISION
OF FINE CHAMPAGNE
FOR TODAY'S WINNERS

TELEPHONES

A Mobile Telephone Unit for Public use has been sited in the Paddock courtesy of the GPO with Pay Phones. It will be open throughout the Easter weekend, adjacent to the Press Office.

FLAG SIGNALS

WITH CARS HURLING INTO corners around Thruxton at 120mph plus — and a lot more down the straights — drivers have to be kept informed about what's going on about them. Flag signals — motor racing's 'traffic lights' — are used for this:

Union Jack starts the race

Blue Flag warns that another driver is trying to pass when waved, that someone is following closely when held stationary

Yellow Flag warns drivers of an incident. An incident will be covered by three yellows — one before, one at and one after — followed by a green flag. Overtaking is forbidden between the first yellow and the green

Green Flag shows all-clear following an incident

Red/Yellow Flag warns that oil or fuel has been dropped on the track

Red Flag at the start finish line means that the race has been stopped prematurely due to incident or force majeure (ie snow)

Crossed Yellow with Red/Yellow Flags warn that the race has been stopped ahead

Black Flags come in three varieties. Black with a number orders a car to return to the pits at the end of that lap and the driver report to the Clerk of the Course. Black and orange shows a car it has a defect and must return to its pit. Black-and-white diagonal warns a driver his driving is 'being observed'

White Flag warns there is an official car, ambulance or rescue vehicle on the track

Chequered Flag signifies the end of the race

PROGRAMME AND COPYRIGHT

The promoters reserve the right to amend or cancel the programme without notice or refund. 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.

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

**You've seen it on the smooth, now see it on the rough.
The all wheel drive TrekMaster from £4,385.**



Supplied by Butel Autos, the fire tender at Thrupton is that master of many roles, the 80 bhp 4 wheel drive TrekMaster.

The TrekMaster comes in pick-up, tipper, chassis cab, tarpaulin-covered and van versions. It'll take a one-ton payload anywhere you ask it. And it's backed by a 24-hour parts delivery service.

Performance sets the TrekMaster apart, price puts it in a class of its own – from just £4,385. Find out more about this most versatile performer.

To: Butel Autos Limited, Unit 4, Harewood Forest Works, Longparish, Nr. Andover, Hants. (Tel: Longparish 446-7).

Please send me full details of the TrekMaster

Please arrange for a test drive of the TrekMaster
(tick where appropriate)

