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Jan '79



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Welcome to the first issue of *Kart & Superkart*.

I hope you find our magazine full of interesting reading, from the more comprehensive race reports down to the light-hearted chit-chat and humour. Each member of our crew is, or has been in one way or another, very much involved in the competitive side of modern karting - an asset that we feel sure will enable us to put together something that will appeal to people both in and out of the sport.

Our aim is to produce a professional magazine which, as well as serving the interests of competitive karters, will convey the image of karting today to those outside the sport. Karting is now finally starting to shake off the old 'nuts and bolts' image, and with so many of today's Formula 1, 2 and 3 stars having started their motorsport careers in a kart, the public are beginning to realise that there's more to karting than they at first thought. With major sponsorship now becoming a part of the sport at its top levels, it also now presents a far more professional face, and we hope to assist the growth of this image through the style of *Kart & Superkart*.

Apart from promoting the sport in this way, we are aiming to help in an even more direct way - kicking off with our projected 100 National series which you will read about further on.

In Britain, the administration side of the sport is going through turbulent times at present. Hopefully, through our news or correspondence pages, fresh ideas and opinions will emerge that may lead to a solution of benefit to karting.

May I wish all readers the best for Christmas and the New Year, and hope that you will continue to enjoy *Kart & Superkart* during and beyond 1979.

CHRIS LAMB DEN

FRONT COVER

Lake Speed and the race of his life! Lake leading the early laps of the second final at the World Championships. Close behind are da Silva and Forsmann, while Mickey Allen is out of the picture, attempting a dive down the inside of the Brazilian!

Photos: Special thanks to Auto Lebdo, Malcolm Carling, John Purdey, and Dennis Callingham.

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KART AND SUPERKART

50p
Jan '79

Monthly No. 001

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NEXT MONTH:

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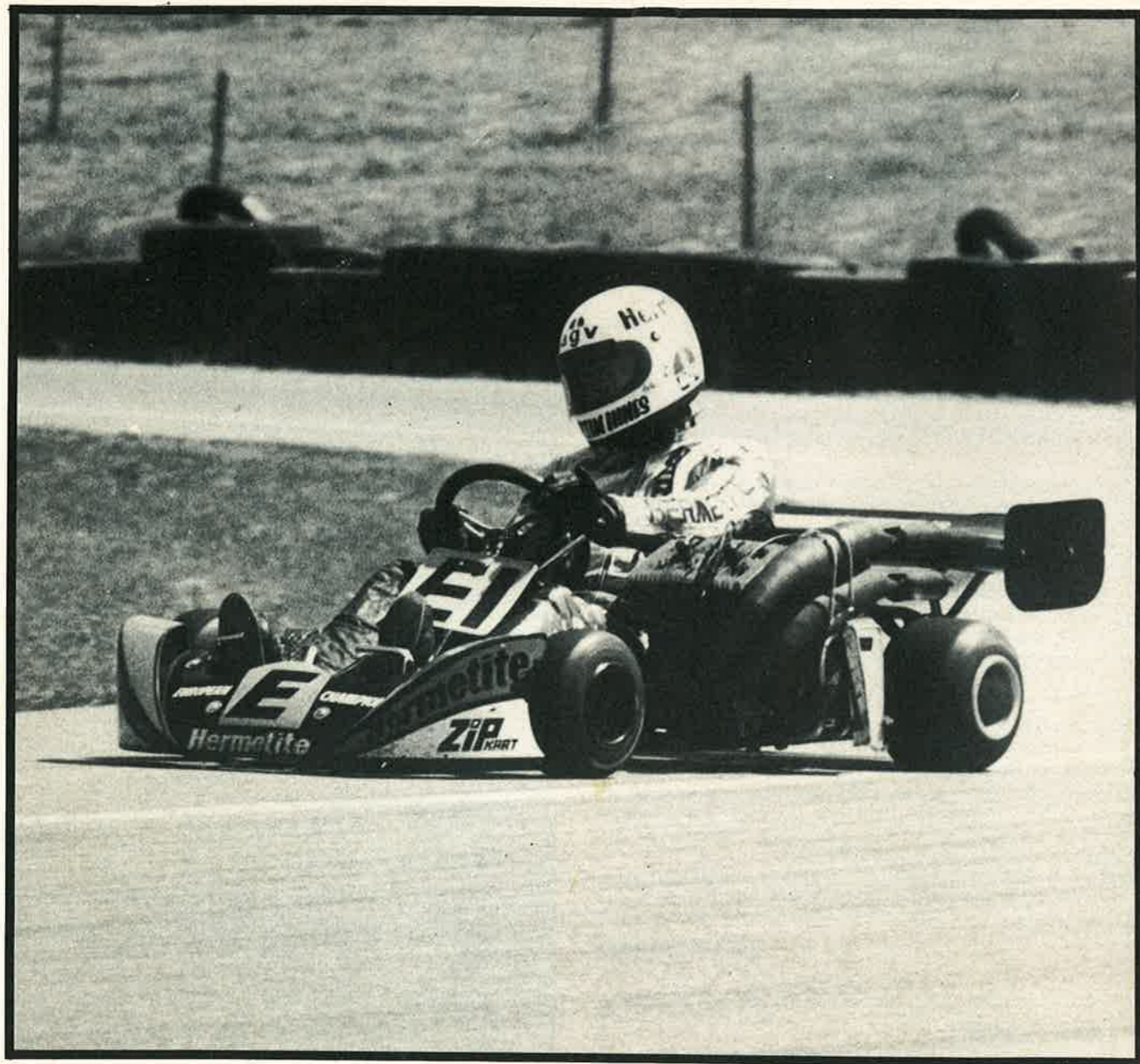
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More about us

This first issue of *Kart & Superkart* is planned as a sample of the quality of coverage, news, and features that we will be bringing you monthly from now on.

We hope you find it interesting, and above all enjoyable reading, with the international and domestic race coverage, interviews, our three regular personality columns and all our other features. Our 'Just Heard' pages bring you the latest news, and pit-chat, and you will also meet 'Friggit', a little friend of ours who, along with one or two friends, will be bringing you the lighter side of karting!

There are other regular features that need your participation, and as a result will tee off next month:



Your letters: We welcome your letters, with comment on anything to do with karting. A lively correspondence page can be the focal point of a good magazine, and enables readers to debate important matters, as well as giving praise or criticism of elements within the sport. As part of our correspondence section we are running an ASK US! service, in which we will answer your questions on karting - whether technical or otherwise. If we don't know the answer, we'll find an expert who does! Write to us at *Kart & Superkart* (Letters) or (Ask Us), Pindar Road, Hoddesdon, Herts, England.

Club scene: Does get under way this month with some coverage of recent meetings in our own area, but these pages are yours. All club PR people are invited to submit coverage on their local events, as soon as possible after they take place (old news ain't news!), with photographic support if possible. Club racing and activities form the basis of the sport and we hope you will take advantage of these pages to publicise your club, its personalities and its activities. As well as 400-500 word coverage on normal restricted meetings, let us know the snippets of news from within the club - track developments, forthcoming promotions and so on. As I said, these are your pages.

Kalendar: Another free service to clubs. This will be more of a 'where to see karting this month' section, to enable interested people to know where and when they can see karting and how to get there (some tracks are very hard to find!). Once again, if you want your club's events publicised, it's up to your PR person to keep us informed - try and keep us 2-3 months ahead with forthcoming event information if you can. Don't think about it, let us know now!

Remember, we can cover the major meetings, interview the stars, bring you the technical information, trade, and other news, but for news within the multitude of clubs, we rely on you. Don't be afraid to give us a ring on Hoddesdon 44201, if you have a snippet of news that you think will be of interest.

Mini-ads: Where you can buy and sell your second-hand equipment, 5p per word, minimum charge 50p. Mini-ads must be prepaid, and will be inserted in the first possible issue after receipt. Send your Mini-ad clearly printed, or typed, to *Kart & Superkart* (Mini-ads), Pindar Road, Hoddesdon, Herts.

Now read on! If you like it (and we're sure you will) order your copy from your kart dealer, or take out an annual subscription with us (form on page 52). *Kart & Superkart* will also be available from British newsgents next month.



New National Association

As a reaction to the way in which the RAC has been handling the interests of British karters, a National Association of Kart Clubs has recently been formed. The intention of the Association appears to be to bring home to the RAC, forcibly if necessary, what the majority of kart drivers and clubs want, and to try and make sure they get it.

The following is the text of a press release from the Association, received on 4 December, with minor grammatical alterations only, to ease reading.

The Southern Association of Kart Clubs was founded four weeks before the RAC Kart Conference, with the aim to put forward some alternative proposals to RAC Sheet Number 91.

Initially made up of two delegates from the London Kart Club and two from the Hoddesdon Kart Club, invitations were sent out at that time to Camberley and Clay Pigeon Kart Clubs. At about this time Clubs from the North were on a similar track, with Felton and Rowrah forming a Northern Association. This led to the coming together of both Associations to form the National Association of Kart Clubs on 28 October, 1978 at Scotts Corner.

At this meeting, two delegates from each Club were present. By this time, 22 clubs were members, and at that Meeting, delegates democratically elected the following:

Reg Deavin	Chairman of National Association
Bert Hesketh	Vice-Chairman National Association
Dennis Davidson	Secretary of the National Association and Chairman of the Northern Association
Jock Mailer	Chairman of Southern Association and Editor of Magazine
John Sutton	Secretary of Southern Association

The Association was formed to aid the improvement and common good of karting and the karter.

Initial decisions taken to date include putting the tyre situation into perspective. This was unanimous with the result that for 1979, at all circuits within the Association, Goodyear and Carlisle tyres will be used. Also, other administrative requests have been made to the RAC, as yet with no reply.

Commencing in 1979, at major events, the Association will undertake to prevent any such occurrence similar to that which prevailed at the British Championships at Clay Pigeon and will also be checking engine numbers and other areas of controversy, albeit, karter, trader or organiser.

L. H. Docherty
13.11.1978

The following clubs are listed as members of the Association:

London KC	Cumbria KC
Hoddesdon KC	Hemel Hempstead KC

Hayes & Harlington KC	S Yorks KC
Camberley KC	Lincs KC
Clay Pigeon KC	Bolton KC
Northumbria KC	Blackpool & Fylde KC
Lancs KC	Buxton & District KC
Isle of Man KC	Cheshire KC
West Mercia KC	Lion KC
Borders KC	Chasewater KC
Morecambe & Heysham KC	Only 21! They must have forgotten someone.

NB. Although it is not clearly defined, it is assumed that the 'Goodyear & Carlisle' reference is to 100 National and other National classes – not the International ones.

The basic aims of this new Association are obviously of good intention. Let us all hope that the energy of the Association is channelled in the right direction and in the right way.

There is nothing to be gained if the Association develops into a rebel breakaway organisation, at constant loggerheads with the RAC – it might be okay on the domestic scene, but what happens when members of such an organisation want to compete internationally for England?

On the other hand, if the RAC recognises the value of a correctly run group representing it is hoped, the majority of opinion as expressed by its 22 members, karting CAN benefit. There is no point in trying to undermine the authority of the RAC – or any governing body. *If both parties realise the advantage of the Association as an advisory body, and the RAC accepts and acts on their advice, there is a lot to be gained.*

Karting in many countries is run in a similar way, by an Association made up of delegates, elected by the karting clubs. This body can have the entire responsibility of running karting on a day to day basis, with the national motorsport governing body acting much as the owner of a large company – there in name, but quite happy and confident enough to let the deputies run things.

It is to be hoped that the National Association of Clubs develops along these lines. Time will tell.

The Dunlop Tyre Company's big effort in Hong Kong (see elsewhere), centred on Mickey Allen, signalled the start of a full tyre development agreement between Dunlop and Deavinsons. Apparently Dunlop will be looking after Mickey at all the international meetings next year, plus of course, the British Championships, with tyres and technicians on hand.

Frenchman Marc Boulineau, who will be remembered for his controversial tangle with countryman Leret at Le Mans, has apparently fallen out of favour with his sponsor – the French Birel agent. The split was apparently directly due to the Le Mans incident, which ruled out the chances of either Frenchman making the top three.

In a word...

In naming our magazine, we must acknowledge the Cadwell Car & Kart Club, who were the people who introduced the *Superkart* term to England. For those of you who don't know, *Superkart* is the name used in reference to 250 International racing – especially in a long circuit vein. It certainly gives a more promotable name to this sort of racing.

From France we hear of a motor show, to take place in Rouen from 19 to 21 January, with a high proportion of space allocated to karting. Most of France's major kart manufacturers or importers are taking stands, and along with films on various karting events it is hoped to have some of karting's celebrities on hand, from ex World Champion Francois Goldstein to today's top people. Some British manufacturers have been contacted, but anyone who hasn't and would like to know more can contact us for the address and other details.

Dave Buttigeig seems to be a topic of conversation regularly at the moment. A few weeks ago Dave was competing at Donington in the Wales Karting Barlotti Yamaha. Since then has come the news that he has teamed up with Deavinsons and will be using chassis built by the Rye House company next year. The Deavins experience in 250 racing is very limited, but with a top name like Butty involved, and an organised development programme, we can well expect to see another chassis name amongst the front runners. Dave has already taken delivery of three frames and has been running them in short circuit events to evaluate them. On top of this comes the unconfirmed rumour that Dave's engines are now to be prepared by Tony Smith, signifying a possible split with Wales Karting. Either way, it is obvious that Dave Buttigeig is gearing up for another concerted attack on the 250 scene next year.

Although the international tyre scene seems to revolve around Bridgestone, Dunlop & Sirio, it appears that Continental have been working away in the background. Our sources tell us that much testing has recently been done on lightweight new-shape Continentals in 7.00x10-5 and 6.50x10-5 sizes at the Hanover track. Lap times are said to be exceptionally good and the tyres are expected to be released for sale in the New Year. The price in Germany is said to be slightly cheaper than Bridgestone's.

From Italy we hear a rumour that ace tuner Baroni has left IAME and is now running his own tuning business. The story also mentions that he is to produce his own karts as well. Confirmation of this is awaited with interest!

Enduro fans take note. A little bird tells us that there is the possibility of a major International Enduro event in England next year. The venue is rumoured to be Rye House and involves a six hour event, probably in June. A large European entry would be expected, giving the event a truly International flavour.

Graham Little, multiple World Cup winner of years gone by, is to switch from 250 to 125 racing next year. Equipment is said to be a 125 Zip/Yamaha YZ. On this subject, several of the 250 guns are supposed to be building up 125 karts to 'keep their hand in' over the winter months, until the big circuit season gets underway in Feb/March.

Steve Styrin's sponsors Frost Hurst are said to be considering running a two kart team in 1979. This would suggest that they have been more than happy with their involvement in 1978. Another professionally turned out two kart team can only further enhance the image of 'Superkart' racing, and we wish them well.

THE TRADE PAGE

The Trade Page is to enable members of the trade to keep you in touch with new products, general news and developments from their respective businesses. Once again, we hope to be in regular touch with as much of the trade as possible, but trade members should not hesitate to ring us with their news.

Sisley Karting have had a stand at the Car & Car Conversions Performance Car Show, which has just finished at the Alexandra Palace in London. As well as a 250 Superkart and a 100cc kart, the stand also included one of the new Sisley Fun Cars (a mini Formula Ford body on a Fun Kart), and the Road Ant, a scaled down, fully operational, fully equipped (suspension and all) Range Rover, selling at about £1,600! We hope to have pictures next month.

Sisleys hope to be into their new factory by mid-January, and will then be able to take over production of their own Kestrel Karts fully. At present the chassis building is contracted out.

On the new product front, they are importing the American *Digatron* temperature gauges, which it is hoped will be available shortly. They have a digital readout which is very accurate, and can act as an early warning system if an engine suddenly begins to run lean during a race. Expensive seizures etc can be avoided!

Lane Karts have just moved into their new premises at 161 Eardley Road, London SW16. This will give them much more space and as a result, they hope to expand their customer services and stocks of equipment. At present, no major changes are planned for the Lane range of chassis for 1979.

With the implementation of the new RAC tyre list, testing is to be done shortly to see whether it will be necessary to revise the chassis design at all, to make best use of the permitted National-class tyres.

Tal-Ko are swinging into production of their newly homologated Britain-class engine. Unlike the interpretation put on the rules by the majority of engine importers (and as interpreted in our *Just Heard* pages), Bernie Turney feels that the £165 limit should include the Motoplat ignition and Tillotson carburettor. Accordingly the TKM FF99 Sport, as the Britain motor is known, will sell for £165 including Motoplat and Tillotson carb. This looks like effectively making the TKM up to £45 cheaper than some of the imported engines. A lot of people may well agree with the Turney's interpretation.

Similarly, the Hewland Arrow Britain engine which has now been homologated, will sell for £165 including the Motoplat and carburettor, and with a normal nine tooth sprocket. The Hewland reduction gearbox is available as an optional extra for this engine at £40, and Monteagle point out that this does create a great saving on chain costs throughout the year.

The barrel for the engine has been designed from scratch to meet the Britain-class regulations, and with the restrictor in mind – not as an afterthought.

Monteagle's Eagle kart is undergoing a few steering geometry changes for 1979, but otherwise will remain basically the same as the '78 chassis.

Mark Barnard of Redhill says that his new dyno is now fully operational. A Heenan & Froude technician has been to the Redhill premises and finished off the final setting up and calibration. This enables Mark to offer a full and complete range of tuning services.

Tri-Flon

From time to time interesting new products emerge on the karting scene, and we hope to be able to take a look at these at an early stage. One such product, which has recently arrived on the UK market, is an American originated product known as Tri-Flon.

Tri-Flon is a new synthesized lubricant, which breaks new ground by bonding Teflon onto working surfaces with a tough and durable boundary film. It has several possible uses in karting, and seems to offer a solution to several friction problems.

