

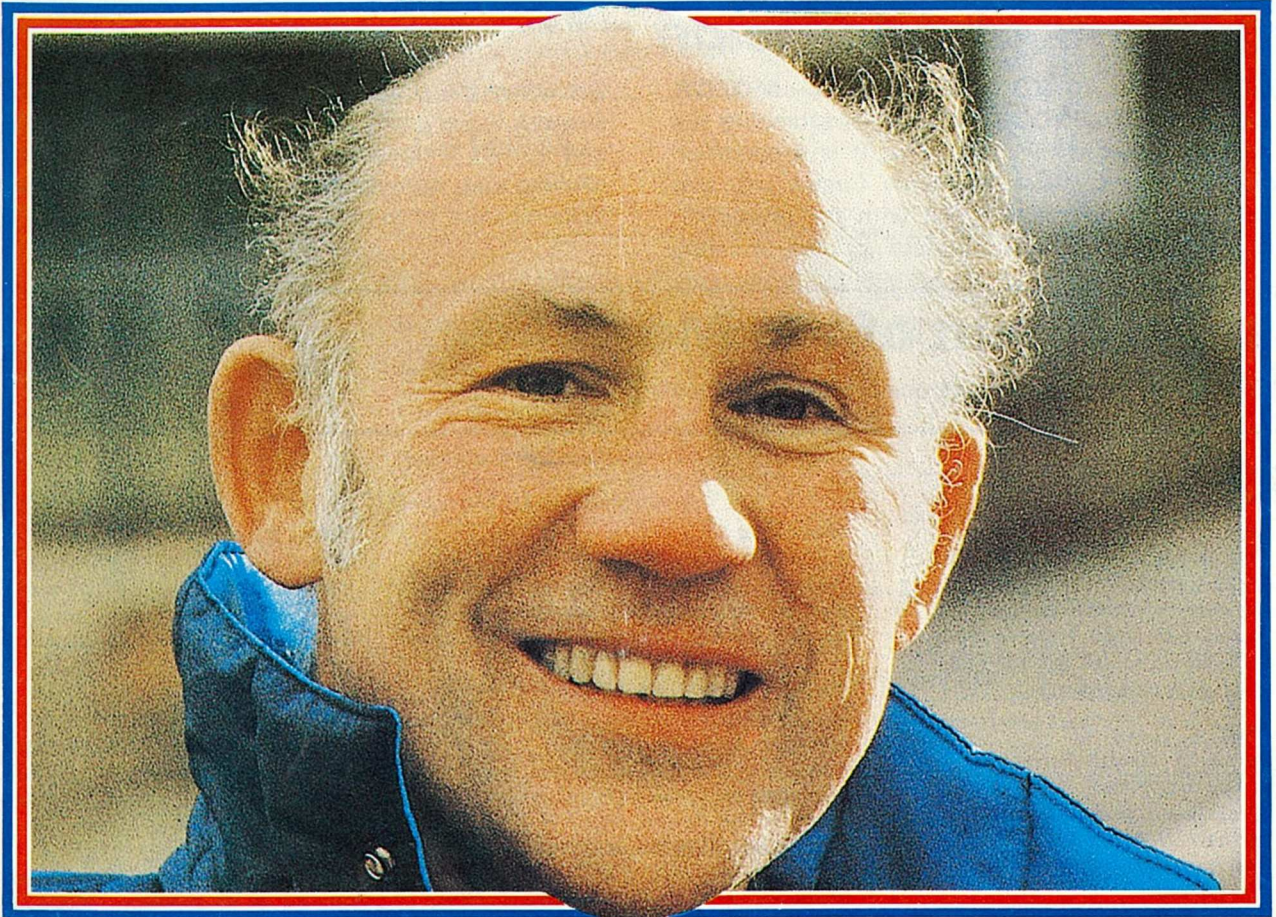
PACE PETROLEUM

STIRLING Moss DAY

Juan Manuel
FANGIO

SUPPORTED BY

Jackie
STEWART



BANK HOLIDAY MONDAY
MAY 5

BRANDS HATCH



OFFICIAL PROGRAMME 80p



For the Attention of Spectators

Please do not leave litter about the grounds—take it with you.

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

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

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

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

POLICE ENQUIRY OFFICE

The above is situated at the rear of the main grandstand building and is signposted "Police Enquiries".

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property should be directed to this office.

Conditions of Admission

NOTICE: WARNING TO THE PUBLIC—MOTOR RACING IS DANGEROUS. Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Ltd. and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting

(including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting

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

Flag Signals

Union Jack

Traditionally, this is used to start all races in the United Kingdom. It is normal procedure overseas to use the national flag of the country concerned. However, it is now more common to use red and green "traffic lights" as for today's races.

Yellow Flag

Shown to signify danger. Drivers seeing a yellow flag must slow down and be prepared to stop if necessary. No overtaking allowed. When waved, signifies even greater danger.

Yellow and Red Flag

Oil on the course warning is given by a yellow and red flag held stationary. Should the oil slick appear particularly hazardous the flag will be waved.

Green Flag

Danger area passed, overtaking permitted.

Black Flag

A black flag, accompanied by the competition number of the car concerned, is an order for the driver to slow and call at his pit at the end of the lap.

Black Flag with Orange Spot

This indicates to the driver whose number is shown with the Flag that there is a mechanical defect with his car. He must stop at his pit.

Black and White Diagonal Flag

Displayed with a car's number, warns the driver that his behaviour is suspect and he may be black-flagged on further reports.

Blue Flag

A blue flag held stationary warns a driver he is being followed closely. Waved, it means the driver behind is trying to overtake.

White Flag

When a white flag is shown, it appears simultaneously at various points around the circuit to signify that a service vehicle (e.g., an ambulance) is actually on the course.

Red Flag

Like the black flag, the red can only be used under the instructions of the Clerk of the Course. It is an instruction to all drivers to stop immediately.

Crossed Yellow and Yellow/Red Flags

Shown at all posts to indicate that the race has been stopped.

Chequered Flag

The black and white chequered flag signifies the end of a race. It is brought down as the winning car crosses the finishing line.

Motor Race Meeting

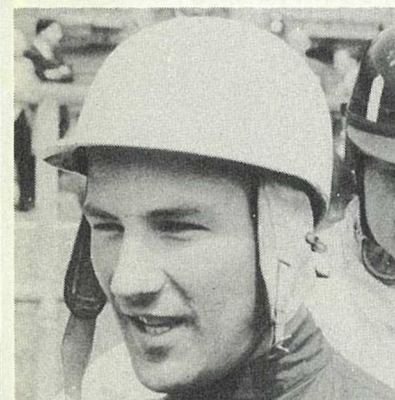
Monday, 5th May, 1980

Pace Petroleum STIRLING MOSS MOTOR RACE DAY

This meeting is held under the International Sporting Code of the FIA, General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the RAC and the Supplementary Regulations and Instructions of the British Racing and Sports Car Club Ltd. RAC Permit No RS 05054

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Photographically minded spectators are reminded that the KODAK CAMERA GALLERY is available on the inside of Druids Bend on payment of a £1 transfer. This location offers the chance for some really super shots to be snapped with the cars travelling at relatively low speeds.

Programme edited by Jeremy Shaw

Published by Motor Circuit Developments Ltd.

Printed by Chandlers (Printers) Ltd., Bexhill-on-Sea, E. Sussex.

This meeting is promoted by

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

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Executive Directors: **DAVID ISAAC**
ANGELA WEBB

Director and General Manager: **ALAN WILSON**

Brands Hatch Circuit Ltd., Fawkham, Nr. Dartford, Kent, DA3 8NG
Tel: Ash Green (0474) 872331 Telex: 96172

an  promotion organised by





Pace Petroleum

STIRLING MOSS MOTOR RACE DAY

Timetable

Scrutineering: Practice:

08.00-08.20	09.00-09.15	Fiestas
08.20-08.40	09.20-09.35	Production Sports
08.40-09.00	09.45-10.00	Formula Ford 1600 (Nos. 1-30)
09.00-09.20	10.10-10.25	Formula Ford 1600 (Nos. 31-60)
09.20-09.40	10.35-11.00	Formula Talbot
09.40-10.00	11.05-11.30	Formula Ford 2000 (Nos. 1-30)
10.00-10.20	11.40-12.05	Formula Ford 2000 (Nos. 31 onwards)
10.20-10.40	12.15-12.25	500
	13.15-13.45	THE ROYAL NAVY AND ROYAL MARINES COMMANDO DISPLAY TEAM

Racing: (all times are approximate)

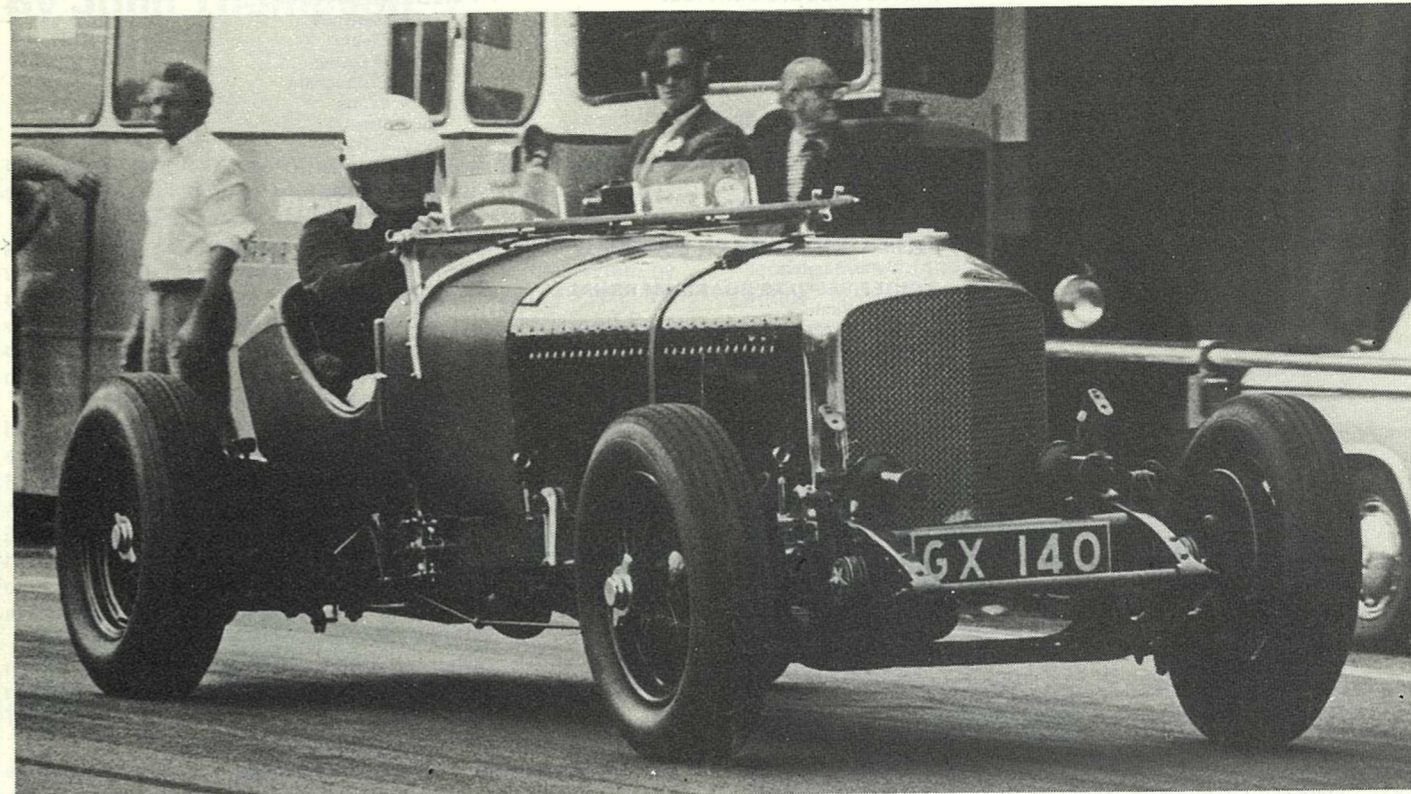
14.30	5 LAPS	500 DEMONSTRATION
15.00	10 LAPS	THE BRSCC FORMULA FORD 1600 CHALLENGE RACE
15.30	10 LAPS	HARPERS & QUEEN TROPHY RACE FOR THE DEBENHAMS FORD RALLYE SPORT FIESTA CHALLENGE
16.00	10 LAPS	THE BRSCC FORMULA FORD 2000 CHALLENGE RACE
16.30	10 LAPS	THE FORMULA TALBOT CHAMPIONSHIP RACE
17.0	10 LAPS	THE CAV PRODUCTION SPORTS CAR CHAMPIONSHIP RACE
17.30	15 LAPS	RICHARD BERRY & PARTNERS TROPHY RACE FOR THE TOWNSEND THORESEN FORMULA FORD 1600 CHAMPIONSHIP
18.00	15 LAPS	AEROLINEAS ARGENTINAS TROPHY RACE FOR THE MOTORCRAFT FORMULA FORD 2000 CHAMPIONSHIP
	18.45	PRIZE-GIVING IN THE KENTAGON

an **mcd** promotion
organised by BRSCC



Pace Petroleum

"Stirling Moss Day"



Firstly, may I say how delighted we are to have the opportunity to sponsor the "Stirling Moss Day" here at Brands Hatch.

For many of us here today, Stirling Moss has been a great hero and truly a legend in his own lifetime. Perhaps one can get some measure of the man not just by his tremendous success in terms of motor racing results but by looking at the people who are pleased to support him here today, including those great ex-World Champions Juan Manuel Fangio and Jackie Stewart, together with Raymond Baxter, Murray Walker and many others. Stirling of course represents an era when many, many British drivers filled the Grands Prix grids: sadly not the case today.

You will have the opportunity during this afternoon to see many fine motor cars including the Mille Miglia-winning Mercedes 300 SLR, the Grand Prix Vanwall and even a number of vintage Bentleys, themselves five times winners at Le Mans.

Finally, then, on behalf of the Directors and Staff of Pace Petroleum, I would like to say how much we hope that all this will give you — and Stirling Moss — a most memorable day.

Yours

Victor Gauntlett
Managing Director.

Officials of the Meeting

RAC STEWARD:

Arthur Read

BRSCC STEWARDS:

Peter Morley
Eddie Goodman
Doug Jennings
Trevor Roden

CLERK OF THE COURSE:

Peter Browning

SECRETARY OF THE MEETING:

Ros Farrow

ASSISTANT SECRETARY OF THE MEETING:

Terri Hawkins

CHIEF OBSERVER:

Reg Sinclair

ASSISTANT CHIEF OBSERVERS:

Howard Bayliss
Sam Eldridge

CHIEF MARSHAL:

Jim Keenan

ASSISTANT CHIEF MARSHAL:

Tony Beadle

CHIEF STARTLINE MARSHAL:

Les Smith

ASSISTANT CHIEF STARTLINE

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ASSISTANT CHIEF FIRE MARSHAL:

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MARSHALS:

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CHIEF PIT MARSHAL:

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Dr. R. Cottingham
Dr. A. Watts
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Dr. J. Benjafield
Dr. D. Robinson

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Tara Roberts
Phylliss Mitchell
Sue Cornish
John Stringer
Gillian Riches

MARSHALS:

Members of the BRSCC and other clubs

MEDICAL SERVICES:

Members of the St. John Ambulance Brigade

PRESS OFFICER:

Derek Saxton

COMMENTATOR:

Neville Hay

STIRLING MOSS

Profile of a double-legend

By John Thompson

IF EVER A RACING DRIVER became a legend not once, but twice in his own lifetime, it's the incomparable Stirling Moss.

