

Brands Hatch

JOHN SURTEES DAYS

**"King of Brands"
Motorcycle
Road Races**

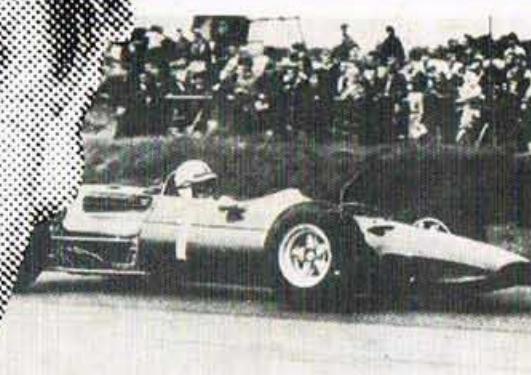
incorporating

**British
Championship
Car Races**

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**SUNDAY—MONDAY
24-25 MAY**

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Official Programme 70p



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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 and motorcycles travelling at relatively low speeds.

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promotion organised by

**BRANDS RC
BARC**

John Surtees Motorcycle Day

incorporating

The "King of Brands" Motorcycle Road Races

National Status

ACU Permit No. AU 177

Permanent Course Licence No. 1

Organised by BRANDS RACING COMMITTEE comprising Greenwich M & MCC, Gravesend Eagles MC & MCC and Rochester MC (Affiliated to the Auto-Cycle Union through the South Eastern Centre)

Held under the General Competition Rules (10th Edition) the Standing Regulations (1981 Edition) and Subsequent Amendments of the Auto-Cycle Union for all Road Races and these Supplementary Regulations

Programme of Events

Practice	9.30-12.30
Pits Walkabout to meet the Stars and inspect the Historic Machines	12.30-13.20
John Surtees "Parade of Champions"	13.30-14.00
HONDA 125 CHAMPIONSHIP RACE (12 LAPS)	14.00
CLASSIC BIKE MAGAZINE/DUCKHAMS TROPHY RACE (10 LAPS)	14.30
SHELL SUPER OIL 500 CHAMPIONSHIP (12 LAPS)	15.00
Hondastyle Time Trial (30 minutes)	15.30
Interval and Demonstration of Historic Machines	16.00
SIDECAR RACE (10 LAPS)	16.30
CLASSIC BIKE MAGAZINE/DUCKHAMS TROPHY RACE (10 LAPS)	17.00
THE "KING OF BRANDS" RACE (12 LAPS)	17.30

Awards

EVENT 1: £325, £200, £150, £90, £60, £50, £40, £30, £25, £20.
 EVENT 2: £500, £300, £100, £80, £70, £60, £50, £40, £25.
 EVENTS 3 & 4: £60, £40, £30, £20, £15, £12, £10, £8, £5.
 EVENT 5: £600, £300, £100, £80, £70, £60, £50, £40, £30, £20, £15, £15, £10, £10.
 EVENT 6: £250, £150, £80, £40, £30, £20, £15, £15, £10, £10.
 Special Award to the winner of Event 5: £100 Crystal Trophy.
 Special Awards for the "Hondastyle Time Trial": Crystal Trophies to the value of £250.

Officials of the Meeting

STEWARDS APPOINTED BY THE ACU: W. Boddice. STEWARD APPOINTED BY THE S/E CENTRE: H. Woodrow. STEWARD APPOINTED BY THE BRANDS RACING COMMITTEE: R. Tyler. CHIEF TIMEKEEPER: H. Shuttleworth (National Grade 1). TECHNICAL STEWARD: E. Walker. CLERK OF THE COURSE: A. Lovett. COMPETITORS LIAISON OFFICER: E. Ranshaw. MEDICAL OFFICER IN CHARGE: R. Grey. FIRST AID: Members of the St. John Ambulance Brigade. MARSHALS: Members of Greenwich M & MCC, Gravesend Eagles, Rochester Motor Club. JUDGE: D. Syred. STARTERS: C. D. Elliott, A. Jones. COMMENTATORS: F. Clarke, A. Robinson. PRESS OFFICER: D. Saxton. PRESS LIAISON: L. Hammond. RECOVERY VEHICLES: Gilberts of Catford & Streamline Motorcycles. CHIEF COURSE MARSHAL: K. Phillips. CHIEF Paddock Marshal: P. Burren. ASSISTANT COURSE MARSHALS: J. Carr, J. Ward, N. Wallace. MACHINE EXAMINERS: E. Walker, R. Tyler, D. L'Anson, J. Hyde, R. Drury. SCOREBOARDS: Members of the Greenwich M & MCC. TELEPHONE COMMUNICATIONS: J. Claridge. SAFETY OFFICER: H. Bratton. SECRETARY OF THE MEETING: Dave G. McNealy.



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The corner-stone of PHAB's philosophy may be summed up in two words: integration and opportunity. It exists to further the integration of the physically handicapped into the community by promoting opportunities for them to come together with the able bodied on equal terms, so that the barriers of fear, ignorance and prejudice are broken down.

PHAB WORKS:

- ★ Through social clubs and activities in which the physically handicapped and able bodied share together on an equal basis in membership, management and programme.
- ★ Through holidays and courses in which the physically handicapped and able bodied live, work and play together.
- ★ By using the activities within the clubs and courses to develop relationships, learn about each other's problems and promote integration in a contrived situation.
- ★ By using the clubs and courses as a "half-way house" from which the physically handicapped and able bodied can work towards full integration in the community.

A PERSONAL LETTER

FROM

ROLF HARRIS



Dear Friend,

PHAB: the initials stand for Physically Handicapped and Able Bodied; its aims are to end the isolation of disabled people by bringing them into contact with the able bodied. Its a young charity and I'm proud to be associated with it.

PHAB provides help that is really needed and welcomed. It has over 300 affiliated clubs; 50 holidays are arranged each year for mixed disabled and able bodied groups; special facilities, such as adapted transport, are made available for members, and volunteers are trained for local work.

Like most charities, PHAB is always short of funds and with the reduction in government spending, the gap between needs and money coming in is getting wider all the time.

We need your help now to enable us to provide disabled people with the opportunity to share in the life of the community with their able bodied friends. I know times are tough, but at least we are better equipped to help ourselves than some who really have no choice but to depend on PHAB.

Please join me and make 1981 a better year for them. Show you really care.

It doesn't have to be a fortune — just send me as much as you can afford. Every penny helps and we guarantee that every one of those pennies will be used for PHAB's work.

If you want to help, use the coupon at the end of this letter and send it to me. You don't need a stamp.

Please give me your support during the International Year of Disabled People and make this our most successful year.

Thanks!

Best wishes,

Rolf Harris

Rolf Harris, O.B.E.,
Vice-President of PHAB.

To: ROLF HARRIS, O.B.E.,
PHAB (Physically Handicapped and Able Bodied),
Freepost No. 28, London, W.1. Ref. BH

If you would like further details about PHAB please tick this box. ☐

I would like to help you and PHAB during the International Year of Disabled People.

I enclose £..... payable to PHAB.

Name

Address

..... Tel.

Signature

My Barclaycard/Trustcard Number is:

Signature

Profile of a World Champion

by Charlie Rous

Kenny Roberts and Barry Sheene were not born when John Surtees began racing and Randy Mamola was barely a toddler when he stopped. But I don't doubt there will be a great many people here today who can remember vividly the fury of the fifties when John Surtees was undeniably the King of Brands — and any other short circuit on which he raced.

John's reign over Brands was supreme for more than five years. It was not decided on the outcome of one annual race, as it will be today. John raced, and invariably won, every time out. Nobody was faster and it made news if he ever lost. He was the King.

The second Surtees surname began appearing in grass track and scrambles programmes from 1949 when Jack, his sidecar racing father, was notable on 600cc Norton and 1,000cc Vincent outfits.

During that time, 1948-50, I was Jack's regular racing passenger; indeed, I rode with him in the last-ever grass track meeting (1949) and the first road race meeting here at Brands in 1950.

From that time, too, I have two particular memories of John and his father. The first, involving John, gave me a remarkable preview of his gifted ability to ride a motorcycle.

Although just 16 and still on "L" plates, I followed John on a ride during which I was supposed to keep a watchful eye over him. Indeed, I had been riding long enough to have shown him a pointer or two; but there was nothing I could teach him! Try as I might, and I did, I could barely hold him and it was he who taught me something about the art of motorcycling.

Another memory I have is of the build-up for John's racing debut at Brands in 1951 on a 250cc single cylinder "Tiger 70" Triumph. This was preceded by a most astonishing initiation which may well still be a "record" at Brands for the greatest number of laps covered in a day.

Jack Surtees was then a Vincent dealer at Forest Hill, SE, and bought a new 1,000cc "Black Lightning" for sidecar activity. John, still only 16, was given the task of running-in the solo machine at Brands. Jack took John to the track early one morning and left him to get on with it.

This was on the original, and very narrow, black tarmac ribbon laid over the one-mile grass track at a cost of £10,000 by Joe Francis.

When I got to the track later that afternoon, the speedometer fitted to the bike indicated that John had covered more than 400 miles! There were no breaks for lunch in those days and John lapped all day long, stopping only to refuel. This was only one of many training sessions which prepared John for his first race at Brands in 1951.

And what a debut it was. Challenging throughout, he tried to pass 250 ace Harry Pearce (Triumph) as they climbed the Paddock Hill on the last lap, but with rather more exuberance than experience, John and his bike parted company.

That fall taught John an instant lesson. He discovered that you do not win races by bouncing on the track and bending both body and bicycle.

If John's riding ability as a teenager was astonishing, his ability in the workshop was no less remarkable, for all of his early mounts were home prepared and, although he had the support of Jack, most of the work was his own.

John began a four-year apprenticeship at the Stevenage Vincent factory in 1951 and this led to him obtaining a dismantled 500cc single cylinder Grey Flash — bought on HP from his £4 weekly wages.

This is just one reason why his approach to racing is so thoroughly professional. It had to be, right from the start. He had to win to make it



pay. Every available moment was spent preparing the Grey Flash and he made it a winner from its first race.

However, winning at Brands didn't rate much publicity in those days. Nothing ever appeared in daily newspapers; and reports and results rarely gained more than an inch or two in the sporting weeklies.

The race which brought John's name to public attention was his pursuit of TT winner and world champion Geoff Duke in a race that was broadcast on the radio.

Run in a downpour, the race was the Festival of Britain international at Thruxton. Making his usual lightning start, John led for seven of the 12 laps and although Geoff did gain the lead to win, it was a victory which prompted him to declare that he had never before needed to race so hard to win.

Money from racing in the early fifties was not what it is today — but nor was the cost of machines and success with the Grey Flash led to the purchase of a new Manx Norton (£429 6s. 8d.) for his first classic ride — the 1952, 500cc Ulster GP in which he finished sixth. That world championship ride prevented John from riding in the Manx Grand Prix and when he went straight to the TT in 1953, it was with the promise of riding works Nortons.

Regrettably, the Norton factory offer came after John had agreed to ride a 125cc EMC and he came off the screaming two-stroke during practice when the front fork collapsed while flat-out along the Sulby Straight, and broke a wrist.

It was a set-back which probably delayed John's elevation to the GP scene — although, at that stage, he was not able to rush around on the continent because of his apprenticeship.

But that didn't involve weekends and with his home-prepared Nortons supplemented initially by Reg Geeson's home-built REG double-knocker twin; later replaced by a Sportmax single cylinder NSU, John totally dominated the short circuits during 1954 and 1955.

One particularly memorable meeting was again at Thruxton where the late Fergus Anderson appeared with his world-championship 350 and 500cc single cylinder works Moto Guzzis. Fergus beat John on the 350; but couldn't repeat it on the 500. John won.

Incidentally, John's first "works" ride occurred in October 1952 when he rode a 7R AJS, also at Thruxton, in company with Michael O'Rourke (another old friend here today) and the late Bill Doran. John won the race with Michael 2nd and Bill 3rd. John also won the 500cc race on his Norton from Bill who was aboard a factory AJS "Porcupine" twin.

Eleventh and 15th places in the 1954 TT didn't do much to enhance John's international reputation — but that was the year the Senior was stopped after four laps because of bad weather. Nonetheless, during the year he won 50 of 65, 350 and 500cc races.

This brought the turning point in John's two-wheeled racing career, for 1955 became significant in many ways. His ability as a racing rider and driver was equalled with earlier dexterity as a footballer — he was a schoolboy international and may well have gone on to soccer stardom — but he would never have made it as an Olympic swimmer.

With Norton team-mates John Hartle and Jack Brett, they were by a lake in Sweden.