The key to Tri-Flon is the word *Teflon*, a brand name for PTFE, accidentally discovered in the 1930s by Dupont, a major US chemicals firm. PTFE is the material used in the non-stick fry-pans! Teflon's useful properties are that: it has an incredibly small co-efficient of friction of 0.04 (to you and me that means it is *super* slippery!), is resistant to most other chemicals, and will not absorb water. The benefit of these properties has been appreciated for a long time, but the problem

has been how to make use of them – until now the only way to bond Teflon to a surface has been by heat treatment at the manufacturing stage. This is where Tri-Flon comes in.

Available in spray cans, it penetrates tiny clearances, and will bond to virtually any surface by means of its tough boundary film. By virtue of the Teflon particles it rejects dirt, so working surfaces are always clean. It can work at very high temperatures, and its durability means far less applications are necessary than with present-day lubricants.

After tests over a period of time on a 250 kart, it was shown to have many uses in a karting context. It certainly works well as a chain lubricant – the dirt repelling properties also keeping this area very clean (subsequent tests on 100cc chains showed a similar performance). Rear axle and front wheel bearings spin very freely after application of Tri-Flon, and open bearings can be run without fear of grit and dirt getting in between the working surfaces.

Tri-Flon in fact can be used on *any* moving surfaces to gain smooth operation – throttle and brake cables, and engine bearings all benefiting. Some was even applied to the moving internals of the braking system (brake fluid being another of the chemicals it resists), with a noticeable gain in ease of operation.

The other great advantage of the product is that due to its efficiency and super bond to working surfaces, the number of applications necessary is greatly reduced – so you're not continuously oiling chains.

Tri-Flon looks to be a worthwhile addition to karting products, and their British people are currently arranging distribution, so it can be expected at karting dealers at any time.

KART AND SUPERKART

Don't Miss Out!

Order the February issue at your newsagents or kart dealers. Better still fill in the subscription form on page 52 and have Kart & Superkart delivered regularly to your door.

TRI-FLON puts more zip in Martin Hines Zip-Karts. (With less effort)



TRI-FLON brings a new age to lubrication. And Martin Hines British and Superkart Kart Champion has discovered what it can mean to his Hermetite Zip Racing Team performance.

"We have used TRI-FLON for several months now, to lubricate our chains, main bearings, linkages and steering mechanisms. The result has been faster speeds, because TRI-FLON reduces ignition drag — and the bearings move more freely. Also lubrication lasts longer. We used to have to relubricate our 250cc Karts after each practice session — now one TRI-FLON lubrication will last for up to two whole meetings — 6 races and 2 practices."

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The Teflon* particles coat the surface of moving parts and surfaces with a long-lasting non-stick protective shield. Dirt can't stick to it, or break it down through friction. Moisture can't build up on it, so corrosion is prevented.

So anything that moves, moves better with TRI-FLON. And one application of TRI-FLON lasts up to 10 times longer than that of conventional lubricants.



THE FREEDOM FIGHTER

TRI-FLON is also a major breakthrough because it is the first non-acid formulation that penetrates seized or corroded parts, to free them and get them moving again.

(TRI-FLON has even proved more effective than an acetylene torch at breaking down corrosion.)

You can use TRI-FLON for any use to which you would normally use a multi-purpose lubrication — such as to remove, or inhibit, rust or other build-up on machines or tools, gardening equipment, power tools, door hinges, car engines (points, locks, electrics, etc.)

*Teflon is a registered trademark of E.I. Du Pont de Nemours & Co (Inc)

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For general information contact Tri-flon (UK) Ltd
c/o Olympic Bearing Co. Ltd., Unit 9 Chailey Industrial Estate,
Pump Lane, Hayes, Middlesex. Tel: 01-561 0220.



As mentioned in our Japan coverage, 125 and 250 karting is getting off the ground there. In fact, three weeks after the big 100cc race, a race was held for gearbox karts on the large Sugo bike track, in conjunction with a major 750 bike race. Twenty-three entries took part and the kart shown above is the Japanese built Stag/Yamaha YZ125 of Yasumoto Sugaya, who was apparently a front runner. Sugaya seems to be in everything, as it was he who finished third in the 100cc Carcompo Pacific Championship Race.

Snippets from Japan

Japan is certainly not the place to be without everything in the way of official papers being 100 per cent in order; It is just *not* possible to bluff your way through, as is often possible on the Continent. Terry Fullerton and 'The Ed' discovered this to their great discomfort when they arrived at the new Narita Airport. As they were in Japan to compete for money, the immigration men insisted on a visa, which they didn't have. The officials' initial response was to put them on the first plane out of Japan, but after a couple of hours of interrogation and form-filling, the two were put under 'house arrest' at the airport hotel! Not being allowed outside the front door of the hotel, they spent two decidedly aggravated and boring days until they were finally able to contact race officials, who arranged their 'release'. To add insult to injury, Angelo Parilla and the rest of the DAP crew, arrived the next day and walked straight through — without visas, and laden down with engines, and chassis, brought with them on their flight. They were through and in Sugo ready for testing, while the two 'renegades' were still enjoying the hospitality at the Narita Airport Hotel!

Peter Haywood advises that two of his drivers will be receiving sponsorship in 1979 from the Unit Trust people. James and Will Hoy will be running Haywood prepared equipment in 125 and 210 classes respectively.

In the evenings, due to the isolated location of the hotel, there was not a lot to do, and it was not long before a series of inter-room battles developed, involving jugs of cold water! The sight of several well-known personalities dressed only in underwear and kimono, and often drenched to the skin, must have completely baffled the Japanese, and led to severe doubts about Western culture and civilisation! Australian John Pizarro, sleeping like a baby, had the heavens open up on him. The last evening in Sugo saw a 'High Noon' showdown dissolve into farce as the head waiter cum piano player was accidentally doused from head to foot! He was last reported seated at his piano, wearing a mac...

In a word...

The RAC have finally resolved the results of the 100 National Championship at Clay Pigeon. Their final decision was that Paul Jackson, the winner on the day, would be excluded from the results, after tests showed that illegal fuel had been used. In addition Lane Racing have had their entrants licence suspended for six months and were fined £100.

Although Lane Racing were obviously running the Jackson equipment on the day, the entrant as stated in the programme was in fact the driver. On this basis it would seem that perhaps the bulk of the 'blame' has been put rather too much on Lane Racing.

This now means that Neil Hann of Mistrale Racing is confirmed as the official 1979 RAC 100 National Champion.

K & S National Championship

Kart & Superkart are pleased to announce the sponsorship of a new prestige Championship series for 100 National drivers. We are currently negotiating with clubs in order to finalise the dates of the six rounds, and hope to be able to announce full details shortly.

Why the biggest class in English karting has not had such a series before is a mystery, but now Kart & Superkart are giving the top 100 National drivers a chance to achieve the recognition the class deserves. In order to ensure the series being contested by bona fide 100 National drivers only, anyone who competes in the 1979 Green Man 100 International, or represents England in a senior 100 International event, will not be eligible to enter.

Of the six rounds, each competitors best four results will count towards the grand total, for which the following prize money is guaranteed, with further sponsorship hopefully raising it to over £500;

1st	£150 plus trophy
2nd	£75 plus trophy
3rd	£35 plus trophy
4th	£15 plus trophy
5th	£10 plus trophy
6th	£5 plus trophy

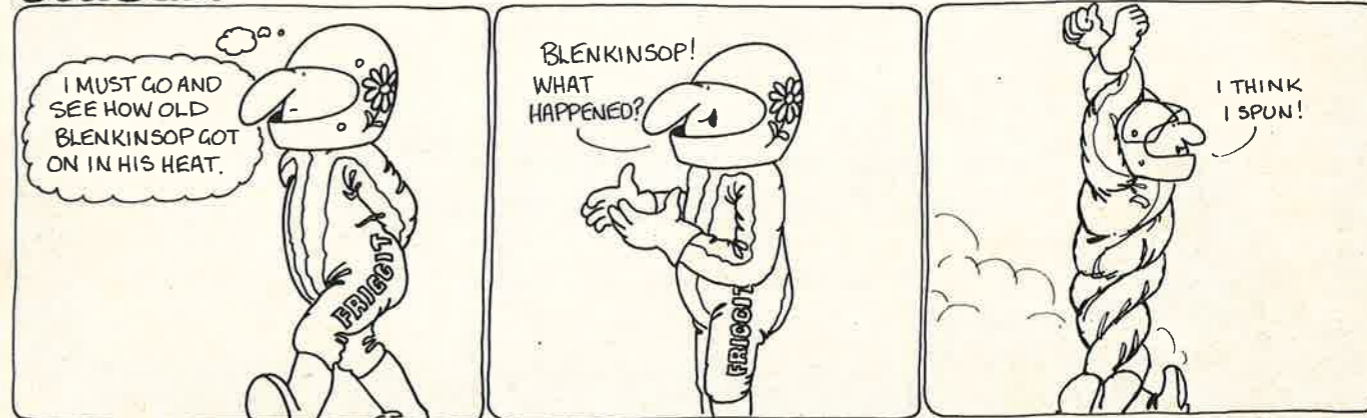
The points system has been structured in such a way that credit will be given for performance in heats as well as the various finals, giving a fairer overall picture.

With the speedy co-operation of the various clubs approached, it is hoped to announce full details shortly. See next month!

The 7-00 rear Bridgestone tyres which have been in use at and since Le Mans at International meetings, are not to go into production until May next year, according to the factory. This means they probably won't be seen on sale in England until July. What compound or compounds will be produced is not known. As you will read elsewhere in this issue, Bridgestone have been changing the colour codes of the various compounds regularly since Le Mans, so nobody knows just what compounds are on issue at any one time, or indeed just how many compounds are now in use.

On the sponsorship subject, Hermetite are to continue their involvement with Martin Hines and Paul Elmore next year. With the company's pull-out of car sponsorship comes the news that a third member may be added to the team. Who it will be is not known at present.

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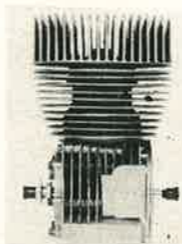
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100 JUNIOR NATIONAL

Dave Evans took pole after two fine heat performances with Tony Ripacandida on 2, but it was the latter who got the jump and led into Stadium bend. End of lap one and Evans came through at the back of the field, having suffered some misdemeanour round the back, and try as he did, there was no way of making up the leeway on the leaders. Meanwhile Ripacandida was putting together a smooth consistent drive and led all the way, with John Herbert back a few yards. These two crossed the line with a similar gap to Gary Till in third.

1 Tony Ripacandida	Zip/DAP
2 John Herbert	Kestrel/Parilla
3 Gary Till	Sprint/TKM

100 NATIONAL 'A'

Mark Treadwell has been doing a lot of winning lately and two fine heat wins meant that the opposition was going to have to work hard to stop another. Gary Prior was second in both heats, and looked like the only one who might trouble Treadwell. In fact, he made the best of the start and slid into Stadium in front of the Dartford Karting sponsored driver. That was as far as it went though, as a tap from Treadwell sent the unfortunate Prior spinning straight off. He restarted quickly, and his drive back through the pack was superb until something 'locked up' with a few laps to go.

Treadwell carried on and soon opened up a sizeable 50 yd lead over the rest, to add to his rapidly increasing list of wins. Lee Crane came out best of the rest by holding off the challenge of Tim Davey.

1 Mark Treadwell	Zip/Parilla
2 Lee Crane	Kestrel/Parilla
3 Tim Davey	Lane/Parilla

100 INTERNATIONAL

The last race, and as the light rapidly faded, it was hoped that this field of 18 would not need its usual number of rolling laps. As it happened, they didn't, with Paul Knapfield getting a flyer, from pole-man John Gravett. But Gravett was soon back in front, diving inside after half a lap. Another of the day's all-the-way winners (almost!) was on his way, leaving Knapfield to fend off the advances of the rapidly moving Rapid Movements man, Roger White. This he did and took another second place, from White, while further back, Martin Homewood, Mick Worth and Jackie Brown fought a race long battle - ending in that order.

1 John Gravett	Zip/TKM
2 Paul Knapfield	Sprint/Sirio
3 Roger White	Sprint/Sirio

Another year of fine racing concluded at Rye, with the promise of big things in 1979 - not the least being the Annual Dinner and Dance on 20 January!

In a word...

The Clay Pigeon Kart Club reports that their £6,500 resurfacing job is now fully paid off, and that the club is looking to extend the track in the near future. The extension is hoped to include a loop to provide a fast circuit to attract the 250cc karts.

News of a new track up north. The Buxton KC tell us that a 1,050 metre track is about to be opened at Bryn, near Ashton-on-Makerfield. Due to the nature of the site, the 3 Sisters circuit, as it is known, is to be solely used for karting for the first 18 months. We look forward to more details from the Club.



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Heat one, and eventual winner Terry Fullerton (1) looks for the way past Ricky Grice (7), while in the background, recently promoted Jackie Brown watches closely.



Mark Treadwell built up an International kart and gave a great account of himself. Here leading heat 2 from John Gravett (8) and Mick Worth (20), Mark led the final before an over anxious Ricky Grice put him out.

continued...

from a fast moving Ricky Grice, with Gravett and Fullerton back a little. Terry disposed of Gravett, who retired soon after, and closed in on the leading pair, who were involved in a great scrap. Ricky was probing and diving everywhere, trying to get through, and made a big attempt on pit corner. It didn't work and the resultant collision let Fullerton through for an easy win, with Treadwell's retirement (bent pedals), leaving Grice to take second.

1st	Terry Fullerton	Zip DAP
2nd	Ricky Grice	Lane Parilla
3rd	Roy Mailer	Sprint Parilla

210 NATIONAL

Jim Paffett won both heats and the final, having only recently come up from the Novices. Roy and Derrick Randell had good heat positions but were both forced to retire, while Kevin Jones was also very consistent with a second and third place. The final was led from the start by Paffett who was

being closely followed by the Randells and Jones. Paffett, however, held on to the bitter end to beat Derrick Randell into second place with Roy Randell third.

1st	Jim Paffett	Barlotti 9E
2nd	Derrick Randell	Barlotti 9E
3rd	Roy Randell	Barlotti 9E
4th	Kevin Jones	Barlotti 9E

100 NATIONAL

This, the most competitive group, had four separate heat winners in Mark Treadwell, John Adolpho, Tim Davey and Mark Handley, with Treadwell's consistent second heat earning him pole for the final. Leo Crane had two good seconds, claiming the No. 2 spot. With the big fields there were other fine performances worthy of mention from John Aitkenhead, Roger Moth, Gary Prior and Adrian Fuller. At the start of the final, Treadwell moved straight into the lead with Crane, Prior and Handley right up each other's 'Vevey's'! Gary Prior, in fact, rapidly moved up and moved inside leader Treadwell. However, it was short-lived, and Treadwell was soon past

again, opening up a comfortable lead. The runner-up positions were constantly changing, but at the finish Handley took second with Crane passing Prior for third.

1st	Mark Treadwell	Zip Parilla
2nd	Mark Handley	Mamba Parilla
3rd	Leo Crane	Kestrel Parilla
4th	Gary Prior	Zip Parilla
5th	Roger Moth	Romoth Hewland

100 NATIONAL NOVICES

Jim Knowles won both heats, driving very confidently, but was forced to retire in the final - unlucky! P. Gallivan won from Clive Mallinson.

1st	P. Gallivan	Birel Parilla
2nd	Clive Mallinson	Lane Komet

Report: Tony Boyce
Pix: Denis Callingham

Rye House Turkey Trot

The Hoddesdon Club's annual 'Turkey Trot' Christmas meeting was run on 3 December, with the usual birds at stake in each class. Unfortunately the day was one of those misty damp ones, with no drying wind, so in consequence the track stayed wet all day. Even though the finals were started mid-afternoon, the evening closed in very quickly, and the latter finals were run in very gloomy, cold conditions.

With the slippery conditions most of the finals were tame in comparison with recent Rye House meetings, and in many cases they soon sorted themselves out into a steady procession.

100 NATIONAL NOVICES

Ten entries, with the general standard being very good for this class. However Martin Moore was too good and opened up a large gap over G. Townsend, who in turn had quite a lead over the rest.

1	Martin Moore	Zip/Parilla
2	G. Townsend	Sprint/T70

100 JUNIOR BRITAIN

Another fine end-to-end drive, this time from Andrew Bundy. At the end of the reduced 8 lap final, he had a comfortable lead over Stephen Brogan, who had got the best of John Bundy.

1	Andrew Bundy	Barlotti/Manx
2	Stephen Brogan	Zip/Parilla
3	John Bundy	Barlotti/Manx

100 NATIONAL 'B'

All around Stadium safely (unusual) and what looked like another quiet race. However a multiple 'coming together' at the hairpin in the latter stages saw Terry Harris sneak through to take the win. Jason Thirley came back to take second ahead of Gary Brogan.

1	Terry Harris	Zip/Parilla
2	Jason Thirley	Zip/Arrow
3	Gary Brogan	Zip/Parilla

continued...

New RAC Regulations

The RAC have recently sent a letter to the karting trade, and other interested parties, outlining the rule changes for 1979 that affect karts and classes. There are some obviously good and beneficial changes - especially as regards the addition of more engines to some classes. However other changes have already created a furore within the kart trade and obvious concern amongst competitors that are affected.

There is a general statement on noise, then individual class regulation changes, and of course, as controversial as ever, THE tyre list. The following should outline the changes, and how they may affect you.

● **Silencing:** Along with the general attempt to quieten motor sport, and pacify the environmentalists, the Kart Committee propose to fall into line with the RAC general regulations on this. The actual noise limit is apparently in effect the same - instead of 90db measured 10 metres away, it is now 85db at a distance of 16 metres. However, there is no mention of tolerances. At International level there is a 3db tolerance, and in practice this appears necessary, as the 'RAC approved' exhausts often give readings up to 93db, sometimes over.