Perhaps the greatest driver of all time while he was at his peak, Stirling captured the support and imagination of motor-sport fans around the globe in the 'fifties and 'sixties. When he ended his "No. 1 career" in that Goodwood crash of 1962, the world held its breath as bulletin after bulletin was issued from the Atkinson Morley Hospital. Would he survive? Would he race again?

The answers to those questions were, as we now know, to be in the affirmative. But it was a close run thing. For well over a decade, Stirling fought shy of again stepping into a racing car. In another man, the Goodwood injuries might have caused permanent disability. In Moss, they merely proved severe enough (he thought) to take the edge off his judgment, to undermine his confidence. All his life, he had raced only to win. He simply could not face the prospect of finishing merely second through any shortcoming of his own.

And yet, despite all the years away from the circuits, he was never forgotten. Asked to name a racing driver, average members of the public would continue to say, "Stirling Moss." They still do.

And now that he *is* racing again, both in the Tricentral British saloon car championship and in historic events, all the old charisma has returned with a vengeance. Indeed his "No. 2 career" is well under way, and new, younger fans have been added to the millions of older originals. For the second time in his career, he has become a folk hero. Arguably, he's better known now than he's ever been!

Of course, many spoilsports have suggested that Stirling should have allowed his "retirement" to continue, that to return to racing at the age of 50 was sheer folly. Already, the man has proved them wrong. Only last month he won an historic race at Silverstone driving a Grand Prix Ferrari. And in the Akai-Audi, he has been as fast as anyone in his class despite "teething troubles" which have caused a string of retirements. He loves it, too!

Amazingly, Moss has achieved his position of unique renown without even having won the World Championship.

Quite how he managed to avoid capturing the title is still something of a mystery: suffice it to say that if the points scoring system today had applied when Stirling was competing, he would in fact have been Champion at least twice!



Two of the "Greats": Moss douses Fangio after Stirling had beaten the Argentinian at Pescara (Italy) in 1957.

Programme of Events and Awards

Event	Description	Time	Laps
Event One:	500 DEMONSTRATION	14.30	5
		(approx)	
Event Two:	THE BRSCC FORMULA FORD 1600 CHALLENGE RACE	15.00	10
	For Formula Ford 1600 single seater racing cars. 1st—£20; 2nd—£15; 3rd—£10.	(approx)	
Event Three:	HARPERS & QUEEN TROPHY RACE FOR THE DEBENHAMS FORD RALLYE		
	SPORT FIESTA CHALLENGE	15.30	10
	For Ford Fiesta 1600 saloon cars complying with RAC regulations. 1st—£50; 2nd—£40; 3rd—£30; 4th—£25; 5th—£20; 6th—£15, plus £10 to all other finishers.	(approx)	
Event Four:	THE BRSCC FORMULA FORD 2000 CHALLENGE RACE	16.00	10
	For Formula Ford 2000 single seater racing cars. 1st—£30; 2nd—£20; 3rd—£10.	(approx)	
Event Five:	THE FORMULA TALBOT CHAMPIONSHIP RACE	16.30	10
	For single seater racing cars complying with Formula Talbot regulations. Prize money as per Championship Regulations.	(approx)	
Event Six:	THE CAV PRODUCTION SPORTS CAR CHAMPIONSHIP RACE	17.00	10
	For production sports cars complying with RAC regulations. In three classes. In each class: 1st—£25; 2nd—£15; 3rd—£10 (subject to 3, 4 and 5 starters as appropriate).		
Event Seven:	RICHARD BERRY & PARTNERS TROPHY RACE FOR THE TOWNSEND	17.30	15
	THORESEN FORMULA FORD 1600 CHAMPIONSHIP	(approx)	
	For Formula Ford 1600 single seater racing cars. 1st—£70; 2nd—£50; 3rd—£40; 4th—£30; 5th—£20; 6th—£15.		
Event Eight:	AEROLINEAS ARGENTINAS TROPHY RACE FOR THE MOTORCRAFT FORMULA	18.00	15
	FORD 2000 CHAMPIONSHIP	(approx)	
	For Formula Ford 2000 single seater racing cars. 1st—£100; 2nd—£70; 3rd—£50; 4th—£40; 5th—£25; 6th—£15.		

The BRSCC would like to thank Renault UK Limited for the use of the Course Car, Hughes of Beaconsfield for the Toyota Celica Medical Car, the Ford Motor Company Limited for the Rescue Unit and the Capri Pace Car and all marshals and officials.



A jubilant Moss being presented with the winner's garland after the Ulster TT at Dundrod on his 22nd birthday — 17th September, 1951.

Born in London in 1929, the young Moss at once found himself part of a motorsporting family. His father Alfred, dentist by profession, raced frequently at Brooklands while his mother, Aileen, was a successful trials driver. Small wonder that at the age of six Stirling was driving on his father's lap and owned a car, a £15 Austin Seven, by the time he was ten.

Both he and his young sister Pat were top-line show jumpers and it was with money that he won at this sport that Stirling was able to buy, at the age of 15, a Morgan Three-Wheeler. This was soon swapped for an MG and then in 1947 swapped again for a Type 328 BMW in which he competed in several sprints. Then at the age of 18 he bought his first genuine racing car, a Formula 3 Cooper 500. Immediately he proved himself to be sensational behind the wheel. Hill climb victories were swiftly followed by circuit racing wins and of the 14 events in which he competed in 1948, he won 10.

As post-war motor racing began to flourish in Britain, so too did Stirling's career. He was invited to join both the HWM and ERA factory Formula 2 teams and was also successful behind the wheel of sports-racing Jaguars. By the end of 1952 he had been awarded his third successive British Racing Drivers Club "Gold Star" and was already recognised as the country's most promising newcomer.

His big breakthrough came in 1954, when the decision was made to buy a fully-fledged Formula One Grand Prix car — a Maserati 250F. At the Swiss Grand Prix at Berne, Stirling



In classic, relaxed pose, Stirling at speed in Rob Walker's Lotus 18.

rocked the racing fraternity by setting fastest practice time in the pouring rain — and this in a field which included works teams from Ferrari, Maserati and mighty Mercedes-Benz. Almost immediately Maserati asked Stirling to lead their factory effort.

And when, in the Italian Grand Prix at Monza, he opened out a 22-second lead over Fangio there was no doubting that here was a superstar in the making.

In 1955, Stirling joined Mercedes. The German company was at the time dominating Grand Prix racing and Fangio had won the 1954 World Championship. Mercedes realised that only Moss posed any real threat to their continued success and wasted no time in inviting him to join forces with Juan Manuel for the '55 season. It was an offer Moss could hardly refuse and, after a string of second places, Stirling's finest hour came at Aintree in the British Grand Prix, where he beat Fangio by a length. That year he also won the fabulous Italian Mille Miglia road race, driving a 300SLR Mercedes, shattering every record in sight.

Had Mercedes continued in racing, Moss would surely have become World Champion. As it was, they pulled out at the end of the year leaving Stirling to pursue his ideal of winning in a British car. For years various UK manufacturers had been struggling to get on terms with the powerful Continental outfits but it was not until Moss drove for Vanwall that any real progress was made. By 1957 Moss had turned the Vanwall into a race winning proposition and his victory in the British Grand Prix of that year, sharing the drive with Tony Brooks, goes down as one of his greatest ever wins.

Many other successes followed and in 1958 Moss missed capturing the Championship by just a single point. In those days, a win earned only eight points (compared to today's nine) but an extra point was awarded for fastest lap. In Portugal that year, Moss misread a pit signal that was to prove costly. The Vanwall pit hung out "HAW-REC," signalling to Stirling that Mike Hawthorn, driving Ferrari, had broken the record to set fastest lap of the race. Moss, way out in front, was expected to respond in order to take back the extra point. But as his lap times failed to improve, the Vanwall people looked on mystified. They hung out the signal a second time — but still there was no reaction. The race ended with Moss first and Hawthorn second but with that vital extra point to his credit. It turned out afterwards that Stirling had taken the signal as reading "HAW-REG," meaning "Hawthorn regular" and not closing.

Going into the last round at Casablanca, Moss had everything to do and then some. To beat Hawthorn to the title he had to win and set fastest lap — with Mike finishing lower than second. Moss did his part, taking victory almost as he pleased. But behind, Hawthorn's team-mate Phil Hill eased up to allow the Englishman through to take second place — and the Championship. Moss was runner-up yet again — the fourth time in succession!

In 1959 Moss underlined his preference for British teams by racing full time for garage owner and motor racing patron Rob Walker. Driving a Cooper-Climax, Stirling defeated the works

teams in Portugal and Italy. But a string of broken gear-boxes restricted his Championship placing to a "lowly" third behind Brabham and Brooks.

In 1960, equipped with the revolutionary Lotus 18, Moss looked all set finally to take the Championship. But in practice for the Belgian Grand Prix at Spa a wheel came off at 150 mph and Moss crashed heavily. His injuries put him out of racing until August but immediately "The Boy" slotted back in the groove by winning the American Grand Prix at Riverside.

The following year was Stirling's last full season, and his greatest. Still with Rob Walker, Moss (and all the UK works teams) faced a crippling handicap in terms of engine power. The rules of Formula One had changed to allow engines of 1½ litres capacity only and while British manufacturers dawdled, Ferrari produced a new six-cylinder unit which gave some 40 horsepower more than any other motor. Yet at Monaco and at the Nurburgring, the sheer virtuosity of the English driver overcame the power disadvantage and his victories in those two Grands Prix go down as his best ever.

In 1962 new British V8 engines looked more than a match for Ferrari and once again Stirling set his sights on the World Title. But on Easter Monday at Goodwood his Lotus-Climax left the road at approximately 140 mph and crashed head-on into the bank. He was unconscious for one month, paralysed for six months and to this day cannot explain how the accident occurred. At the end of the year, after a private test — again at Goodwood — Moss determined that his concentration had diminished and he decided to retire from racing at the age of 32 and with no fewer than 222 wins behind him.

Today, 18 years later, he regrets that he made that decision in so much haste. Had he waited another year before testing himself, things might have looked different. As it was, motor racing was to be denied of Stirling's talents until the late 'seventies, when occasional forays into historic racing suggested that, as he would put it himself, "there was life in the old dog yet." A saloon car event in New Zealand, sharing with former World Champion Denny Hulme, convinced him that he could after all "race to win" once more — not just in "Golden Oldie" events but in contemporary races too.

With the help of CSS Promotions, the deal was struck between Audi (who would provide the car), Akai (the Japanese Hi-Fi company who would provide the necessary sponsorship) and GTI Engineering (the Silverstone-based race-preparation firm who would look after the car). Stirling would partner GTI boss Richard Lloyd in a two-car team, contesting all rounds of the 1980 Tricentrol saloon car championship.

Meanwhile, Stirling continues to compete in historic racing car events, having swopped last year's Maserati 250F "Piccolo" for a 1960 Dino 246 Ferrari.

Watching him in either, it's difficult to believe that Stirling has reached the half-century mark in terms of age. Certainly he refuses to acknowledge the fact himself.

It's almost as if, in his own mind; those 18 years in the wilderness have ceased to count . . .



Starting his "second career", Moss poses with the Akai-Audi that he drives in this year's Tricentrol British Saloon Car Championship.



Pace Petroleum

PACE PETROLEUM, sponsor of the Stirling Moss Tribute day, has been one of the great British business success stories of the 1970s. Founded by Bentley enthusiast Victor Gauntlett, Pace was incorporated in 1972 and currently supplies over 300 retail outlets in Southern England. Their ability to maintain a consistent flow of supplies to their customers, even throughout difficult times for the petroleum industry, has reflected Pace's astute marketing knowledge. Their own particular concept of care has won them such public utility accounts as the Department of the Environment, British Gas and Southern Electricity. Pace is based in Farnham, Surrey, home of the 1958 British World Champion Mike Hawthorn.

Much of Pace's success can be attributed to the enthusiasm and sense of personal involvement of its Managing Director. Formerly with BP and Total, Mr Gauntlett is a keen motorsporting enthusiast and competes regularly in vintage sports car events with a pair of Bentleys. He is also a member of the RAC's Historic Racing Committee.

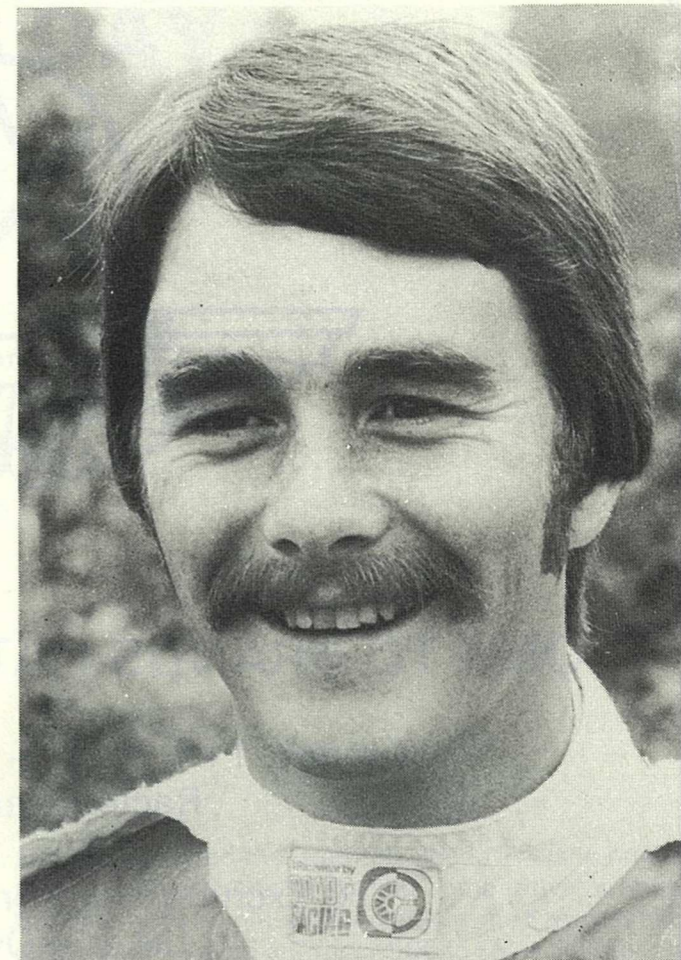
Pace Petroleum's 1980 turnover forecast is likely to place the firm in "The Times Top 1000 Companies," an impressive record after only eight years. Pace is proudly British as a Company as well as fully independent — and its support for other British firms is reflected by the fact that over 85% of its vehicles — from petrol tankers to cars — are manufactured in this country.

"Lucky Seven"

Stirling Moss recently took time off to explain the significance of his lucky number to Jeremy Shaw.