Name _____

Address _____

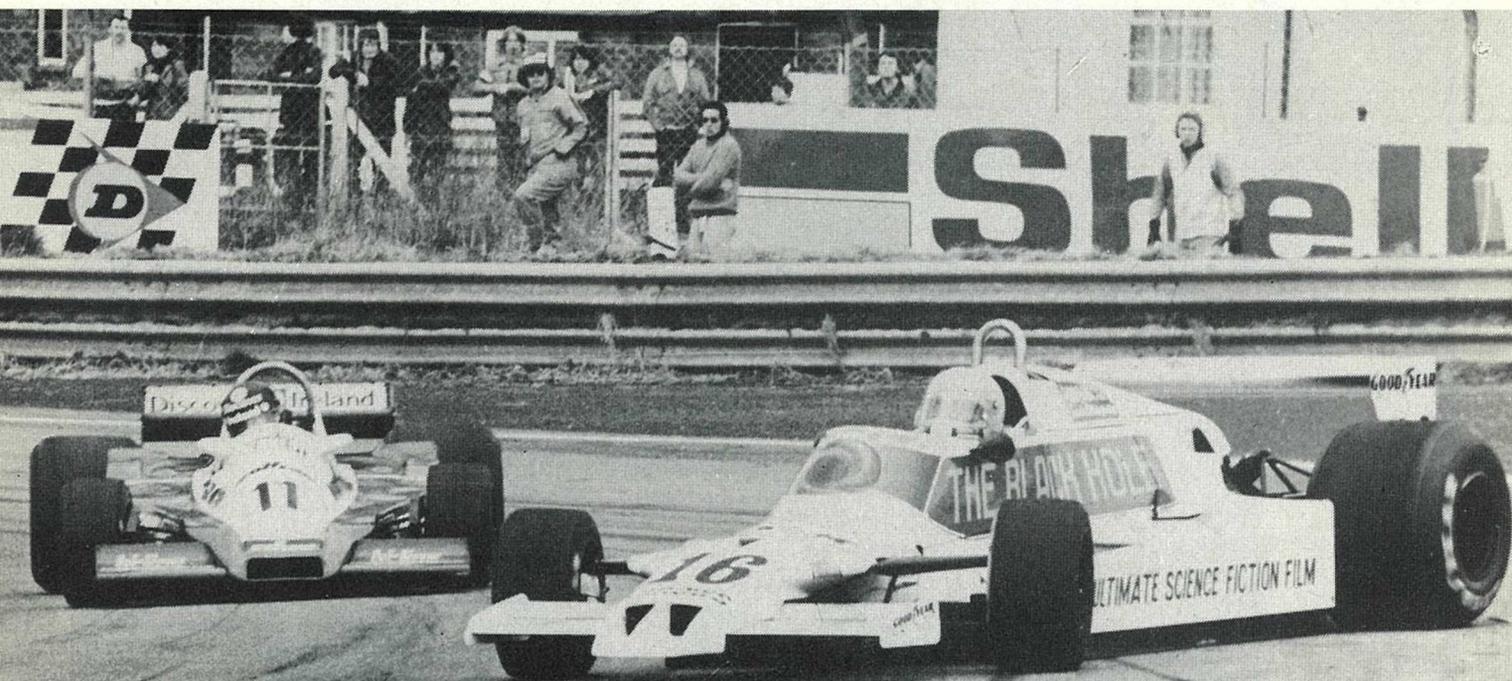
**Butel
Autos
Limited**

The ton-up roughrider with all wheel drive from

FORMULA ONE AT THRUXTON

BANK HOLIDAY MONDAY MAY 26 AT 2.00PM

AURORA AFX BRITISH FORMULA ONE • FORMULA FORD • WENDY WOOLS SPECIAL SALOONS • LEYLAND MINI 850s • QUALIFYING FROM 9.00AM



SAVE MONEY BY BOOKING IN ADVANCE **THRUXTON 1980**

FORMULA ONE ADVANCE BOOKING FORM MAY 26

THRUXTON MONDAY MAY 26

ADVANCE TICKET BOOKING FORM

Please send a stamped addressed envelope
Stand seats will be allocated strictly in order of receipt of applications.

The organisers reserve the right to amend or cancel the programme.

Name

Address

BARC Membership No.

(If applicable)

Total enclosed £

Please make cheque payable to Thruxton (BARC) Ltd.

Members

Day Badges — (required by all spectators not holding a season pass). This admits to circuit and paddock.

Adult (Cost on Day £4.50) @ £4.20.....

Child (Cost on Day £1.20) @ £0.90.....

Members' Permanent Grandstand B — (does not admit to circuit)

(covered numbered and reserved)

Back 6 rows (Cost on Day £3.10) @ £2.85.....

Front rows (Cost on Day £2.80) @ £2.55.....

No reduction for children

Public

Admission only to circuit (required by all spectators not holding a season pass)

Adult (Cost on Day £4.00) @ £3.50.....

Child (Cost on Day £0.75) @ £0.50.....

Paddock (Does not admit to circuit)

(Cost on Day £1.70) @ £1.50.....

No reduction for children

Public Permanent Grandstand A — (does not admit to circuit)

(covered numbered and reserved)

Back 6 rows @ £3.10.....

All other seats @ £2.80.....

TOTAL £.....

NB: STAND PRICES DO NOT INCLUDE CIRCUIT ADMISSION

RETURN WITH SAE TO: FORMULA ONE BOOKING OFFICE, THRUXTON CIRCUIT, NR. ANDOVER, HANTS.

CAPTURE PENTAX Power AND Win

THIS FABULOUS POWER-PACKED PRIZE:

**FLETCHER WORLD-FAMOUS FLETCHER POWER BOAT & TRAILER
YAMAHA 40 H.P. OUTBOARD ENGINE**

**Plus A PENTAX M.E. SUPER SLR CAMERA
WITH ZOOM LENSES, POWER WIND
& SPEED BAG AND PENTAX ZOOM BINOCULARS.**



Plus 3
CONSOLATION PRIZES OF
PENTAX K1000 & PENTAX
CAMERA 8 x 30
BINOCULARS

**YOU CAN
CAPTURE
PENTAX POWER
AT THESE VENUES.**

POWER BOAT RACING:

DATE:	LOCATION:
April 20th	Fairford
May 24/25th	Carr Mill
June 1st	Stewartby
June 14/15th	Bristol Docks
June 28th	Coombe Cellars (Devon)
July 5/6th	Fairford
July 13th	Chasewater
July 26/27th	Carr Mill
August 2nd/3rd	Fairford
August 10th	Grangewater (Essex)
August 17th	Chasewater
August 23rd/24/25th	Holme Pierrepont
August 31st	Fairford
September 14th	Qulton Broad
September 28th	Holme Pierrepont

CAR CHAMPIONSHIPS:

DATE:	LOCATION:
March 23rd	Mallory Park
April 4th	Oulton Park
April 7th	Thruxton
April 20th	Silverstone
June 8th	Silverstone
July 13th	Brands Hatch
August 17th	Mallory Park
August 25th	Brands Hatch
September 7th	Thruxton
October 5th	Silverstone

Photographs of the Pentax/GKN and Pentax Term Rentals Power Boats seen offshore will also be eligible.