"John and Jack were both good swimmers," recalls JS, "and they made it look so easy. Although I had rarely attempted to swim in my life, it looked so inviting — and in I went — straight to the bottom! It was freshwater with virtually no buoyancy and I sank about 20 feet to the bottom. No matter what I tried, I couldn't get to the surface. It was John Hartle's sure hands that got me up in the end. There is no doubt that he saved my life that day."

The two Johns raced together as team-mates for several seasons including with MV and from this close position, Hartle, I know, regarded Surtees as the greatest. Tragically, John Hartle was killed in a racing accident at Scarborough in 1968, but his children are here today, for John Surtees is their godfather.

But back to 1955. Against Gilera, Guzzi, BMW and DKW, British AJS and Norton hardware had little further hope in world title contests and at the end of the season, their development ceased.

But John took Joe Craig's 500 Norton out in a blaze of glory — by defeating Geoff Duke's Gilera four at both Silverstone and at Brands.

The race at Brands was not, however, an epic battle. John went off from the front row of the grid like never before, while Geoff, who had never raced at Brands before, was on the back row. Indeed, I was alongside him on the 1,000cc Moto Vincent which, coincidentally, had been one of Jack Surtees' racing machines.

Geoff never got into the hunt. It was a hopeless pursuit trying to get through the field and he finished third — behind John and Alan Trow (Norton).

Do you remember who finished fourth on a Gold Star BSA...? It was a young, up-and-coming lad by the name of Derek Minter!

The 1956 prospect for John without machines did not seem good. Despite his obvious riding ability, his experience of continental GP circuits was limited and the two leading makes — Gilera and Guzzi — had established riders.

Conversely, the one machine that did need a good pilot, MV Agusta, was still waiting. Similar to the Gilera, having been designed by the same man, Pietro Remor, the MV four was by no means as successful.

Several riders tried to tame it and, tragically, two died in the attempt. Les Graham in the 1953 Senior TT and Rhodesian Ray Amm who was killed in his first race, on a 350, at Imola in 1955.

This did not deter John who scored wins from his first 500cc rides at Crystal Palace and Silverstone in April 1956.

Great hope of the fans was the prospect of a battle between John and Geoff Duke on comparable machines, but astonishingly, this never really happened.

It was a curious year because for the first six months of 1956, Geoff and Reg Armstrong (and others) were suspended by the FIM for supporting a riders' strike at the 1955 Dutch TT. This meant that they did not meet in the Isle of Man TT — where Geoff came so close to the first-ever 100 mph lap when winning in 1955 — 99.97 mph.

Despite Geoff's absence, the Senior TT for John was far from uneventful! A new machine, incorporating many of his own ideas, was damaged during practising when he collided with a cow which wandered onto the mountain road.

This forced John to ride an old machine in the race which, although he won by 1½ minutes from John Hartle (Norton) at 96.57 mph, it is probable that the intended machine would have been faster.

John then won both the Dutch TT and Belgian GP from Walter Zeller (also here today with his BMW). Geoff had returned for the Belgian race; and was leading when forced out with engine trouble.

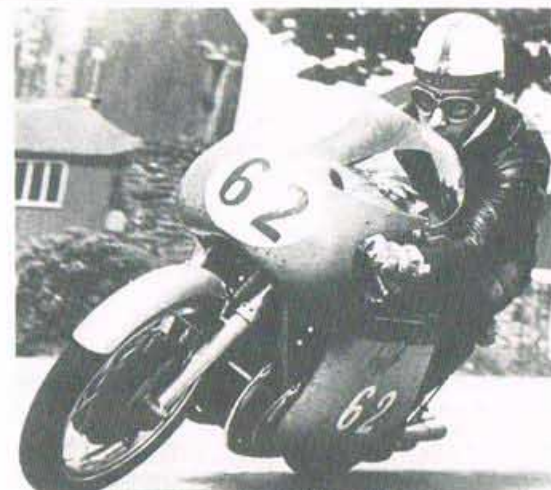
This proved to be the closest he and John would come in a "four-cylinder" challenge, for at the subsequent German GP, John crashed during the 350cc race and badly broke an arm. This eliminated him for the remainder of the season, but incredibly, Geoff's troubles persisted and three victories were sufficient for John to claim the 500cc world championship ahead of Zeller.

Indeed, John and Geoff never did meet on level terms; for Geoff missed most of 1957 through injury and after that, when Bob McIntyre won the TT with 100 mph laps and Libero Liberati won the world title, Gilera and Guzzi withdrew from racing.

For John Surtees, 1958-59-60 were difficult years. For winning races, even on the fastest bike, is never easy. The combination he made with the 500 MV became as strong a union of rider and machine as any that has existed in motorcycle racing.

Any criticism that John — or any subsequent MV rider — won simply because of this advantageous machine was nonsense. All machines have to be ridden. They are simply tools which respond only to the capability of the rider.

John was extreme and his determination so resolute throughout his



Top Right: The winning combination — John Surtees and the 500MV Agusta at the Isle of Man TT races.

Bottom Left: At Crystal Palace on the 500 Norton in 1954.

career that it probably lost him popularity. He never played to the crowd. His only objective was to win. This may not have pleased the fans, but it brought respect. During the two phases of his career — before, and then after 1955, John was invariably faster than any other rider on a similar machine.

After winning double world titles in 1958 and 1959, John, then 26, decided that 1960 would be his final season before moving on to four wheels. There was nothing more for him to achieve and he bowed out with the fastest performances of his career.

Many of the machines that John raced, and raced against, are here today. His "Grey Flash" is, says John, 70% the original machine and still capable of all its old performance. Indeed, when testing it recently, John lapped in 56 seconds — about one second faster than its best almost 30 years ago!

His 1,000cc Black Lightning is unique. It has never been raced! John built it in 1952 specifically to challenge Geoff Duke — "But the Nortons came along and our plans changed," he says.

Accompanying the MVs here today are three of the men who prepared them for John — Arturo Magni, his brother Andreas, and Vittorio Coruna who, with Arturo, remained with the team throughout its entire existence.

Also from Italy have come three of the most magnificent racing machines ever produced. Giulio Carcano's 350 and 500cc single cylinder Moto Guzzis and the fabulous 500cc vee-eight!

Here, too, are the Bianchi twins; the desmo Ducatis; German NSUs and BMWs. Luigi Taveri with a five-cylinder Honda 125 and a four-cylinder 250. Mrs Pauline Hallwood has also sent along Mike's 500 Honda four. With them, too, is Geoff Duke with his famous Gilera.

Today is indeed a tribute to a racing legend — from an era never to be repeated.

I would like to say a very sincere thank you to all the motorcycle and car owners, riders, drivers, mechanics and all those who have assisted in making these days possible, especially the Club members who have given their time.

It is unfortunate that the trade in general has not been as enthusiastic, but a special thank you must go to the following, who have greatly assisted in putting this programme together: P & O Ferries, Corrado Agusta, Alessandro de Tomaso, Veteranen-Fahrzeug-Verband, Classic Bike Magazine, Honda Style, Mercedes-Benz, and Duckhams.

Top Right: John hard at work in '59 building a Norton for Mike Hallwood.

Bottom Left: Jack Surtees in the early grass track days partnered here by Les Seales. Les is still busily employed — at Surtees' Edenbridge garage!



A Triple Crown?

by Paul Harmer

IN THE 16-year history of the "King of Brands" only Barry Sheene has won the prestigious title three times (1972/3 and 1977). Barry Ditchburn's "crown-trick" (1974/5) being thwarted by Dave Potter in 1976. But today sees motorcycle racing's quiet man — Stan Woods — poised to wear the crown for the third year in succession.

The "King of Brands" will be settled by just one race over 12 laps and all the best riders look set for a thrilling confrontation to bring today's programme to an exciting close. But Cheshire born Stan will have to be on top form as it looks as if he'll be riding his 499cc Suzuki in the big race and other leading contenders such as Rocket Ron Haslam (998 Honda), Dave Potter (Broad 750 Yamaha), Barry Ditchburn (750 Yamaha) and Graham Wood (750 Fowler Yamaha) might have a slight power advantage. Just how the sensational Australian Wayne Gardner will fare in his first race at Brands is anybody's guess. But a repeat of his Cadwell Park showing and the big Moriwaki is sure to be up with the leaders along with his team-mate Roger Marshall. With Steve Parrish fighting back to full fitness again he too will give a good account on the Mitsui Yamaha, but Graeme Crosby (Ingersoll Heron Suzuki), Kork Ballington (Team

Stan Woods aiming for the triple crown today. Photograph: Jim Yarwood



Graeme Crosby on his Formula 1 Suzuki. Photograph: Richard Francis

Kawasaki), Keith Huewen (Len Manchester Suzuki) and John Newbold (Newbold Suzuki) also come into the reckoning.

The racing starts with Round 4 of the close fought Honda 125 Championship. At this early stage of the season the top four from last year are again dominating the points with last year's champion Phil Mellor (a win and two seconds) holding a slender lead over Pete Hubbard (a win and two thirds). Just two tenths of a second separated them at the Oulton Park round on Easter Monday — an indication of just how close Honda 125 racing can be! Alex Bedford made a welcome return to the winner's enclosure at Cadwell Park's opening round, Bedford having been off the track for quite some time with a broken leg, while Luton youngster Ray Swann has finished fourth in each round so far, 1979 Honda Champion Rod Scivyer and Yorkshireman Chris Thorne must also come into the reckoning.

The Shell 500 Championship is really like a "home" World series attracting a wealth of top riding talent. The first three rounds took place over the Easter weekend and New Zealander Graeme Crosby ran up a creditable hat-trick of wins on the factory Suzuki. Croz currently holds third place in the World 500 Championship and is right on form, 1978-9 250 and 350 World Champion. Kork Ballington chased home Keith Huewen around the Brands Grand Prix circuit in the opening round, finished fourth at Mallory Park and then battled determinedly with Crosby at Oulton — just 0.4 sec. being the measure after 10 epic laps. John Newbold's third place on that day earned him third place in the Championship.

Double Superbike Champion Dave Potter has not enjoyed a great deal of luck in the Shell series so far, a second place at Mallory being his only accrued points to date but the distinctive Ted Broad Yamaha is sure to be another leading contender, aiming to break the Suzuki domination. With other such notables as the Steves — Parrish, Henshaw and Mackin, Stan Woods, Dennis Ireland and Graham Wood in the line up, along with youngsters such as Chris Guy, David Vale, Andy Bond, Gary Lingham and Kieron Hunt, it will be pretty hectic up front, to say the least. Another New Zealander, Stu Avant will also be worth watching, and given the right track conditions, Randy's lap record could be in jeopardy.

Former grass track racer Bruce Ford-Dunn will be aiming to continue his winning ways in the Sidecar event but he will meet tough opposition from Norbury's Mick Barton and Romford's Alan May to name just two.

Two races for Classic Machines competing for the Classic Bike Magazine/Duckhams Trophy make up the racing programme and with the demonstration laps and Hondastyle Time Trial also taking place on the circuit, it looks like being one very entertaining afternoon — but don't forget there's still more in store tomorrow.

John Surtees' 'Parade of Champions'

13.30-14.00 hrs

Name

John Surtees
Geoff Duke
Giacomo Agostini
Bill Lomas
Walter Zeller
Derek Minter
Phil Read
Rod Coleman
Graeme Crosby
Cecil Sandford
Luigo Taveri
Sammy Miller
Keith Bryen
Terry Shepherd
Percy Tait
Mick Grant
Stuart Graham
John Cooper
Alan Shepherd
John Kidson
Arthur Wheeler
Geoff Monty
Ted Davis
Ray Petty
Paul Smart
Charlie Williams
John Blanchard
Frank Perris
Jock West
Mike O'Rourke
Bill O'Rourke
Eddie Iffland
Lionel Place
L. Flury
Mole Benn
Cabby Cooper
George Buck
J. C. W. van Mechelen
H. Sprayson
Ted Kempson
Phil Heath
Les Seales
Bill Boddice/Dennis Jenkinson
M. Tabberer
G. Colquhoun
Charlie Rous

Machine

MV
Gilera
MV
Moto Guzzi
BMW
Norton
MV
Porcupine AJS
Vincent or Norton
MV or Benelli
Honda
NSU or AJS
AJS
Norton or MV
Triumph
Vincent or Matchless or Norton
Honda

NSU Renmax Twin
Moto Guzzi
Linto
Vincent
Norton
Triumph or Honda

BMW
AJS
KTT
AJS R7
Mk VIII Velo
AJS
Moto Guzzi

BMW Muttig
Ducati

Vincent

Sidecar
Manx Norton



Surtees' only public appearance on a Motorcycle (before today) since he quit in 1961 — at the Isle of Man in 1978 with Les Seales keeping an ever-watchful eye.