CLASS REGULATION CHANGES

(All taking effect from 1 Jan, 1979)

100 BRITAIN & JUNIOR BRITAIN:

- Price limit on basic engine (with standard ignition and carb.) goes up from £140 to £165.
- You're allowed to spend the extra £45 on transistorised ignition if you want to.
- New engines added to the list from Hewland Arrow and TKM.
- No slide-type Tillotson carbs.

100 NATIONAL:

- Price limit on basic engine (less ignition and carb.) goes up from £170 to £185.
- No 'slide' Tillotsons.
- No new engines on the list.

100 INTERNATIONAL:

- No changes to engine rules.

125 NATIONAL:

- New engines; Harley Davidson SS125 and SXT125 and Honda CR models.
- Fifteen litre petrol tanks allowed.

210 NATIONAL:

- No changes to engine rules.

250 NATIONAL:

- New engines; Harley Davidson SS250, SST250 and SX250.
- Number plates change to white with black numerals.

250 INTERNATIONAL:

- No suspension now allowable on kart circuits.
- No restrictors now needed.
- Sizes of grids are to be reduced by 25%.

WINGS AND THINGS:

No great changes - maximum height (including end plates) 50cm, with the end plates having a 4mm beading and curved corners of at least 2mm radius. The kart must, at its widest point, be 5cm

wider each side than the wing.

In most cases, the changes seem quite reasonable - basic tidying up, and price increases that rising costs could possibly justify. But our 'economy' classes - 100 Britain and Junior Britain - appear to be taking a hammering. We all know that motoplant ignition is a *must* on a competitive engine, so the inclusion of this puts our competitive basic (untuned) Britain engine up from £140 to £210. Combine this with the news on tyres (see

List A: Applies to 100 Britain and Junior Britain classes. Maximum price, slicks £10, cut rain tyres £12.		
Carlisle	11 x 3.50 - 5	code TK
Carlisle	11 x 4.50 - 5	code TK

List B: Applies to 100, 125, 210, and 250 National at ALL meetings, plus 100 and 250 International at restricted events on KART tracks (as opposed to long circuits). Maximum price, slicks £14, cut rain tyres £16.

List A plus:

Carlisle	11 x 6.00 - 5	TK
Continental	10 x 3.50 - 5	K1.JB
Continental	10 x 6.00 - 5	K3.JB
Goodyear U.S.A.	11 x 3.50 - 5	PH
Goodyear U.S.A.	11 x 4.50 - 5	PH
Goodyear U.S.A.	11 x 6.00 - 5	PH
Goodyear Germany	11 x 3.50 - 5	PH
Goodyear Germany	11 x 4.50 - 5	PH
Goodyear Germany	11 x 6.00 - 5	PH

● As from 1 January, 1979 all tyres on the lists must be identical in specification to the samples homologated. At all 1979 RAC Championships, and effective 1 June, 1979 at all other events, the tyres must also bear the code mark shown in the lists.

● The firms entrusted with the responsibility to apply the indelible code mark will have to contractually agree to abide by the RAC rules and regulations, and to never code mark a tyre known not to be in conformity with the homologated sample. Special marking tools will be available at approximately £5 each and these have already been tested for suitability. It may also be necessary for marks to be added using a special paint developed for easy identification yet which cannot be faked. The RAC Appointed Kart Tyre Distributor will have to have premises in the UK and comply with the 1978 rule CC7 concerning number of retail outlets and discounts.

● The maximum retail price charged will be in accordance with the rule already published as effective 1 October, 1978, given below:

The tyre must be available for collection by the retail customer at the RAC Appointed Tyre Distributor's premises at a price not exceeding the limit. The price will include all forms of freight to the Agent, but reasonable delivery charges and packing from the Agent to a retail outlet may be added. VAT is extra and possession of a bill of sale for the tyres is advised as it may well assist at scrutineering should there be any dispute. It is emphasised that tyres must be freely available on the open market in the UK and as single units so that customers are not forced to buy either complete sets or other equipment in order to purchase a particular tyre.

● Rain tyres to be cut versions of those homologated and the same lists apply to the various classes, categories and types of events.

Where do you start? As you can well imagine, a lot of people are not too happy! Some points spring immediately to mind.

The **Britain** classes; which have run quite happily on mainly Goodyears and Carlises are plunged into more unnecessary change and expense. When did you last see one of these karts with Carlisle rear tyres? The few Britain drivers I've spoken to, insist that handling can be almost dangerously bad with them on.

What about 'four inch' tyres? This class has many karts running the 11 x 3.50-4 tyres on the smaller wheels. Are these to be thrown away overnight also, and new 5in wheels bought?

Why do all this to a class that has been growing and racing quite happily - a great number of competitors seem set to have to get rid of perfectly good tyres OVERNIGHT (remember it all starts 1 January 1979!!).

The **National** classes have got basically what they have been asking for. Obviously importers of makes that have been dropped will be upset, but a Goodyear/Carlisle/Continental setup has been sought by a lot of competitors and clubs. Again, though, what about all the 100 National karts running 4in wheels?

Along with a suitable restriction on cost for National Classes, the clubs and competitors felt that the **International** 100 and 250 classes should be left open at all levels. But no. The aspiring 100 International driver *still* needs 2 ranges of tyres - one for club level racing, the other for National and International events. That's not all either.

later) and it appears that our 'economy' class drivers are in for a bit of expense.

And now! Ladies and Gentlemen - the tyre lists. What can we say? The reaction within the kart trade appears to be one of horror, with words like *monopoly* and *fair trade* flying about. Of more concern to you, the competitors, is that not a scrap of notice seems to have been taken of your opinions - expressed during the RAC Open Day! The two lists and regulations follow:

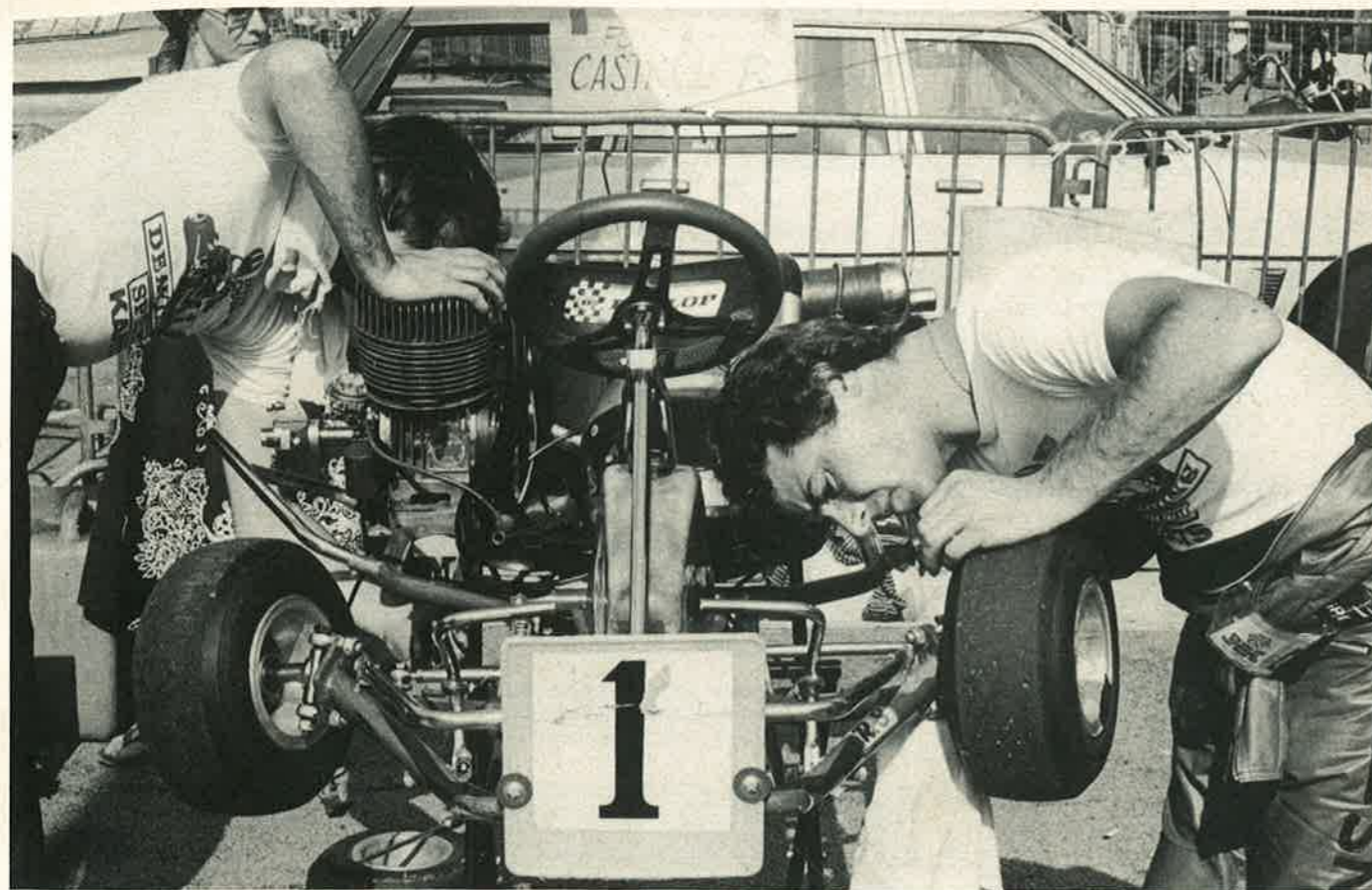
You and I both know that the 'new generation' tyres need a new style of chassis, which most manufacturers have now started to evolve. So our man really needs two *chassis* as well, because we know that 'old generation' tyres on a 'new generation' chassis just don't work, and can in fact be lethal - and this applies to our 250 International man as well!!

The works-assisted people can afford two frames, but can YOU?

The 'codes' - TK For Talko, PH for Phil Hilton (but what about JB?) - are obviously an attempt to stamp out the production of special compounds within an accepted size and brand (eg. the Dunlop 'specials' that won the '78 RAC 100 National Championship). This is where the *monopoly* etc. words are being bandied about, but the trade aside, the practical aspects of the rule would seem to be troublesome. If you buy some tyres - from anywhere - that, whilst being quite normal and acceptable, don't bear the appropriate 'code', whose responsibility is it to check or arrange stamping of them, if at all, and at whose expense?

If nothing else, would it not have been a good idea to delay the introduction of the regulations, allowing those with current tyres to wear them out, rather than have to throw them away?

Comment could go on ad infinitum (and some people have!), but if you feel strongly about it and have a solution, write to our correspondence column. Club's are writing to the RAC - you can too, if you wish. Surely the RAC can be made to see the majority point of view!



The winning combination - Mickey Allen and Paul Deavin prepare the Sprint/Sirio.

Mickey's Hong Kong

Once again Mickey Allen ends the year on a winning note by leading the final International event of 1978 from flag to flag. Fullerton makes a charge, but is halted by engine problems. Zöserl and de Bruin come steadily through for second and third.

If Mickey Allen didn't finish a race all year he could still probably go out to Hong Kong and be confident of collecting the HK\$25,000 prize money! It seems that fate will always look kindly upon him there, and this year was no exception. Not that the win could be described as 'lucky' at all - fastest time, three consistent heats, pole position, and a flag-to-flag win is nothing if not convincing, and full credit must go to Mickey and Paul Deavin, for a fine result. The foreign entry for the 12th Hong Kong International Kart Grand Prix was bigger and better than ever - surprising really when they have 'phased out' travel subsidies, and in view of the competition afforded by the other Asian event, in Japan.

Despite rumours that the Urban Council were re-sealing the Victoria Park area, nothing had been done, so a further year's wear and tear meant a rather bumpy circuit, with the curse of small stones spread around much of the track layout. The Hong Kong Kart Club is never lacking in enthusiasm though, and where the track may now be lacking, the organisation and hospitality of the Club probably contribute greatly to the increasing overseas entry. For years now the Club has been pleading with the people that matter for their own land on which to build a permanent track, but with Hong Kong's chronic shortage of land, it has so far been a fruitless mission. Money is no problem - as can be seen by the amount of sponsorship they are annually able to raise for their one race.

Back to Victoria Park. Due to the temporary nature of the track, practice is minimal, and Europeans racing there for the first time soon realise that it is necessary to arrive in Hong Kong knowing what engine, chassis etc, are most probably the best. There is no time for the customary lengthy testing. The meeting begins on Thursday with 2½ hours unofficial practice, with a further three hours official practice on Friday before the time trials. Qualifying heats are run on Saturday, with the 30 lap final on Sunday, amidst other supporting races.

Thursday's unofficial practice is minimal in benefit, as it takes most of this time for a year's accumulation of dust to be swept aside by the karts. Each kart is followed round by a cloud of enveloping dust - a little unpleasant, but everyone practices in it, as three hours the next day is hardly enough. One or two miss out - freight delays on equipment being the usual reason! The Deavinson team suffered this once again, and Mickey was forced to borrow a kart from Albert Poon in order to do some exploratory laps. Toni Zöserl was short of an engine or two, but thankfully everybody's gear arrived by Friday morning, in time for official practice.

As mentioned, the entry was better than ever. Mickey Allen, Terry Fullerton and Toni Zöserl are now almost regular HK entries, but there were four more Europeans making a first appearance. From Switzerland, Beat Jans arrived with Swiss Hutless manufacturer Dieter Vokinger, who was entered but did not race. Works Hutless driver, Dutchman Peter de Bruin, had combined the trip with his honeymoon, and in fact had been in Hong Kong for two weeks - acclimatising!

Fireworks at Rye

The 5 November meeting at Hoddesdon was sponsored by Rye House Promotions, and considering the time of year, some very good quality fields eventuated. With winter coming on, and the nights coming earlier and earlier, a two-heat, one final system was adopted in all six classes, with no adverse comment, or effect.

100 NATIONAL NOVICE

Nineteen keen novices, and Martin Moore was the early leader in the final, but had a small "off", letting Barry Bonner and Bob Humphries through. Just over half distance and Bonner seemed in difficulty as he slipped back, letting Bob Humphries in to a lead he was not to lose. Martin Moore came back well to take a good second, and Andy Welton moved past Bonner for third at the flag.

1st	Bob Humphries	Sprint/K88
2nd	Martin Moore	Zip/SS20
3rd	Andy Walton	Sprint/K88

100 JUNIOR BRITAIN

Only seven entries, but a very good final, fought all the way to the flag by three very controlled young drivers. Stephen Brogan it was, who withstood the pressure from David Chitty for most of the race. After a slow start, Lee Cranmer came through to third very early on, closing on the leading duo all the time. On the last lap a late braking dive saw him move into second place, but it was too late to do anything about Stephen Brogan.

1st	Stephen Brogan	Zip/Parilla TG14L
2nd	Lee Cranmer	Kestrel/Parilla TG14L
3rd	David Chitty	Zip/Parilla TG14L

100 NATIONAL 'B'

A full field of twenty seven faced the starter, and Steve Bridgeman was soon into a lead he was not to lose. Behind him, John Adolpho led the pair of Simon Wilson and Mike McGing, who were to fight tooth and nail for the whole distance. Just over half distance, and Adolpho fell back into the clutches of the third and fourth duo, seemingly suffering from fuel starvation. Wilson and McGing gobbled him up and carried on their duel as leader Bridgeman pulled away to an easy win.

1st	Steve Bridgeman	Sprint/TKM
2nd	Simon Wilson	Sprint/SS20
3rd	Mike McGing	MJM/Arrow

JUNIOR NATIONAL

Simon Sutton dominated the dozen drivers in the first heat, but in the second, went straight off coming out of the chicane, damaging his chassis against the fence. He was unable to come out for

the final, so after two consistent heats, Derek Higgins had pole, alongside Martin Penny, second heat winner. John Herbert and Tony Ripacandida made up the second row.

An action packed final, with Penny getting the jump and leading Higgins, Herbert, Ripacandida and Gary Till, in close formation. Lap five, and Ripacandida nudged Herbert into a spin at Stadium bend, the ensuing avoidance letting Penny and Higgins pull out a small gap. This was very short lived, as the two leaders collided at the hairpin. Higgins was fortunate to keep moving, but the unlucky Martin Penny spun to a halt and resumed well down. This left Tony Ripacandida under close pressure from Gary Till, with Higgins straining to close up again. Lap 13, and he is on Till's bumper and through. Fourteenth and last lap, and with a superb drive under Ripacandida, takes the lead, and the flag. A superb, if battle-scarred win.

1st	Derek Higgins	Zip/Arrow
2nd	Tony Ripacandida	Zip/Dap
3rd	Gary Till	Sprint/TKM

100 NATIONAL 'A'

Another full field of twenty seven, and from the outside, Wayne Homer beat pole man Steve Davis away, with John Aitkenhead slotting into third. Into the chicane, and Davis slipped inside Homer to lead the field through lap one. As the next few laps went by, Davis struggled more and more with a front tyre causing problems around the sweeping Stadium bend, and with Homer probing at every chance, it was no surprise to see him forced wide on lap ten. However Davis wasn't giving up and hung on grimly to Homer, and as Aitkenhead closed on the duo with one lap to go, another tight finish was on. It all happened at the chicane, with Davis trying to repeat his first lap move - without success! As Davis climbed skyward over the unfortunate Homer, a surprised John Aitkenhead swept through for the win, with Davis 'landing' for second. Doug Gough moved into third, as a distressed Homer sat facing the wrong way at the chicane.

1st	John Aitkenhead	Zip/SS20
2nd	Steve Davis	Zip/Zip48
3rd	Doug Gough	Zip/SS20

100 INTERNATIONAL

As usual, this was built up to be the feature of the day's racing, and with quite an impressive line up of 'guns', that is exactly what it turned out to be. From pole, Doug Spencer took the first heat, while from the ruck behind, Paul Knapfield - having an 'on' day - emerged to take second from Martin Homewood. Mickey Allen and Paul Jackson were

both moving rapidly, but were both delayed in 'incidents'! These two fought out heat two, with Jackson nudging Simon Wright into a spin, and then finding himself 'moved aside' by Mickey and having to be content with second, ahead of a closing Knapfield.