**It's so
easy to enter...**

Photograph the Pentax Mazda car or the Pentax Power Boat in action and you could be the lucky winner of this fabulous Power Package Prize!



- RULES:**
1. There is no entry fee, but each entry must have the official entry form attached.
 2. Each entry must bear the entrant's own name and address.
 3. The competition is open to all amateur photographers (that is those not earning more than one third of their income by taking photographs) other than employees of Pentax U.K. Limited, Fletcher Boats Ltd. or Tom Walkinshaw Racing or their agents.
 4. The competition entries are limited to one per person.
 5. Photographs submitted may be taken with any camera, and either colour slide, colour print or monochrome print up to 10" x 8" in size. (Glass mounted slides will not be accepted and photographs will only be returned if accompanied by a stamped addressed envelope).
 6. While all reasonable care will be taken of the photographs, the

organisers cannot be held responsible for loss or damage to that material. Proof of posting will not be accepted as proof of receipt.
7. The prize/s for the competition will be as stated and will not be exchanged for any other item or cash value.
8. A panel of three judges will be appointed. The judges' decision is final and legally binding and no correspondence will be entered into or interviews granted.
9. Closing date for the competition is October 31st 1980. Entries received after that date will not be considered.

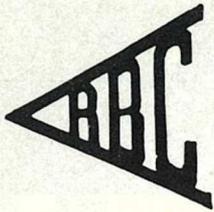
PENTAX Power COMPETITION ENTRY

To: Pentax Power Competition, Pentax U.K. Ltd., Pentax House, South Hill Avenue, South Harrow, Middlesex

Name _____ Address _____

Tel. No: _____ Date Picture Taken _____

This coupon must be attached to your entry

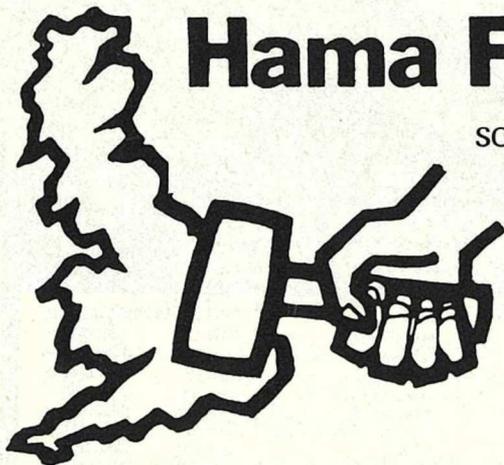


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GIVE YOUR CAR THE TREATMENT IT DESERVES.



NEW FROM STP!

'BLOSEAL SILENCER SEALER- in the handy can
'PETROL TREATMENT "6-SHOOTER" CAN.

The pump action dispenser converts into a pump oil can worth £2!

If there's one sure way to make your car a better car, it's to give it the STP Treatment!

Oil Treatment – prolongs the protective power of your engine. Reduces friction, reduces wear, improves piston ring seal – and so helps reduce oil consumption.

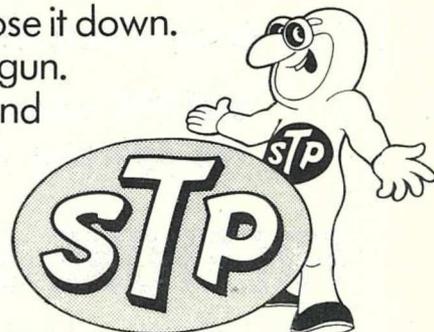
Petrol Treatment – cleans out engine deposits, keeps carbs., jets and pipes free from gum. Result – a smoother running, more economical engine.

AP-75 Multi-Purpose Lubricant – penetrates, lubricates and protects against rust and corrosion. Repels moisture. Aids starting.

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Son of a Gun! – restores and beautifies vinyl and it's equally effective on wood, rubber and leather finishes too... makes them look like new!