Renowned for his fastidious preparation, John Surtees aboard the superb 500 Vincent "Grey Flash" which he prepared from scratch.

Parade of Machines including the Stars, Riders from Germany, Switzerland, Members of the Classic Bike Club, MV Club, Vincent Owners and Norton Owners Club.

No.	Name	Machine
3	Gerhard Schoneberg	Manx Norton 500
4	Robert Westphal	650 Matchless 498
5	Helmut Kilian	Manx Norton 500
6	Max Ziegler	Manx Norton 500
7	Otto Taiano	Manx Norton 30M 500
8	Erwin Walder	Gilera Corsa 498
9	Gorg Schweizer	Manx Norton 500
10	Ortmeir	Moto Guzzi 500
11	Adolf Buhler	Vincent 1000
15	Ronald Vooth	1960 Manx Norton 349
16	Fritz Brunner	Aermacchi-Alba-d-Oro 347
17	Rolf Amfeldern	Aermacchi 344
18	Gerd Wienstroer	Manx Norton 350
19	Jorg Leu	Aermacchi-Alba-d-Oro 350
20	Walter Teuscher	Manx Norton 350
21	Erwin Bongards	Moto Guzzi Bilbero 350
30	Theo Krust	Moto Guzzi Bilbero 250
31	Klaus Schriek	Moto Guzzi Bilbero 250
32	Julius Ulmberger	Blanchi 250
33	Alfred Heck	Adler RS 249
34	Eugen Wessel	Aermacchi 250
35	Rene Blatter	Motto Guzzi 250
36	Adolf Buhler	Ducati 250
40	Hans Schuster	Honda CR93 125
41	Manfred Hartung	Ducati 125
42	Kurt Peyer	DOHC CZG.P. 125
43	Peter Podesser	DOHC CZG.P. 125
44	Fritz Brumer	Ducati 175
200	John Melville	500 Manx Norton
201	David Melville	650 Matchless
202	Barry Cryer	
203	Gerald Brown	500 Manx Norton
204	Peter Brown	250 Ducati
205	Tony Jameison	
206	Leonard Haggis	
207	Kenneth Clark	7R AJS or 350 Manx Norton
208	Keith Millar	250 Cotton Telstar
209	Tom Melia	500 RDS Norton
210	Terry Grotefield	250 Aermacchi-Alba-d-Oro
211	Norman Francis	7R AJS or 350 Manx Norton
212	Graham Boothby	350 Manx Norton
213	Anthony Milk	125 CM92 Honda
214	Malcolm Clark	500 G50 Seeley
215	Gurney Crane	7R AJS
216	Howard Place	7R AJS or DB32-BSA
217	Keith Place	Manx Norton or DB32-BSA
218	Rupert Murden	350 Aermacchi
219	Ann Murden	350 Aermacchi
220	Richard Leeton	250 Builtaco Water Cooled
221	Gerald Grimes	125 Rumi
222	Pete Rogers	
223	Robert Hill	
224	John Marchant	
225	Paul Reynolds	
226	Peter Reynolds	
227	Phil Dutton/Mark Boorer	750 Norton Sidecar

Followed by MV's, Vincents and Nortons.

EVENT THREE

Sunday, 24th May, 1981

Start: 15.00 hrs

12 LAPS

Shell Super Oil 500 Championship (Round 4)

Grid positions will be determined by timed practice

No.	Name	Entrant	Town or Country	cc	Machine
3	Graeme Crosby	Ingersoll/Heron Suzuki	Croydon	493	Suzuki
4	John Newbold	Maurice Newbold	Sth Normanton	496	Suzuki
5	Kork Ballington	Team Kawasaki	Daventry	500	Kawasaki
6	Steve Parrish	Mitsui Yamaha	Royston	500	Yamaha
7	Steve Mackin	Sid Griffiths Racing	Crowthorne	500	Suzuki
8	Dave Potter	Team BP	Royston	499	Broad Yamaha
9	Stan Woods		Elton	499	Suzuki
10	Mick Grant	Ingersoll/Heron Suzuki	Lepton	500	Suzuki
13	Chris Guy		Kingsbridge	498	Suzuki
14	Steven Henshaw	Harold Coppock Racing	Jacksdale	498	Suzuki
16	Keith Huwewen	Len Manchester	Wollaston	499	Suzuki
17	Derek Chatterton	Chatterton Motors	Boston	498	Chat Yamaha
18	Kevin Richards	Lenham Builders/Court Plumbing	Faversham	500	Suzuki
19	Clive Offer		Coulsdon	496	Suzuki
20	Asa Moyce	Ted Harris	Waltham Cross	354	Yamaha
21	David Vale	Wetterns Builders Merchants	Stanford Bridge	500	Suzuki
22	Andy Bond	Earl & Harvest Racing	Lowestoft	500	Yamaha
23	Ron Storey	Motor Cycle Weekly	Linford	352	Yamaha
24	Kieron Hunt		Basingstoke	500	Suzuki
25	Barry Woodland	Broadway M/Cycles	Northwood	498	Suzuki
26	Gary Lingham		Eltham	500	Suzuki
27	Stephen Andrews		Rainham	352	Durey Yamaha
29	Dennis Ireland	Sid Griffiths Racing	Stourbridge	500	Yamaha
31	Eddie O'Brien		Hornchurch	500	Suzuki
32	Mark Salle		Barking	500	Suzuki
36	Kevin Fawsitt	The Racing Shop	Dagenham	498	Suzuki
38	Graham Wood	DTR/Fowler Yamaha	Scunthorpe	500	Fowler Yamaha
39	Phillip Froud		Lenham Heath	352	Yamaha
40	Steve Parker		Walton-on-Thames	500	Suzuki
41	John Norris		Bexleyheath	497	Suzuki
42	Jerry Standen		Tadworth	351	Yamaha
44	Stu Avant		Northampton	500	Suzuki
45	Gary Martin	Simon Garner	Wantage	497	Yamaha
46	Martin Dellow	North London M/Cycles	Barnet	497	NLM Suzuki
58	Phil Mellor	Granby Motors	Shelley	492	Suzuki
69	Jeff Webber	David Brown Racing	Cardiff	351	Yamaha

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....	13th.....	14th.....	15th.....	16th.....
Winner's Time.....	Speed.....	mph.	Fastest Lap: No.....	Time.....	Speed.....	mph	

Shell Super Oil 500 Championship

BRITAIN'S PRESTIGIOUS road racing series commences its twelfth season with a total prize fund of £12,000. Always hotly contested by the major riders, the Shell Super Oil 500 Championship can be rightly called a home equivalent of the World 500cc Championship. End of season awards: 1st £1,000, 2nd £600, 3rd £400.

Points are awarded on the World Championship basis of 15-12-10-8-6-5-4-3-2-1.

1980 Winner: RANDY MAMOLA.

Future rounds: 19th July, Snetterton; 31st August, Oulton Park; 20th September, Mallory Park; 24th/25th October, Brands Hatch.

After three rounds:

1	Graeme Crosby	45 pts	10	Klaus Klein	4 pts
2	Kork Ballington	30 pts		Charlie Williams	4 pts
3	John Newbold	24 pts	12	Dave Dean	3 pts
4	Keith Huwewen	22 pts		Dennis Ireland	3 pts
5	Andy Bond	19 pts		Barry Woodland	3 pts
6	Dave Potter	12 pts	15	Wolfgang Von Muralt	2 pts
7	Stan Woods	7 pts		David Vale	2 pts
8	Brian Peters	6 pts	17	Derek Chatterton	1 pt
9	Barry Ditchburn	5 pts		Gary Lingham	1 pt

EVENT FOUR

Sunday, 24th May, 1981

Start: 15.30 hrs

30 MINS

Hondastyle Time Trial

sponsored by Honda UK Limited

No.	Name	Country	Year of Manufacture	Machine Capacity
1	John Surtees	England	1960	Norton or Vincent 500
2	Walter Zeller	Germany	1954	BMW 500
3	Gerhard Schonenberg	Germany	1960	Manx Norton 500
4	Robert Westphal	Germany	1960	650 Matchless 498
5	Helmut Kilian	Germany	1960	Manx Norton 500
6	Max Zeigler	Switzerland	1949	Manx Norton 500
7	Otto Taiano	Switzerland	1954	Manx Norton 30M 500
8	Erwin Walder	Switzerland	1952	Gilera Crosa 498
9	Gorg Schweizer	Germany	1952	Manx Norton 500
10	Gunter Ortmeir	Germany	1952	Moto Guzzi 500
This Moto Guzzi was originally ridden by Lorenzetti, a Works Team Moto Guzzi Rider				
11	Adolf Buhler	Switzerland	1951	Vincent 1000
15	Ronald Vooth	Germany	1960	1960 Manx Norton 349
16	Fritz Brunner	Germany	1960	Aermacchi-Alba-d-Oro 347
17	Rolf Amfaldern	Germany	1965	Aermacchi 344
18	Gerd Wienstroer	Germany	1952	Manx Norton 350
19	Jorg Leu	Switzerland	1964	Aermacchi-Alba-d-Oro 350
Jorg Leu won the 50cc Swiss Championship in 1964.				
20	Walter Teuscher	Switzerland	1957	Manx Norton 350
21	Erwin Bongards	Germany	1956	Moto Guzzi Bilbero 350
This Ex-works Moto Guzzi was originally ridden by World Champion Bill Lomas				
30	Theo Krust	Germany	1954	Adler 250
31	Klaus Schriek	Germany	1954	Adler 250
32	Julius Ulmberger	Germany	1955	Bianchi 250
This Ex-works Bianchi was originally ridden by R. Venturi				
33	Alfred Heck	Germany	1954	Adler RS 249
Alfred Heck won the 250 German Championship in 1973				
34	Eugen Wessel	Germany	1963	Aermacchi 250
35	Rene Blatter	Switzerland	1950	Moto Guzzi 250
36	Adolf Buhler	Switzerland	1958	Ducati 250
40	Hans Schuster	Germany	1963	Honda CR93 125
41	Manfred Hartung	Germany	1955	Ducati 125
42	Kurt Peyer	Switzerland	1960	DOHC CZG.P 125
43	Peter Podesser	Switzerland	1960	DOHC CZG.P 125
This DOHC CZ is an Ex-works Machine				
44	Fritz Brunner	Germany	1956	Ducati SS175
45	Luigi Taveri	Switzerland	1960	Honda 125

Row 1	8	7	6	5	4	3	2	1
Row 2					11	10	9	
Row 3		21	20	19	18	17	16	15
Row 4		35	34	33	32	31	30	
Row 5				45	44	43	42	36

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....	13th.....	14th.....	15th.....	16th.....
Winner's Time.....	Speed.....	mph.	Fastest Lap: No.....	Time.....	Speed.....	mph	

16.00-16.25 hrs

INTERVAL

A Demonstration of Historic Machines by Selected Stars. During this Demonstration John Surtees, Geoff Duke, Luigi Taveri, Walter Zeller will ride some Ex-Works Machines kindly loaned by Suzuki GB for the occasion.