The final looked promising, with Knapfield on pole inside Allen, and seemingly just as quick in the heats as the Green Man Champion. Row two was the consistent Spencer and Homewood, with Jackson lurking ominously on row three alongside Mark Windle, another consistent heat performer.

The first start was judged incorrect by the starter, so they re-formed, and on the re-start Mickey Allen got the jump. Paul Knapfield tried desperately to stay with him into Stadium, but overdid it (was he pushed?) - instant pandemonium! Karts everywhere. Mickey was clear, but as the red flag brought the survivors to a halt, the damage to the rest of the field could be seen. The 'second row' of Spencer and Homewood were tangled against the fence, with Homewood's kart minus a wheel. Paul Jackson, after heavy contact with the fence, had taken a big knock on the arm and his brand new Sprint chassis was looking very crumpled. Stuart Ashwell was unable to avoid the melee, and had gone over the top and rolled into the fence, but fortunately seemed only wounded and dazed. Amidst it all, Knapfield's kart had come out remarkably lightly damaged, so he took his place on the grid for the re-run. Homewood, Jackson and Ashwell were obviously out, but Spencer was to join the rear of the grid, his kart obviously not 100 per cent.

After this sort of incident, feelings often run a little high, and as the grid formed, a loud and unsightly argument took place between the Clerk of the Course and the mechanic of one of the front row drivers, and as a result, the COC's decision to move the front two to the back of the grid was reversed. One could see the two drivers' point, but there are ways of making the point acceptably.

However, there it ended, and this time the start was clean, with Knapfield into Stadium bend ahead of Allen, and even at the end of lap one, these two were away on their own, with Simon Wright and Dave Coyne, after a good start, leading the rest. Lap after lap Mickey pushed Knapfield, the two making contact on several occasions. On lap eight, just when it seemed as though Paul had his measure, Mickey made a big dive into the hairpin, and despite all his efforts, Paul Knapfield was unable to get back. Further back, Dave Coyne moved into third before stopping dramatically at the hairpin, presumably with engine problems. This left Simon Wright to take third from John Gravett, and Jackie Brown, now senior, who had suffered from various maladies for most of the day.

1st	Mickey Allen	Sprint/Sirio
2nd	Paul Knapfield	Sprint/Sirio
3rd	Simon Wright	Sprint/TKM

Autumn Tilbury

JUNIOR NATIONAL

Dave Evans and Gary Till each won a heat in this group, with John Herbert, Andrew Stapley and Chris Nicholas filling the minor places. The final was led from pole position by Dave Evans with Gary Till tucked in behind. For the entire twelve laps Gary tried everything he knew to pass Dave, but at the flag Dave won by the narrowest of margins with John Herbert finishing in third place.

1st	Dave Evans	Zip/Hewland
2nd	Gary Till	Sprint TKM
3rd	John Herbert	Kestrel Parilla

100 INTERNATIONAL

Very pleasing to see Terry Fullerton making an appearance at this meeting - we don't see him often enough. Terry took the first heat fairly easily, but the second was won by Dartford Karting's Mark Treadwell, making a rare appearance in International racing (maybe Jim from Dartford's wanted a chance of getting his £50 back!!! Ed.).

However, pole for the final was taken by John Gravett, with two consistent second places in the heats. Treadwell made a fine start to lead the final

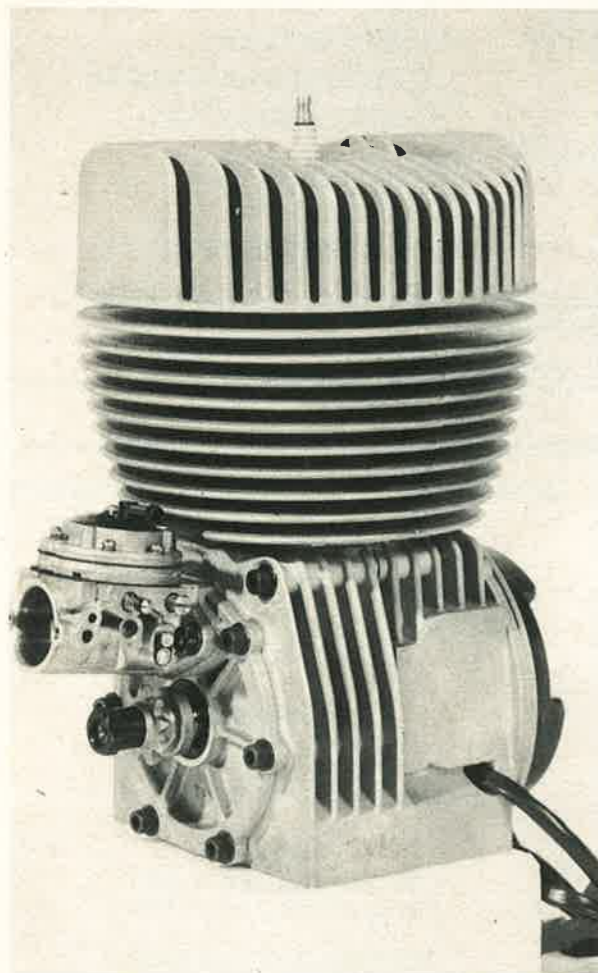
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France was represented for the first time, with Marc Calvayrac and top young lady-driver Cathy Muller both running Squala karts. From Hawaii, Harry Ward's two boys, Michael and Douglas, were entered on Sirio equipment.

Japan had a sixteen-strong team, all their regular front runners included, except Sugayama, and other Asian entries came from the Philippines, Indonesia, Malaysia, Singapore and of course Hong Kong.

Dunlop were out in force, with up to eight different compounds in 7in and 8in rear widths. Attention was focused on Mickey Allen, and he spent most of practice trying varying sets. Odd sets were given to other drivers who requested them, but some people did not even know what they were getting, as the Dunlop technicians scrubbed off the identifying markings!

Bridgestone did not send technicians to the meeting, but chose to send tyres through their Hong Kong agent. The compounds that were sent were selected on the results of tests carried out in England by Terry Fullerton and Austria by Toni Zöserl three weeks earlier. Only one type of 7.00 rear, marked green (but certainly not the same as the Le Mans green!), was available, but there were both green and blue '3.60' fronts, though they did look wider than normal.

Mickey Allen put up the fastest time of 41.86 with the aid of some 'qualifying' Dunlops – their construction and compound was such that his second lap was 1½ seconds quicker than the first. Three-tenths behind was Fullerton, using a set of carefully preserved ex Le Mans qualifiers on the front, but having to use 'race' rears, as the Le Mans qualifying rears were too far gone. Third quickest, and a surprise, was Doug Ward, a further three-tenths down, on 42.47. The next three tied on time, 42.64, so the second lap decided it with Masaru Noda coming out ahead of Zöserl and Michael Ward.

Zöserl was not too happy with his time – virtually everybody's second lap was their quickest, except Zöserl. Whether he had 'fluffed' the second lap, or whether his tyres had gone off too quickly was uncertain.

1 Mickey Allen	GB	41.86
2 Terry Fullerton	GB	42.19
3 Doug Ward	USA	42.47
4 Masaru Noda	Japan	42.64
5 Toni Zöserl	Austria	42.64
6 Michael Ward	USA	42.64
7 Peter de Bruin	Neth	42.67
8 Fumio Masuda	Japan	42.72
9 Beat Jans	Switz	42.76
10 Yoshihiko Lee	Japan	42.91

Saturday morning's heats consisted of a recharge system, the best fifteen joining the fastest 45 qualifiers for the six main heats in the afternoon.

The first heat looked like being a crucial one with Allen and Zöserl meeting Fullerton. Fullerton made a superb start to lead Allen and Zöserl, but the Austrian suddenly fell back with apparent throttle problems. He struggled on, but finished well down, which is more than Michael Ward was able to do, as he was forced out after only two laps.

Meanwhile the two leaders were nose to tail, but on lap four they came up to lap a struggling back marker. Fullerton sneaked through and as Mickey tried to follow through the same gap there was a 'coming together' – the Deavinson man having to restart and work his way up to fourth before the final flag. This left Fullerton a comfortable winner – using this heat to test a set of Dunlop tyres – with Beat Jans just getting the best of Aguri Suzuki.

Heat two, and Marc Calvayrac put in a super drive to come through from grid six to pip Doug Ward. Peter de Bruin was out on lap seven, apparently with a chain off.

He made up for that in heat three, sitting on Fullerton's bumper until the Englishman was forced out, as a slowly deflating rear tyre finally came off the rim. This left de Bruin to storm away and win by the biggest margin of all the heats, leaving Lee and Michael Ward to sort out second place.

Heat four was an easy win for Fullerton, back on Bridgestones, in the fastest heat so far. Noda and Masuda took each other off, leaving Michael Ward comfortably in second. Cathy Muller put in her best effort of the meeting and moved through for third. Her countryman, Calvayrac was also involved in the first corner fracas that involved Noda and Masuda, and finished down the field.



Frenchman Marc Calvayrac had a mixed meeting, winning his first heat, but then his luck ran out.

Toni Zöserl slotted in behind Mickey Allen early in heat five and dived through soon after. Mickey wasn't too worried about it as with Zöserl's bad result in heat one, the Austrian couldn't match his points tally as long as he, Mickey, finished the last two heats in a reasonable placing. So Zöserl went away, beating Fullerton's time of the previous heat.

Final heat, and both Zöserl and de Bruin needed a good result to get anything like a good grid for the final. From pole, Mickey led with Zöserl and de Bruin in line behind. Lap four and Zöserl made a decisive move – as they swept into the hairpin he braked hopelessly late and plunged inside Allen. A crunch as they collided, and out in front came Zöserl!

Mickey offered little resistance when de Bruin made his effort – third place being plenty good enough to ensure the all important pole position for the final.

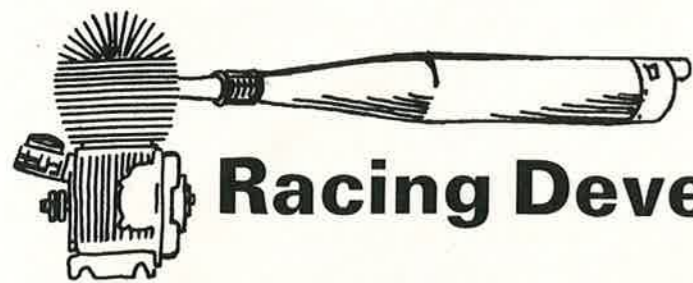
When the points were added up, Mickey had indeed comfortably taken pole position. The outside front row saw Japan's Yoshihiko Lee, with a seventh, second and fourth in the heats – consistency at it's best! Swiss, Beat Jans, was on three after a similar consistent performance, alongside Noda. With all these consistent runs, those who had 'dropped' a heat paid dearly. Zöserl and Fullerton (despite both winning two heats) were back on grids ten and fourteen respectively with de Bruin on fifteen.

Zöserl was in fact one of five drivers who tied on 18 points, but under the unique Hong Kong tie-breaking regulation, he came out worst of all. He attempted to talk the organisers round to splitting the tie solely on timed practice, and the grid was actually altered, moving him up to grid six. However, a protest by Mickey Allen set things bubbling, and finally a drivers' meeting was called to discuss it, and in a majority vote, it was decided to revert to the original positions. So this is how they lined up.

Best Japanese performance came from Masaru Noda who was fourth in the time trials, started the final on grid four, and finished fourth – consistent!



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Obviously the classes that race on the big circuits have more to offer a Sponsor than the short circuit classes, but as big circuit racing grows in Media coverage it inevitably takes with it all forms of karting, as 750cc Superbikes and Formula One have done for motor cycling and motor racing respectively. However much against the grain it may go if you are in 100cc racing, it may not be a bad idea to take a would be Sponsor to a big circuit meeting, as there are many Sponsors in motor cycling and motor racing that do sponsor in the less publicised classes, but have obviously been drawn there by the more prestigious publicity classes.

Finally, I would just like to point out that a Sponsor is only going to put in as much as you are going to give in return by being a true ambassador for his products. Do not get despondent if your first approaches are unsuccessful, as it took me some 100-plus letters before I even got a chance to talk face to face with a would-be Sponsor. If you do take a would-be Sponsor to a big circuit meeting and feel I can be of any assistance to you, please do not hesitate to come up and talk to me (but not when we are on the grid for a race please!) Remember if you do get a Sponsor and you feel this column has assisted you, let us know and, even more important, let everyone know who he is, including the 'local papers', because that is just what they are looking for to fill their sports pages.

Wishing all kart enthusiasts a prosperous and successful 1979 Season.



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|---------------------|----------------------|
| Y. Lee (Jap) | M. Allen (GB) |
| M. Noda (Jap) | B. Jans (Switz) |
| F. Masuda (Jap) | A. Suzuki (Jap) |
| Y. Sugaya (Jap) | A. Tanada (Jap) |
| T. Zöserl (Austria) | M. Calvayrac (Fr) |
| T. Kusakabe (Jap) | C. Muller (Fr) |
| T. Fullerton (GB) | N. Fukumaru (Jap) |
| H. Hirano (Jap) | P. de Bruin (Neth) |
| K. Tanioka (Jap) | I. Masaki (Jap) |
| R. Silitonga (Indo) | D. Ward (USA) |
| S. Mochizuki (Jap) | D. Poon (HK) |
| A. Turner (HK) | K. Thomsett (HK) |
| A. Nasution (Indo) | C. Kho (HK) |
| F. Shum (HK) | W. Poon (HK) |
| O. Fong (Mal) | F. Campos III (Phil) |

Sunday was cloudy, but still fairly warm and dry. After the usual ceremonies, the race got under way, and Mickey shot into an immediate lead.

All eyes were further down the field - would Zöserl, Fullerton, or even de Bruin get through soon enough to be able to even think about setting after Allen? All three were moving forwards, but it was Fullerton who was really charging. As Zöserl moved inside a kart approaching the hairpin, Fullerton lunged inside both, to emerge in third place (Lee, Jans and Suzuki had all fallen back after a tangle).

Meanwhile, Mickey Allen was motoring carefully on, extending his lead over second man Noda, who was coming under pressure from Fullerton. This was lap five. About this time, the performance of the Fullerton DAP engine fell away (later diagnosed as a stone getting in and breaking the top ring land), but it kept running, albeit with some odd noises at high revs! After three laps of trying, he passed Noda.

Zöserl was moving in on Noda as the race reached half distance, with de Bruin moving up the ladder further back.

Up front, Mickey was driving an immaculate leader's race, well clear of Fullerton, whose engine was sounding worse. Zöserl was soon past Noda and with half a dozen laps remaining, repassed the Englishman into second place, but with no hope of catching leader Mickey Allen.



Fullerton made a determined charge up to second place in the early laps, but a broken ring land took the edge off his engine. It finally stopped dead at the hairpin with a lap to go!

Allen was able to ease up and come in to record his fifth win (there were three consecutive wins in the days when the race was for 200cc 'twins'), and take home the HK\$25,000 again. Zöserl claimed his second successive Hong Kong runners-up cheque, but the unfortunate Fullerton's engine coughed and stopped with one lap to go! This let a delighted Peter de Bruin into third, who had caught and passed Noda in the last laps.

When Mickey's kart was examined after the race, a three inch nail was found sticking straight through the tyre, with only the head left outside. Goodness knows why it didn't go down - it could have been excused for doing so! Like I said, fate smiles on Mickey in Hong Kong.

After his heat troubles, Doug Ward drove a steady race, from grid 19, and picked his way back up to eighth at flag-fall.

The misfortunes that befell the favourites (or most of them!) in the heats, probably contributed to a more entertaining race than usual, when they tend to qualify at the front. The sight of Fullerton, Zöserl and Co. having to come through a field is not often seen, and when it is, it's worth being there!

Mickey Allen drives away from the field to a convincing win.



continued...

However, the star of the day was undoubtedly Mickey Allen. With Dunlops getting it all together, as happened last year, the combination proved too good.

1 Mickey Allen	Sprint/Sirio
2 Toni Zöserl	Birel/Parilla
3 Peter de Bruin	Hutless/Parilla
4 Masaru Noda	DAP/DAP
5 Yasutoshi Sugaya	Sugaya/BM
6 Fumio Masuda	Sirio/Parilla
7 Nobukiro Fukumaru	DAP/Parilla
8 Doug Ward	Sirio/Parilla
9 Yoshihiko Lee	Yamaha/Parilla
10 Aguri Suzuki	Birel/Parilla

BITS & PIECES

Terry Fullerton and Mickey Allen combined to score a 1-2 win in the *Crocodile* International Team event, with the French pair Calvayrac and Cathy Muller second overall, with third and sixth place respectively.

Australasia is usually a strong supporter of the Hong Kong race, but this year there was no-one from Australia or New Zealand present. Even regular contender Howard Heath had to give it a miss - his wife was in the process of giving birth to a daughter!

An interested spectator at the event was Bert Hesketh - apparently scheduling a holiday out that way to take in the event.

The prize giving banquet was followed by a disco and proved a great success.

The 1979 Hong Kong Kart Grand Prix is scheduled for November 22-25.



Zöserl slips inside Fullerton with five laps remaining, as the Zip driver nurses a sick engine.



Toni Zöserl laps Beat Jans in the latter stages, but is too far back to catch Mickey Allen.



The winners: L to R: Toni Zöserl, Mickey Allen and Peter de Bruin - note the 'correct' head gear!