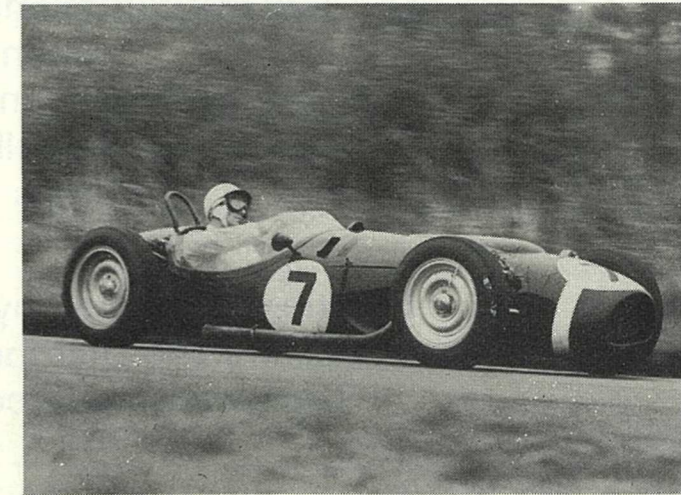
"Seven is the family lucky number. When I used to race, we weren't often given the opportunity of choosing a number. In fact, in all the Grands Prix in those days they used to give you different numbers for the race on purpose, so that they wouldn't get black-market programmes being printed. You'd go to a race like the Aix-les-Bains Grand Prix and find that there's a beautiful programme that some guy's printed and got the money in from all the local people and, in there, were the drivers with their numbers. Therefore they decided that they'd give different numbers for each race. So, until we arrived at the race, we wouldn't know which number we were supposed to have. You'd go along to scrutineering and they'd say you're number 8 or 23 or whatever. That's why the numbers were always so tattily painted on, because we didn't have plastic numbers in those days! I did get '7' in certain events, I mean over here I'd be given number 7 sometimes, but not that often.

"Now, of course, I can't race with number 7 on my Akai-Audi because it's in the wrong class, therefore I have 43 . . . we wanted to make the car '4 + 3' but they wouldn't have that!



Pace Petroleum also back promising young British Formula 3 driver, Nigel Mansell.

"Everything in my family has been 7, 17 or 21 or something to do with the number. My mother was born on the seventh of the seventh, in other words, the seventh of July, my sister on the 27th and I was the 17th. My daughter's birthday is on the 25th — which adds up to seven — and I got married on the 17th, as you know. There have always been sevens — by sheer chance, of course, but that's how the seven arose."



With number 7 adorning the 4-wheel drive Ferguson P99, Stirling Moss won the Oulton Park Gold Cup in 1961.



COME TO BRANDS HATCH AGAIN NEXT WEEK!

Sunday, 11th May — Practice from 9.30 a.m.
Racing starts 2.15 p.m.

10 Exciting races organised by The Aston
Martin Owners Club

Including:

The only UK round of the FIA
International Historic Championship
Rounds of four other Historic Championships
An Aston Martin – Ferrari – Jaguar – Porsche
Challenge Race – Vintage and venerable
Aston Martin, Riley, MG, etc
A standard Aston Martin Race
Two races for the prestigious Lloyds and
Scottish Historic Car Championship
See the continuing battles in this, the
second round
Finally an American Saloon Car (ASCAR)
v Aston Martin Challenge Race, with pace
car and a rolling start

Meeting sponsored by Aston Martin Lagonda
Dealers and Distributors, Abbey Life and
The Lloyds and Scottish Finance Group

STIRLING MOSS DAY

The Parade of Cars

Introduced by Alan Henry

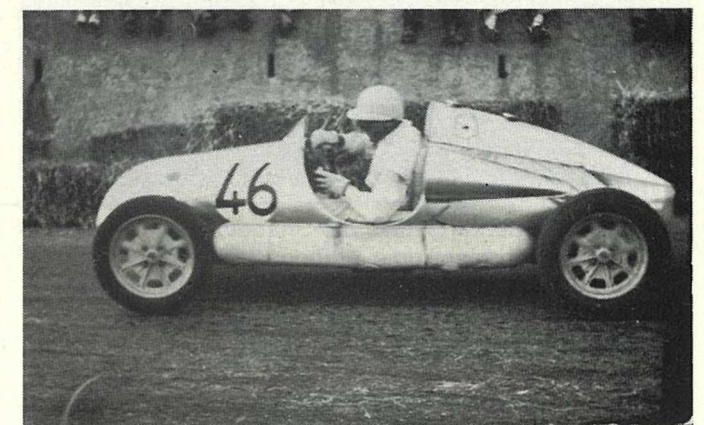
DURING HIS illustrious career in the 'fifties and early 'sixties, Stirling Moss drove a wide selection of cars in both single-seater and sports car events.

As part of his Tribute Day, a selection of cars previously driven by him have been tracked down and will take part in a special parade during the luncheon interval when holders of Paddock Transfer passes, freely available from the paddock entrance, will be able to walk amongst the cars and examine the differences between some of these classic machines and the racing cars of today.

Cars included in the parade range from his current Akai-Audi 80 saloon right back to the early days.

Regarded as a classic immediate pre-War German sports car, the BMW 328 had a punchy 2-litre six cylinder engine and was capable of more than 100 mph. Its styling was generally regarded as very much ahead of its time and inspired some of the post-War British sports designs. Stirling's first proper road car was a BMW 328 (after his Morgan three-wheeler)

and he contested the Brighton Speed Trials in one of these machines, one of his first competitive outings. His debut in a single-seater came at the Prescott hill-climb in 1948 with a Cooper 500cc F3 — he broke a record on his first appearance. A field of 500cc F3



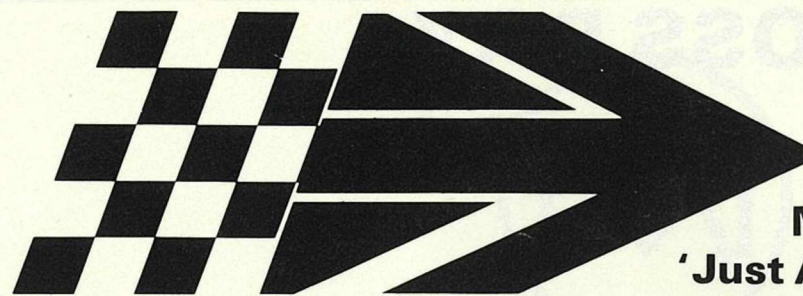
The early days, with Moss driving a 500cc Formula 3 Cooper.



Rod Leach's 1950 Formula 2 HWM-Alta.

machines will be on hand today to stir memories of Moss's earliest single seater outings.

By the age of 20, Moss was making racing forays abroad as a member of the HWM team. At Brands Hatch today we have the last survivor of the 1950 HWM-Alta Formula 2 "1½ seaters" in which Stirling gained his first international successes. Amongst those achievements was a lap record in the 1950 Rome GP, and third places at both Reims and Bari. The car today is owned by Rod Leach, boss of "Nostalgia," the historic sports car specialists. Stirling points out that in those far off days he earned only 25% of £200 per event plus 25% of prize money (out of which he had to pay all expenses!).



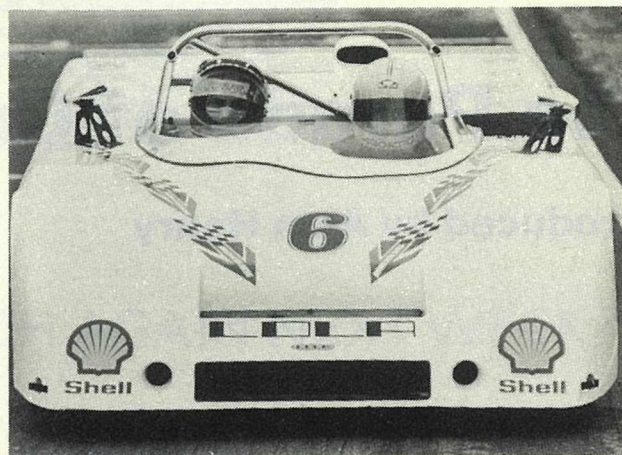
BRANDS HATCH RACING

Much, Much More than 'Just Another Racing School'

Lola T490 Sports 2000,
Royale RP26 Formula Ford 1600,
Shell Super Sunbeam Ti.

Initial Trial and Analysis £27.50

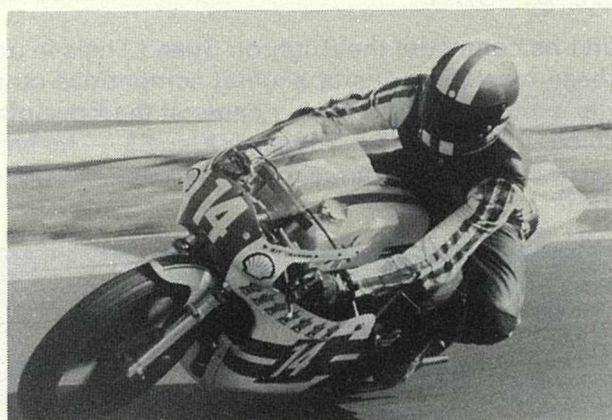
The car school operates a step by step course of lessons in race driving technique — equally suitable for those who merely wish to improve their 'roadcraft'.



Fleet of 20 Honda 400N Super Sports Twins converted to full race spec. by Mocheck Motorcycles — 6 speed gearbox, twin front discs, etc.

Motorcycle session: £25 plus VAT

20 laps on the Honda Super and use of leathers, helmet, boots and gloves. One hour's instruction before track tuition supervised by Jeff Crookbain. We welcome any person holding a FULL motorcycle licence.



All our superkarts have Zip-Shadow chassis with disc brakes, electronic ignition, slick or cut tyres (for dry or wet weather) nose fairing, rear spoiler, 6 speed gearbox, Honda 125cc race engines capable of 100 mph.

SuperKart session: £25 plus VAT

20 laps on the superkart and use of racing leathers, gloves, helmet. One hour's instruction before track tuition supervised by Jeff Crookbain. We welcome any person holding either a full motorcycle or car licence.



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Please send me full details of your *CAR *MOTORCYCLE *SUPERKART SCHOOL
*delete as necessary

Ray Potter also contributes an HWM single seater, powered by the 2-litre unsupercharged Alta power pack which was later also installed in the Connaught GP cars.

Stirling's career was also characterised by his ability not only in GP machinery, but also in sports racing cars. As a member of the Jaguar works team, Stirling contested all the long distance classics in one of the splendid 3.4-litre C-types and, thanks to the efforts of Aubrey Finbergh, one of these is present here today. Incidentally with the C-type Stirling won the first-ever International victory on a disbraked car at Reims.



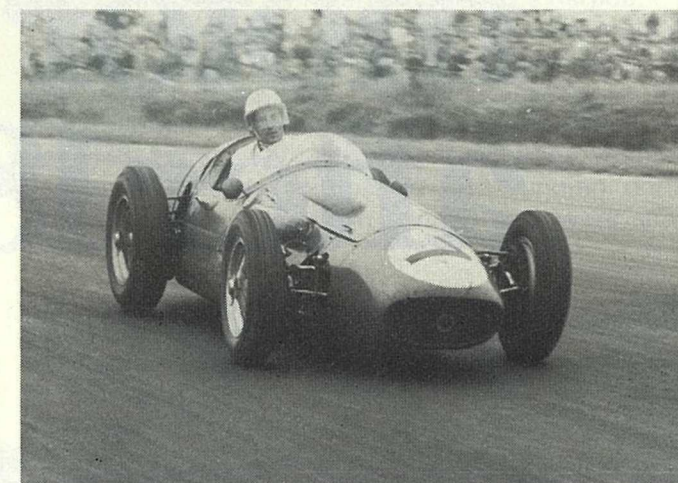
Moss and journalist Denis Jenkinson celebrate after their splendid Mille Miglia victory in 1955.



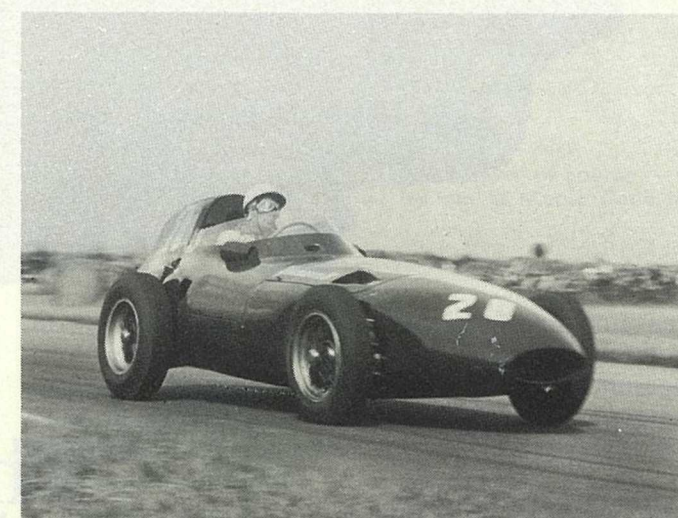
In April 1975, 20 years after their fantastic Mille Miglia victory, Stirling Moss and Dennis Jenkinson were re-united with a Mercedes 300SLR — actually the one driven by Fangio (No. 658) — in Stuttgart. Photograph: London Art Tech

Sports car racing in the mid-1950s was an altogether more prestigious and significant affair when compared alongside today's somewhat stunted World Championship for Makes. Stirling's career in this category embraced spells with Maserati, Aston Martin and Jaguar but it was with Mercedes-Benz that probably the greatest racing exploit of his distinguished career was achieved.

At the wheel of a 3-litre Mercedes 300SLR, Moss, navigated by journalist Denis Jenkinson, won the 1955 Mille Miglia round Italy road race against all the odds. He thus became the only British driver (and only the second non-Italian) to win this classic event which favoured Italians and their specialist local knowledge. It's fair to say that the Mercedes 300SLR was a tremendously advanced machine for its day, equipped as it was with a fuel injected straight eight cylinder engine developing some 296bhp at 7400rpm. On the Mille Miglia the car was geared to pull a staggering 172mph in fifth gear and it's with great satisfaction that the organisers are able to show one of these famous machines here at Brands today, thanks to the generosity of the Mercedes-Benz AG in Stuttgart. The car you will see today isn't actually the Mille Miglia winner, but a sister car built later the same year. But it nonetheless carries Stirling's famous number 722 — indicating that they rolled off the starting ramp at Brescia at 7.22am.



Stirling at speed during the 1956 British Grand Prix at Silverstone with the 250F "Maser".

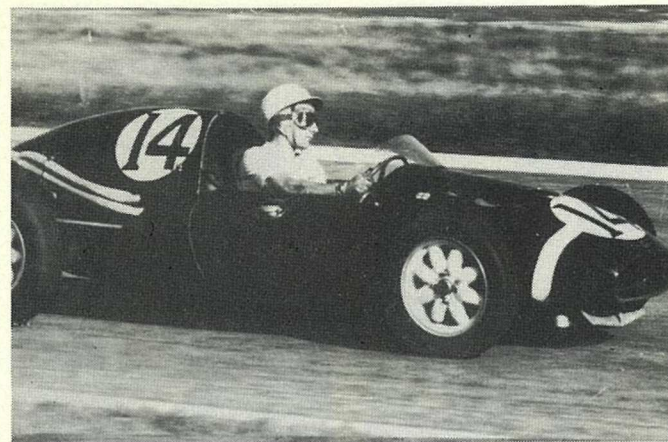


Stirling Moss, who shared the driving with Tony Brooks, takes the Grand Prix Vanwall to victory in the 1957 British Grand Prix at Aintree. Photograph: Geoffrey Goddard

"It took a very special car to lure me back to motor racing after 18 years."



The new Audi 80.
 The car for now.

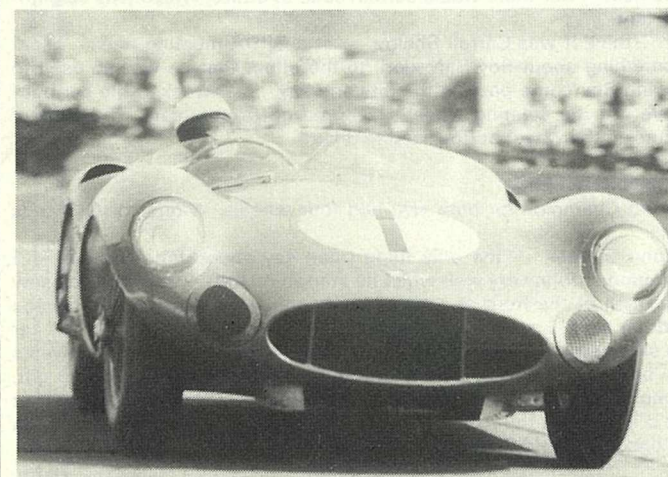


On his way to victory once more with the rear-engined Cooper-Climax in Argentina, 1958.