No.	Name				
1	JOHN SURTEES				
2	GEOFF DUKE	8	ROD COLEMAN	16	MICK GRANT
3	GIACOMO AGOSTINI	9	GRAEME CROSBY	17	STUART GRAHAM
4	BILL LOMAS	10	CECIL SANDFORD	18	JOHN COOPER
5	WALTER ZELLER	11	LUIGI TAVERI	25	PAUL SMART
6	DEREK MINTER	14	TERRY SHEPHERD	26	CHARLIE WILLIAMS
7	PHIL READ	15	PERCY TAIT	38	J. C. W. VAN MECHELEN

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EVENT FIVE Sunday, 24th May, 1981 Start: 16.30 hrs 10 LAPS

The Threewheeler Race

Grid positions will be determined by timed practice

No.	Name	Entrant	Town or Country	cc	Machine
3	Bruce Ford-Dunn/Alistair Pirie		Steyning	700	F-D Yamaha
4	Mick Barton/Nick Cutmore	Ken Clark Racing	London	750	Clark Yamaha
5	Alan May/Mick Gray	Capital Car-Van-Truck Rental	Romford	750	Capitol Yamaha
6	Pete Tyack/Graham Minter	Road and Track	Iver	700	Yamaha
7	Derek Plummer/Roger Tomlinson		NewHaw	998	Kawasaki
8	Keith Sylvester/Alan Sylvester		Cheltenham	750	Yamaha
9	Brian Reeves/Neil Aldridge		Biddenden	750	Yamaha
10	Roger Aldous/Malcolm Aldous	Allan Fuller Racing	Thornton Heath	1000	Aldous Suzuki
11	Alan Sansum/Robin Drury		Tonbridge	750	Suzuki
12	Peter Whiteside/Terry Bourne		Hove	750	FO
14	Brian Dennis/Colin Wright		London	500	Suzuki
15	Nick Edwards/Brian Marris		London	998	Honda
16	Gary Golder/Peter Carter		Gravesend	750	Windle Yamaha
17	Ronald Jones/John Dell		Greenhythe	1000	Suzuki
18	Brian Gray/Robert Holden		High Wycombe	750	Yamaha
19	Tony Body/Dave Mawson	Durham Bakeries	Wrotham	750	Yamaha
20	John Cable/Chris George		Rochester	700	Yamaha
21	John Morrissey/Steven Fawsitt	The Racing Shop	Goodmayes	750	Yamaha
22	Steve Abbott/Shawn Smith	Team Ham Yam Racing	Riddings	700	Ham Yam
23	Clive Stirrat/Roger Kingsmill	RNJ Racing	Worthing	750	Yamaha
24	Andy Jackson/Steve China		Gloucester	750	Yamaha

RESULTS:

1st	2nd	3rd	4th	5th	6th	7th	8th
9th	10th	11th	12th	13th	14th	15th	16th
Winner's Time:	Speed	mph	Fastest Lap: No	Time	Speed	mph	

EVENT SIX

Start: 17.00 hrs

10 LAPS

The Classic Bike Magazine/Duckhams Trophy for 350cc-500cc-650cc Machines

No.	Name	Town	cc	Machine	No.	Name	Town	cc	Machine
Row 1:					Row 4:				
131	John Holder	London	500	G45 Matchless	139	Harry Bacon	Edwinstowe	350	Aermacchi
111	Brian Banglestein	St. Austell	500	Norton Manx	145	Dave Billows	Chesterfield	500	BSA Gold Star
138	George Ridgeon	Down Hatherley	500	Seeley G50	122	Rob Grey	Chislehurst	350	Ducati
118	Alan Cathcart	London	500	Matchless G50	130	Ian Lee	Egham	350	Aermacchi
116	Martyn Ashwood	East Grinstead	500	Matchless G50	144	Alan Wilkinson	Worsop	500	Manx Gold Star
123	Peter Brown	Ascot	500	Norton Manx	136	Terry Neave	Norwich	350	Ducati
106	Bob Warren	Dartford	350	AJS 7R					
140	Mervyn Oldham	Hinkley	500	Mettisse	Row 5:				
Row 2:					121	Gerry Thain	Gt. Yarmouth	350	Aermacchi
102	Trevor Beharrel	Hull	350	AJS 7R	129	John Fitzgerald	Dynis Powis	350	Aermacchi Mettisse
117	Alan Hilton	Huntingdon	350	AJS 7R	105	Andrew Banfield	Eastbourne	350	Aermacchi Mettisse
101	Bernard Noble	Hull	350	Norton Manx	137	Ian Gunn	New York	350	JAWA
114	Rupert Murden	Gravesend	350	Aermacchi					
124	David Beckett	Dorking	350	AJS 7R	Reserves:				
141	Colin Pearson	Reading	500	Matchless	125	Maurice Ogier	Guernsey	500	Paton
Row 3:									
132	Bruce Vaughan	Stourbridge	500	Seeley G50					
142	Ron Newitt	Maidstone	650	Triumph					
103	John Douds	London	500	Norton Manx					
100	Eric Kirk	Fairford	500	Norton Manx					
134	Neil Blackburn	Winchester	500	Triumph					
133	John Morris	Bexley Heath	360	Bultaco					
143	Alan Meeks	Basingstoke	500	Seeley Triumph					
127	Ian Griffiths	Camberley	350	Ducati					

RESULTS:

1st	2nd	3rd	4th	5th	6th	7th	8th
9th	10th	11th	12th	13th	14th	15th	16th
Winner's Time:	Speed	mph	Fastest Lap: No	Time	Speed	mph	

What do Paul Newman, Noel Edmonds, Bobby Moore, Alan Minter, Fred Trueman, Shaw Taylor, Brough Scott, Brian Jacks, Stuart Hall, Michael Parkinson, Clement Freud, Fiona Richmond, Dave Lee Travis, Henry Cooper, Ron Haslam, Geoff Capes and Mark Thatcher have in common?

They've all been to BRANDS HATCH RACING.

Do you fancy yourself as more than just a competitor in the Park Lane Grand Prix? . . . then read on.

DO YOU LIKE FAST DRIVING? Of course you do or you wouldn't be here today at Britain's leading motorsport circuit.

Would you like to "have a go" yourself? Well you can, at Brands Hatch we have the world's biggest racing school, *Brands Hatch Racing*, offering an extensive range of facilities from driving your own car round the circuit to full courses for racing cars, motorcycles or Karts. With a fleet of over sixty-five vehicles at your disposal we can't guarantee to turn you into a Stirling Moss or Barry Sheene but we'll certainly set you on the right road.

The first step that you undertake in the car school is the Initial Trial. This commences with a blackboard briefing session during which various points of theory are explained by an experienced driver/instructor. You'll learn about rev limits, gear changes, flag signals, lines through corners and so on. You are now ready for your first laps around the Brands Hatch Indy Circuit.

Once safely strapped into a Shell Super Sunbeam ti you will drive an instructor for three laps. He will then analyse your driving but he will be looking at your road driving technique, not your potential as a racing driver. The idea is to approach the situation calmly and smoothly and drive as you normally would, remembering that there is no oncoming traffic and so the whole track may be used.



You will then swap seats and the instructor will drive you for two demonstration laps. Providing your instructor is satisfied with your driving ability, you're on your own — driving a 125mph Formula Ford 1600 Royale RP29 for five exhilarating laps. Or, if you prefer, five more laps in the Sunbeam ti.

All too soon your initial racing experience will be over and maybe your thirst for excitement will be quenched, but more likely it will be the beginning of working your way through the course until that splendid moment when you are considered to be a very competent race driver.

To progress to these heady heights various "classes" must be accomplished including in-depth personal instruction and lapping sessions to a pre-set qualifying time.

Throughout the course there is a constant challenge and serious competition emanates from your fellow pupils, particularly when you take part in the school's private Sunbeam ti races, held regularly during the season.

Whatever it is that you as a motorist desire, whether it is a once-in-a-lifetime drive, to be World Champion or just a way to spend a Saturday we have something to offer you.



Two wheels? . . . no problem, we've plenty for you

The Brands Hatch Racing motorcycle school, founded some thirteen years ago by Vic Camp, is now very capably supervised by Jeff Crookbain. The school operates not only at Brands Hatch but also Mallory Park circuit in Leicestershire.

With a fleet of twenty Honda 400N Super Sports Twins, converted to full race trim by Mocheck Motorcycles, the school is well equipped to give you the opportunity to experience racing technique. Leathers, helmets, boots and gloves are all available on loan and you will attend an instructional period before the track tuition starts. Your initial session includes 20 laps of the Indy circuit, a report of your riding ability, technique, lines and lap times, and at the end of the day a commemorative certificate.



Into Karts? We'll look after you, too . . .

The Superkart Brands Hatch Racing school was opened last year using a fleet of machines with Zip Shadow chassis. Fitted with disc brakes, electronic ignition, slick tyres, nose fairing, rear spoiler and six-speed gearbox, each kart is powered by a Honda 125cc race engine and capable of a top speed of 100mph.

The format is similar to the motorcycle and car schools and leathers, etc. are available for your use on the day.

Now you've read all about it, why not do it! Write now for details . . .

To: Brands Hatch Racing, Brands Hatch Circuit, Fawkham, Kent DA3 8NG (Tel: Ash Green (0474) 872331).

Please send me details of the CAR School ☐ KART School ☐ MOTORCYCLE School ☐

(tick as applicable)

Name:

Address:

Race 7 — EVENT FIVE

Start: 17.30 hrs

12 LAPS

Sunday, May 24th, 1981

The 1981 "King of Brands" Race

Grid positions will be determined by timed practice

No.	Name	Entrant	Town or Country	cc	Machine
2	Ron Haslam	Honda GB	Langley Mill	998	Honda
3	Graeme Crosby	Ingersoll Heron Team Suzuki	Croydon	497	Suzuki
4	John Newbold	Maurice Newbold	Stn Normanton	496	Suzuki
5	Kork Ballington	Team Kawasaki	Daventry	500	Kawasaki
6	Steve Parrish	Mitsui Yamaha	Royston	500	Yamaha
7	Steve Mackin	Sid Griffiths Racing	Crowthorne	750	Yamaha
8	Dave Potter	Team BP	Royston	750	Broad Yamaha
9	Stan Woods		Elton	499	Suzuki
10	Mick Grant	Ingersoll Heron Team Suzuki	Lepton	998	Suzuki
11	Roger Marshall	Moriwaki Eng (UK) Ltd	E Barkwith	1100	Moriwaki
12	Barry Ditchburn	Brian Anderson Plant	West Kingsdown	750	Yamaha
13	Chris Guy		Kingsbridge	1200	Pantali Moriwaki
14	Steve Henshaw	Harold Coppock Racing	Jacksdale	747	Yamaha
15	Bill Marks	Fran Ridewood & Co	Bridgwater	747	Ridewood Yamaha
16	Keith Huwelen	Len Manchester Ltd	Wollaston	497	Suzuki
17	Derek Chatterton	Chatterton Motors	Boston	498	Chat Yamaha
18	Kevin Richards	Lenham Builders & Court Plumbing	Faversham	500	Suzuki
20	Asa Moyce	Ted Harris	Waltham Cross	998	Kawasaki
21	David Vale	Wetters Builders Merchants	Stanford Bridge	500	Suzuki
22	Andy Bond	Earl & Harvest Racing	Lowestoft	750	Yamaha
23	Ron Storey	Motor Cycle Weekly	Linford	998	Honda
25	Barry Woodland	Broadway M/Cycles	Northwood	or 750	Yamaha
26	Gary Lingham		London	498	Suzuki
29	Dennis Ireland	Sid Griffiths Racing	Lye	500	Suzuki
30	Wayne Gardner	Moriwaki Eng (UK) Ltd	Whitwick	750	Yamaha
31	Edward O'Brien		Hornchurch	1100	Moriwaki
33	David Kitchener		Chatham	492	Suzuki
36	Kevin Fawcitt	The Racing Shop	Dagenham	750	Yamaha
38	Graham Wood	DTR/Fowler Yamaha	Scunthorpe	498	Suzuki
40	Steve Parker		Walton-on-Thames	750	Fowler Yamaha
43	Rod Scivyer		Banbury	500	Suzuki
44	Stu Avant		Northampton	750	Yamaha
58	Phil Mellor	Granby Motors	Shelley	500	Suzuki
				492	Suzuki
Reserves:					
34	Mark Boughton	Boyer of Bromley	London	998	Kawasaki
28	Nigel Haddon	FCL Italian Imports	Cranleigh	998	FCL Kawasaki
27	Stephen Andrews		Rainham	352	Durey Yamaha
32	Mark Sattle		Barking	500	Suzuki
24	Kieron Hunt		Basingstoke	500	Suzuki
69	Jeff Webber	David Brown M/Cycles	Cardiff	351	Yamaha

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....	13th.....	14th.....	15th.....	16th.....
Winner's Time.....		Speed.....		mph. Fastest Lap: No.....		Time.....	
						Speed.....	
						mph	

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.

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

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

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.

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RAC Permit No: RS 2505/1 International/Restricted.