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hatchback saloon

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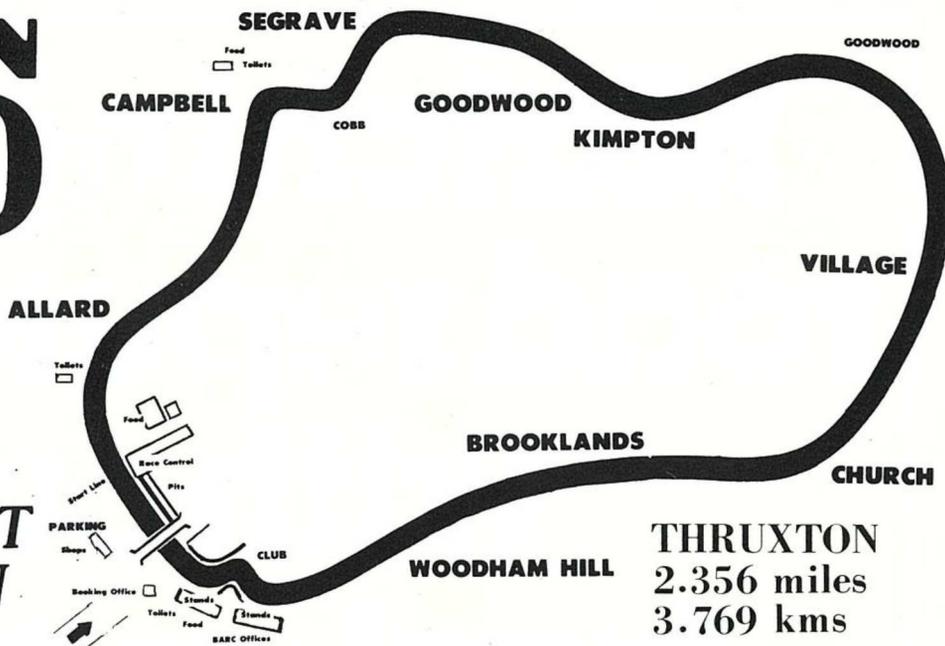
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THRUXTON 1980

RACE CIRCUIT INFORMATION



THRUXTON
2.356 miles
3.769 kms

THRUXTON CIRCUIT Home of the British Automobile Racing Club and second fastest racetrack in Britain, Thruxton this year celebrates its 12th year of BARC motor racing. It was reopened in 1968 by the BARC, and has since been the scene of some of Europe's best Formula 1 and 2 motor racing. The outright circuit records stands to Switzerland's Marc Surer in his Formula 2 March 792 BMW in a time of 1m 09.11s, 122.73mph (197.51 kph) at the Easter Monday 1979 meeting.

This year there are ten BARC meetings, including Easter's first round of the European F2 Championship, and two Aurora AFX Formula One Championship rounds. There is also the SDMC British Motorcycle Championships meeting.

COMMENTARIES There are three commentary points on the circuit: near the Eagle Star bridge, at the Campbell/Cobb/Segrave complex and from the winner's rostrum.

CATERING AND BARS With the Circuit under new caterers for 1980, racegoers can be assured of a general improvement in all facilities — with new-look restaurants and increased snack and other concessionaires around the circuit. There are two restaurants and two bars at all meetings, plus extra bars and snack facilities. The Paddock Restaurant is open from 8.00am for breakfasts and throughout the day. The Goodwood Bar will serve traditional fish and chips from 11.00am with the introduction of fish salads as the weather improves. Murrays is the bar/restaurant beneath Grandstand B at Club Corner, open from 10.30am throughout the day for drinks and meals.

STANDS Grandstands are at Club Corner overlooking the Chicane — Grandstand B is for BARC members, and Grandstand A for the Public. Grandstand users are requested to remain seated so as not to spoil other people's enjoyment of racing.

TERRACING There is also a terraced spectator stand at Club Corner. **PADDOCK** For those who like a closer look at the competing cars and drivers, access to the Paddock is over the Eagle Star Bridge. Admission is either by BARC Members Day Badge or for the public on payment at the Bridge.

CAMPING/CARAVANS Those who wish to stay overnight either under canvas or in a caravan will find an area set aside halfway up the main drive on the right hand side. Fresh water is available from the tap at the top of the skidpan.

ADVANCE BOOKING Advance bookings forms for future meetings, BARC insignia, BARC membership details and other information are available from the Thruxton Circuit Booking Office, the green building near to the Eagle Star Bridge on the outside of the track. Lost property and lost children may be taken to or claimed from the office.