Well here we go, in this, my first attempt at writing what, I trust, will turn out to be a column that will, over a period of time, assist you in your karting activities, or be of interest in one way or another. Although my own personal competitive interest is in 250cc International racing, I did spend nine years in 100cc racing, commencing with a Clinton E 65 and ending up on Parillas, spending my last six years in 100cc racing on the British Team. So my experience in the various classes has been reasonably extensive, and my appreciation for 100cc racing is as strong now as ever. So, it will not be a purely 250cc orientated column, nor will it be governed by my commercial interests - it will be, in fact, 'Just Me' as a driver, competitor and true enthusiast, in a sport which I feel is probably one of the most exciting in the world of motor racing today.

Through this, the first column, I will try and answer one of the most frequent questions I have been confronted with - 'How do you get a Sponsor?' Now this can be one of the most difficult tasks you will ever undertake. However, with karting now enjoying an incredible amount of publicity in all medias, it is becoming a less gruelling task than it has been in the past. But if you are lucky enough to find a Sponsor, you have then got to keep him interested and stimulate the relationship. First of all you have to understand things from the Sponsor's side - he is going to be required to inject a certain amount of his hard earned profits into something he probably knows very little about and has more than likely never seen (maybe only on his yearly vacations at some English or Continental holiday resort). This is obviously one of the first barriers to get through - the old 30mph seaside fun kart image. Now this is where, at the start of your approach to a Sponsor,

either by letter or verbally, you have to show him the real image of the sport today. The easiest way to do this is to get a copy of one of the excellent articles that have been in *Car & Car Conversions*, *Autocar*, *Tit Bits*, *Autosport*, *Motoring News*, *Daily Express*, etc, and let him have it to read, as from this he will see that he can get national media coverage, which is what he will require to justify his outlay. Now, obviously, it is probably easier to pick a Sponsor whose product can benefit from its exposure in karting, i.e. like my own Sponsors, Hermetite and Shell. Obviously there are hundreds of various products, ranging from nuts and bolts, to protective clothing, that come in this category. The best chance is to approach a company that already has some of its own competitors in the field, as this will certainly make them think really hard about it. Failing success in this area, you then have to look at a product that is aimed at the 12-35 age group, i.e. jean companies, after-shave companies, and even night clubs - anything that is aimed at a young and sporting image.

Getting back to your approach. Assuming you have been able to convey the image of karting today and its obvious spectator appeal, as well as its publicity potential for the product involved, you have then got the task of convincing the Sponsor concerned that you are the right person for the job and that you will run your team with the professionalism that will benefit his product. Promote the product to the best of your ability. Make no mistake, it is not something to be taken on lightly as it will require a great deal of effort from you, your mechanics, wife, girlfriend and whoever else may be involved.

The more professional your approach, the more chance you've got. You should, at the time of contacting the would-be Sponsor, have a plan laid out of the things you will do to promote the team, i.e. T-shirts, stickers, sign writing on karts, vans or trailers, anoraks, etc. Also have a complete list of events that you intend to compete in, with special attention being drawn to International events and major National events. Then, and probably one of the most difficult things to determine, is what you are going to ask for in the way of sponsorship. This

has to be left to your discretion, but the main points to bear in mind are as follows; 1. The Sponsor knows that 'you get what you pay for', so if you ask for a very modest amount, he may well be put off, feeling that obviously you can't really get a professionally run team for such an amount. 2. If you ask for too much he may well feel, the sport not being fully recognised, that he will never get his money's worth. My own system has always been to go in for a reasonably modest sum for the first season, and *prove* your capabilities to the Sponsor. You will then find he will go along with you in the future, and you will build together an excellent relationship which will benefit you both.

Once you have been successful in obtaining such a Sponsor, you have then got to work on building this friendly and trusting relationship, by informing him of your every move as far as your racing activities are involved. Invite him to come to practice days, meetings, etc, and remember, he may well want to participate in circuit activities, i.e. timing, polishing the kart, or even helping with general mechanical duties. This will indeed stimulate his interest, not only in the team, but in the sport, and after all he is paying for part of it. I am sure in many cases the Sponsors will get more *personal* reward from this than the coverage you will hopefully get for them.

One of the most important things is that the team looks smart, that all connected with it wear team shirts and anoraks, and remember that providing you do not go *silly* about it you can never look too 'flash', as it is the teams that stand out that obtain the coverage. Apart from this, your new-found image will not only give the team a feeling of pride, but will most certainly inject into you a new standard of competitiveness that you probably did not even realise was there. At the same time it will certainly give you a psychological advantage over the competition. You will then find your competitors, even without Sponsors, will start appearing in team livery. This will just snowball on, and in a short period our sport becomes a showpiece for Sponsors, which will only be to everyone's benefit.

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continued...

His accident in the pouring rain saw him skate off and the kart slide under the car catch-fencing. The wire caught Steve around the neck and he was extremely lucky to come away with stitches in a cut on the chin, and a good old bump on the head.

Steve's immediate ambition in karting is the European Championship, and he will be building up to this in 1979. He was one of the drivers who chose not to drive at the 1978 shambles, but there was an additional reason for this - a legacy of the Silverstone accident was recurring bad headaches, and although Steve, out of respect for the Kerkhoven's wishes, went out to practice, the combination of the track conditions and an oncoming headache convinced him to stop.

Away from karting, the business takes up most of his time, and while he obviously hopes that it will be lucrative and successful, this doesn't rate higher than the health and happiness of himself and his family. He enjoys motor bike scrambling with his two boys aged eight and five (his two year old daughter isn't quite into that yet!), and will enthusiastically watch most sports.

Although giving the appearance of being a fairly quiet, introspective sort of person, there are stories centred around the 1977 European Champs trip to Denmark that make you wonder! One centres around a 'boat race' in hired canoes between Gary Deal and one S. Styrin. After a short distance, Steve felt it necessary to board the opposition's craft and leapt into the water to do so. With all the splashing and carry on, nobody noticed his canoe drifting away, and then gradually sinking! Much baling of water...

There's another story, again involving Gary Deal, that Steve can relate, which ends up with Gary giving a commentary on various happenings next door, whilst perched on the window ledge - five storeys up!... Steve likes to stress that he was only there as a mechanic, and it would never have happened had he been driving!

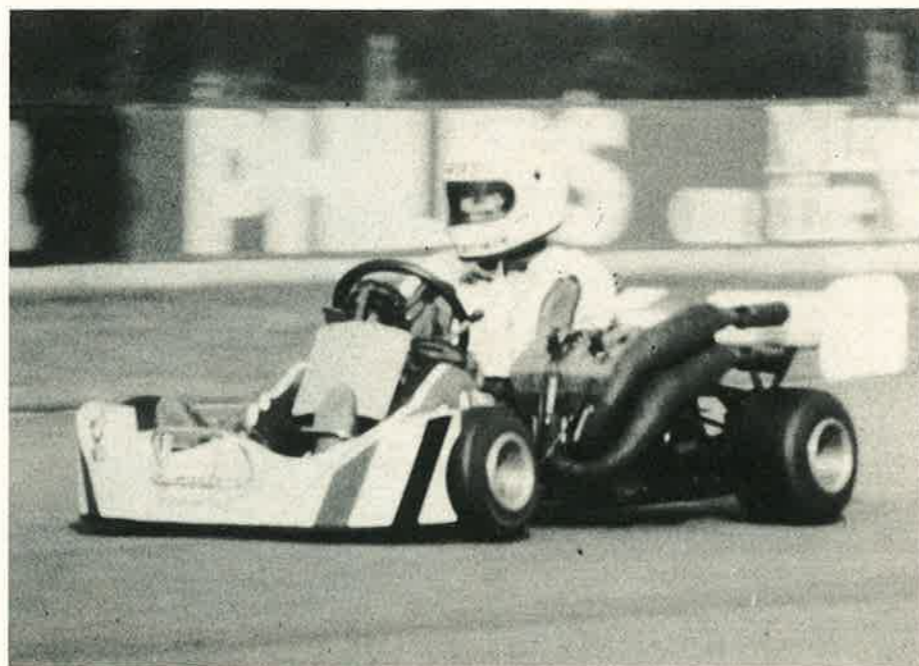
This is true, Steve takes his racing very seriously, and has a winner's attitude. But on top of this, he feels that in modern 250 racing some form of sponsorship is vital in order to be competitive regularly, and is obviously pleased with the way things seem to be working out with Frost Asbestos Removals. The team's plans for 1979 have yet to be announced officially, but in a professional way, Frost are launching the programme with a press conference in mid-January (see this space next month, folks!).

It looks as though 1979 will be another big year for 250 'Superkart' racing, and Steve Styrin's Frost Team expect to be major contributors to its spectacle and success. It is good to see another outside company becoming involved, being prepared to back a top driver and the sport as a whole. We wish them well.



Another view of the Frost Zip GBRD Yamaha, immaculately turned out in the firms red, black and white colours.

Steve winds up past the Donington pits, during a test day.



Superkart Superstars



Roger Marshall proved to be the best of the motorcycle 'Superstars', and came through from a bad grid draw.

October 15 looked like being a big day for karting. *Motor Cycle News*, the go-ahead bike mag, was promoting a motor cycle 'Superstars' competition at Donington Park - Tom Wheatcroft's superb Midlands circuit - with sponsorship assistance from Strongbow Cider. An impressive array of winners from all fields of motor cycle sport were on hand to compete against each other in all forms of bike competition - and the 'equalising' event was the Superkarts.

With an entry list reading: Phil Read, Mick Grant, Roger Marshall, Ivan Mauger, Peter Collins, Michael Lee, Bryan Wade, Andy Robertson, Malcolm Rathmell, Mick Andrews, Chris Baybutt, Martin Lampkin, Don Godden, Ron Haslam and yes, Eddie Kidd, a successful event was assured, and a crowd of 40,000 was confidently expected. Apart from the Superstars race, in 250 Superkarts loaned by very sporting kart drivers, there was also a feature race for the regular 250 kart crowd - the Hermetite Race of the Year - to wind up their year's sport.

This then, was the backdrop for one of those few chances to bring 250 karting to a large new audience. As well, the whole event was being recorded by 'the Beeb' for transmission in their Christmas/New Year schedule, so everyone was praying for a smooth, spectacular event.

The day got off to a diabolical start, as everybody awoke to thick fog, and then heavy rain. Thoughts of a large crowd evaporated as people huddled in the pits, and the officials announced an indefinite delay, until visibility became something approaching a minimum safety distance. Two hours passed and finally the rain stopped, the fog started to thin out, and practice began.

Over 70 karts were entered for the Hermetite Race of the Year, and after a half-hour practice session for these karts, the Superstars were allowed 15 minutes to familiarise themselves with their allocated kart. As this practice was immediately after the karters practice, a small problem arose with a couple of the loan karts having mechanical problems, and some reserve karts were hastily arranged. This problem re-appeared again, as the Superstars race was programmed immediately after the Hermetite Race of the Year - something to definitely rectify next time.

However, this was really the only problem, and it was soon forgotten as the Superstars finished their practice and returned to the pits with looks of amazement all over their faces - some in delight, one or two in fear! To a man, they agreed that they hadn't really expected the karts to be quite that quick, and with the damp track conditions they were finding it none too easy!

Mick Grant, Kawasaki works road racer, gave a pointer to the forthcoming race, when he said that he felt the road-racers would probably adapt best, having a knowledge of racing lines, and power bands on high revving two strokes. He was thoroughly enjoying his drive in the wet, and described the whole sensation as 'fantastic'!

On the other hand, leading trials rider Martin Lampkin was looking a little pale. With his line of work being more of a slow speed skill, he was decidedly apprehensive about it all. The wet practice didn't help at all. We asked him how he felt, and his plans for the race: 'Well, it's very much a case of being in the "unknown" for me. I could handle more or less any bike in these conditions, but I'm not at all sure of myself in the kart. And I don't think I'm brave enough to "jump in feet and all" - I'll be driving to stay on the track and finish!'

On the other hand, five times World Speedway Champion, Ivan Mauger, was thoroughly engrossed in preparing for the kart race. He had been able to get a handful of laps during the previous Thursday's practice day. The track then, had been bone dry, and he was bubbling over with enthusiasm at the performance of the kart. There was even talk of buying one!

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Steve Styryn

Steve Styryn has been a big name amongst the 210 crowd for a long time. Just over a year ago, the decision was made to have a go at the big boys, and Steve began the '78 season in a new 250 set-up. Even *he* must have been surprised at the *immediate* success, and later in the season the big reward came in the form of the sponsorship tie-up with Frost Asbestos. The season has ended with a fine win at Donington, and Steve and his Sponsors are currently planning a team attack on the 1979 racing programme in a thoroughly professional way. This is Steve's story.

Stephen Edward Styryn was born in Leeds early in 1949. After a couple of years at Leeds County Primary School, Steve found the family uplifting its roots and emigrating to Canada. However, Canada didn't turn out to be to their liking, so the family was back in Leeds a year later. Young Styryn didn't really enjoy school – in fact to use his own words, he hated it – but he endured his sentence at the local Middle and High Schools.

As a youngster, his interest in things on wheels, notably karts, had already been aroused, and he used to hitch hike to a small local circuit and watch. When he was fourteen, his father bought a 'Fastakart', and although it was bought primarily for Steve, it was Styryn Senior who was the first to use it in competition! Steve had several runs in it, but admits he found it rather frightening and wasn't very good at all. After a few months however, the fear was overcome, and Steve has been racing ever since.

Straight after leaving school, Steve went to work in his father's fruit machine business, but wheels were still uppermost in his mind and his heart was not really in the work. So after a year, and much to his father's disappointment, he left and began work in a garage, where he served his apprenticeship. Five years on, he married the boss's daughter, left, and started his own garage business.



The Frost Asbestos directors acquired an interest in karting, and through a mutual friend, the contact was made with Steve. The result is this professionally turned out equip.

By now the name of Styryn was fast becoming feared in the 210 Class, and apart from several Yorkshire and South Yorkshire titles, Steve went on to win two World Cup events and a British Championship.

Over this period he used a variety of types of equipment, using all the major brands of chassis, with some success, at one time or another. His first World Cup was won with the aid of a Barlotti and an Upton prepared engine, but by the time his next World Cup victory came along, he had forged his friendship with the Kerkhoven's and has used their GBRD prepared engines ever since. On this occasion Steve was running a Blow, but before his next major win, the '77 British Championship (short circuit) his tie with Zips was established, and has held ever since.

Several things combined to make up his mind on the switch to 250s. Steve was starting to become dissatisfied with the 210 scene – by their very nature the engines required *constant* attention to keep on peak (being pushed far beyond their original design capabilities), and for what? – the Class was fast becoming the 'poor relation' and nobody wanted to know about it.

The trip to the '77 European 250 meeting as Rob Kerkhoven's mechanic was the decider. As he watched the event, it dawned on him that there was nothing special about a *lot* of the field – the top runners were obviously good, but it didn't seem as though it would be too hard, in the right equipment, to match the rest, at least.

So the decision was made, and Steve went about setting up the equipment. If Steve provided the basic engines (two being considered reasonable; though he didn't get his second until late in the year), GBRD would prepare them for him for the year. A Zip 250 chassis was arranged and all was set.

The first thing he did was to take a trip over to Morecambe and put in some laps there: 'just to see if I could actually drive the thing! It felt like Concorde!' From there, the year is now history. There were ups and downs – the 'catch-fence crash' at Silverstone could have been a lot worse – but he was instantly competitive. Lap records were set at Cadwell and Donington, and Steve took out the four round 'Kartspeed '78' big circuit series, as well as the end of season 'Hermetite Race of the Year' at Donington. Not bad for your first year!

Steve singles out the first Donington meeting as his most satisfying win – feeling that he drove well, and was able to beat all the recognised top drivers comfortably. Silverstone was a disappointment.



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Ron Haslam prepares to go out on the slick track.



Midway through the race and Peter Collins has just been passed by Phil Read, with Roger Marshall closing in.

continued...

During one of Saturday's bike events – the grass track – he had received a painful injury, tearing ligaments in one foot. This ruled him out of further bike competition, but *nothing* was going to stop him appearing in the kart event. So sure enough, Sunday morning saw him hobble into the pits, foot strapped up, and squeeze carefully into Calvin Fish's well turned out set-up for the brief, wet practice. How did he find it, after the dry? 'Great – more fun than in the dry!' What was the biggest problem he found in getting the 250 Zip Yamaha around? 'Ride height. Compared with anything else, you're so low that judging braking points, etc, is difficult. Also, the right hander before the main straight is not as tight as the signal board before it suggests – and it's not possible to see around the corner from the kart – takes a little bit of getting used to!' As far as the race was concerned, there were no special tactics – just go as fast as possible without going off!

Road-racer Roger Marshall was in a similar position, having a knee injury, again as a result of the grass-track event. However he too, was going to do his utmost in the kart event, relying on his road racing experience to help him through.

Phil Read, multiple World Champion, had been trying his heart out, with limited success, in the 'off road' bike events. Several times he hit the dirt, and each time remounted and battled on – somewhat wearily in the latter events! So he was looking to improve his over all position in the kart event. He was drawn to use Martin Hines equipment, but was forced to practice in another machine after Hines had a seize in his own practice.

Bryan Wade led the Superbike competition as the kart event started, but found the karts difficult.



The organisers and sponsors of the event had given an undertaking to repair any damage done to karts whilst being driven by the Superstars. The necessity of such an undertaking was shown when Mauger's machine broke a crank near the end of practice, and stunt rider Eddie Kidd's engine was damaged when he went down a gear instead of up!

Shortly after the Hermetite Race of the Year, (see elsewhere), the grid formed up. In order to get a fair start, and get everyone away cleanly, a rolling start was used. After a couple of pace laps behind the TR7, the green light flashed, and away they went, with Don Godden getting the jump from the front row.

As the pack slithered out of the first right-hand sweeper, Peter Collins moved up alongside Godden, and Phil Read could be seen right behind. Through the chicane at the end of lap one, and Collins led, with Read now through and right on his bumper. Godden led the rest from a rapidly closing Roger Marshall, followed by Mick Grant, Ivan Mauger, Michael Lee and the rest. Poor Ron Haslam had already disappeared from the circuit with unspecified mechanical problems, while right at the back, Eddie Kidd just could not get to grips with the whole situation, and cruised round, eventually being lapped by most of the field.