Programme of Events and Awards

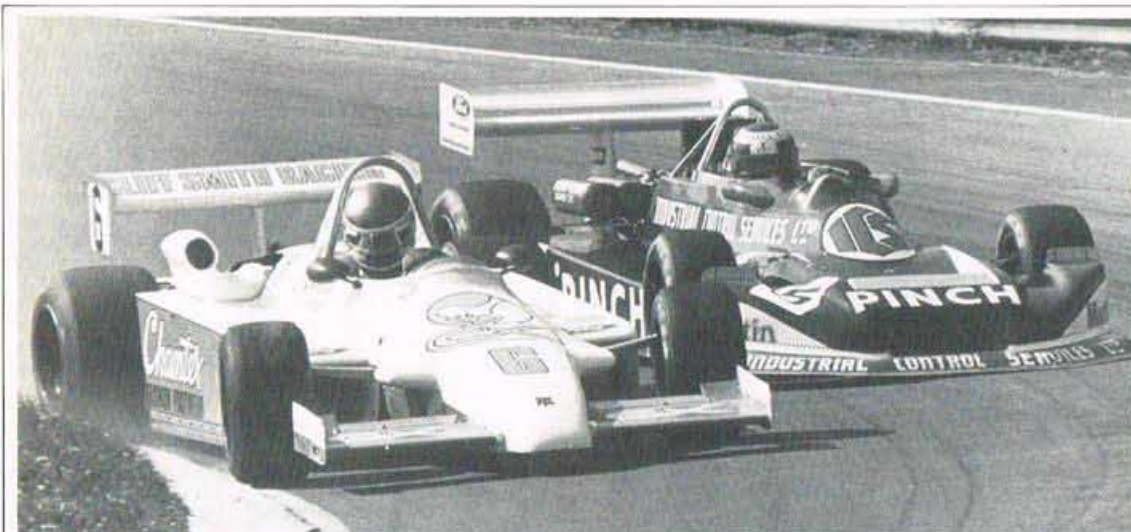
QUALIFICATION	Scrutineering	Qualification
Formula Atlantic (First Session)	08.00	09.00-09.20
Tricentrol Saloons (Classes C & D)	08.25	09.25-10.05
Renault 5	09.15	10.15-10.30
Ford 2000	09.35	10.35-10.55
Tricentrol Saloons (Classes A & B)	10.05	11.05-11.45
Ford 1600	10.50	11.50-12.05
Formula Atlantic (Second Session)	11.15	12.15-12.35

Pits Walkabout	12.35-13.40
Parade and Demonstration of Cars	13.45-14.05
Sunbeam Celebrity	14.10-14.20

RACES	Laps	Start
Event 1: PRO-CELEBRITY SHELL SUPER SUNBEAM RACE	10	14.30
Event 2: TRICENTROL RAC BRITISH SALOON CAR CHAMPIONSHIP RACE (Classes C & D)	25	
Awards: Overall:		
Class C: 1st - £136, 2nd - £108, 3rd - £62, 4th - £34		
Class D: 1st - £119, 2nd - £85, 3rd - £62, 4th - £35		
Event 3: BRITISH FORMULA ATLANTIC CHAMPIONSHIP RACE	42	Events
Awards: 1st - £500, 2nd - £300, 3rd - £150, 4th - £125, 5th - £100, 6th - £75		2-7
Event 4: STAW ELF RENAULT 5 CHALLENGE RACE	10	will
Awards: 1st - £45, 2nd - £35, 3rd - £30, 4th - £25, 5th - £20, 6th - £18, 7th - £16, 8th - £14		start
Event 5: PACE BRITISH 2000 CHAMPIONSHIP RACE	15	as
Awards: 1st - £100, 2nd - £75, 3rd - £50, 4th - £40, 5th - £25, 6th - £15		soon
Event 6: TRICENTROL RAC BRITISH SALOON CAR CHAMPIONSHIP RACE (Classes A & B)	25	as
Awards: Overall:		possible
Class A: 1st - £204, 2nd - £153, 3rd - £79, 4th - £45		after
Class B: 1st - £170, 2nd - £136, 3rd - £79, 4th - £45		the
Event 7: KENTAGON FORMULA FORD 1600 CHAMPIONSHIP RACE	10	preceding
Awards: 1st - £50, 2nd - £25, 3rd - £10		event

Officials of the Meeting

STEWARDS APPOINTED BY THE ACU: W. Boddice. STEWARD APPOINTED BY THE S/E CENTRE: H. Woodrow. STEWARDS APPOINTED BY THE BRANDS RACING COMMITTEE: R. Tyler. CHIEF TIMEKEEPER: H. Shuttleworth (National Grade 1). TECHNICAL STEWARD: E. Walker. CLERK OF THE COURSE: A. Lovett. COMPETITORS LIAISON OFFICER: E. Ranshaw. MEDICAL OFFICER IN CHARGE: R. Grey. FIRST AID: Members of the St. John Ambulance Brigade. MARSHALS: Members of Greenwich M & MCC, Gravesend Eagles, Rochester Motor Club. JUDGE: D. Syred. STARTERS: C. D. Elliott, A. Jones. COMMENTATORS: E. Dow, F. Clarke, A. Robinson. PRESS OFFICER: D. Saxton. PRESS LIAISON: L. Hammond. RECOVERY VEHICLES: Gilberts of Catford & Streamline Motorcycles. CHIEF COURSE MARSHAL: D. Saxton. CHIEF Paddock Marshal: P. Burden. ASSISTANT COURSE MARSHALS: J. Carr, J. Ward, N. Wallace. MACHINE EXAMINERS: E. Walker, R. Tyler, D. L'Anson, J. Hyde, R. Drury. SCOREBOARDS: Members of the Greenwich M & MCC. TELEPHONE COMMUNICATIONS: J. Claridge. SAFETY OFFICER: H. Bratton. SECRETARY OF THE MEETING: Dave G. McNealy.



Ray Mallock (Ralt) outrakes Phil Dowsett's March.

Photograph: Rodger Calvert

Mighty Mallock by Jeremy Shaw

A FULL PROGRAMME of British championship motor racing should ensure plenty of excitement for this the second of the John Surtees Days. The premier event on the BARC's agenda will be round eight of the prestigious British Formula Atlantic Championship, for which Northamptonshire driver Ray Mallock will most certainly start as a red hot favourite, having won all bar two of the races held so far!

Ray's incredible run of success has come about not only because he is a very experienced and talented racing driver but also because his car — a Ralt RT4 — is obviously working extremely well and it is meticulously prepared by his small but dedicated band of helpers.

The upshot of all this success is that Mallock currently holds a commanding lead in the championship table, although the overall outcome is still far from settled. Alo Lawler has been ever-present in making sure that Mallock makes no mistakes and is still within striking distance in the points stakes.

The only man other than Mallock to win this year — so far — is Surrey's Ian Flux, who scored a fine victory here earlier this month with his Ehrlich RP5. Also up towards the front on a regular basis, though, is Chelmsford's Phil Dowsett, who is gradually making the new March 81A work to his satisfaction, while Ian Taylor and Colin Lees are making steady progress with their mounts — the Tiga and Argo respectively — which were also brand new at the beginning of the season. If all promise is fulfilled this afternoon, we should be in for a cracker of a race!

Equally exciting should be the pair of Tricentrol RAC British Saloon Car Championship events. The size of the entry for this popular series necessitates that two races be run, the fields being split at 1600cc. The two smaller classes will perform first, included in which are a wide variety of competing cars. Fastest of all is likely to be Chris Hodgetts in the Hughes of Beaconsfield Toyota Celica, although unreliability and some rough luck has meant that honours in this class have been pretty well shared this year. John Morris won the opening round with his Morris Vulcan VW Golf GTI and then Martin Brundle took the spoils next time out with his Team BP/Toleman Group Audi 80. Further interest is added by the pair of Colt Lancers for Barrie Williams and Dave Morgan, as well as the Talbot Sunbeams for John Spiller and Terry Watts.

In the up to 1300cc class, Richard Longman's expert preparation has been rewarded with two class wins so far for the Datapost Mini Metros, one each having been scored by Longman himself and team-mate Alan Curnow. Their main rival has proved to be the Alfased of Jon Dooley, while David da

Costa is steadily coming to grips with his Ford Fiesta, the type of car used to such good effect last year by Curnow.

The two larger classes will be seen later in the afternoon, major interest in which will surround not only the intriguing Capri versus Rover battle but also the efforts of Win Percy in the Mazda to topple the larger capacity cars.

So far this year, the big Rover 3500s have been rather disappointing, leaving the Ford Capris a relatively easy time and allowing them to fight amongst themselves at the head of the field. Andy Rouse began the year in superb style, winning the first two races, although hard-trying West Countryman Vince Woodman has come back strongly in the two races since then, capped by a superb victory in the Thruxton Euro F2 meeting on Easter Monday. No doubt Vince will be keen to add to that success, although Rouse, together with local man Nick Whiting and Gordon Spice — assuming he is fully recovered from a nasty road accident recently — should be right there to give him a good run.

The tight, twisty nature of the Brands Hatch Indy circuit, however, is likely to suit the nippy Mazda RX7 rather well and, as a result, reigning Tricentrol champion Win Percy could well embarrass the 3-litre runners. No indication had been made as at the time of closing for press as to who would drive the second Tom Walkinshaw-prepared car, although some opposi-



Winner last time at Brands Hatch was Ian Flux with the distinctive Ehrlich RP5.

Photograph: Peter Tempest



Gordon Spice narrowly holds off the similar Capri of Andy Rouse during their battle at Oulton Park. Photograph: Chris Davies

tion to Percy should come from Danish champion Erik Hoyer in an RS2000 and from former Fiesta driver Terry Nightingale in a Triumph Dolomite Sprint.

Starting off the car programme, however, will be a Pro-Celebrity Shell Super Sunbeam race. These events always provide great entertainment, even though the action is relative-

ly slow-moving when compared to the Tricentrol saloons. Such well-known names as motorcycle stars Giacomo Agostini and Phil Read along with Capital DJ Mike Smith and Grand Prix team manager Frank Williams are sure to have a good scrap and how nice it is to see the name of Roy Salvadori back on a racing car.

More 'tip-top' action is provided by a round of the Staw Elf Renault 5 Challenge — and if the two previous rounds held here this year are anything to go by, the hard-working track marshals are going to have a busy time! Local men Steve Hine and Billy Burke are sure to be up amongst the pace-setters in this closely matched field, and such is the competitiveness of the Renault 5 challenge that each of the four rounds held to date has seen a different winner.

The Pace British 2000 Championship event is another with a full, quality entry, although Irishman Tommy Byrne has shown himself to be in quite brilliant form recently with his works-run Van Diemen RF81 and is a red-hot favourite for this race. Mike



Pace British 2000 series leader Tommy Byrne. Photograph: Eric Yull

'Fulmar' Taylor will probably see to it that Tommy doesn't have things all his own way, while Calvin Fish, Simon Kirkby, Russell Spence and Ian Briggs should also be in there with a chance.

Closing the day will be a round of the Brands Hatch-based Kentagon Championship for Formula Ford 1600 cars, and popular Tunbridge Wells driver Andy Ackley is one of the men to watch in this race. Driving a Ray 80F, Andy finished a close second in last year's title chase and is determined to improve upon that this year. In the most recent round, though, he was rudely punted out of the race by an over-zealous rival so he will be keen to add to his points tally this afternoon. Making life difficult for him, though, will be South coast drivers Kevin Gillen and Allen Revell with their respective Van Diemen and Sparton chassis.



Shell Super Sunbeam action from Thruxton last year. Photograph: Peter Tempest

John Surtees — the driver

by Paul Harmer

WHEN JOHN SURTEES won the World Drivers Championship in 1964, it was an historic event; never before — nor to this day — has anyone won a World Title on two and on four wheels.

Perhaps that was the peak of a classic 22-year career during which Surtees claimed an impressive tally of achievements not only in Grand Prix racing but also in long distance sports car events. For the record, Surtees' Grands Prix successes include six wins, eight pole positions and 11 fastest laps from his 111 starts.

Born February 11, 1934, in Westerham, Kent, son of a motorcycling father, John Surtees was 22 years of age when he won his first (of seven) motorcycle world titles in 1956.

After the glories of his motorcycle road racing career, he made up his mind to turn to car racing in early 1960. His first ever race was in a Formula Junior event at Goodwood in a Cooper, and after a hard-fought race John Surtees finished a gallant second to a 24-year-old Scotsman named Jim Clark.

A year later he was in Grand Prix racing with Cooper and scored fifth places at both the Belgian and German races as well as a seventh in Holland.



"Big John" in action during his first year with Ferrari.

When Surtees signed for the mighty Italian Ferrari team in 1963 it was not a well-known fact that Surtees had, in fact, declined an earlier invitation from Enzo Ferrari. On August 4, 1963, Surtees powered to his first Grand Prix win at the infamous Nurburgring in Germany with the Ferrari 156. Surtees had claimed pole position for the gruelling 212-mile race and averaged an impressive 95.8mph around the many twists, bumps and dips that comprise this classic circuit.

Coincidentally, that Grand Prix also heralded the debut of the Japanese Honda Team, for whom John was to sign nearly four years later.

With the Ferrari 158, Surtees won the World Championship in 1964, defeating Stirling Moss by a single point, and the highlight of that memorable year was the victory in front of the fiercely patriotic Italian crowd at Monza, when Enzo Ferrari's glee was further completed by a Ferrari third place for Lorenzo Bandini.



The team were unable to repeat such successes in the following seasons and, after a disagreement with Ferrari's new team manager at Le Mans in 1966, Surtees left Ferrari and completed the Grand Prix season driving once again for Cooper before switching once more in 1967, this time to Honda.