Mercedes' great rival, of course, was the Jaguar firm, so this tribute includes a Jaguar D-type as representative of Stirling's era. At their best on the billiard-smooth surface at Le Mans, these beautiful machines were handled by many of Stirling's contemporaries, notably Mike Hawthorn, although Moss himself never actually raced one.

Likewise, Anthony Bamford's *Ferrari Dino F1*. Stirling never raced a works single seater Ferrari during his professional Grand Prix career, although he currently contests the Lloyds & Scottish historic series in one of these machines. It must be a matter of some reflection on Moss's part that Mike Hawthorn, who was killed more than 20 years ago, used the immediate predecessor of this Dino strain to vanquish Stirling and win the 1958 Championship from him by a single point.

On the Grand Prix front, Stirling's career is well chronicled by two machines here at Brands Hatch. Before being selected to drive for the Mercedes team in 1955, Moss spent the 1954 season driving a Maserati 250F provided by BP Italy. Following his stint with Mercedes, Moss returned to Maserati as a works team driver and Vic Norman's superb



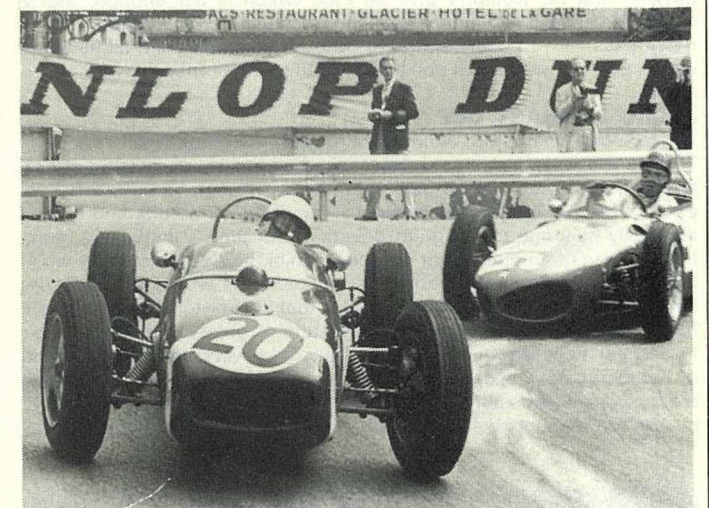
Moss cornering hard in the Aston Martin DBR1 at Goodwood in 1959. Photograph: Geoffrey Goddard

lightweight 250F is on display here today. Later, Moss drove for the autocratic, intensely patriotic Tony Vandervell in one of the immaculate green 2½-litre *Vanwalls*. It was in one of these cars that Stirling so narrowly missed winning the '58 title and, thanks to Neil Ratcliffe of Vandervell Bearings (now part of the push-ahead GKN Group), one of the evocative, sleek Vanwalls will be "on parade" this afternoon.

Examples of later sports racing/GT machinery at Brands today are provided by Geoffrey Marsh's handsome Aston Martin DBR1, winner of the 1959 Le Mans and World Sportscar Championship, Tony Willis's Ferrari 250GTO and the Lister-Jaguars belonging to Geoffrey Marsh (again) and Mike Bowler, Editor of *Thoroughbred and Classic Car*. For the road-car buffs, what better tribute to the 1950s era than the Mercedes 300SL "Gullwing"? There are two such machines here at Brands Hatch this afternoon, owned by no lesser celebrities than Rob Walker and John Surtees!

The first Grand Prix win for a rear-engined car came in the Argentine Grand Prix of 1958 — Stirling Moss at the wheel of course! A Grand Prix Cooper-Climax will also be represented in today's parade.

When the change of regulations for Formula 1 Grand Prix racing in 1961 allowed engines to be of only 1500cc, the British challenge — as far as the Manufacturer's Championship was concerned — subsided. Ferrari were ready for the change and had a new engine already tested and running competitively, while the British constructors were slow.



Rob Walker's Lotus 18 — Moss at the wheel, of course — is pressed hard around the Station Hairpin at Monte Carlo by Richie Ginther's Ferrari in 1961.

off the mark and lost valuable time in making their new engines competitive. On several occasions, however, sheer driver ability shone through, notably when Moss scored a couple of legendary victories with Rob Walker's Lotus 18 at Monaco and the daunting Nurburgring.

Walker's Lotus is now owned by the Donington Collection, who have loaned the car for a welcome appearance today.

Stirling Moss and his guests

MANY TOP NAMES from the world of motor racing will be here today to pay tribute to one of the "greats", Stirling Moss. In a recent interview, he made comment on the achievements of a few of those that will be present:

JUAN MANUEL FANGIO

Record five times World Champion. Winner of 24 Grands Prix.
"Fangio is, to my mind, the greatest driver that the world has ever known. I am, in fact, giving him an ash-tray — not that he smokes! — as a token of my admiration. I've had this done especially for him and I've had inscribed in Spanish: 'There are many good drivers, a few great drivers, but there's only one Fangio.'

"This is only a personal present from myself — I have that much respect for the man, not only as a driver but he's also a very, very nice man as well and, to my mind, the greatest driver than there has ever been.

"There are lots of other damn good drivers, I mean Jackie Stewart, Jimmy Clark, Caracciola, Nuvolari, who I think are very good — extremely good — but Fangio, I think, is the best. He always managed to do what was necessary. The fact that he was World Champion five times does not impress me so much, except that he was the best driver of the five years as well. That impressed me far more."

SIR JACK BRABHAM

Thrice World Champion. Winner of 14 Grands Prix.
"I suppose I've had more races against Jack Brabham, where he has been the man to beat, than most other drivers. Jack was always a tough driver — he was always extremely good — but I remember once in New Zealand where Jack and I were having a big battle and then, in practice, a Hardy-Spicer joint, I think it was, broke on my car and Jack was the first man to come forward and lend me his. That made the difference between my racing and not racing when he knew — he must have known — that I was the man he'd have to beat. But he still gave it to me and I happened to win the race! That's the sort of man Jack is.

"He's a man of a great many talents, very tough — I don't mean dirty — but he wouldn't give an inch which is fair enough, that's racing. He always had manners on the track which was a great thing in those days — you could signal to other drivers and we'd all have an understanding, which just doesn't seem to be there these days."

JACKIE STEWART, OBE

Thrice World Champion. Winner of a record 27 Grands Prix.
"Jackie Stewart, of course, I never raced against — he started after I finished, but I read a good deal about him, I've seen him drive — I've even driven his car just for interest — and, by his credits and so on, obviously he's one of the great drivers of our time. I think, as a man, he's very, very erudite. What he does, I think he does extremely well. When Jackie does a promotion, or whatever, he works hard at it — he's very professional — and I respect that sort of thing. Jackie and I have a different opinion on, or appreciation of, safety. I believe — obviously for necessity — safety has become a very important part of motor racing now, because the cars have developed so far, but, when I raced, there was no such thing as armco. I like road racing. Well, now, racing has developed into **track** racing, even Monaco, which is no



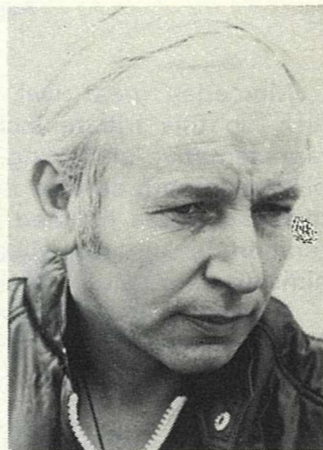
Juan Manuel Fangio.



Sir Jack Brabham.



Jackie Stewart.



John Surtees.

longer a road, no more like it than flying to the moon! It's now just a bent track — a great one, but it's still not the same thing. I think it's a shame that this has happened — Jackie came up through that era, which, I think, really robbed him of some of the great events."

ROY SALVADORI

4th, 1958 World Championship.
"Roy Salvadori, again, was one of the tough competitors. A fast driver — wouldn't give an inch — invariably wanted the bit of road you were on — and, as a team-mate, I'd rather have him on my side than against me!

"Roy's a friend of mine, in fact, a great thing about racing in the past was that there was a great comradeship between the drivers. I don't mean by that that they wouldn't fight each other — they'd fight like hell — but there was a certain code of ethics, which was very important.

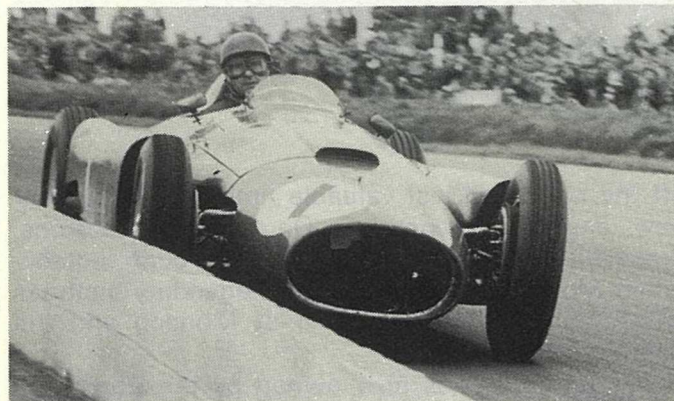
"I think it was Carroll Shelby — at a GPDA meeting once — said something about Roy Salvadori, to the effect that he was so used to seeing Roy come back to the pits and say, 'I've wrecked the car but I have got the steering wheel. Have you got a new car?' That sort of sums up the way that Roy used to drive!"

JOHN SURTEES

World Champion on both two and four wheels. Winner of 6 Grands Prix.

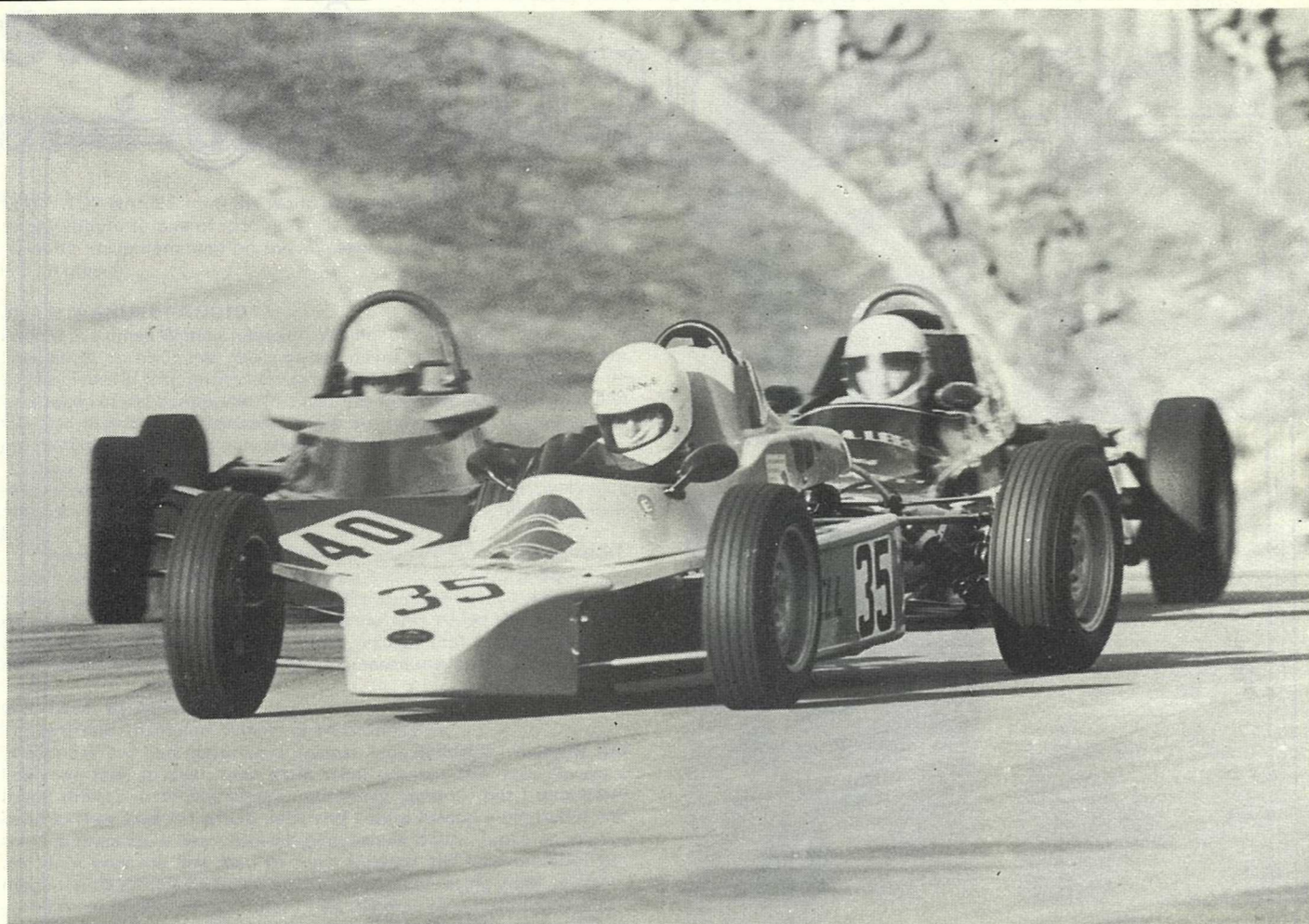
"John Surtees — the only thing I can say about John Surtees — I remember John very well when he started racing — was that you saw as much of the front of John's car, if you were following him, as you did the back! I mean his style was pretty flamboyant! He'd get the car so sideways — he really was a pretty wild driver in his formative years — but also extremely competent and a man of great talent and gift. John used to get his car so out of shape that you wouldn't believe that he'd keep it on the road — but he would! And, of course, he went on to become World Champion."

Among other top drivers due to be here are: DENNY HULME (World Champion in 1967); renowned sports car driver CARROLL SHELBY; post-war British Formula 1 driver turned BBC commentator JOHN BOLSTER...



Fangio in action at Silverstone in 1956 with the Lancia-Ferrari D50
Photograph: Geoffrey Goddard

autographs



Typically close Formula Ford racing.

Photo: Chris Todd

Today's Races

WHAT A PLEASURE to see so many, many people gathered here to pay tribute to Stirling Moss. Leading names from the world of motor sport together with a grand selection of the cars that helped make those names famous plus — motor racing!

Opening the action on the circuit will be a 5-lap Demonstration of 500cc racers. They are tiny, speedy and — even by today's standards — throaty and are, of course, the cars in which Stirling began his professional racing career. How many of you, I wonder, were here on that day — 25th June, 1950 — when Stirling, then a youthful 20, won no fewer than five races in his Cooper-Jag Mk4?

A modern contrast to the nostalgia will be provided by the first of two races for Formula Ford 1600 cars. This extremely popular formula, now in its thirteenth year, provides an excellent learning ground for new drivers and extremely competitive racing. The top men rarely go unnoticed and many Grand Prix drivers made a start in this category, including James Hunt and Jody Scheckter. As is usual a full entry has meant that those not quite quick enough, today at any rate, to qualify for the main Townsend Thoresen Championship race, which has additional support from Richard Berry and Partners, will get a run in a Challenge race.