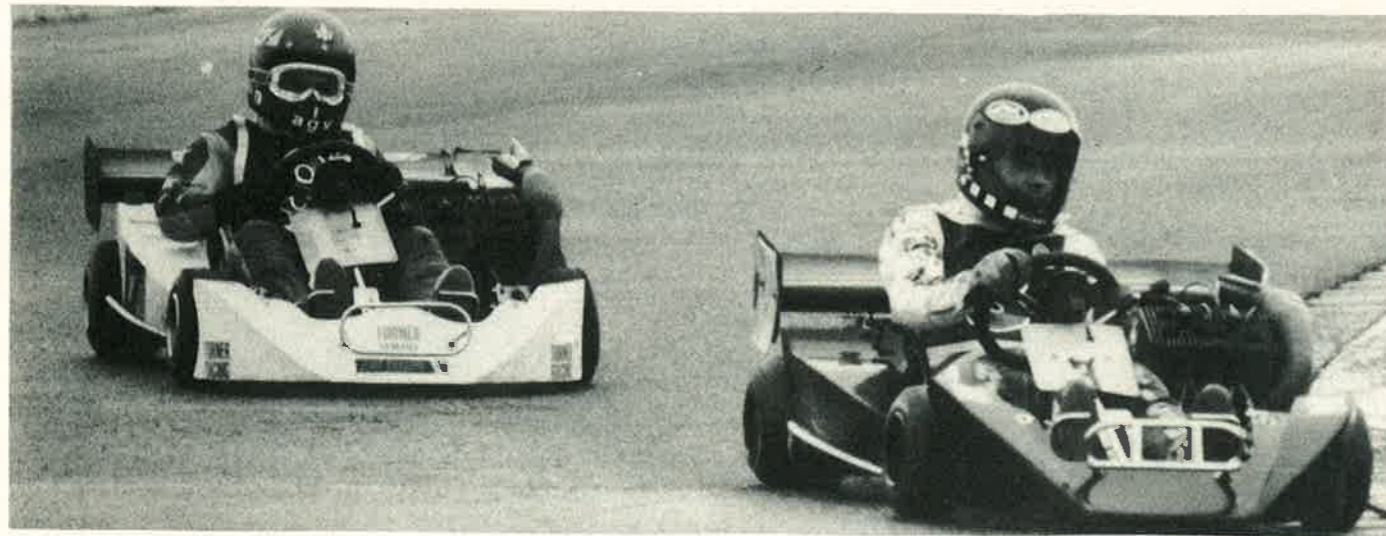
Up front, a *race* was most definitely on. Pit lane gossip had it that the former World Speedway Champion had, at some time in the past, had the occasional go in a kart. If so, it showed, as he kept Phil Read at bay, despite the continuous attentions of the road race king. Meantime, Roger Marshall was really starting to move – whistling past Don Godden and homing in on the two race leaders.

Lap three, and with Marshall not far away Read got his chance, blasting out of the chicane on a superb line inside Collins, and taking the initiative down the Pit Straight. Whether this unsettled Collins is not sure, for almost immediately he fell into the clutches of Marshall, who was soon on Read's rear bumper.

Meantime Don Godden had fallen away and been passed by the very consistent Mick Grant, and was in danger of being caught by Michael Lee, who had come through well, passing Malcolm Rathmell and Chris Baybutt. Ivan Mauger had also been moving forward, passing Godden into fifth, but was out with a broken crank.

Back at the front it was still all action, the front trio giving a superb display, despite their all too brief morning practice. Lap six, and Marshall could be seen slipstreaming the leader down the long straight, under the Dunlop Bridge, and towards the chicane. Out of the slipstream, and down the inside he went under braking, nosing in front. However, Read had forced him to go into the chicane very tight, and as he slid wide on the exit, Read powered back through the inside. Collins was still in touch as they disappeared out of sight, and all eyes turned to the long main straight to see who would be back into view first.

Read it was, Marshall almost touching his bumper. Flat out in sixth gear, under the Dunlop Bridge again, out of the slipstream



Ivan Mauger moved up well, here ahead of Don Godden, but a broken crankshaft put him out.

continued...

and this time no mistake! Down the inside, weaving under braking and not allowing Read to 'crowd him', he was virtually through. Read tried hard to stay alongside and they entered the chicane side by side, but Marshall had the drier inside line. As Read momentarily 'lost it', Collins sneaked inside to take a brief second place, but was soon displaced again.

Last lap, and Read struggled to make up ground, but Marshall had it all under control and came in to a great reception, slightly clear of Read and Collins, with quite a gap to Mick Grant in fourth, with Don Godden holding off Michael Lee, Bryan Wade and Malcolm Rathmell.

BITS

● Martin Lampkin fell to almost the back of the field with a slowly deflating tyre, though he was unaware of it. He thought the rather irregular handling of his kart was either due to the weather conditions, or himself!

● Phil Read, when discussing the race afterwards, could not believe that he and Roger Marshall were lapping about five seconds a lap slower than the front runners in the Hermetite Race of the Year. 'How anyone can go five seconds faster than that is... unreal!'

● Whether there was a last lap flag or not, Read maintains that he didn't know it was the last lap, and that if he had known, he might have had a decent go at regaining the lead...

● Roger Marshall was mobbed by people as he rolled to a stop. Murray Walker and the BBC film crew were immediately on hand to get his first words on the race, and his thoughts on the karts. He hadn't enjoyed a race so much in a long time, and thought the karts were fantastic! With his leg injury preventing him from taking further part in the bike competition, and being well out of contention for over all honours, he was doubly pleased to have been able to take part in the kart event, and win it.

● As predicted, the road racers certainly made the best of the karts - finishing 1st, 2nd and 4th - confirming Mick Grant's prediction on power-band usage, etc. This one point was decidedly noticeable, as the moto-cross and trials riders, especially, spent a lot of time below the Yamaha power band.

● However, the 'off road' riders had the last say. The event as a whole, certainly seemed to suit them, with more events being orientated towards their style of riding, and in fact they took all the major placings and the considerable prize money: Overall winner (£5,175) Malcolm Rathmell (trials), 2nd (£2,675) Bryan Wade (moto-cross), 3rd (£1,675) Andy Robertson (moto-cross).

● Mick Grant was completely taken by the karts. If he didn't earn his living in bikes, he said he'd be into Superkarts in a flash.

● Thanks must go to all the kart drivers who loaned their equipment and got right behind their particular driver, helping with advice and encouragement.

● Stunt rider, Eddie Kidd, was a bit disappointing. It appears he's only happy and confident off the ground.

● The event created great interest in karting, despite the bad weather and therefore small attendance. It brought 250cc karting before the motor cycle crowd, who until now have not known what karting is all about. *Kart & Superkart* fully supports this sort of publicity event, and would like to hear from anyone who knows of any forthcoming event in which something of a similar nature could be included - with any type of karting, not just Superkarts.

RESULT:

Motor Cycle News - Strongbow Super Six Kart Race

1. Roger Marshall Potteries Diesel Zip Yamaha
2. Phil Read Hermetite Zip Yamaha
3. Peter Collins Zip Yamaha

Read finally gave way to Marshall's pressure.



class of bright new karts, far more eye appealing than dear old Villiers, certainly far less reliable at the moment, and a bloody site more expensive! That's progress. It was my opinion from the start that it should have been introduced as a one-engine National Class, say Yamaha or Honda. You would therefore not have had the frustrating experience of putting your faith and money in the wrong engine. It goes without saying that no one listened to my opinion where it mattered. I know of a few cases of people now on their third make of engine before finding the right one, with quite a few £25-£30 pistons thrown in for good measure!

With reference to the Villiers' doubted reliability - to a large extent, poor assembly, particularly in the clutch and primary drive department, slack chains and poor sprocket alignment are the commonest cause. I seem to remember that my old Rotary Valve Villiers, both in 197cc and 246cc form, used exactly the same con-rod, big end, primary drive, clutch and gearbox internals as are used today, with reliability sufficient to win two successive Snetterton 9 hrs. The 250 engine produced at least 6 bhp more than the best Villiers of today at similar rpm. So a bit more care with preparation in future!

At the beginning of this season I went on record as saying I was rather unimpressed by the lack of any new talent coming to the fore in 250 International. I thought, however, that there was one particular old name in Villiers who would shine in 250 once he concentrated on it. With Rob Kerhoven's engine work, Steve Styryn has well and truly fulfilled my hopes, starting the season at Cadwell with a fine win and ending it at Donington with an even more impressive victory, with many others in between. I thought Steve would win the World Cup this year, but luck wasn't with him there. Paul Elmore is the only other new face to have made an indelible mark on the scene. Someone I hadn't counted upon improving so much in one season, some of Paul's results have obviously been assisted by Zips and Martin Hines.



Chris Merlin went on to bigger things after his rather inauspicious debut! This old-time photo shows the then British Champion in full flight - note the dazzling, commercialised protective clothing and the cool, relaxed, style!

Next year the RAC Kart Committee will have a new chairman. Peter Cooper after 16-17 years of loyal service is moving on to higher things, and I for one shall miss his fair-minded presence at committee meetings. My earliest encounter with Peter Cooper was when he was RAC steward at my very first kart meeting. After coming stone bonkers last in both my heats, he singled me out in the paddock and told me that whilst he appre-

ciated spirited driving, he was not impressed with sheer recklessness - 'try and stay on the track in future!' I was quite chuffed really - at least he had noticed me! My excuse for coming last was that in my wisdom I had set the ignition on my treasured 6E Villiers 3-speed at $\frac{1}{16}$ in AFTER TDC, not $\frac{1}{16}$ in BEFORE TDC. We all have to start somewhere! ! ! ! !

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What an eventful season we have just witnessed! The full impact of the new generation of sticky tyres; the first year that 125s have been let loose on motor racing circuits – officially; the first kart GP at Silverstone, with race speeds well over 100 mph; an exciting, new, fast circuit in the form of Donington, and another new kart track for the NW of England, near Warrington. Also, regrettably, we've seen much back biting and slanging matches going on about the tyre business, and last but not least, the unfortunate occurrences at the Hamburg meeting, supposedly meant to have been the European Championship, resulting in a bad taste in everyone's mouth. Let us hope that the 1979 European Championship, if it is to be held at Mondello Park, will be a meeting worthy of its title.

Lennart Bohlin told me that he enjoyed his visit to Mondello, Southern Ireland, in October of this year, but expressed the opinion that the track is very bumpy, a verdict I would agree with. Let us hope that certain 'Irish Funds' can be diverted to re-surface parts of the track. Whilst Bohlin succeeded in setting a new track record, he had to give best to Austin Bishop in the final, due to electrical problems. What a marvellous competitor Lennart

is – three World Cups to his credit, and always right up front, which considering his lack of regular top level racing is much to his credit. When you examine his kart closely, it becomes very apparent that he is a thinker. Apart from the cylinder barrels being reversed to enable the fitting of 38mm Mikuni Carburettors, he has fitted a hand clutch, as well as foot-operated left and right brake pedals, for earlier acceleration exiting corners. There is a simple fuel system and the *worst* exhaust welding (*his*) I have ever seen! Everything on the kart has his 'stamp' of always trying to improve. I hasten to add that the basic STAR chassis is as it leaves Heskeths. This individual tailoring of the controls, etc, seems to be badly neglected by even our best pilots. When I was racing, I used to collect a bare unpainted chassis from Zip and start from there.

Now, to return to the subject of the new sticky tyres that we have the doubtful privilege of having at our disposal. I will make it clear that from the outset I have been against their use in all levels of gearbox racing. Whilst one shouldn't stand in the path of progress, I think that purely on the grounds of wear life they are an added expense that the majority of karters are not seeking. People

have said that the American manufactured Good-year cannot stand up to the demands they are put to by today's 250 International on fast circuits. I didn't notice any marked amount of tyre failure at the September Oulton Park meeting – the lap speeds didn't suffer that much either, come to think of it. All the tyres we use, both old and new, are 2-ply rated. If we consider the rapid rate of wear, I have this year seen more tyre failures from the new-type tyres wearing through before any sane-minded competitor could expect, than I have seen problems with the old-type tyres overheating and chunking. Unfortunately, the availability of some of the harder tyres is now in doubt.

Donington: what a marvellous circuit Mr Wheatcroft has recreated in Derbyshire, on the site of the pre-war Grand Prix circuit. The whole place reeks of nostalgia, assisted by the marvellous Single Seater Racing Car Museum, but there's nothing old-fashioned about the facilities at the track! I haven't driven round the circuit, but it looks terrific, though a few kart desperadoes have had a rude awakening by the highly effective, retarding effect of the sand run off areas – you have been warned! If you haven't been round the Wheatcroft Collection in the Museum it is well worth the £1.50 if you appreciate things mechanical on wheels. There is very little that isn't there in the way of single-seater cars that contributed to the history of Grand Prix Racing over the past 40 years – including Vanwalls, BRMs of all types, and a Maserati 250 F (my favourite GP car), in which Fangio had his most glorious victories. There is a partly restored example of a car I had never heard of previously – a Cisitalia Porsche 360, built in 1948, one of only two in existence, and listen to this: three years after we beat the 'Hun' (for the second time) they (Porsches) built a twin stage, supercharged 1500cc flat 12 (same cylinder configuration as today's GP Ferrari and Alfa Romeo engine), which in the early stages of development reputedly produced 550 bhp at 12,000 rpm and that was 30 years ago! That war must have been a near thing! The car never raced successfully as the Italian industrialist, Piero Dusio, who financed the project, ran into financial trouble. There is also an example of one of Dan Gurney's 'All American Racers' Eagle GP cars. This particular car is fitted with a 2.7 litre Coventry Climax engine which was used until the V12 Gurney Weslake was made available. The Eagle car was the first grand prix car to extensively use titanium in its construction. The 'All American Racers' label amused me, as the car was built in this country, designed by Len Terry and powered by the late Harry Weslake's V12 built in Rye, Sussex! All the exhibits are accompanied by an intriguing history of the actual car on show. Mike Hailwood's Honda 500 and 350 of the late 1960s are also now there for good measure, together with many of his trophies. Karting is not forgotten, though regrettably the kart on show is an old space frame abortion, with a Villiers on it. Can't some benevolent soul lend a sparkling 250 Yamaha rig to represent our sport? Anyway make a point of seeing the collection if you haven't already.

125 racing I have mixed feelings about. It was introduced, I suppose, because some parties thought the faithful Villiers 9E was becoming stretched to the limit and a class should be introduced to gradually take its place. We were told that the enthusiastic gearbox karter loved nothing more than sorting through breakers' yards to find his next month's winning engine. We all know what a load of cock that proved to be, for the only engine vaguely fitting into *this* category was the Yamaha 125 twin, which soon proved to be *no* match for the Elmore's of this world. We saw a class made up of a few newcomers, some people from Class I, some from Villiers, and some drivers from 250 International, crippled by the expense of changing from 250 singles to Suzuki twins, then to Yamaha twins, all in two or three seasons. What emerged was a fairly exciting, exceptionally rapid

Hermetite Race of the Year

As already mentioned, this was the last big circuit event of the year, and the £500 prize money put up by Hermetite, attracted all the regular 250 International field.

The karts were the first to practice, as the fog began to lift. Steward, Mason Minns, left no doubt as to the cautionary approach he expected from all drivers, under the prevailing conditions. In a sensible move, he also enlisted the help of the six most experienced drivers present, requesting that they assist, by advising him, should conditions deteriorate at all below what they considered to be a safe standard.

Practice was, in consequence, fairly uneventful, with most drivers being content to develop a consistent line around the circuit.

There was one qualifying race, with driver's grids being balloted. Finishing positions in this qualifier determined the grid for the final. Due to the late start, both this qualifier and the final were cut in length. As with the Superstars event, a rolling start was used for both races, to ensure everyone getting away smoothly.

The 3x3x3 grid came round in good line and the field got away first time. From a handy grid, Martin Hines appeared to lead half way round the first lap, but this was short lived, as his engine did not seem to have its usual straight line sting. Steve Styrin gave an



The BBC's Murray Walker gets the first words from the overjoyed Roger Marshall.

indication of things to come, by quickly coming through to take an easy lead. Meanwhile Dave Buttigeig, now competing under the Wales Karting banner, had started right at the back, and was making a superb charge through the pack. Paul Elmore and Malcolm Turner were both harassing Hines, and both were soon past, passing and re-passing each other as the race went on.


Buttigeig was still storming through, and with a lap to go was on the tail of Hines. Styrin coasted in confidently to win, with Turner getting the best of Elmore, and Buttigeig passing Hines for a deserved fourth.

At the previous Donington meeting, earlier in the year Steve Styrin had won in very similar conditions, and now, on pole, and obviously on form again, who was going to beat him? Answer: no-one! After a perfect start, the Frost Zip Yamaha just drove away from everyone! Malcolm Turner was shunted off in the first corner melee, and although managing to keep mobile, seized a couple of laps later.


Behind Styrin, Elmore had the jump on Buttigeig, who had a small gap over Olden, Poole and George, with Hines seemingly struggling. As Colin Olden fell back into the clutches of George, a disappointed Paul Elmore coasted into the pits with a broken crankshaft. Meanwhile, Martin Hines appeared to be getting it all together, and with just over two to go, was on Buttigeig's tail. Going into the right hand sweeper, he squeezed through, but any ideas of catching the flying Styrin were definitely out. Some two hundred yards ahead, the Frost Zip GBRD Yamaha was being confidently directed round, and took a very popular and deserved win, with a fine trophy and cheque ready to be presented. Roger Gibson, of Hermetite, presented the cheques (totalling £500), and trophies down to tenth place, finishing the 'big circuit' year on a fine note.