Two years later, Surtees drove for BRM and recorded several good results before turning his attention to constructing his own cars and running his own team. Driving his first Formula 1 car, the Surtees TS7, "Big John" won the Formula 1 Gold Cup at Oulton Park — completing a double with the later TS9 in 1971.

Surtees' greatest achievement as a manufacturer came in the European Formula 2 Championship, which another former motorcycling legend, Mike Hailwood, won in the TS10 a year later.

Wretched luck followed, including the virtual destruction of his entire Formula 1 team in the Silverstone Grand Prix incident of 1973. Surtees retired from race driving in 1973 and withdrew from motor racing in 1978 in order to concentrate entirely on his garage businesses in Edenbridge, Kent.

Perhaps John Surtees never achieved quite as much success as a constructor as he deserved, but there can be little doubt that very few people will ever equal his legendary record in motor sport.



The first Formula 1 car from the Surtees workshops was the TS7, seen with Surtees himself at the wheel under braking for Druid's here at Brands Hatch.



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There are eight other models in the Talbot Sunbeam range with 1.0, 1.3 and 1.6 litre engines. Including the rally-winning Lotus version, which has a top speed of

122 mph and does a thrusting 0-60 in 6.8* seconds.

And with list prices from just £3,099† for the 1.0 LE, up to £4,873† for the Ti, there's a Talbot Sunbeam to suit everyone, from the town

With these talents you might think that the Ti sacrifices practicality for performance. But you'd be wrong. The Ti gives you the same advantages as any other Talbot Sunbeam.



motorist right through to the track enthusiast.

For the name and address of your local Talbot dealer ring Teledata on 01-200 0200 or see Yellow Pages.

*Motor Magazine. †Including seat belts, car tax and VAT. Number plates, delivery and road fund licence extra.

TALBOT

ON THE MOVE.



MONDAY, 25th MAY, 1981

EVENT ONE

Start: 14.30 hrs

10 LAPS (12.04 miles)

Pro-Celebrity Shell Super Sunbeam Race

For invited drivers in Shell Super Sunbeam 1.6 Ti saloon cars.

Car numbers will be allocated on the day

Drivers

Giacomo Agostini
David Briggs
David Crosby
Geoff Duke
Graham Dwyer
Gareth Hunt
Alan Minter
Derek Minter
Phil Read
Jim Rosenthal
Roy Salvadori
Barry Sheene
Mike Smith
Rob Widdows
Frank Williams

Car Sponsors (not in order)

Jason Corless
DHL Limited
Financial Print Limited
Finley and Partners
Josie Fowler
FPP Typesetting Limited
Hector Martin Limited
Impetus Colour Limited
Martins Press Limited
Planfour Colour
Settrington and Bootes-Johns
Paul Stone
Tesco Stores Limited
C. R. Toogood and Company Limited
Glorious Goodwood

LAP RECORD:

Shell Super Sunbeam 1.6 Ti Saloons:

David Cunningham (1598cc Shell Super Sunbeam 1.6 Ti)

Keith Holland (1598cc Shell Super Sunbeam 1.6 Ti)

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

secs	mph	date
61.9	70.00	7.4.80
61.9	70.00	4.5.81
	68.58	7.4.80

RESULTS:

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

PRESENTATION OF

a Ford Escort Estate Car to
PHAB (Physically Handicapped and
Able Bodied)
by BOWMAKER FINANCIAL SERVICES
(represented by Mr. J. Brian Davies,
Assistant Managing Director)

This vehicle will be used by one of PHAB's Regional Officers for his work, which involves, among other responsibilities, visiting PHAB clubs and groups over a large area.



would like to express grateful thanks to all these well-known personalities from the world of racing, sport and entertainment, and to our sponsors, all of whom have generously given their support to John Surtees and PHAB today. Thanks also to those who have contributed in any way to this event and in particular to:

Selfridges; Grand Metropolitan Hotels; Heuer Time Ltd; London Bridge Cameras; Vic Oddens Ltd; College Cameras Ltd; and Securicor (Maidstone), who have generously provided security services for the meeting.

PHAB PYJAMAS!!!

EXCLUSIVE Brands Hatch Racing Car children's pyjamas. Also an attractive design to commemorate the Royal Wedding. Specially produced for PHAB by Merseywear Ltd.,

£5.50 a pair.

Proceeds to PHAB.

Made in polyester, in sizes to fit 5-13 year olds (24 in-32 in chest)
Other PHAB merchandise will also be on sale.

UNIPART METRO CHALLENGE



Unipart Metro Challenge Race Dates and Venues

March 1	Silverstone	July 5	Donington Park
April 5	Brands Hatch	July 26	Snetterton
April 12	Mallory Park	August 15	Oulton Park
April 20	Silverstone	August 31	Silverstone
May 4	Silverstone	Sept. 12/13	Silverstone
May 9	Silverstone	Sept. 20	Thruxton
May 25	Silverstone	Oct. 3/4	Silverstone
June 7	Donington Park		

DON'T MISS IT!

Austin Morris

EVENT TWO

25 LAPS (30.09 miles)

Monday, 25th May, 1981

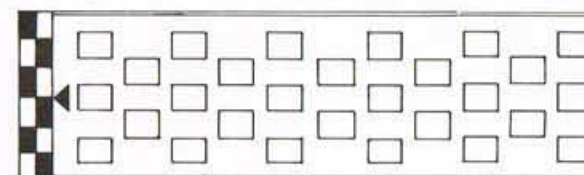
Tricentrol RAC British Saloon Car Championship Race

(Classes C & D only)

This is a round of the 1981 Tricentrol British Saloon Car Championship for Production Touring Cars (classes C & D only) complying with Appendix J of the International Sporting Code. The cars are allowed to have limited modifications.

No.	Entrant & Driver	Town	Car	cc
Class C: 1301-1600cc				
40	Team Toyota GB (Dvr: Chris Hodgetts)	Redditch	Toyota Celica	1598
42	Team BP Audi (Dvr: Martin Brundle)	Oxford	Audi 80	1600
43	Team BP Audi (Dvr: Stirling Moss)	Oxford	Audi 80	1600
44	Morris Vulcan Ltd (Dvr: John Morris)	Coventry	VW Golf GTi	1588
47	Demon Tweaks 4 Shock Absorbers (Dvr: Alan Minshaw)	Tarporley	VW Golf GTi	1600
48	David Earl Associates/Hughes of Beaconsfield (Dvr: Robin Carlisle)	Thrapston	Toyota Celica	1600
50	John Tait	Wokingham	Toyota Celica	1588
51	Napolina Alfa Romeo Dealer Team (Dvr: Rob Kirby)	Saffron Walden	Alfasud Sprint Veloce	1490
56	The Colt Car Co Ltd (Dvr: Barrie Williams)	Cirencester	Colt Lancer	1600
57	The Colt Car Co Ltd (Dvr: David Morgan)	London	Colt Lancer	1600
66	Andy Driver	Reading	VW Golf GTi	1588
67	K & S Platt Ltd (Talbot Main Dealer) (Dvr: Terry Watts)	Cheadle	Talbot Sunbeam	1600
68	Standfield & White (Dvr: John Spiller)	Tiverton	Talbot Sunbeam	1598
69	John Noyse Racing (Dvr: Peter Buxtorf)	Switzerland	VW Scirocco	1600
Class D: Up to 1300cc				
70	Team Datapost Racing with Hepolite & Esso (Dvr: Alan Curnow)	Salisbury	Austin Metro 1.3 HLS	1293
72	Team Wadham Stringer/Castrol (Dvr: Roger Saunders)	Petersfield	Sigma Metro	1300
74	P. J. Green Racing (Dvr: Tim Goss)	Leamington Spa	BL Mini 1275GT	1293
76	Colin Hawker	Stapleford Abbots	Ford Fiesta	1298
77	Team Datapost Racing with Hepolite & Esso (Dvr: Richard Longman)	Christchurch	Austin Metro 1.3 HLS	1293
79	Julian May Racing/Endeavour Motor Co (Dvr: TBA)	Newport	Ford Fiesta	1300
81	Napolina Alfa Romeo Dealer Team (Dvr: Jon Dooley)	Wrestlingworth	Alfasud 1.3 Ti	1286
83	Everest Double Glazing with Linden Racing (Dvr: Neil McGrath)	Stockton Heath	Austin Metro 1.3 HLS	1295
99	Ford Motor Company (Dvr: David Da Costa)	Hassocks	Ford Fiesta	1298

GRID POSITIONS:



LAP RECORDS:

RAC Group 1 Saloon Cars, 1301-1600cc:

Win Percy (1588cc Toyota Celica)

Race Record: Richard Lloyd (1588cc Volkswagen Golf GTi)

RAC Group 1 Saloon Cars up to 1300cc:

Rex Greenslade (1286cc Alfa Romeo Alfasud Ti)

Race Record: Richard Longman (1275cc BL Mini 1275 GT)

secs mph date

64.1 67.60 1.5.78

66.36 1.5.78

64.5 67.18 1.5.78

65.87 1.5.78

OVERALL RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Winner's Time..... Speed..... mph Fastest Lap: Car No..... Time..... Speed..... mph

CLASS A: 1st..... 2nd..... 3rd..... 4th.....

Winner's Time..... Speed..... mph Fastest Lap: Car No..... Time..... Speed..... mph

CLASS B: 1st..... 2nd..... 3rd..... 4th.....

Winner's Time..... Speed..... mph Fastest Lap: Car No..... Time..... Speed..... mph

Coming Soon at Brands Hatch

DATE	EVENT	ORGANISER	MAIN RACES	CHARGES (Inc. VAT)
30/31 MAY	NATIONAL MOTOR CARAVAN FAIR		MOTOR CARAVANS	£1.00-A, CF
6 June	Clubmans Motor Cycle Races	Southern 67	All Classes	£2.00-A, 50p-C, Inc P & S
7 June	SUN FREE Motor Race Day	BARC	F1600, C, Minis, etc.	FREE ADMISSION £1.00-P, £1.00-S/OS
13 June	Clubmans Motor Cycle Races	BRC	All Classes	£2.00-A, 50p-C, Inc P & S
*20/21 JUNE	SIR BEN BALL MOTORCYCLE RACES	BMCR	ALL CLASSES	Sat. £2.00-A, 50p-C, Inc P & S Sun. £2.50-A, £1.00-C £1.00-P, £1.00-S
28 JUNE	200-MILE SPORTS CAR RACES	BARC	S2000, F1600, etc.	£3.00-A, £1.00-C, £1.00-S, PF

Prestigrade keeps great performers great!



RENAULT only recommend



EVENT THREE

Monday, 25th May, 1981

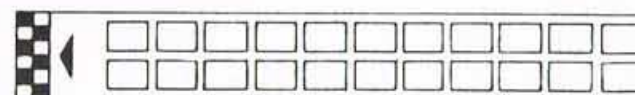
42 LAPS (50.55 miles)

British Formula Atlantic Championship Race

This is Round 8 of the 1981 British Formula Atlantic Championship for single-seater racing cars using the Ford BDA engine and complying with relevant RAC regulations.

No.	Entrant & Driver	Town	Car
1	L & B Excavations Ltd (Dvr: Alo Lawler)	Wigan	Ralt RT4 Alan Smith
3	Queensgate Racing (Dvr: Ian Taylor)	Newbury	Tiga FA81 Nelson
5	Industrial Control Services/Pinch Plant (Dvr: Phil Dowsett)	Chelmsford	March 81A Nicholson McLaren
6	Cliff Smith Racing (Dvr: Ray Mallock)	Road	Ralt RT4 Swindon
7	Carcover with Goodwin Racing (Dvr: Colin Lees)	Magherafelt	Argo JM8 Alan Smith
9	Geoff Byman	Cleethorpes	Lola T760/9 Alan Smith
15	Dr J. Ehrlich (Dvr: Ian Flux)	Milton Keynes	Ehrlich RP5 BDA
17	Mike Catlow	London	Ralt RT1 Peter Harris
19	Carlos Ulibarri	London	March 80A Hart
20	Caledon Coal Co (Dvr: David Duffield)	Kirkliston	
22	The Lep Group of Companies (Dvr: Richard Hawkins)	Altrincham	Ralt RT1 Nicholson McLaren
25	Daniel Lebacqz	Belgium	Lebacqz FA4 Swindon
31	Charlie Kirby	London	March 79B Nicholson

GRID
POSITIONS



LAP RECORD:

Formula Atlantic Single-Seater Racing Cars:
Ray Mallock (1598cc Ralt RT4 Swindon Ford BDA)
Race Record: Ray Mallock (1598cc Ralt RT4 Swindon Ford BDA)

secs	mph	date
43.0	100.77	14.10.79
	98.59	14.10.79

RESULTS:

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



1981 British Formula Atlantic Championship

Organised by the British Racing & Sports Car Club in conjunction with Motor Circuit Developments, the 1981 British Formula Atlantic Championship will take place over 15 rounds at seven different British circuits during a seven-month season.