RESULTS SERVICE Thruxton is offering a results sheet service to the public. Grids will be available approximately half an hour before the start of the first race and results approximately half an hour after each race at a price of 2p per sheet, or as a fully collated set of all sheets at the end of the meeting.

TOILETS There are ladies and gents toilets in the following places: the Paddock; at the rear of Grandstand B; Allard Corner; and Campbell Corner.

CAR PARKING Vehicles are taken into the car park on condition that Thruxton (BARC) Ltd shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.

1980 CIRCUIT DATES

Sunday April 27
Monday May 5

MONDAY MAY 26

Sunday June 8
Sunday August 3
Monday August 25
SUNDAY SEPTEMBER 7

Sunday September 28
Sunday October 26
Saturday November 8

BARC Championships
Brooklands Raceday (Formula Three)
BRITISH FORMULA ONE INTERNATIONAL
Military Vehicle D-Day Show
Custom Car Show
Bank Holiday Car Races
RADIO VICTORY RACEDAY (Formula One International)
Formula Atlantic Raceday
BARC Championship Finals
TV Car Races

Extending Presentation Platform Donkee Lift and Kayler-Dunn Electric Truck kindly loaned by John Bradshaw Equipment Ltd.

THRUXTON SPEED TABLE (2.35 MILES)

Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed								
M.	S.	M.P.H.	M.	S.	M.P.H.	M.	S.	M.P.H.	M.	S.	M.P.H.	M.	S.	M.P.H.	M.	S.	M.P.H.						
1	06	128.51	1	08	124.73	1	12	117.80	1	16	111.60	1	20	106.02	1	24	100.97	1	28	96.38	1	32	92.19
	.1	128.31		.2	124.36		.2	117.47		.2	111.31		.2	105.76		.2	100.73		.2	96.16		.2	91.99
	.2	128.12		.4	124.00		.4	117.15		.4	111.02		.4	105.49		.4	100.49		.4	95.95		.4	91.79
	.3	127.38		.6	123.64		.6	116.83		.6	110.73		.6	105.23		.6	100.26		.6	95.73		.6	91.59
	.4	127.73		.8	123.28		.8	116.51		.8	110.44		.8	104.97		.8	100.02		.8	95.51		.8	91.40
	.5	127.51		1	122.92		1	116.19		1	110.15		1	104.71		1	99.78		1	95.30		1	91.20
	.6	127.35		2	122.56		2	115.87		2	109.87		2	104.45		2	99.55		2	95.09		2	91.00
	.7	127.18		4	122.21		4	115.55		4	109.58		4	104.20		4	99.32		4	94.87		4	90.81
	.8	126.97		6	121.86		6	115.24		6	109.30		6	103.94		6	99.08		6	94.66		6	90.62
	.9	126.78		8	121.51		8	114.93		8	109.02		8	103.69		8	98.85		8	94.45		8	90.42
	1	126.59		1	121.17		1	114.62		1	108.74		1	103.43		1	98.62		1	94.24		1	90.23
	.1	126.40		2	120.82		2	114.31		2	108.46		2	103.18		2	98.39		2	94.03		2	90.04
	.2	126.21		4	120.48		4	114.00		4	108.18		4	102.93		4	98.17		4	93.82		4	89.85
	.3	126.93		6	120.14		6	113.69		6	107.91		6	102.68		6	97.94		6	93.62		6	89.66
	.4	125.84		8	119.80		8	113.39		8	107.63		8	102.43		8	97.71		8	93.41		8	89.47
	.5	125.65		1	119.46		1	113.09		1	107.36		1	102.19		1	97.49		1	93.20		1	89.28
	.6	125.47		2	119.12		2	112.79		2	107.09		2	101.94		2	97.27		2	93.00		2	89.09
	.7	125.28		4	118.79		4	112.49		4	106.82		4	101.70		4	97.04		4	92.80		4	88.91
	.8	125.10		6	118.46		6	112.19		6	106.55		6	101.45		6	96.82		6	92.59		6	88.72
	.9	124.91		8	118.13		8	111.89		8	106.29		8	101.21		8	96.60		8	92.39		8	88.53

Matching our road reputation with our track record

Our Technical Editor, Rex Greenslade, doyen of road-testers, steps out of his typing chair and into his fire-proof overalls for another season of getting from A to B faster than (almost) anyone else. Rex along with Jeff Allam will be driving the *Team Triplex with Esso and Motor Rover 3500s*. We'll be charting their successes week by week and presenting a first hand view of what goes on behind the scenes in a top line saloon car racing team. Get all the facts straight from the paddock. Grab your copy every Wednesday.

Motor