Hermetite Race of the Year

- | | |
|-------------------|-------------------------------|
| 1. Steve Styrin | Frost Zip/GBRD Yamaha |
| 2. Martin Hines | Hermetite Zip/Yamaha |
| 3. Dave Buttigeig | Barlotti/Wales Karting Yamaha |
| 4. Dave George | Zip/WK Yamaha |
| 5. Colin Olden | Barlotti/Zip Yamaha |



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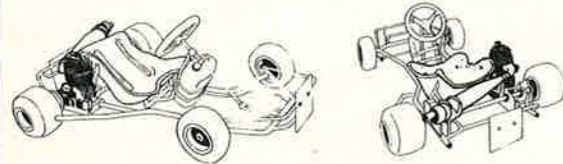
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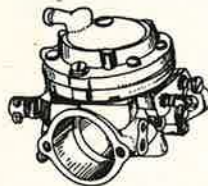


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Lake at home - piloting a twin BM 130cc 'C Open' machine.

LAKE

Lake Speed's first World Championship was Nivelles in 1973. It was a disaster, and a lot of people wrote off Lake and Americans in general, then and there. Others have come and gone, but Lake has kept on coming, finishing in the top six in each of the last four years - itself an incredible achievement in his one and only European race a year! Le Mans - and as the favourites crumbled, Lake kept his cool, made the most of his limited equipment, and took the title of World Champion away from Europe. Recently, we spoke to Lake about his background in karting, and his almost fairytale win.

Lake Chambers Speed was born in Jackson, Mississippi, almost 31 years ago. After a friend was given a kart for Christmas, 12-year-old Lake bugged his parents for a year, and the following Christmas became the proud owner of a locally built Black Hawk, with a West Bend 580 powerhouse on the back! Lake was racing, not for a moment thinking that 17 years later he would be Champion of the World.

After High School, Lake spent four years at Mississippi College, and then started straight into his own business as a Real Estate Broker and Developer, and now specialises in Warehousing and Subdivision Development. He has also built up his karting wholesale mail order business, supplying the USA with European equipment as well as the regular American products. Speed Karts also incorporates a concession kart business that operates seven days a week for the public.

In the meantime, Lake has made a name for himself in American, and now World, karting. On top of numerous State Championships and a dozen 'Winter Nationals' titles, he has won six United States National Championships, and put together his impressive string of top six finishes at the World Championships.

Lake is well liked in the European scene. Always ready to stop and chat, his 'Hi y'all', relaxed appearance, disguises a tremendous determination and application. Ask him a question, and the answer will be honest and to the point - sometimes this can be taken as being outspoken or over-confident, but it is really a deep faith in his own driving ability, and his logical approach to competing and winning.

This is brought out in his answer to a question concerning his most satisfying race, and why. 'This year's World Championships.

Because I drove as close to a perfect race as I think I ever have. I did not let emotion take over in place of calculation, reasoning and evaluation, in any move that I made while under the most pressure that is possible. Also the fact that I won the race against the best drivers and equipment in the World. This was done with only two-and-a-half days' practice, against drivers that I only see once a year, and with equipment that was super, but not the *best* that could be offered. The odds were tremendous against it ever happening, but when a person or persons apply themselves 110 per cent, it can and did. I doubt there was even one person at Le Mans who thought that this underdog could have even won a European round, much less the World Championship! That is why this was the most satisfying race.'

We quizzed him on his relationship with the factories, especially IAME and Mr Grana, and the help, if any, he receives from them. 'Let me say it's very hard to have much of a relationship with Mr Grana, as far away as he is, and as busy as he is every year when I come over. He has been very impersonal, but at the same time has given me the feeling that he admired me for not giving up after our fiasco at Nivelles. He has never actually encouraged me verbally, but he has by his manner.' The person from the factory who has helped Lake most has been Julio, the head Parilla mechanic. He apparently showed Lake mutual respect from the first day they met, and has never done anything but offer encouragement since. They have a sort of competition between themselves about engine design and modification ideas, which Julio usually wins, but once Lake did! As for help at the Championships themselves, Lake receives no more than any other non-factory driver, other than the transportation of his kart (no tyres) to the meeting. At Le Mans he had one

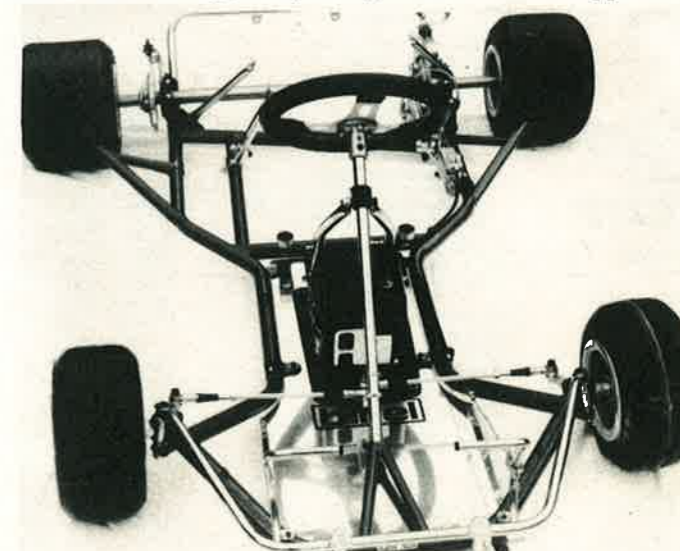
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Howard Heath's big moment as he pushes alongside Fullerton. Seconds later he was back to third as he was pushed wide, and Zöserl was able to force his way through.

continued...

penalty putting him back to 24th, with more to come in the form of a 5 point penalty per heat! No amount of discussion would convince the organisers that there must have been a mistake, so that was that.

TIME TRIALS

	GB	
1 T. Fullerton	GB	63.33
2 T. Zöserl	Austria	63.63
3 A. Suzuki	Japan	63.77
4 Y. Sugaya	Japan	65.51
5 A. da Silva	Brazil	65.53
6 Y. Lee	Japan	65.65
7 T. Suzuki	Japan	66.45
8 T. Fujiwara	Japan	66.60
9 F. Masuda	Japan	66.63
10 M. Yokozawa	Japan	67.25

Overnight the rain cleared and the rest of the meeting was run in fine, sunny conditions. The heats produced a couple of points of interest; the first centred around the Bridgestones on issue which for various reasons, all the visitors chose to race on. As time went on, concern grew among the drivers as they realised that towards the end of a

Third placed Yasutomo Sugaya, who looks set to lead the Japanese challenge at Estoril next year, with the assistance of the Yamaha subsidy. Note the front wheel disc brakes on the Sugaya chassis.



wear well, without graining, and at the same time giving excellent grip, but taking a few laps to warm up to anything like operating temperature. Fullerton, especially, seemed to be gambling, as his front tyres showed very little rubber left at all.

As the Japanese flag fell, Fullerton pulled right over on Zöserl and claimed the running for the first corner, with Heath and Suzuki slotting in behind the Austrian. End of lap one and Suzuki's great effort ended as his motor locked solid, leaving the front trio with a small gap. Next lap and Heath, making the most of the early life of his "standard issue" Bridgestones, plunged past Zöserl. In fact he got alongside leader Fullerton, but was firmly squeezed out, and the manoeuvre let Zöserl back into second. Heath was unable to repeat his effort as his front tyres slowly deteriorated, in contrast to those of the two leaders, who gradually pulled away.

As the race went on, Zöserl was able to make a few stabs inside Fullerton, but each time the gap was very definitely closed. At three quarters distance, the Austrian must have been wondering what to do, as the laps were fast running out. The only option that appeared to be left was a 'do or die' effort. Next lap and the issue was settled dramatically as Fullerton's engine seized, catching both drivers by surprise. The Austrian managed to avoid the locked up kart and was able to ease up, reeling off the last four laps as Fullerton was left to walk back to the pits reflecting on the £2,700 he'd just lost!



The two leaders press on, past a section of the large crowd on the embankment.

Heath took his second successive second place while Sugaya, who runs his own Stag chassis, featuring four wheel brakes, got the best of a struggle with da Silva, who was also in trouble with front tyres. Noda held on to fifth, ahead of Australia's Pizarro who had come through well from a mid-field grid.

Zöserl, meanwhile, was completing his jubilant victory lap and joined Heath and Sugaya on the rostrum in front of over 10,000 people. Sugaya also had great reason for joy - Yamaha had promised a 500,000 yen (£1,800) subsidy to the first Japanese driver, to help him compete in the 1979 World Championships.

RESULT — Carcompo Pacific Championship

1 T. Zöserl	Austria	Birel/Parilla
2 H. Heath	Australia	Sirio/Parilla
3 Y. Sugaya	Japan	Sugaya/BM
4 A. de Silva	Brazil	DAP/DAP
5 M. Noda	Japan	DAP/DAP
6 J. Pizarro	Australia	DAP/DAP
7 T. Fujiwara	Japan	Sugaya/Parilla
8 S. Sugiyama	Japan	Yamaha/Yamaha
9 A. Suzuki	Japan	Sugaya/Parilla
10 Y. Suzuki	Japan	Enkei/Parilla

chassis (paid for), and three engines loaned by Julio, and that was it, except for some information given when he asked for it.

The one person who has helped him the most, however, is mechanic Lynn Haddock. Lynn is no slug behind the wheel, having won the odd US title himself, but he accompanies Lake as manager, mechanic and friend, and makes a top job of them all.

This last World Championships almost didn't happen for the man from Mississippi. It had been a mixed year, with the family going through the pain of divorce (Lake and his former wife have one son, Lake, Jr, age six), and great pressure of business. With all this weighing on him, the decision to go to Le Mans was only taken the Tuesday before the meeting began. Lake and Lynn arrived at the IAME factory at mid-day Friday, fitted the seat to his kart, and along with two factory mechanics, Maximo and Modena, caught a train to Paris the next day, arriving at midnight. There was no train to Le Mans until 7.30 next morning, so with the station closing, they looked, without luck, for a room. Instead, Lake found an all-night bar, so baggage and all, they moved in until morning! They finally reached Le Mans late the next afternoon.

"This year's race was very frustrating to me in the beginning. The new style kart required me to change my driving style, and for a day and a half I tried every way but the correct way, and was doing really terrible. After running really good last year this really hurt. I finally just stopped and went and watched Fabi practice a few times. Then I went back and started getting my act together. At first I wasn't consistent, but every now and then I would crack off a really fast lap. That built up my confidence, and I started really concentrating. From then on I just kept getting faster and faster. Most people had no idea what I could do, because most of my practice was on worn tyres. When I qualified, the lock screws in the axle were loose and allowed the brake disc to rub the pads, therefore I didn't time very good (18th). If that wasn't bad enough, I was in B group behind Fullerton, Wilson, Forsman and Andreasen. After a lot of hard driving and luck, I think a lot of people were shocked to find me third, after the heats. One team captain even asked me if I thought they had made a mistake in putting me so close to the front! I just laughed."

When did Lake first think that he was in with a chance of winning? 'I always felt I could win after about the third practice day (Saturday). It was only a matter of applying myself and not making any big mistakes like I had in the last four World Championships!'

About three minutes before the start of the first final, Lake received a blessing in the form of good tyres. 'I think Fabi was responsible for me getting them, because after the first final he brought me another set for the second final. Now I had the same tyres as the fast guys and I was really ready to go.' He had done everything up 'til then on standard YZ tyres, having arrived at Le Mans without a single tyre, and having to set about buying his needs for practice and racing. Things had looked grim until a truck turned up on the Saturday with plenty on board.



The Speed pits were somewhat crowded after the first final. Here Lake speaks to a concerned Italian, with the tall figure of Lynn Haddock in the background.

However, a big scare was in store at the start of the first final. Having seen all the accidents at the chicane, first time round, Lake was praying for a clean run through, to be in a position to set about the front two - Zöserl and De Bruin. That was not to be, as from behind, someone tried to win the race first time through the chicane. Lake saw a big crash coming if he held his line, and the resultant deviation saw him emerge intact, but down in seventh place! Nevertheless, he put his head down and worked back up to third, and to his own surprise caught De Bruin with three to go. They both closed on Zöserl (whose rear tyre was gradually deflating, remember), and were nose-to-tail with one to go. Lake takes over the story:

The World Champion and the Birel/Parilla combination that served him so well at Le Mans.



Lake's winning performance – the Le Mans second final. With Allen and da Silva out, Lake comes under heavy pressure from Forsmann, Zöserl, with Frenchman Gerard Leret following closely.

continued . . .

'When we came round to go into the last turn, I could sense that something was sure to happen. When I saw Toni and De Bruin starting to go together, I just said to myself "Thank you!" That was before they even hit! To say the least, I was super happy – almost as happy as after I'd won. At that time I *felt* I had won. I was super glad that all the spectators seemed to be glad for me. When I got back to the pits, I almost ran over a marshal, trying to get on the scales as fast as I could! All week we had hardly ever seen any of the factory people down where we were pitted, but after the first final you would have thought I was the Pope! Lynn almost couldn't get to the kart, for all the help he was getting in preparing for the second final. Grana and Julio asked us how much running time was on the engine. When we told them both timing sessions, some practice, and all the qualifying races, they were stunned!! I had received this engine, one of Fabi's cast offs, and one other. Of course, I saved the ex-Fabi engine and didn't practice it much. The other engine just wasn't as good as the one I ran. Race morning, on the last lap of practice, the ex-Fabi engine let go! I had no other choice but to go with one all the way.'

Lake couldn't wait to get the second final under way. The kart was readied super fast – 'there was nothing to do but put on new tyres!' – and they went to the grid to find no one else had showed up! He was first there, on Number 1 spot, and determined to stay there. Lake again:

'I have never started a race with such a positive attitude. I ran only as hard as I felt I needed to. Once I sensed someone trying to out deep me on the last turn. I just went a little deeper than usual and went on. A lap later at the same turn, I could tell someone was coming again, this time harder. I went in deep but didn't turn as soon as normal. The other kart went by me, but too deep, then I turned and went back by him on the inside. A few laps later I made a slip going through the chicane and hit a curb. It put me on two wheels and destroyed my line entering the straight. With my loss of momentum, Forsman just drove by. There was nothing I could do other than block him – and I don't believe in that kind of driving. I don't remember if it was on that lap or the next, but Forsman slipped a little going into the turn at the end of the straight, and I got to the next turn on the inside and was back in the lead for the finish. I wasn't going to make any more mistakes. That's when I knew for sure I was going to win.'

'When I crossed that finish line, I felt like someone had just lifted a huge weight off me. It was a tremendous feeling that is impossible to describe. The response of the crowd and other drivers, made a profound impression on me. I was amazed that so many people seemed truly to be glad that I had won. I never dreamed a grown man would ever ask me to autograph his shirt, with him in it! When I came into the pits I was swarmed – Lynn was the first person I saw.

We hugged and laughed until we couldn't stand it any longer. Then it was Julio and Sala, then there came Grana blasting through the crowd yelling, "I can't believe it. The *tourist* has won the World Championship!" Then he gave me a big hug.

'Third final, after things had settled down, came the hardest thing for me. I was told to lose the third final. I should let the other Birel/Parilla drivers by. I didn't receive any new tyres for this final, so I had to use the old ones from the first final. Here I was, 10 minutes' after becoming World Champion, and already I'm supposed to lose! Well this didn't set too well with me, so I figured that at least I would try and save face. Old tyres and all, I was determined to lead for a while, and show that my win was no fluke! Well I did, and after a few laps with Haddock waving at me to let Toni and Forsman by, going down the straight I moved over and out of the normal line, slowed, and let Toni by, and then Forsman. Forsman even thanked me after the race. After running close behind Forsman and Toni for a few laps, my old tyres were beginning to give up. I had to back off and then let another Birel/Parilla setup by.'

This experience knocked a little of the edge off his win, but he still felt very, very good. So there it was. The impossible had been achieved, with an almost pathetic lack of equipment, compared with most of his illustrious rivals. Would you believe that this year's World Champion used a garbage can for a kart stand!

What about the equipment? 'The Birel/Parilla combination has been one that has suited me very well, from the first time I ever drove one in Hagen, through to today. I have not had any complaints – only praise – for the equipment. I think you can see from the finishing results that the Birel/Parilla (1st, 2nd, 3rd), was very dominating this year. I expect a very good year again in 1979.'

The future? Lake would like his business career to continue as it has the last few years, so he can take advantage of what opportunities come along, in and out of motor sport. 'I don't know if I will stay in karting – it will depend on the opportunities that become available in karting. In motor racing I feel there are a lot of drivers with the ability to go fast, but not nearly as many with the sense to reason and *win*. I feel I have that and would like to use it.' Lake also loves to snow ski – 'It's the next best thing to racing!' He also likes water skiing and has just taken up 'racket ball and beautiful women!'

How about karting. How would he like to see it progress? 'Two-fold actually. I don't think it would be healthy for the sport to be *all* international equipment. We need the average budget minded karter. He is the one who gives the sport back-bone. We do need, and must have, the international super-equipment, to add the real flavour to the sport, as does Formula 1 to sports cars. What we *don't* need is to try and tie the two together, where one hurts the other. Example: high priced engines and tyres.'

'See y'all next year.'
Sure thing, Lake.

organisers of the event. It all takes place at Sugo, one of several 'centres' for testing Yamaha products, all specialising in a different art or sport. Each centre is laid out in immaculate resort style, and Sugo, the motoring centre, is typical.

Set in the middle of a wild hilly forest area, Sugo is centred around and within a two mile bike test track. As well as moto cross and trials courses and the kart (and mini bike) track, there are facilities for fishing, golf and volley ball, plus of course the Sugo Hotel.

The organisation of the whole meeting was nothing short of superb. The one or two hitches from the previous year had been ironed out and the visiting drivers were treated to the legendary Japanese hospitality and efficiency. After a night at Tokyo's luxurious Hotel Pacific, they were flown to Sendai and taken on to Sugo by car and minibus.