The series will offer a basic prize fund of £1,250 per round, while the Ford Motor Company, whose 1600cc, 16-valve BDA 'Kent'-based engine is used exclusively by all cars, are providing a healthy bonus award scheme totalling £500 at each race.

Offering more prestige to the series, the winner of the 1981 British Formula Atlantic Championship will receive the FOCA Cup and a test drive with a Formula 1 team. "This," says Formula One Constructors' Association President Bernie Ecclestone, "will hopefully lead to a regular F1 seat for a British driver."

Prize money per round: 1st-£500, 2nd-£300, 3rd-£150, 4th-£125, 5th-£100, 6th-£75.

Other awards:

The Ford Motor Company offer a bonus scheme at each round as follows: 1st-£200, 2nd-£140, 3rd-£80, 4th-£50, 5th-£30. To be eligible for this bonus, competitors must carry at least 2 Ford oval stickers on their cars.

Robertsons Wine Shippers Ltd, from the City of London, will present 2 bottles of Heidsieck Brut Champagne to the winner of each round as well as one bottle each to the fastest driver in qualifying and to the competitor setting fastest lap of the race.

Points for the championship are scored on the basis: 9-6-4-3-2-1, together with an extra point to the driver setting fastest lap. Each competitor may count his best 13 scores from the 15 rounds.

Next round: Mallory Park, July 12.

Points position after seventh round at Silverstone on May 4:

1 Ray Mallock	59 pts
2 Alo Lawler	38 pts
3 Ian Flux	24 pts

4 Phil Dowsett	17 pts
5 Ian Taylor	14 pts
6 Colin Lees	8 pts
7 Richard Hawkins	5 pts
David Duffield	5 pts

9 Kim Mather	4 pts
10 Mike Catlow	3 pts
Geoff Byman	3 pts
12 Richard Piper	1 pt
Tony Westwood	1 pt

The small cars with the big track record.



Since Renault UK introduced the Renault 5 Challenge in 1974 the Series has firmly established itself as one of the most exciting and closely contested production saloon events in the motorsport calendar.

The Staw Renault 5 Elf Challenge brings excellent racing within the reach of all those drivers and sponsors who have unlimited enthusiasm—but limited funds and time. As the 1300cc 5TS saloons are allowed only limited (road legal) modifications, this offers both the novice and the experienced competitor the opportunity to bring their racing skills to the fore.

Dates of Challenge 1981

Thruxton	22 March
Brands Hatch	5 April
Castle Combe	20 April
Brands Hatch	25 May
Silverstone	31 May
Oulton Park	27 June
Mallory Park	5 July
Snetterton	26 July
Aintree	1 August
Brands Hatch	31 August
Mallory	13 September
Oulton	10 October
Mallory	18 October

For further details:
Lorraine Parramore, Competition Coordinator, Renault UK Ltd., Western Avenue, London W3 0RZ. Telephone: 0908 606740.

RENAULT 5

Renault recommends elf lubricants.

Staw Renault 5 Elf Challenge '81

EVENT FOUR

Monday, 25th May, 1981

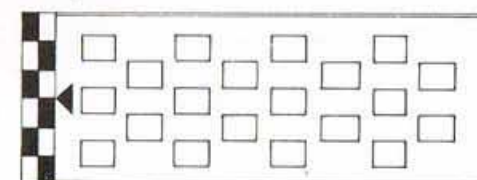
10 LAPS (12.04 miles)

Staw Elf Renault 5 Challenge Race

This is a round of the 1981 Staw Elf Renault 5 Challenge.

No.	Entrant & Driver	Town	Car
1	Avon Motor Services (Renault dealer) (Dvr: Steve Hine)	Tonbridge	Renault 5TS
2	Peter Owens	Stafford	Renault 5TS
3	Russell Martin	Stafford	Renault 5TS
6	Fulvio Mussi	Colchester	Renault 5TS
7	Masters for Renault in Greater London (Dvr: Tony Coales)	London	Renault 5TS
8	Cliff Hills	Lower Shorne	Renault 5TS
9	Tim Rigg Auto Body Repairs (Dvr: Timothy Rigg)	Rugeley	Renault 5TS
10	Tim Rigg Auto Body Repairs (Dvr: John Hammersley)	Hednesford	Renault 5TS
11	Tim Rigg Auto Body Repairs (Dvr: Rob Morgan)	London	Renault 5TS
13	Keith Franklin	Basildon	Renault 5TS
15	Andy Paget	Stafford	Renault 5TS
16	John Craddock	Worcester	Renault 5TS
17	David Cox	Bromley	Renault 5TS
18	Steve Croxford	Sevenoaks	Renault 5TS
19	Mark Farmer	Chippenham	Renault 5TS
22	John Ravenscroft	Stafford	Renault 5TS
24	Mike Moss	Keston	Renault 5TS
25	FGW (Glass) Ltd (Dvr: Malcolm Holmes)	Staines	Renault 5TS
26	Les German	Southport	Renault 5TS
28	Harry White	West Ewell	Renault 5TS
30	David Salter	Maidenhead	Renault 5TS
33	John Kinsey	Rudgwick	Renault 5TS
40	Billy Burke	Ramsgate	Renault 5TS
41	Terry Blamire	Newport	Renault 5TS
44	E. Tuji	Thetford	Renault 5TS
45	Peter Levy	Brookmans Park	Renault 5TS
58	David Gordon	Hunstanton	Renault 5TS
69	Stephen Smith	Maldon	Renault 5TS
76	Phil Wight	Harrow Weald	Renault 5TS
77	Brian Farminer	Gosport	Renault 5TS
80	Venetian Flooring Ltd, Birmingham (Dvr: Paul Longfield)	Droitwich	Renault 5TS

GRID POSITIONS



LAP RECORD:

Renault 5 TS Saloons:

Chris Knight (1289cc Renault 5 TS)

Race Record: Jim Edwards (1289cc Renault 5 TS)

secs	mph	date
62.5	69.33	5.4.81
	68.12	7.10.79

RESULTS:

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

Staw Elf Renault 5 Challenge

FOR THE SECOND YEAR RUNNING, Staw Distribution Services, who are responsible for the transportation of all Renault's promotional materials around the British Isles, are joining forces with Elf and the British Racing & Sports Car Club to run the familiar and popular Renault 5 Challenge.

This series has been run since 1974 and has carved its own niche within racing circles, the closely-matched nature of the cars proving equally exciting for both competitors and spectators.

The 1981 Challenge will take place over 14 rounds at eight different circuits.

Prize money per round: 1st—£45; 2nd—£35; 3rd—£30; 4th—£25; 5th—£20; 6th—£18; 7th—£16; 8th—£14, while Staw, Elf and Renault each offer £25 per start to every competitor.

End of season awards: 1st—£150; 2nd—£100; 3rd—£75. In addition, trophies will be awarded for 1st overall, 1st Renault Dealer Entry, 1st Private Entry and 1st Lady driver.

Points are scored on the basis: 10-9-8-7-6-5-4-3-2-1 to the top ten finishers, together with an extra 2 points for competitor(s) setting fastest lap(s).

Next round: Silverstone, May 31.

Points positions after fourth round at Castle Combe on April 20:

1. Terry Blamire	34 pts
2. Steve Hine	25 pts

3. Mark Farmer	24 pts
4. Brian Farminer	23 pts
5. Paul Longfield	21 pts
6. John Trevelyan	18 pts

7. Billy Burke	15 pts
8. David Cox	15 pts
9. Chris Knight	11 pts
John Ravenscroft	11 pts



TWO OF THE COUNTRY'S major motor race organisers, the British Automobile Racing Club and the British Racing & Sports Car Club, have combined their two national Ford 2000 Championships into a single, more prestigious 24-round series this year.

The sponsors of the new Championship, Pace Petroleum, are Britain's biggest independent petrol supplier, delivering fuel to over 400 outlets in the south of England. They include such customers as the Department of the Environment, the Southern and South-Eastern Electricity Boards, Avis, Nestles, W. H. Smith and British Gas.

A total prize allocation of £7,200 will be distributed during the season including £100 to the winner of each race.

Pace Petroleum

The Chairman and Managing Director of Pace Petroleum is Victor Gauntlett, who started the company with a capital of £100 in 1972. Pace now has a turnover of £35 million and expects to be ranked among the country's top thousand companies in 1981.

Pace will also be supporting other British ventures in the coming year, including young British driver Nigel Mansell, who is now a works Lotus Grand Prix driver, Surrey and England cricketer Robin Jackman, Mike Kettlewell's Motor Racing Directory, which has been rescued by Pace and will be published again this year, and Team Morgan, the official Morgan Car Company racing team.

Awards will be presented at each round: 1st—£100, 2nd—£70, 3rd—£50, 4th—£40, 5th—£25, 6th—£15.

Points will be scored: 20-15-12-10-8-6-4-3-2-1 to the top ten finishers together with an extra 2 points to the driver(s) setting fastest lap(s).

Provisional future rounds: May 31, Silverstone; June 14, Thruxton; June 21, Mallory Park; June 27, Oulton Park; July 4, Castle Combe; July 25, Oulton Park; August 2, Brands Hatch; August 31, Thruxton; September 6, Silverstone; September 20, Snetterton; September 27, Oulton Park; October 11, Snetterton; November 7, Thruxton.

Points positions after ninth round at Mallory Park on May 10:

1 Tommy Byrne	151 pts	6 Ian Briggs	60 pts
2 Mike Taylor	84 pts	7 Frank Bradley	54 pts
3 Dave Coyne	80 pts	8 Calvin Fish	34 pts
4 Simon Kirkby	71 pts	9 Stephen Grigg	27 pts
5 Rob Cooper	65 pts	10 Russell Spence	20 pts



THE TRICENTROL CAR GROUP is sponsoring the RAC British Saloon Car Championship in 1981 for the fifth consecutive year, making the longest lasting involvement of a single sponsor with this prestigious series.

The championship — administered by the RACMS — consists of eleven rounds at six circuits. Once again, races will be run at most of the country's top international meetings, including the Marlboro British Grand Prix at Silverstone and the three qualifying rounds of the European Formula 2 Championship at Donington, Silverstone and Thruxton.

The four capacity classes remain the same: up to 130cc, 1301-1600cc, 1601-2300cc, 2301-3500cc. Points will be awarded on the scale 9-6-4-3-2-1 to the first six finishers in each class. Prize money has been increased over that paid last year by the official index, creating a fund of £1,700 per meeting.

The Tricentrol Car Group is one of the foremost car groups in the country, with dealerships in Yorkshire, East Anglia and the Home Counties holding Ford, Vauxhall, Citroen and Datsun franchises; the Group's two Ford Rallye Sport dealerships at Chelmsford and Dunstable are the largest in Britain.

Future rounds: June 20/21 Silverstone; July 16/18 Silverstone; August 15/16 Donington Park; August 30/31 Brands Hatch; September 20 Thruxton; October 3/4 Silverstone.

Points positions after fourth round at Thruxton on April 20:

Class A		Class C	
1 Andy Rouse	29 pts	1 John Morris	22 pts
2 Vince Woodman	24 pts	2 Chris Hodgetts	20 pts
3 Gordon Spice	23 pts	3 Martin Brundle	18 pts
4 Nick Whiting	9 pts	4 Stirling Moss	11 pts
Class B		Class D	
1 Win Percy	28 pts	1 Jon Dooley	32 pts
2 Mike Buckley	10 pts	2 Alan Curnow	21 pts
3 James Burrows	6 pts	3 Richard Longman	15 pts
		4 David da Costa	12 pts

EVENT FIVE

Monday, 25th May, 1981

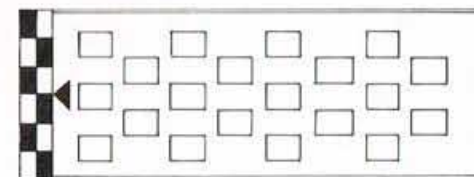
15 LAPS (18.05 miles)

Pace British 2000 Championship Race

This is a round of the 1981 Pace British 2000 Championship for single seater racing cars using near standard 2000cc Ford Cortina engines. The fastest 20 cars in official practice will qualify for this event.