Racing Doctor Jonathan Palmer, from Heathfield in

Sussex, is likely to have an appointment in the main race with his Royale RP26. In fact, the Bedford firm of Royale, run by Alan Cornock, have an extremely strong hand in Formula Ford this year and other pilots here today who are sure to be in close contention are the Londoners Julian Bailey and Rob Tennant and London-domiciled Scott Duncan MacPherson. Robert Coates and Rick Morris from Hertford, Dave Jones from nearby Borough Green and Swiss driver Mario Hytten are also Royale mounted.

Another leading manufacturer is Van Diemen and the Norfolk firm is equally well represented with current championship leader Roberto Moreno heading their drivers. Moreno is an extremely talented 20-year-old Brazilian protégé of Grand Prix star Nelson Piquet and is proving increasingly difficult to beat. His fellow countryman Paul Boesel should not be far away, while other talented 'Diemen' drivers are Sittingbourne's Robert Gibbs, 1979 Dunlop 'Star of Tomorrow' Champion Guy Dormehl, John Ayres and Michael Baker.

The Balham, London, based firm of Ray are beginning to make an impact and Fulham driver Ashley Ward, who won here last Saturday, and Tunbridge Wells 'man about town' Andy Ackerley look set to give the marque a good showing.

Tall Australian Alan Goldsmith has been going faster

and faster in the startling new Quest — designed and prepared locally by stalwarts Bill Hope and Mike Thompson, and young Martin Holman from Swanley should be among the leaders in the Surrey-built Sparton.

The Harpers and Queens Trophy race is the third round of the new Debenhams Ford Rallye Sport Fiesta series and should meet the approval of all 'one make racing' fans. These 1600cc cars are surprisingly rapid — in view of the limited modifications allowed by the strict regulations — and therefore give extremely close racing. The men to watch in particular will be former Renault 5 Champion and one make specialist Jim Edwards and the 1979 Renault 5 runner-up Roger Jones. Local girl Vivien Ayres should also be in contention as these cars three wheel their way round.

Aerolineas Argentinas are supporting the Motorcraft Formula Ford 2000 Championship race — the fifth round of fifteen. Again such are the entries that a 'consolation' event will have to be run so that everyone gets a race. Current leader in the series is Roger Trott and he has been sweeping all before him in his rapid Royale RP27 backed by his family printing firm. The two Richard Dutton entered cars of Marc Smith and Roy Goff will be doing their utmost to prevent a complete whitewash while the third Dutton car — for Simon Kirkby — is an unlikely starter, but if it does appear will definitely be a threat.

The bright yellow Fulmar Royale of Warlingham's Mike Taylor will also be a front runner as will the Reynards of Frank Bradley, South African Graham Duxbury, Lincoln's Tim Wallwork and Welshman Tim Davies. Paul Jackson,

a partner in the Surrey firm of Sparton, is regularly among the points improving steadily with every race in the new Sparton SF80, and a second Sparton has been entered for former FF1600 dicer Simon Sabel.

Problems and unavoidable delays in preparing cars for the new Formula Talbot race series — where cars will run on methanol as opposed to petrol — has meant that many prospective entrants have had to withhold participation until later. However, today's entries should provide a useful guideline as to the impending performance of this entirely new concept. Prime Minister's son Mark Thatcher has done a lot of development with regular test driver Syd Fox and the ace preparation specialist Jackie Epstein and the Brands Hatch Racing Royale has proved remarkably rapid and stable — they have no wings unlike the FF2000 cars which compare in speed, although the Talbots are limited to 1600cc engines.

One of the interesting entries in the Production Sports Car race is the 2300cc Vauxhall-engined Panther Lima of Leeds business supremo Chris Meek. The Lima represents perhaps the ultimate in panache for sports car enthusiasts and, at the time of writing, 'Cee-Mee' has already taken a class win. Outright victory, however, may be decided between the Morgan Plus 8s of Malcolm Paul and Steven Cole and the 'indestructible' TVR V6 of regular Prodsports man Colin Blower. 1979 BWRD Champion Alison Davis had been giving Meek a very hard time until Meek switched to his Lima and Alison currently holds the lap record here. It will be a shame if her Ginetta can no longer be competitive for she is a rapid driver.



Alison Davis (Ginetta) leads the pack.

Photo: Chris Todd

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— It's an event that will change your whole life-style.

Open from 9.30 until 7pm each day. Day visitors £1. Accompanied children Free. Day car parking Free. Tickets valid

for both days and the firework spectacular on the evening of May 17.



Come to Brands Hatch May 17/18

Firework spectacular set to music and other track attractions May 17 from 8.30pm

FREE — Go for a test run towing the outfit of your choice around Brands — cars and drivers provided
Towing advice and demonstrations

FREE...
DAY CAR PARKING
CHILDRENS CRECHE
& PLAY AREA
ADVICE ABOUT TOWING
AND TOWBAR FITTING

Joy rides in real Shell sport racing cars and the Lola around the famous Brands Hatch Circuit — Bookable on the Day 9.30—12 noon Saturday and Sunday

*Weekends, Bankholidays and an average of 3 weeks holiday

No Motor Caravans will be on display or for sale — for these visit The Motor Caravan Fair Brands Hatch May 31 — June 1.



The Royal Navy and Royal Marines Commando Display Team



THE COMMANDO DISPLAY TEAM is a mobile display that travels the country during the summer months presenting the Royal Navy, the Royal Marines and the Wrens to the public. It provides a unique opportunity for the general public to see some of the versatile skills taught to today's modern servicemen and women.

The Team consists of two Officers, three Senior NCOs, four Corporals, four Wrens, ten Free Fall Parachutists, ten Naval Aircrewmen and 19 marines; a total of 52 men and women.

All Team Members are part of "R" Commando Company based at Royal Marines Poole in Dorset.

The display itself is a 30-minute fast-moving action-packed presentation which has thrilled audiences of all ages everywhere it is performed.

A Helicopter Display

This breath-taking display of flying skill by Lt Gervaise Coryton, Royal Navy, is aimed at showing the versatility of the Wessex Mk 5 Helicopter and some of the ways in which it is used by the Royal Marines Commandos.

The Wessex Mk 5 is a twin-engined short-range helicopter flown mostly by Royal Naval pilots and used primarily in the Commando role but is also used for search and rescue operations.

In the Commando role, the helicopter is used for rapid assault by the Royal Marines. Operating from Commando carriers and assault ships, these Wessex helicopters can carry up to 12 fully armed Royal Marines and their associated equipment. They can also carry artillery and landrovers slung beneath the fuselage. It can be armed with machine guns, rockets and guided missiles, providing close support for ground troops.

The Wessex, which will fly at the display, is from 707 Squadron based at the Royal Naval Air Station at Yeovilton in Somerset.

Besides the Pilot and Aircrewmen, it requires an experienced maintenance team of eight naval ratings; who not only carry out the vital aircraft maintenance schedules but also participate in the arena display as "extras" during the terrorist attack. This part of the display ends with the helicopter landing and picking up a group of Royal Marines Commandos and flying out of the arena.



The Terrorist Attack

The scene is set with a Royal Navy Mobile Radar Station entering the arena. Spectators are then asked to imagine the setting as a remote cliff top which is heavily wooded.

Armed Naval ratings are seen guarding and operating the radar station when the roar of motorcycles is heard. A desperate group of hardened terrorists enter the scene, attack and take over the station, overpowering the armed guards.

What follows is an example of a typical Royal Marines Assault. The Wessex helicopter flies over and hovers at 200ft above the arena. A rope is lowered and a group of Commandos abseil into a covering position. At the same time, a further group move in by a "mock" hovercraft and during a short, but action-filled assault, the Radar station is recaptured from the terrorists.

The battle scene comes to an end with a wounded terrorist being airlifted out of the arena.

Free Fall Parachute Team

Whilst the audience watch the unarmed combat team, the Royal Marines Free Fall parachute team have boarded the helicopter and climbed to their exit point, 8,000ft above the arena. The Free Fall team, currently the British Record Holders for "Canopy Relative



Work," has been formed from experienced parachutists of the Royal Navy and Royal Marines Sport Parachuting Association. They have been "jumping" at shows and schools throughout the country since 1968.

The Team completed more than 100 major parachute displays during 1979 including many at major County shows, Carnivals, Galas and Exhibitions.

There are ten permanent members of the team and they are based at Royal Marines Poole in Dorset.

The Team usually jump from 8,000ft depending upon air clearance and cloud level. They will be in a free fall position before opening their main parachutes and as they fall you will be able to follow them by the coloured smoke trails made by canisters attached to their ankles.

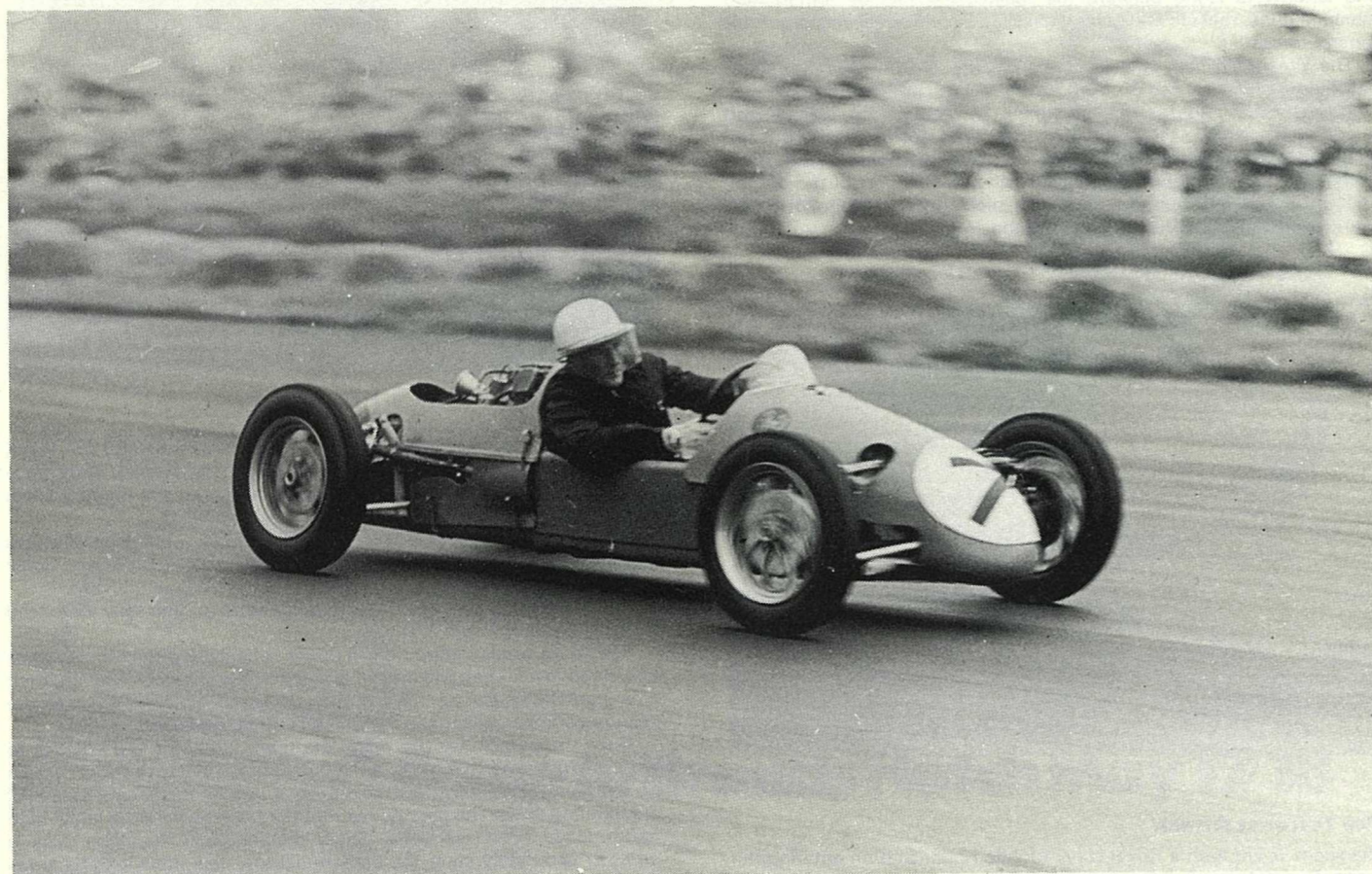
Once the parachutes are open, the team members will attempt to link up with each other in the air using "Canopy Relative Work" which is extremely difficult but makes it a really exciting display of parachuting skills. The parachutes that the team use are the latest high performance "Unit" canopies. These require expert handling skills in order to accurately steer the parachutist into the small landing areas likely to be encountered at the various displays. The team is led by Sgt Derek White from Exeter, Devon.

500 Demonstration

No.	Driver	Home Town	Car
1	Paul Schroeder	Grosall	Cooper Norton Mk 8
2	John Turner	Brocton	Cooper Norton Mk 9
3	Barry Oddy	Alcester	Cooper JAP Special
4	Rob Hilton	Alcester	Cooper JAP Mk 5
5	Peter Harvey	Ellenhall	Cooper Triumph Mk 1
6	Ian Frost	Gravesend	Martin Norton
7	G. Tidball MOSS	Wroughton	Cooper JAP Mk 9
8	Graham Burgoyne	Claverdon	Kieft Turner
9	R. Townend	Shepperton	Strang Vincent
10	Edward Lewis	Blisworth	Cooper JAP Mk 8
11	J. Berry	Sittingbourne	Cooper JAP Mk 3
12	Pete Newman	Worcester	FMS JAP
13	Cyril Hale	Halesowen	Emeryson Norton
14	Jon Worthington	Barlow	Mezzolitre
15	D. Baldock	Borough Green	Monaco 500

LAP RECORD for 500cc single-seater racing cars: To be established.

RESULTS:
 1st.....7..... 2nd 10..... 3rd 1..... 4th 5..... 5th.....
 6th..... 7th..... 8th..... 9th..... 10th.....
 Winner's Time Speed mph
 Fastest Lap: Car No. 7..... Time 66.1..... Speed 65.55..... mph



During the early days of Brands Hatch as a racing circuit, Stirling Moss was a frequent competitor (and winner) with his 500cc Cooper. On 25th May, 1950, Moss won no less than five races!

A maxi for the price of a mini!

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and you only pay the
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Maximise your holiday fun and minimise the price with another Townsend Thoresen big sail bargain in May.

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and comfort on board our superb, modern ships. Then you're off... with your car you're free to go wherever you want. And for the perfect holiday don't forget those duty-free goodies.

The offer is available throughout May. Final departure date is 31st May, so you can extend your trip into June.

For full details on fares and bookings, talk to your travel agent, any Townsend Thoresen office or simply fill in the coupon below - and drive the May Maxi bargain.

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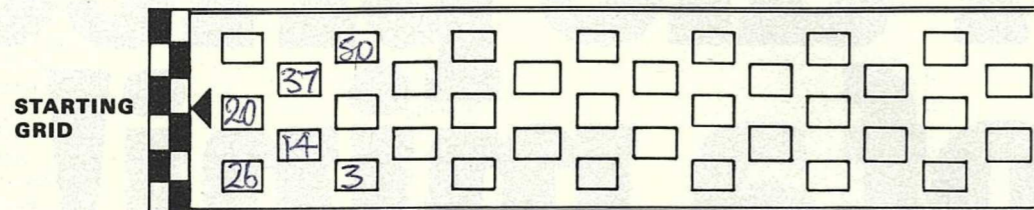
TOWNSEND THORESEN
The European Ferries

Great ways for people going places

The BRSCC Formula Ford 1600 Challenge Race

The first two finishers from this race will go forward to Event 7.

For full entry list, see page 28.



LAP RECORD:

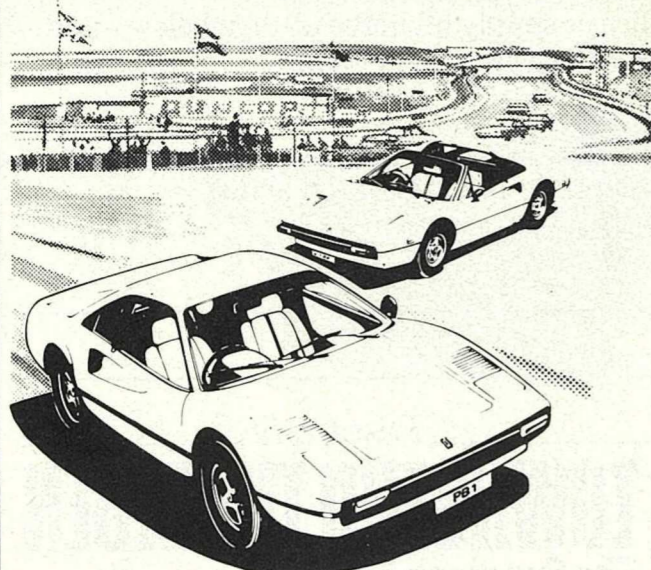
	secs	mph	date
James Weaver (1599cc Van Diemen-Scholar RF78)	49.9	86.83	5.11.78
Donald Macleod (1599cc Sark-Scholar 1)	49.9	86.83	5.11.78
Race Record: Bernard Devaney (1599cc PRS-Minister RGHO1)		85.00	5.11.78

RESULTS:

1st	27	2nd	47	3rd	8	4th	12	5th	38
6th		7th		8th		9th		10th	
Winner's Time	9.8.3								
Fastest Lap: Car No.	37								
Time	52.1								
Speed	79.03								

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Harpers & Queen Trophy Race for the Debenhams Ford Rallye Sport Fiesta Challenge

For Ford Fiesta 1600 Saloons complying with RAC Regulations

No.	Entrant & Driver	Home Town	Car	cc
3	Gordon Spice Racing (Dvr. Charles Tippet)	Maidenhead	Ford Fiesta	1600
4	Roger Jones	Beaconsfield	Ford Fiesta	1600
5	Lichfield Motors Ltd (Dvr. Chris Knight)	Rugeley	Ford Fiesta	1600
6	Plush Flush (Exclusive Bathrooms) (Dvr. Rob Lodge)	Great Dunmow	Ford Fiesta	1600
7	Motolease Ltd — The Leasing Specialists (Dvr. Stevie Taylor)	Ilford	Ford Fiesta	1600
8	New Dimensions at Debenhams (Dvr. Mel Butcher D. HOLME)	London	Ford Fiesta	1600
11	Gould Racing/Immediate Label Co/ CRG Racing (Dvr. David Grimshaw)	Kendal	Ford Fiesta	1600
12	Ian Walker	Orsett Heath	Ford Fiesta	1600
15	Borough 19 Motor Club (Dvr. Vivien Ayres)	Wrotham	Ford Fiesta	1600
17	Antony Pownall	Wilmslow	Ford Fiesta	1600
18	David Clarkson	Bilsborrow	Ford Fiesta	1600
20	Norman Reeves/Duckhams (Dvr. Dave Loudoun)	Evesham	Ford Fiesta	1600
21	Jim Edwards	Camberley	Ford Fiesta	1600

14 G. Mareschke

LAP RECORD: To be established.

RESULTS:

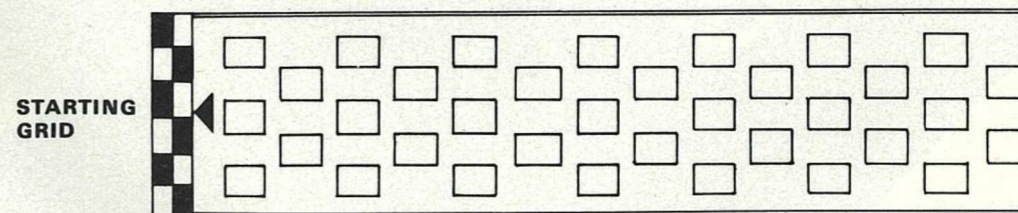
1st	21	2nd	11	3rd	14	4th		5th	
6th		7th		8th		9th		10th	
Winner's Time	59.8								
Fastest Lap: Car No.	5, 8, 21								
Speed	72.46								

For Debenhams Ford Rallye Sport Fiesta Challenge details and points, see page 25.

The BRSCC Formula Ford 2000 Challenge Race

The first two finishers from this race will go forward to Event 8.

For full entry list, see page 30.



LAP RECORD:

	secs	mph	date
Mike Blanchet (1993cc Lola-Minister T580)	47.37	91.47	15.10.78
Race Record: David Leslie (1993cc Reynard-Titan SF78)		90.12	15.10.78

RESULTS:

1st	40	2nd	68	3rd	46	4th	46	5th	
6th		7th		8th		9th		10th	
Winner's Time	87.26.6								
Fastest Lap: Car No.									
Time									
Speed									

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- UP TO 108MPH
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- 100 DIN BHP



 **TALBOT**
ON THE MOVE

EVENT FIVE

Start: 16.30 hrs (approx)

10 LAPS

The Formula Talbot Championship Race

For single seater racing cars complying with Formula Talbot Regulations.

No.	Entrant & Driver	Home Town	Car	cc
1	D. C. Cook Racing (Dvr: Derek Cook)	Sleaford	Sparton FT80 Greetham	1600
2	Delta Race Cars with Doral Tyres (Dvr. John Manley)	Brighton	Delta FT80 Greetham	1600
7	Stuart Jackson	Heath Hayes	Van Diemen RF80 Talbot	1600
8	D. C. Cook Racing (Dvr: Ray Chamberlain)	Wath-upon-Derne	Sparton FT80 Greetham	1600
10	Brands Hatch Racing (Dvr. Mark Thatcher)	London	Royale RP28M Talbot Auriga	1600

LAP RECORD: To be established.

RESULTS:

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

Formula Talbot Championship

TECHNICALLY, one of the most interesting new categories of motor racing to have been introduced for many years, Formula Talbot is introduced this year for single-seater racing cars using 1600cc Talbot Sunbeam engines, which will run on methanol fuel.

The origins of Formula Talbot date only to the House of Lords versus House of Commons Shell Sunbeam charity race, in the height of the petrol shortage last June, when Mark Thatcher won and set the fastest lap in a methanol-fuelled Sunbeam 1.6 Ti. The idea was formulated by Jackie Epstein — engineer son of the famous sculptor and the man who was responsible for the ShellSPORT Luxembourg Formula 5000 Racing Team in the early 1970s, as well as, more recently, looking after the Shell Super Sunbeam fleet.

Following the success of that experiment, the idea has now been taken one stage further and a complete series has been commenced for cars running on methanol fuel.

The new series, which is organised by the BRSCC in conjunction with Motor Circuit Developments, will be run over twelve rounds at five different circuits during the season.

Prize money will be on the following basis at each round: 1st—£85; 2nd—£60; 3rd—£45; 4th—£35; 5th—£25; 6th—£15; while points are awarded on the basis: 20-15-12-10-8-6-4-3-2-1 together with an extra 2 points to the competitor(s) setting fastest lap(s) at each race.

Today sees the first round of the series.

Future dates: Mallory Park, May 26; Snetterton, June 8; Brands Hatch, June 22; Oulton Park, July 19; Snetterton, July 27; Mallory Park, August 3; Snetterton, August 10; Castle Combe, August 25; Mallory Park, September 7; Oulton Park, October 4; Brands Hatch, October 19.

Debenhams Ford Rallye Sport Fiesta Challenge

1980 SEES THE inaugural running of this Ford Challenge for 1600cc Fiestas. BRSCC are again administering the series for Debenhams, who have a long association with the sport having been sponsors of the Ford Escort series.

Points are awarded on the basis of 10-9-8-7-6-5-4-3-2-1 plus 2 points for the competitor(s) setting fastest lap(s).

Prize money per round: 1st—£50; 2nd—£40; 3rd—£30; 4th—£25; 5th—£20; 6th—£15 plus £10 to all other finishers.

The end of season awards are: 1st—£100; 2nd—£50; 3rd—£25.

Future rounds: Oulton Park, May 24; Silverstone, June 1; Oulton Park, June 28; Brands Hatch, July 27; Oulton Park, August 9; Mallory Park, August 25; Mallory Park, September 7; Snetterton, September 14; Croft, September 21; Aintree, October 11; Mallory Park, October 19.

Points position after two rounds:

1 Steve Soper	19 pts	7 Jim Edwards	10 pts
2 Chris Knight	17 pts	8 Stuart Cole	7 pts
3 Roger Jones	16 pts	9 Anthony Pownall	4 pts
4 Steve Taylor	15 pts	10 Charles Tippett	3 pts
5 Dave Loudoun	13 pts	11 Mark Farmer	2 pts
6 Rob Lodge	12 pts		

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EVENT SIX

Start: 17.00 hrs (approx)

10 LAPS

The CAV Production Sports Car Championship Race

For production sports cars complying with RAC regulations.
In three classes.

No.	Entrant & Driver	Home Town	Car	cc
Class A:				
2	Bob Stuart	Woodford Green	Morgan Plus 8 Rover	3528
3	Steve Cole	Liverpool	Morgan Plus 8 Dawson	3500
6	David Wakefield	Caterham	Caterham Super 7	1599
8	Dodge City Superstores (Dvr. Tony Hill)	Wolverhampton	Triumph TR7 V8	3521
9	P & D Plant Hire Limited (Dvr. Malcolm Paul)	Camberley	Morgan Plus 8 Rover	3528
14	H. J. Hall & Co. Ltd./Indestructible Socks (Dvr. Colin Blower)	Hinckley	TVR V6	3000
16	Peter Taylor	Street	Lotus Europa	1558
17	Gordon Ramsey Racing Team (Dvr: Tony Dron)	London	Porsche 924	1994
19	John Mayne (Dvr: John Stenning)	Godstone	Caterham Lotus 7	1599
Class B:				
21	Panther Car Co. Limited (Dvr. Chris Meek)	Leeds	Panther Lima Vauxhall	2300
25	Andy Woolley	Reigate	Ginetta G15 "S" Talbot	998
27	H. R. Dunham	Berkhamsted	Triumph TR7	1998
33	Alison Davis	Basingstoke	Ginetta G15 Chrysler Imp	998
35	Tapestry (Dvr. Laurence Gold)	London	TVR	1600
38	Mark Smith	Tonbridge	Ginetta G15 "S" Talbot	998
Class C:				
41	Ian Jacobs	Ilford	MG Midget	1275
43	Longlife Motorist Market (Dvr. Martin Hart)	Salisbury	MG Midget III Series "A"	1275
50	Trevor Lewis	Ross-on-Wye	MG Midget	1500
53	John Hadwen	Bradford	MG Midget	1275
55	Douglas Whittaker	Upminster	Austin Healey Sprite	1275
56	John Lan	Sevenoaks	MG Midget	1275
61	Peter Hiley	Huddersfield	Austin Healey Sprite	1275
64	Nicholas Staveley	Kirtlington	MG Midget	1275

LAP RECORDS:	secs	mph	date
Class A:			
Chris Meek (1558cc Lotus Europa Special)	55.6	77.93	24.7.77
Race Record: Charles Morgan (3528cc Morgan Plus 8)		75.94	12.8.79
Class B:			
Alison Davis (998cc Ginetta G15s)	58.39	74.21	30.3.80
Race Record: Chris Meek (1599cc TVR 1600M)		72.42	12.9.79
Class C:			
Terry Stone (1275cc MG Midget)	58.7	73.82	24.6.79
Race Record: Bruce Peers (1491cc MG Midget)		68.19	12.8.79

OVERALL RESULTS:	1st	2nd	3rd	4th	5th	6th
Winner's Time	14	21				
Speed						
mph Fastest Lap: Car No.						
Time						
Speed						
mph						
mph						
mph						
mph						
mph						
mph						



CAV Production Sports Car Championship

CAV — the LUCAS subsidiary — are the giant industrial manufacturers of fuel injection systems and general automobile electrical equipment. For the second year they are sponsoring the BRSCC organised championship for Production Sports Cars. The BRSCC founded this series in 1973 and since then the category has gone from strength to strength. Points are scored 5-4-3-2 in each class with an extra point to each finisher. The end of season awards are 1st overall—£100. Winner of each other class £50. Future rounds: Cadwell Park, May 18; Oulton Park, May 24; Snetterton, June 8; Oulton Park, June 28; Snetterton, July 27; Mallory Park, August 10; Croft, September 21; Aintree, October 11; Mallory Park, October 19.

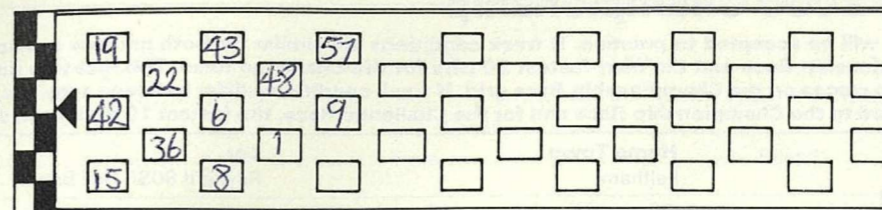
Points position:		
Class A:		
1	Steve Cole	9 pts
	Malcolm Paul	9 pts
3	John Kent	3 pts
	Peter Taylor	3 pts
Class B:		
1	Alison Davis	9 pts
2	Richard Dunham	6 pts
3	Chris Meek	5 pts
Class C:		
1	Martin Hart	10 pts
2	Peter Hiley	7 pts
3	John Wilson	5 pts

Richard Berry & Partners Trophy Race for the Townsend Thoresen Formula Ford 1600 Championship

A maximum of 48 entries will be accepted to practice. If track conditions are similar for both practice sessions, the fastest 18 cars will qualify for the Championship Race and the next fastest 20 cars for the Challenge Race. The first two finishers in the Challenge Race will take the last two places on the Championship Race grid. If track conditions differ between sessions, the fastest 9 cars from each session will go forward to the Championship Race and for the Challenge Race, the fastest 10 from each session.