No.	Entrant & Driver	Town	Car
2	Fulmar Racing (Dvr: Mike Taylor)	Warlingham	Royale RP30 Nelson
3	Richard Dutton Racing (Dvr: Russell Spence)	Bradford	Royale RP30 Nelson
4	Richard Dutton Racing (Dvr: David Sutherland)	Grantham	Royale RP30 Neil Brown
5	Richard Dutton Racing (Dvr: Ray Edge)	Birmingham	Royale RP30 Neil Brown
6	JEM International/Richard Dutton Racing (Dvr: Julian Morley)	London	Royale RP30 Nelson
8	Uniroyal Tredaire (Dvr: Frank Bradley)	Feltham	Van Diemen RF81 Neil Brown
10	Rob Cooper	High Wycombe	Lola T580 Neil Brown
11	Ray Race International (Dvr: Warren Briggs)	Egham	Ray FF2 Rowland
12	Geoff Keen	Wimborne	Royale RP30 Nelson
15	Unit Two Racing (Dvr: Mike Brett)	Harpندن	Reynard SF81 Titan
22	Ronnie Grant	London	Delta T80/81 Neil Brown
26	Saeed Roshanzamir	Canterbury	Delta T80 Neil Brown
27	Stephen Grigg	Basingstoke	Reynard SF81 Nelson
36	Penistone Hardmetals Co (Dvr: Ian Briggs)	Sonning	Royale RP30 Nelson
43	Race Car Services Ltd (Dvr: Simon Kirkby)	Worlaby	Royale RP30 Neil Brown
44	Fine Colour Packaging/Rendells Racing (Dvr: Nick Ward)	London	Royale RP30 Titan
45	Peter White	Long Ditton	Hawke PW1 Auriga
47	John Ayres	Rochester	Reynard SF79 Scholar
56	Glen Wallis	St Neots	Royale RP27 Titan
66	Corry Mills Structures & Storage Ltd (Dvr: Nigel Corry)	Hatch End	Royale RP27 Nelson
69	Edward Arundel	London	Royale RP30 Nelson
74	Rushen Green Racing Ltd (Dvr: Calvin Fish)	Norwich	Van Diemen RF81 Nelson
75	Rushen Green Racing Ltd (Dvr: Tommy Byrne)	Norwich	Van Diemen RF81 Nelson
76	Rushen Green Racing Ltd (Dvr: Max Busslinger)	Norwich	Van Diemen RF81 Nelson
81	Rushbrook Racing/Denny Laine (Dvr: Dave Coyne)	Camberley	Delta T81 Nelson
99	Disprin "A Fast One" (Dvr: Alex Postan)	London	Petroleum Pipe Reynard Dart

GRID POSITIONS



LAP RECORD:
Formula Ford 2000 Single-Seater Racing Cars:
Mike Blanchet (1993cc Lola T580 Minister)
Race Record: David Leslie (1993cc Reynard SF78 Titan)

secs	mph	date
47.37	91.47	15.10.78
	90.12	15.10.78

RESULTS:

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



The CHEQUERED FLAG BAR

is now open in the Paddock Area

* Licensed Bar
* Hot Snacks All Day

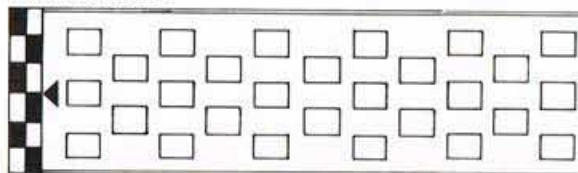
Tricentrol RAC British Saloon Car Championship Race

(Classes A & B only)

This is a round of the 1981 Tricentrol British Saloon Car Championship for Production Touring Cars (classes A and B only) complying with Appendix J of the International Sporting code. The cars are allowed to have limited modifications.

No.	Entrant & Driver	Town	Car	cc
Class A: 2301-3500cc				
1	Gordon Spice Racing (Dvr: Gordon Spice)	Staines	Ford Capri	2994
2	Gordon Spice Racing (Dvr: TBA)	Staines	Ford Capri	2994
3	Equipe Esso (Dvr: Vince Woodman)	Bristol	Ford Capri	2994
5	CSH Racing with Esso and The Daily Mirror (Dvr: Charles Sawyer-Hoare)	London	Ford Capri	3000
6	CSH Racing with Esso and The Daily Mirror (Dvr: Andy Rouse)	Southam	Ford Capri	3000
7	Patrick Motorsport with Motor/Duckhams/ICI Petrol (Dvr: Brian Muir)	Pershore	Rover 3500 V8	3495
8	Patrick Motorsport with Motor/Duckhams/ICI Petrol (Dvr: Rex Greenslade)	Crawley Down	Rover 3500 V8	3495
9	Daily Express/Equipe Esso (Dvr: Jeff Allam)	Oxford	Rover SDI	3500
10	Daily Express/Equipe Esso (Dvr: TBA)	Oxford	Rover SDI	3500
13	Dennis Leech	Exeter	Ford Capri	2994
14	Richard Grant Racing (Dvr: Nick Whiting)	Sevenoaks	Ford Capri	2994
15	Track Marshall Ltd (Dvr: Chuck Nicholson)	Lincoln	Ford Capri	3000
16	Richard Grant Racing (Dvr: Mike Kimpton)	Sevenoaks	Ford Capri	2994
19	Carroll Shelby (California) (Dvr: Wayne Wainwright)	Birmingham	Ford Capri	2994
Class B: 1601-2300cc				
20	Mazda Motorsport (Dvr: Win Percy)	Oxford	Mazda RX7	2300
21	Mazda Motorsport (Dvr: TBA)	Oxford	Mazda RX7	2300
26	Park West Motors & Supreme Carpets (Dvr: James Burrows)	Romford	Toyota Celica	1968
27	Mike Buckley	Chealder Hulme	Escort RS2000	1993
28	Team Castrol Denmark (Dvr: Erik Hoyer)	Denmark	Escort RS2000	1994
29	John Bishop	Bromyard	Triumph Dolomite Sprint	2000
32	Napolina Alfa Romeo Dealer Team (Dvr: Leo Bertorelli)	Ashford	Alfetta GTV	1962
34	Stratstones (Dvr: Terry Nightingale)	Saffron Walden	Triumph Dolomite Sprint	2000

GRID POSITIONS:



LAP RECORDS:	secs	mph	date
RAC Group 1 Saloon Cars, 2301-3500cc:			
Chris Craft (2994cc Ford Capri Mk3)	63.1	68.67	1.5.78
Race Record: Gordon Spice (2994cc Ford Capri Mk3)		67.01	1.5.78
RAC Group 1 Saloon Cars, 1601-2300cc:			
John Fitzpatrick (1998cc Triumph Dolomite Sprint)	63.2	68.56	1.5.78
Race Record: Tony Dron (1998cc Triumph Dolomite Sprint)		66.75	1.5.78

RESULTS:

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

NEXT CAR MEETING



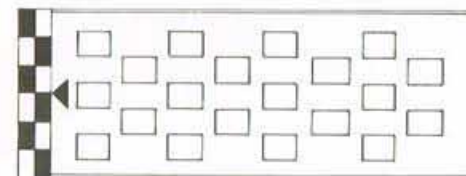
FREE Motor Race Day
Full programme of Championship Events
Sunday, June 7th

Kentagon Formula Ford 1600 Championship Race

This is a round of the 1981 Kentagon Ford 1600 Championship for single seater racing cars using near standard 1600cc Ford Cortina engines. Racing tyres used by these cars are identical and the fastest 20 cars in official practice will qualify for this event.

No.	Entrant & Driver	Town	Car
1	Andy Ackerley	Tunbridge Wells	Ray 80F Auriga
2	Paul Rowse	Brede	Royale RP26 Titan
3	Derek Trotman	Basildon	Hawke DL15 Minister
4	David Jones	Borough Green	Sark 2 Scholar
5	Doug Wood	Beckenham	Van Diemen RF80 Dart
6	New Ideal Homes Ltd (Dvr: Len Bull)	Womersley	Van Diemen RF80 Auriga
7	Piercy Electronics Ltd TV/Hi-Fi (01-821 0333) (Dvr: Peter Bell)	London	Van Diemen RF80 Auriga
8	Ted Whitbourn	Burgess Hill	Crossle 30F Minister
9	Morley Motors (Hove) A. J. Revell & Son (Dvr: Allen Revell)	Peacehaven	Sparton FF80 Auriga
10	Joe Nolan	Harefield	Ray 81F Minister
11	Chris Hall	Epsom	Jamun FFT10 Rowland
12	Trevor Stiler	Heathfield	Crossle 32F Auriga
14	M. P. Harris Racing (Dvr: Kevin Gillen)	Hassocks	Van Diemen RF80 Scholar
15	Robert Bradley	East Horsley	Van Diemen RF80 Scholar
16	Roger Algar	Warlingham	Sparton FF81 Auriga
17	Tim Jones	East Grinstead	Ray 80F Auriga
18	Kevan Gray	Ilford	Van Diemen RF80 Auriga
19	Racefax Racehire (Dvr: Joe Petrillo)	Dartford	Sparton FF81 Minister
20	Stephen Davey	Plymouth	Hawke Mk21 Scholar
21	David Palmer	Edenbridge	Royale RP26 Minister
22	Andy Best	Dartford	Down MD81 Scholar
23	Gray Hedley	Poole	Van Diemen RF81 Auriga
24	Dave Ryan	Windor	Van Diemen UD81 Auriga
25	Maidstone Car Sales Ltd (Dvr: Paul Simpson)	Pulloxhill	Sark 2 Scholar
26	Canvey Car Sales (Dvr: Leonard Greeney)	Canvey Island	Sark 1 Auriga
52	Anthony Seymour	Hove	PRS RH02 Minister
91	Team Lloyds/Oakley Vaughn Insurance Brokers (Dvr: Alan Fulton)	Bromley	Crossle 35F Minister

GRID POSITIONS



LAP RECORD:	secs	mph	date
Formula Ford 1600 Single-Seater Racing Cars:			
Roberto Moreno (1595cc Van Diemen RF80 Minister)	49.4	87.71	2.11.80

RESULTS:

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

Kentagon Formula Ford 1600 Championship

THE TRADITIONAL MCD Brands Hatch based series for Formula Ford 1600 cars will be known for the second consecutive year as The Kentagon Championship.

Since its completion in 1978 the £200,000 Kentagon has been the focal point for many exhibitions, conferences, receptions, demonstrations, prizegivings, club nights and sponsors' entertaining.

The Kentagon can offer a wide variety of catering facilities with a seating capacity of 200, around the central raised platform which is ideal for vehicle display.

The Kentagon facility, which is situated near Paddock Hill Bend offers unlimited car parking and helicopter landing facilities.

In addition to providing race day comfort for competitors and spectators the Kentagon is open each day and evening during the week for lunches and refreshments. The Brands Disco Track operates most Friday and Saturday evenings.

For enquiries concerning the hire of the Kentagon contact: Mrs Angela Webb, Brands Hatch Circuit Limited, Fawkham, Nr Dartford, Kent DA3 8NG. Telephone: Ash Green (0474) 872331. Telex: 961172.

Over £1,000 will be distributed during the season and prize money at each round will be: 1st—£50, 2nd—£25, 3rd—£10.

End of season awards, 1st—£100, 2nd—£75, 3rd—£50.

Points will be scored 20-15-12-10-8-6-4-3-2-1 to the first ten finishers together with an extra 2 points to the driver(s) setting fastest lap(s). Former winners of this series and former winners of the principal national FF1600 series will not be eligible to compete. Drivers may count their best nine scores from the eleven rounds.

Future dates: All rounds are at Brands Hatch: 7 June, 31 August, 13 September, 4 October, 8 November, 15 November, 22 November, 6 December.

Points positions after second round at

Brands Hatch on May 4:	
1 Doug Wood	24 pts
2 Andy Ackerley	22 pts

3 David Coyne	20 pts
4 Robert Gibbs	17 pts
5 Paul Gerrish	16 pts
6 Kevin Gillen	15 pts

7 Allen Revell	10 pts
8 Tim Jones	10 pts
9 Ted Whitbourn	9 pts
10 Peter Lawrence	6 pts



WE FUEL HIS AMBITION.

Nigel Mansell. Young, talented and ambitious.

He's one of Britain's most promising Grand Prix prospects.

Pace Petroleum. Young, talented and successful.

In just 8 years we've become Britain's biggest independent oil company.

We now supply more than 400 filling stations. And our turnover exceeds £35,000,000.

Which puts us in a perfect position to supply the one thing Nigel Mansell requires — financial support.

So, we sponsored him to the tune of £30,000.

Which certainly furthered his ambitions. He's now a Grand Prix driver.

Hopefully, it won't do us any harm either.

WE MOVE FAST.