No.	Entrant & Driver	Home Town	Car	cc
1	Rushen Green Racing (Dvr. Julian Bailey)	London	Royale RP26 Minister	1600
2	Nick Newman	Malmesbury	Royale RP26 Auriga	1600
3	Mike Dee Race Hire (Dvr. David Robbins)	Southampton	Royale RP26 Scholar	1600
6	Red Star Garage and Tyre Service (Dvr. Robert Coates)	Bishop's Stortford	Royale RP26 Auriga	1600
7	Sussex Cars (Dvr. Andrew Shilstone)	Hastings	Royale RP24 Scholar	1600
8	T. L. Clowes/Taywood Santa Fe Racing (Dvr. Guy Dormehl)	London	Van Diemen RF80 Minister	1600
9	Paul Gerrish	Epping	Van Diemen RF80 Minister	1600
10	Ray Kite	London	Hawke DL11	1600
11	Derek Trotman	Basildon	Hawke DL15 Minister	1600
12	Swintex Limited (Dvr. Dave Hoban)	Horncastle	Ray 79F Gantspeed	1600
13	Ray Langton	London	Lola T342 Dart	1600
14	Skinner's Hastings for BL Cars (Dvr. Paul Rowsell)	Brede	British Leyland RP24 Minister	1600
15	Peter Argetsinger	Watkins Glen	CFR 80 Auriga	1600
16	Howard Groos	Urmston	Pacer 80 Adams	1600
17	Ian Stirling	Glasgow	PRS RHO2 Minister	1600
18	R. Anthony M. Reid	Glasgow	PRS RHO1 Minister	1600
19	Van Diemen International Racing Services Limited (Dvr. Roberto Moreno)	Brazil	Van Diemen RF80 Minister	1600
20	Geoff Bedding	Dartford	Saracen 80F	1600
21	Martin Holman	Swanley	Sparton JP80 Rowland	1600
22	Harlequin Racing (Dvr. Ricardo Valerio)	Mexico City	Sark 2 Auriga	1600
23	Rostron Racing Cars (Dvr. Alan Goldsmith)	Sydney	Quest FF80 Minister	1600
24	Jubilee Race Hire (Dvr. Geoff Davis)	Sussex	Crossle 40F Minister	1600
25	Dave Coyne	Camberley	Royale RP26 GGS	1600
36	Ropley Motors/Oakley Coachbuilders (Dvr. Rick Morris)	Hertford	Royale RP26 Scholar	1600
37	Team TSA Racing (Dvr. Peter Lawrence)	Croydon	Royale RP24	1600
38	West One Radio Cars 01-637 8494 (Dvr. Duncan MacPherson)	London	Royale RP26 Auriga	1600
39	David Jones	Borough Green	Sark 2 Auriga	1600
40	Rushen Green Racing (Dvr. Mario Hytten)	Switzerland	Royale RP26 Minister	1600
41	Yoshiaki Masuko	Japan	Royale RP26 Scholar	1600
42	Van Diemen International Racing Service Limited (Dvr. Raul Boesel)	Brazil	Van Diemen RF80 Auriga	1600
43	E. L. Gibbs Limited Racing (Dvr. Robert Gibbs)	Sittingbourne	Van Diemen RF80 Auriga	1600
44	John Ayres	Rochester	Van Diemen RF79 Auriga	1600
45	Dave Ryan	Auckland	Van Diemen RF80 Auriga	1600
46	New Ideal Homes Limited (Dvr. Len Bull)	Wonersh	Van Diemen RF79/80 Auriga	1600
47	Nashua Carbonless Paper (Dvr. Mike Baker)	Gravesend	Van Diemen RF80 Auriga	1600
48	Ashley Ward	Fulham	Ray 80F Dart	1600
49	Andy Ackerley	Tunbridge Wells	Ray 80F Auriga	1600
50	Tim Jones	East Grinstead	Ray 79/80F Auriga	1600
51	Ted Whitbourn	Burgess Hill	Crossle 30F Minister	1600
52	Jubilee Race Hire (Dvr. Terry Baillieux)	Brussels	Crossle 40F Minister	1600
53	Marc Doyen	Maidenhead	Hawke DL19 Scholar	1600
54	Nick Leonard	Melbourne	Lola T540E	1600
55	Freight Clearance Limited (Dvr. Allen Revell)	Peacehaven	Sparton Minister	1600
56	Cliff Fisk	Chigwell	Dulon MP17 Auriga	1600
57	Harlequin Racing (Dvr. Donald Macleod)	London	Sark 2 Scholar	1600
58	"Whitehouse" VW and Audi in Bexley 01-304 0233 (Dvr. Ian Chappell)	London	PRS RHO1 Minister	1600
59	Van Diemen International Racing Services Limited (Dvr. Lou Schollum)	Snetterton	Van Diemen RF80 Auriga	1600

STARTING GRID



LAP RECORD:

	secs	mph	date
James Weaver (1599cc Van Diemen-Scholar RF78)	49.9	86.83	5.11.78
Donald Macleod (1599cc Sark-Scholar 1)	49.9	86.83	5.11.78
Race Record: Bernard Devaney (1599cc PRS-Minister RGH01)		85.00	5.11.78

RESULTS:

1st	19	2nd	42	3rd	15	4th	36	5th	
6th		7th		8th		9th		10th	
Winner's Time								
Speedmph								
Fastest Lap: Car No.								
Time								
Speedmph								



Townsend Thoresen Formula Ford 1600 Championship

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

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

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

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

Future rounds: Oulton Park, May 25; Mallory Park, May 26; Snetterton, June 8; Brands Hatch, June 29; Mallory Park, July 27; Snetterton, August 10; Mallory Park, August 25; Oulton Park, September 6; Snetterton, September 14; Brands Hatch, October 5; Brands Hatch, October 19.

1979 Champion: Terry Gray (Van Diemen-Scholar RF79).

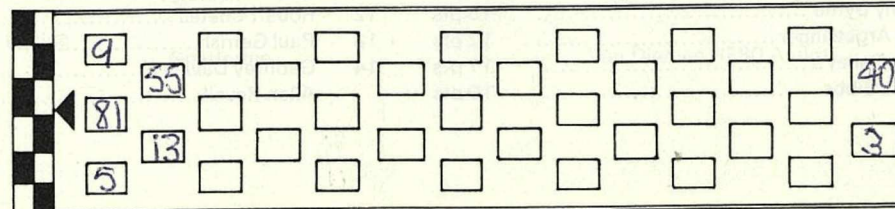
Points position after 2 rounds:

1	Roberto Moreno	44 pts	8	Jonathan Palmer	6 pts
2	Rick Morris	23 pts		Ricardo Valerio	6 pts
3	Raul Boesel	22 pts	11	Ashley Ward	6 pts
4	Tommy Byrne	15 pts	12	Alan Goldsmith	4 pts
5	Peter Argetsinger	12 pts	13	Robert Coates	3 pts
6	Julian Bailey	11 pts	14	Paul Gerrish	2 pts
7	Robert Gibbs	10 pts		Geoffrey Davies	1 pt
				Allen Revell	1 pt

Aerolineas Argentinas Trophy Race for the Motorcraft Formula Ford 2000 Championship

A maximum of 48 entries will be accepted to practice. If track conditions are similar for both practice sessions, the fastest 18 cars will qualify for the Championship Race and the next fastest 20 cars for the Challenge Race. The first two finishers in the Challenge Race will take the last two places on the Championship Race grid. If track conditions differ between sessions, the fastest 9 cars from each session will go forward to the Championship Race and for the Challenge Race, the fastest 10 from each session.

No.	Entrant & Driver	Home Town	Car	cc
2	Uniroyal Tredaire (Dvr. Frank Bradley)	Feltham	Reynard 80SF Neil Brown	2000
3	Reynard Racing Cars (Dvr. Graham Duxbury)	Oxford	Reynard 80SF Neil Brown	2000
4	Tim Wallwork	Grantham	Reynard SF80 Titan	2000
5	Auto Windscreens Racing (Dvr. Tim Davies)	Lampeter	Reynard SF80 Neil Brown	2000
6	Richard Dutton Racing (Dvr. Marc Smith)	Bedford	Royale RP27 Neil Brown	2000
7	Richard Dutton Racing (Dvr. Simon Kirkby)	London	Royale RP27 Neil Brown	2000
8	Richard Dutton Racing (Dvr. Roy Goff)	Southampton	Royale RP27 Neil Brown	2000
9	Ramsell — Naber Electric Furnaces (Dvr. Ray Edge)	Aldridge	Royale RP27 Neil Brown	2000
10	Rob Cooper	High Wycombe	Lola T580 Neil Brown	2000
11	Sparton Racing Cars (Dvr. Simon Sabel)	Warlingham	Sparton SF80 Titan	2000
12	Sparton Racing Cars (Dvr. Paul Jackson)	Warlingham	Sparton SF80 Rowland	2000
13	Fulmar Racing (Dvr. Mike Taylor)	Warlingham	Royale RP27 Titan	2000
20	Fotofast (Dvr. Chris Haigh)	Halifax	Reynard SF79 CES	2000
25	Brian Cunningham	London	Reynard SF79 Titan	2000
26	Craig Mills	Rochdale	CTG SF78	2000
27	Ronnie Grant	London	Delta T80 Neil Brown	2000
28	Bob Jarvis	London	Crossle 30F Neil Brown	2000
29	Neil Fletcher Racing Engine (Dvr. Malcolm Hull)	Mountsorrel	Reynard SF79 Fletcher	2000
30	Barracuda Racing (Dvr. Steve Pettitt)	Bushey	Delta T80 Nelson	2000
31	Ken Moore Racing (Dvr. Mike Littlewood)	Cromer	Reynard SF79 Neil Brown	2000
32	Grand Prix Metalcraft/ Richard Dutton Racing (Dvr. Colin Moger)	London	Reynard SF79 Neil Brown	2000
33	Team Esprit (Dvr. TBN)	London	Reynard SF79	2000
40	Imediacopy (Dvr. Richard Trott)	London	Royale RP27 Nelson	2000
41	Geoff James	Weston-super-Mare	Reynard SF78 Neil Brown	2000
42	Stephen Grigg	Basingstoke	Reynard SF79 Neil Brown	2000
43	Winchmore Hill Garage Limited (Dvr. Stewart Phillips)	Enfield	Sparton SF79 Titan	2000
45	Neil Fletcher Racing (Dvr. Pat Shawcroft)	Kegworth	Reynard SF79 Fletcher	2000
46	Unit Two Racing (Dvr. Mike Brett)	Harpenden	Reynard SF79 Titan	2000
50	Allan Hebb	Canada	ASD T4C Neil Brown	2000
53	David Woolgar	Halesowen	Reynard SF79 Titan	2000
55	John Brundle (Motors) Limited (Dvr. Martin Brundle)	Kings Lynn	Reynard SF80 Titan	2000
56	Glenn Wallis	St. Neots	Reynard SF78/79	2000
58	Brands Hatch Racing (Dvr. Andy Evans)	Dagenham	Reynard SF79	2000
60	Ascar Exhausts Limited (Dvr: Jamie Nissler)	Lincoln	Reynard SF79 Neil Brown	2000
61	Will Pringle	Worksop	Lola T580 Titan	2000
63	Dick Miller	London	Penfold 79	2000
67	Phillipe Thiry	Strasbourg	Delta T80 Titan	2000
68	Thierry Buckhart	Nancy	Delta T79/80 Titan	2000
71	Worcester Honda Centre/ John Skellern Limited (Dvr. Chris Skellern)	Worcester	Reynard SF80 Titan	2000
77	Bob Vickers	Bridgwater	CTG SF79 Titan	2000
80	Macon Motor Sport/Peru (Dvr. Jorge Koechlin)	Peru	Delta T80 Neil Brown	2000
81	Delta Race Cars (Dvr. Wil Arif)	Tunbridge Wells	Delta T80 Neil Brown	2000
88	Tim Barry	Sittingbourne	Wimhurst PLP4 Auriga	2000
99	Peter White	Long Ditton	Hawke Mk 22 Auriga	2000



STARTING GRID

Event 8: Formula Ford 2000

LAP RECORD:
Mike Blanchet (1993cc Lola-Minister T580)
Race Record: David Leslie (1993cc Reynard/Titan SF78)

secs	mph	date
47.37	91.47	15.10.78
	90.12	15.10.78

RESULTS:

1st.....	5	2nd.....	12	3rd.....	55	4th.....		5th.....	
6th.....		7th.....		8th.....		9th.....		10th.....	
Winner's Time						Speed			
Fastest Lap: Car No.						Time			

Motorcraft Formula Ford 2000 Championship

MOTORCRAFT, who supply a range of over 4,000 quality parts that fit most cars and commercial vehicles, including imports, are supporting the 1980 MCD Formula Ford 2000 Championship.

This nationwide series takes place over fifteen rounds at seven different circuits with a competitor's best thirteen scores to count towards his Championship total.

Points are awarded on a 20-15-12-10-8-6-4-3-2-1 basis, plus an extra two points to the competitor(s) setting fastest lap(s). Over £4,000 will be distributed in prize money during the season and each round carries a £300 prize fund.

Future rounds: Silverstone, June 1; Oulton Park, June 28; Castle Combe, July 5; Mallory Park, July 27; Snetterton, August 10; Brands Hatch, August 25; Thruxton, September 7; Snetterton, September 14; Thruxton, September 28; Brands Hatch, October 19.

Points position after 4th round at Snetterton, April 27:

1	Richard Trott	86 pts	7	Peter White	14 pts
2	Tim Davies	42 pts	8	Tim Wallwork	12 pts
3	Simon Kirkby	40 pts		Jim Walsh	12 pts
4	Mike Taylor	35 pts	10	Jorge Koechlin	8 pts
5	Martin Brundle	18 pts		Graham Duxbury	8 pts
6	Rob Cooper	16 pts			

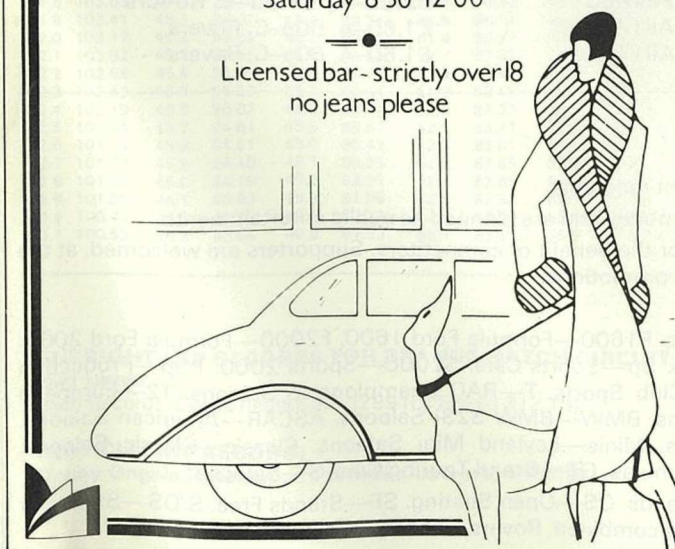
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&
Peter Wells

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Brands Hatch 1980 Fixture List

Date	Event	Organiser	Main Races	Charges (inc VAT)
11 MAY	FIA CHAMPIONSHIP HISTORIC CAR RACES	AMOC	HISTORIC RACING & SPORTS CARS	£3.00-A, £1.50-C, £1.50-P, £2.00-S, £1.50-OS
17/18 MAY	CARAVAN FESTIVAL AND EXHIBITION		CARAVAN DISPLAYS	£1.00-A, CF
24 May	Clubmans Motor Cycle Races	BMCRC	All Classes	£1.60-A, 60p-C, Rovers
25 MAY	EVENING NEWS KING OF BRANDS INTERNATIONAL MOTOR CYCLE RACES	BRC	ALL CLASSES	£3.00-A, £1.50-C, £1.00-P, £1.50-S, £1.00-OS
26 MAY	SPRING HOLIDAY CAR RACES	BRSCC	FF1600, ASCAR, SS Minis, R5, CEL	£2.50-A, £1.00-C, Rovers
31 MAY/1 JUN	NATIONAL MOTOR CARAVAN FAIR	MOTOR CARAVAN MONTHLY	MOTOR CARAVANS	£1.00-A, CF
7 June	Clubmans Motor Cycle Races	Southern 67	All Classes	£1.60-A, 60p-C, Rovers
8 June	Car Races	BARC	FF2000, FF1600, C, SS, PS, CEL	FREE ADM., £1.00-P, £1.00 S/OS
14/15 JUNE	SIR BEN BALL MOTOR CYCLE RACES	BMCRC	ALL CLASSES	Sat. £1.50-A, 50p-C, Rovers Sun. £2.00-A, 50p-C, 50p-P, 50p-S
*18-20 JUNE	FOCA FORMULA 1 GRAND PRIX TESTING	BRSCC	F1 TESTING	EACH DAY £2.00-A, £1.00-C, SF
21 June	Clubmans Motor Cycle Races	BRC	All Classes	£1.60-A, 60p-C, Rovers
22 June	Sports Car Festival	BRSCC	S2000, FF1600, FT, F1300, MSp, MG	£3.00-A, £1.50-C, Rovers
29 June	Vandervell British F3 Car Races	BARC	F3, FF, C, PS, FF1600, CEL	£3.00-A, £1.00-C, Rovers
5 July	Clubmans Motor Cycle Races	BMCRC	All Classes	£1.60-A, 60p-C, Rovers
6 July	BP Vintage Motor Cycle INTERNATIONAL Race of the South Qualifying for July 13	BRC/VMCC	All Vintage Classes	£2.50-A, £1.00-C, £1.00-P
*11 July	Qualifying for July 13 & BMW Procar Race	RAC	F1, T, F3, BMW	£2.50-A, £1.00-C, £2.00-P, SF
*12 July	Qualifying for July 13 & BMW Procar Race	RAC	F1, T, F3, Hist, BMW	£2.50-A, £1.00-C, £2.00-P, SF
*13 JULY	MARLBORO BRITISH GRAND PRIX in Association with the DAILY MAIL	RAC	F1, T, F3, Hist, CEL	£7.50-A, £2.20-C, £5.40-P, £10.50-OS
26 July	Clubmans Motor Cycle Races	Southern 67	All Classes	£1.60-A, 60p-C, Rovers
27 JULY	FESTIVAL OF SPEED	Promotasport BRSCC	Racing Cars, Saloons, Stock Cars, Hot Rods, etc.	£3.00-A, £1.50-C, 50p-P, 50p-S
2 Aug	Clubmans Motor Cycle Races	BRC	All Classes	£1.60-A, 60p-C, Rovers
10 Aug	Clubmans Car Races	BARC	FF1600	£2.00-A, £1.00-C, Rovers
16 Aug	Clubmans Motor Cycle Races	BMCRC	All Classes	£1.60-A, 60p-C, Rovers
17 Aug	Clubmans Motor Cycle Races	Southern 67	All Classes	£1.60-A, 60p-C, Rovers

*Grand Prix Circuit

KEY

Types: Events listed in block capitals are international or other important meetings.

Events in normal black type are championship meetings involving prize money and are planned as public entertainments.

Events in lightweight type are clubman's meetings intended primarily for the benefit of competitors. Supporters are welcomed, at the published charges, on the understanding that these are not professional promotions.

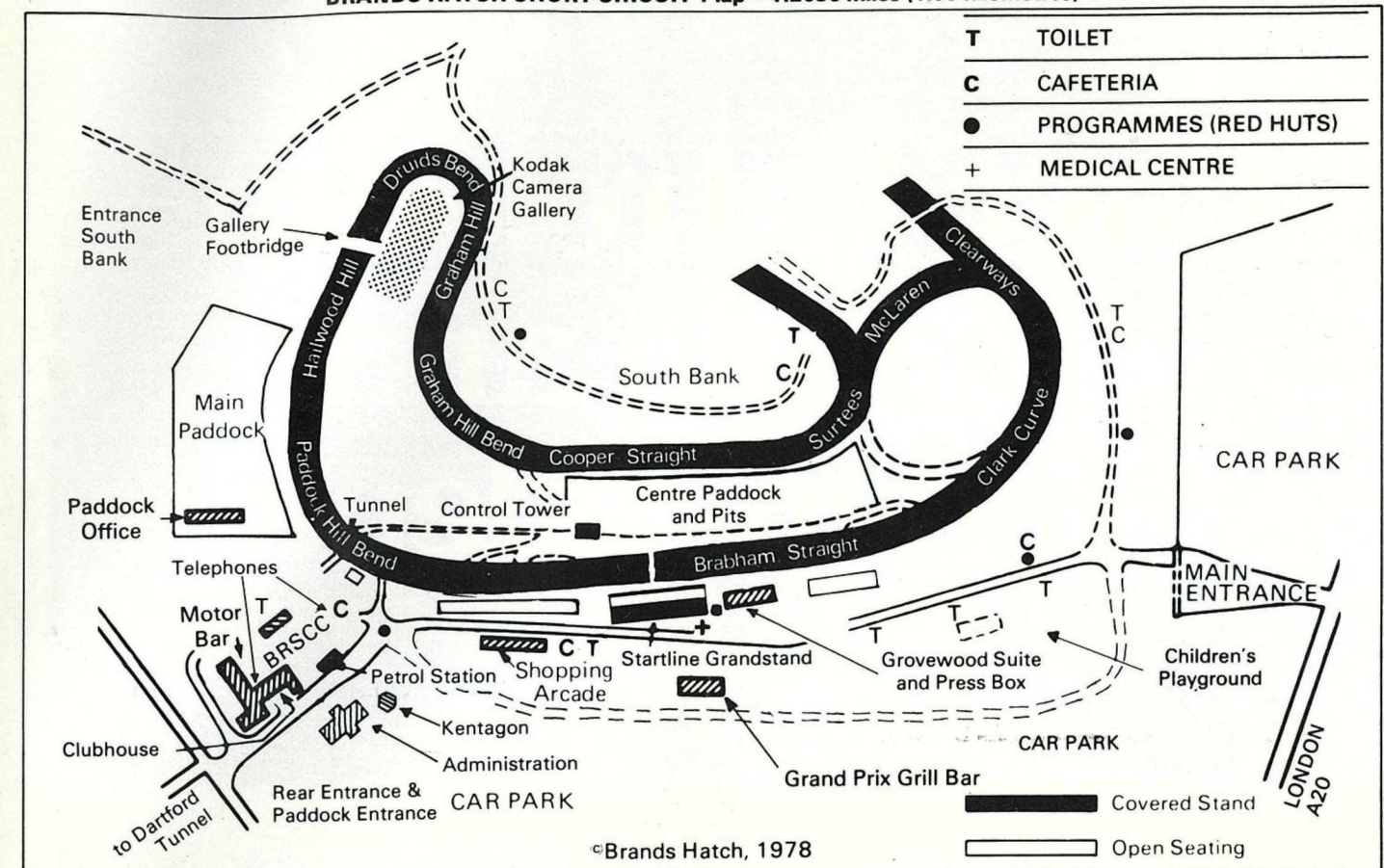
Races:

F1—Formula 1. F2—Formula 2. F3—Formula 3. FA—Formula Atlantic. F1600—Formula Ford 1600. F2000—Formula Ford 2000. FT—Formula Talbot. G5—World Championship of Makes Sports Cars. Sp—Sports Cars. S2000—Sports 2000. PSp—Production Sports Cars. MSp—Modified Sports Cars. MG—MG Marques. C—Club Sports. T—RAC Championship Saloons. T2—European Championship Saloons. PS—Production Saloons. SS—Special Saloons. BMW—BMW 323i Saloons. ASCAR—American Saloons. Fiesta—Ford Fiesta Saloons. Cel—Celebrity Races. R5—Renault 5s. Minis—Leyland Mini Saloons. Classic—Classic Saloons. Super S—Super Saloons. AM—Aston Martins. SSF—Single-seater Formulae. GT—Grand Touring Cars. S—Saloons.

Charges: A—Adults. C—Children. CF—Children Free. S—Covered Stands. OS—Open Seating. SF—Stands Free. S/OS—Stands or Open Seating. P—Paddock. PF—Paddock Free. Pits/S—Pits and Stands combined. Rovers—Stands and Paddock Free.

ALL PARKING FREE—ANIMALS NOT ADMITTED.

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



Lap Speed Table Brand Hatch Speed Table

1 Lap = 1.2036 Miles

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph
40.0	108.32	43.2	100.30	46.4	93.38	49.6	87.36	52.8	82.06	56.0	77.37	59.2	73.19	62.4	69.44	65.6	66.05	67.8	63.91	70.0	61.90
40.1	108.05	43.3	100.07	46.5	93.18	49.7	87.18	52.9	81.91	56.1	77.24	59.3	73.07	62.5	69.33	65.7	65.95	67.9	63.81	70.1	61.81
40.2	107.79	43.4	99.84	46.6	92.98	49.8	87.01	53.0	81.75	56.2	77.10	59.4	72.95	62.6	69.22	65.8	65.85	68.0	63.72	70.2	61.72
40.3	107.52	43.5	99.61	46.7	92.78	49.9	86.83	53.1	81.60	56.3	76.96	59.5	72.82	62.7	69.11	65.9	65.75	68.1	63.63	70.3	61.64
40.4	107.25	43.6	99.38	46.8	92.58	50.0	86.66	53.2	81.45	56.4	76.83	59.6	72.70	62.8	69.00	66.0	65.65	68.2	63.53	70.4	61.55
40.5	106.99	43.7	99.15	46.9	92.39	50.1	86.49	53.3	81.29	56.5	76.69	59.7	72.58	62.9	68.89	66.1	65.55	68.3	63.44	70.5	61.46
40.6	106.72	43.8	98.93	47.0	92.19	50.2	86.31	53.4	81.14	56.6	76.55	59.8	72.46	63.0	68.78	66.2	65.45	68.4	63.35	70.6	61.37
40.7	106.46	43.9	98.70	47.1	91.99	50.3	86.14	53.5	80.99	56.7	76.42	59.9	72.34	63.1	68.67	66.3	65.35	68.5	63.25	70.7	61.29
40.8	106.20	44.0	98.48	47.2	91.80	50.4	85.97	53.6	80.84	56.8	76.28	60.0	72.22	63.2	68.56	66.4	65.26	68.6	63.16	70.8	61.20
40.9	105.94	44.1	98.25	47.3	91.61	50.5	85.80	53.7	80.69	56.9	76.15	60.1	72.10	63.3	68.45	66.5	65.16	68.7	63.07	70.9	61.11
41.0	105.68	44.2	98.03	47.4	91.41	50.6	85.63	53.8	80.54	57.0	76.02	60.2	71.98	63.4	68.34	66.6	65.06	68.8	62.98	71.0	61.03
41.1	105.42	44.3	97.81	47.5	91.22	50.7	85.46	53.9	80.39	57.1	75.88	60.3	71.86	63.5	68.24	66.7	64.96	68.9	62.89	71.1	61.03
41.2	105.17	44.4	97.59	47.6	91.03	50.8	85.29	54.0	80.24	57.2	75.75	60.4	71.74	63.6	68.13	66.8	64.86	69.0	62.80	71.2	61.03
41.3	104.91	44.5	97.37	47.7	90.84	50.9	85.13	54.1	80.09	57.3	75.62	60.5	71.62	63.7	68.02	66.9	64.77	69.1	62.71	71.3	61.03
41.4	104.66	44.6	97.15	47.8	90.65	51.0	84.96	54.2	79.94	57.4	75.49	60.6	71.50	63.8	67.91	67.0	64.67	69.2	62.62	71.4	61.03
41.5	104.41	44.7	96.93	47.9	90.46	51.1	84.79	54.3	79.80	57.5	75.36	60.7	71.38	63.9	67.81	67.1	64.57	69.3	62.52	71.5	61.03
41.6	104.16	44.8	96.72	48.0	90.27	51.2	84.63	54.4	79.65	57.6	75.22	60.8	71.27	64.0	67.70	67.2	64.48	69.4	62.43	71.6	61.03
41.7	103.91	44.9	96.50	48.1	90.08	51.3	84.46	54.5	79.50	57.7	75.09	60.9	71.15	64.1	67.60	67.3	64.38	69.5	62.34	71.7	61.03
41.8	103.66	45.0	96.29	48.2	89.90	51.4	84.30	54.6	79.36	57.8	74.96	61.0	71.03	64.2	67.49	67.4	64.29	69.6	62.26	71.8	61.03
41.9	103.41	45.1	96.07	48.3	89.71	51.5	84.14	54.7	79.21	57.9	74.84	61.1	70.92	64.3	67.39	67.5	64.19	69.7	62.17	71.9	61.03
42.0	103.17	45.2	95.86	48.4	89.52	51.6	83.97	54.8	79.07	58.0	74.71	61.2	70.80	64.4	67.28	67.6	64.10	69.8	62.08	72.0	61.03
42.1	102.92	45.3	95.65	48.5	89.34	51.7	83.81	54.9	78.92	58.1	74.58	61.3	70.68	64.5	67.18	67.7	64.00	69.9	61.99		
42.2	102.68	45.4	95.44	48.6	89.16	51.8	83.65	55.0	78.78	58.2	74.45	61.4	70.57	64.6	67.07						
42.3	102.43	45.5	95.23	48.7	88.97	51.9	83.49	55.1	78.64	58.3	74.32	61.5	70.45	64.7	66.97						
42.4	102.19	45.6	95.02	48.8	88.79	52.0	83.33	55.2	78.50	58.4	74.19	61.6	70.34	64.8	66.87						
42.5	101.95	45.7	94.81	48.9	88.61	52.1	83.17	55.3	78.35	58.5	74.07	61.7	70.23	64.9	66.76						
42.6	101.71	45.8	94.61	49.0	88.43	52.2	83.01	55.4	78.21	58.6	73.94	61.8	70.11	65.0	66.66						
42.7	101.47	45.9	94.40	49.1	88.25	52.3	82.85	55.5	78.07	58.7	73.82	61.9	70.00	65.1	66.56						
42.8	101.24	46.0	94.19	49.2	88.07	52.4	82.69	55.6	77.93	58.8	73.69	62.0	69.89	65.2	66.46						
42.9	101.00	46.1	93.99	49.3	87.89	52.5	82.53	55.7	77.79	58.9	73.56	62.1	69.77	65.3	66.35						
43.0	100.77	46.2	93.79	49.4	87.71	52.6	82.38	55.8	77.65	59.0	73.44	62.2	69.66	65.4	66.25						
43.1	100.53	46.3	93.58	49.5	87.53	52.7	82.22	55.9	77.51	59.1	73.32	62.3	69.55	65.5	66.15						

SPEED (in mph) = 1.2036 x 3600 x No. of laps
TIME (in seconds)

OUTRIGHT LAP RECORDS FOR BRANDS HATCH CIRCUIT GRAND PRIX CIRCUIT:

	min secs	mph	date
Niki Lauda	1 18.60	119.71	16.7.78
Race Record: Carlos Reutemann (2991cc Ferrari 312 T3)		116.61	16.7.78

INDY CIRCUIT RECORD:

	secs	mph	date
Danny Ongais (Interscope Parnelli-Cosworth VPJ6B)	41.40	104.66	7.10.78

Pace Petroleum — British and Independent



Pace Petroleum is a young Company within the UK oil industry. It is British owned, completely independent and making progress fast!

Incorporated in 1972, Pace 'earnt its spurs' during the 1973/74 oil crisis and now supplies well over three hundred garages in Southern England. These garages sport its attractive livery and benefit from its complete marketing philosophy. Even in difficult times Pace marketing knowledge and resources have enabled retailers, both large and small, to maintain a consistent flow of supplies to their customers and to compete—profitably!

Security of supply and superlative service are amongst the ingredients that have won accounts such as those with the Department of the Environment, with British Gas and the South Eastern Electricity Board, with Avis and many others. And these same ingredients help to turn new customers into old friends. The much sought after Southern Electricity Board account, for example, was first gained by Pace in the midst of the 1973/74 crisis. It was considered to be a major 'coup' for an independent and despite keen competition from the major oil companies Pace has held the account ever since.

Pace is young and growing vigorously—
it has a 'great deal' to offer.

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