THE RACE MEETING

As practice began, the talk was as usual centred around tyres. Being at the 'home' of Bridgestone and Dunlop, the visiting drivers had brought virtually nothing with them, in the expectation of something special turning up on the day. They were not disappointed.

Bridgestone tried a new policy. Rather than the three different compounds that had been put together for Le Mans, they decided on *one* compound which they felt would be most suitable for the conditions and produced it in 6.50 and 7.00 rear sizes with only 4.50 fronts. They tyres carried a red colour coding, but were said *not* to be the same red compound as at Le Mans! Indeed it now appears that the colour code is to be changed regularly, so only those in the innermost sanctums of Bridgestone will know *exactly* what is what.

In a commendable move, Bridgestone issued several sets of these tyres to each visiting driver, and more were available on request, thus eliminating any tyre advantage – well almost (see later on).

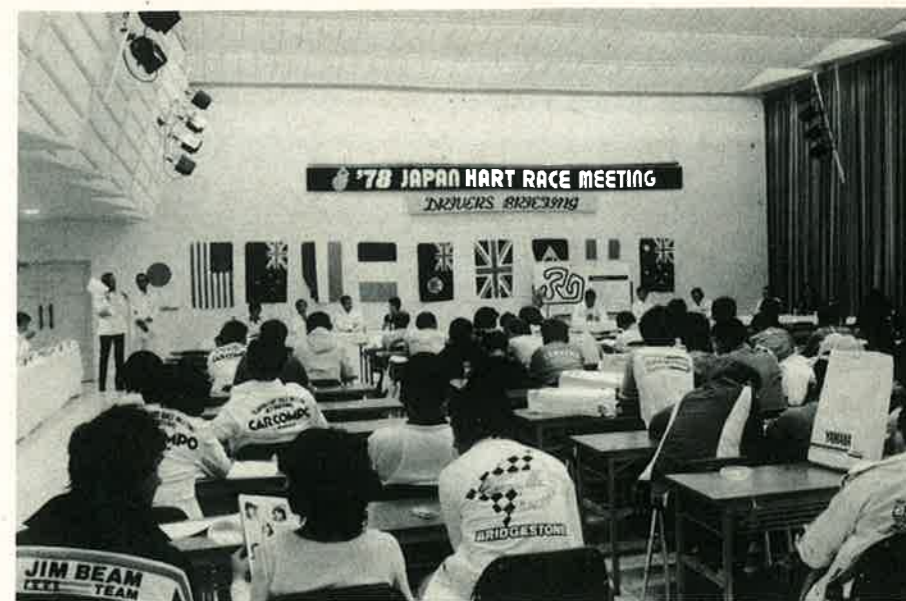
Dunlops were out in force also, with rumours flying around of umpteen different compounds! What was certain was the appearance of some of these compounds in an 8.00 x 11 x 5 size. Yes, the 8in rear is here – any odds on when to expect the size 9in?

Practice was basically uneventful, with all six visitors appearing to be quicker than the Japanese, though it must be said that one or two of the leading Japanese practiced very little, and were seemingly saving a lot for the big day. With most of the visitors being newcomers to Japan, full use was made of the practice, and there would be the occasional flurry of interest around the pits as one of the top contenders would go out on fresh new rubber and promptly knock up to six tenths of a second off his 'worn rubber' time!

Things changed dramatically the next day, as it poured with rain, and with only a short practice before time trials, there was panic as rain tyres were bought, rain funnels constructed (who said it never rains in Japan!), and everyone splashed round, acclimatising to the new conditions.

As often happens, the wet time trials produced all sorts of changed fortunes. No surprise, though, were the first two. England's Terry Fullerton, an acknowledged wet weather man, skated round in 63.33 sec, three-tenths quicker than Toni Zöserl (Austria). Two of the leading Japanese, Aguri Suzuki and Yasutomo Sugaya, got out in possibly the least wet conditions and put up next best times of 63.77 and 65.51 respectively, in front of Le Mans sensation, Ayerton Senna da Silva (Brazil), who had stayed on in Europe and made a very welcome late entry.

The three remaining visitors were in trouble. Both Australians, Howard Heath and John Pizarro, didn't look at home in the rain (must be Aussie where it never rains!) and their qualifying positions, 16th and 22nd, gave them plenty of work to do in the heats. New Zealand driver, Chris Lambden, put up 7th best time, but somehow acquired an *enormous* decibel reading, the 3.2 sec



Organisation in Japan is superb, even down to this highly organised Drivers' Briefing in one of the Sugo Hotel's conference rooms.



Zöserl and Fullerton in discussion before the final race. The cages in the background are allocated to drivers to store their equipment overnight.

The leading trio in the early laps. Fullerton, Zöserl and Heath. Note the Australian's digital temperature gauge, mounted behind the steering wheel.



Under the rising sun



Lap four of the Carcompo Pacific Championship Final. This unusual rear view shows Fullerton being pressed hard by Zöserl, with Heath still hanging on well. The two marshalls are not really in the safest spot, considering this is the fastest part of the track!

Japanese karting is growing rapidly, both numerically and in standard. *Kart & Superkart* takes a brief look at this year's 2nd Japan International, and the back-up behind the sport in that country.

Run a fortnight after the Le Mans World Championship, this year's Japan Kart Race was bound to be an improvement on last year's first attempt. Then, only one European - Toni Zöserl - made the long trip over, but was rewarded with a comfortable win and the million yen first prize money.

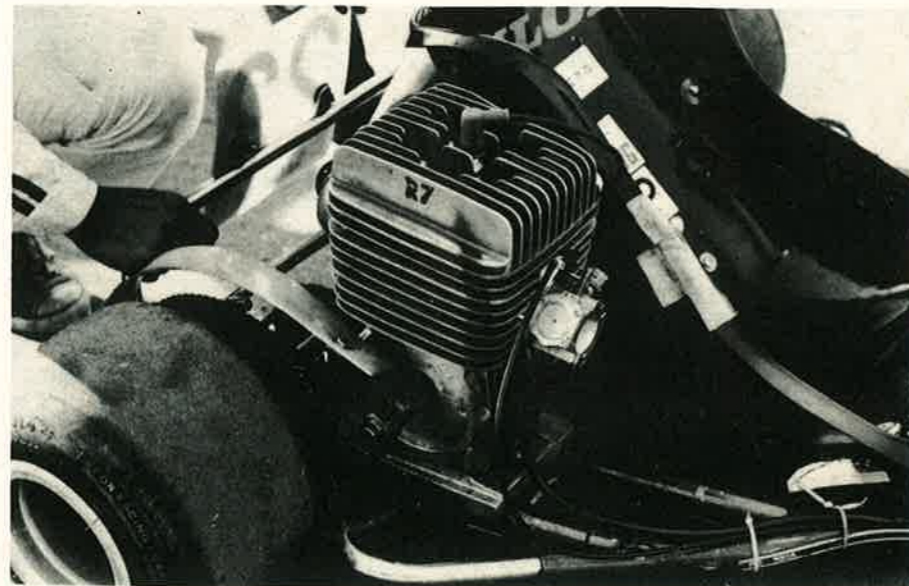
However, an air freight hold up caused the Austrian to miss getting back in time to get to Parma for the '77 World event. This year's event was shifted back in the calendar, but only to two weeks after the World Championship, which although being an improvement was not likely to attract hordes of Europeans. After the effort and tension of the World Championship, very few people are interested in rushing home, re-preparing inevitably tired equipment, freighting it and then catching a flight, all within four or five days. Surely it would make sense to come to an agreement with Hong Kong, and run a series on consecutive weeks in November.

In the event, six non-Asian drivers turned up for this year's race (seven if you count an expatriot American, living in Yokohama!!), with travel subsidies assisting most and the promise of a sizeable 'pot of gold' for the place getters.

From the first moment that the race regulations are published, the involvement of the Yamaha Motor Company in Japanese karting is obvious. But why is such a huge organisation so involved in what must be a minority sport? The truth is, it is not that minor in Japan any more. Even since the first Japan Kart Race in 1977, the karting population there has doubled, and there are now over 12,000 active competitors in Japan. It's virtually all 100cc sprint racing, though 125 and 250 classes are just starting to get off the ground. (See *Just Heard...*)

The powers that be at Yamaha apparently saw the potential market - still a small market in comparison with their bike market, but nevertheless a worthwhile one and a good public relations field. So no time was lost, and the Japanese karting follower was soon able to purchase Yamaha karts and engines 'out of the showroom'. To date Yamaha have concentrated on a basic production

The standard set-up for a lot of Japanese 'National' drivers - the Yamaha KT100S piston timed engine, on the Yamaha RC100A chassis. A new chassis is superbly finished, to the same standard as the Company's motorbikes.



engine, which forms the basis of their National-type class, but now are obviously looking to come up with something that will be competitive internationally. Their kart chassis, although seemingly a little heavier than the European ones, appears to work well enough with the lighter-than-average Japanese drivers.

Yamaha have a large share of the Japanese domestic market, and so are obviously keen to help promote the sport as well. The Japan Kart Race is an important part of their programme, and a great deal of help and organisational facilities are put behind the SL Kart Club, the official

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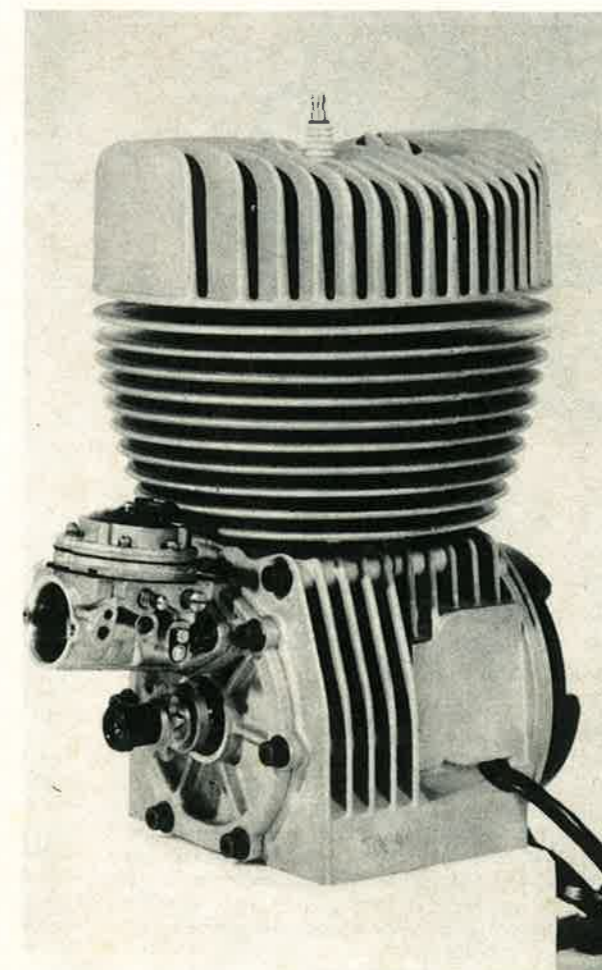
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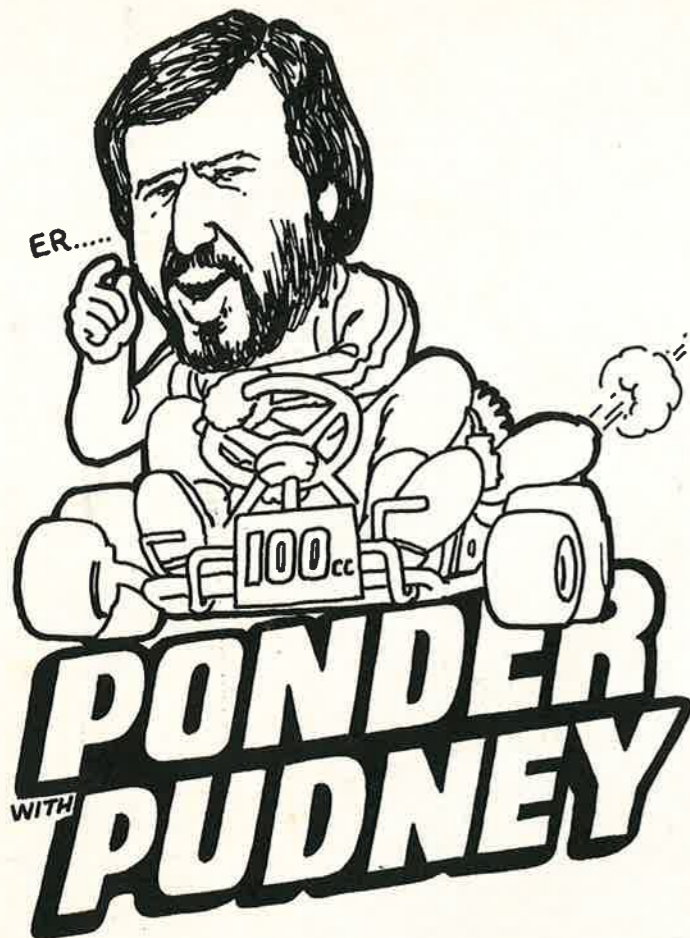
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Welcome to my first column in *Kart & Superkart*! I must say that I have always believed there is room in the market-place for a second magazine about karting, and I am also quite sure most karters, usually so starved of news in general, will happily buy both publications. Let us hope that one magazine serves to improve the other.

When Chris Lambden offered me my own column, I accepted with alacrity, but with certain provisos. As this magazine is primarily financed by Martin Hines of Zip Karts, it is bound to be assumed by most that it will act as a showpiece for Zip and their products and will be heavily biased towards them. I have been assured that this will not be the case and indeed the editorial staff appear to be bending over backwards to avoid it. If it does happen, I for one, will cease writing for *Kart & Superkart* immediately, and many people I am sure would stop buying the magazine, with much crying of 'I told you so'! Anytime will tell.

My most immediate problem is how I can write anything to do with Zip karts, their products or drivers without being accused of bias. I can hope that all my readers will realise my motives and will understand that I have a very good relationship with the majority of people within karting and that I have no preference towards any manufacturer, or trader, or club, but try to be friendly and sociable with everyone. Also I deliberately keep my articles light-hearted and basically non-political, because I simply

cannot be bothered to get involved in the myriad of major and minor squabbles, be it about tyres and fuel etc etc, but prefer to leave all this sort of thing to the people running the sport and making a living out of it, plus, of course, the inevitable club house lawyers.

However, sermon over, I shall proceed with my first story, and it's about a Zip driver and I don't care, so there!!! Along with most people I remember being very impressed with Jackie Brown the first time I saw him, although I was a trifle surprised at his style of driving, thinking it rather erratic - certainly not suited to the latest chassis and tyre combinations. However, his track record spoke for itself, and erratic as his driving looked on the track, his control was nothing short of miraculous, and it certainly did not take a brilliant mind to realise this young man was destined for the very top. But as I watched him through the 1978 Green Man series I did begin to wonder whether in fact his style paid off and came to the conclusion that at tight circuits like Tilbury and Rye he did not lose out, but when I watched him at Little Rissington, basically a very open and fast circuit, his style handicapped him. For the benefit of those who have not seen Jackie drive, he does so very much in the Mike Wilson fashion, both hands very much towards the top of the steering wheel at the 11 and 1 o'clock positions. Instead of braking and driving smoothly round corners he goes round in a series of jerks and twitches in a constant fight with the kart, not at all relaxed. At Little Riss, every twitch and tweak seemed to lose him a fraction of time. That was then!!

Master Brown is now a senior and at the time of writing this article has competed in three senior events. Fulbeck, Rye and Tilbury, and my, how he has changed! People have been getting at him to change his style of driving, and with such a notable as Terry Fullerton amongst those who advised him, the message has obviously sunk in. Coupled,

of course, with the fact that Bridgestones *require* a smoother style, Master Brown is now strangely different on the track. No longer is he the odd man out, his kart at different angles to everyone else - now he's having to conform! Though his debut has not exactly been fairytale stuff, his potential is obvious, and I am not the only one who wonders whether we shall see him in the British four man team in 1979?

Big news on the 250 scene is, of course, that Dave Buttigieg has left Barlotti, not for Zip or Star, but for Sprint! Yes, Reg Deavin has obviously been persuaded to get back into the Class 4 scene and, as I write this, unconfirmed reports tell me that Butty has already had some success on the short circuits with his new Sprint. It will be fascinating to see how it performs on the big circuits, bearing in mind that Sprint have had very little to do with this side of karting for several years.

Jack Barlow, as always, seems very philosophical about losing one of his top drivers and accepts the fact calmly without any bad feeling, working, I am sure, on the principle that what you lose on the swings you gain on the roundabouts. Although not as big as Zip or Sprint, Jack reports he has a lot of karts on order with him and will shortly be bringing out a new revised chassis built solely to take the Yamaha 250 engine.

I see Paul Jackson, surely one of 1978's surprises, has acquired a new Sprint chassis. I suppose it's a logical move bearing in mind Paul's close association with Paul Fletcher who, of course, drives a Sprint. Paul's chassis is a 104in two-bearing example similar to the one driven by Mickey on various occasions this year. After a first time out win at Fulbeck however, Paul clobbered Mickey's rear wheel at Rye and launched himself at very high speed into the barriers, totally destroying the new chassis, but fortunately not himself. Paul must think that because his Boss has a great affinity for that particular bit of fencing at Rye, he has to follow suit!

The engine scene is a bit silly at the moment. The Italian factories are not delivering engines quickly enough, as is their wont! - especially Parilla. It's such a shame that they cannot back up their World Championship success, but it seems that Parilla have only just this year been introduced onto the American market, which seems strange, and all available engines are going to the great US of A. I suppose delivery will only get worse when Lake Speed's victory sinks in to the American Karting fraternity. Komet have not exactly been to the forefront in 1978, but I can see Grana giving them a real push in 1979. Bill Sisley currently has the only Komet K80 in existence. Although he tried it a few times in 1978, he found it as quick, but no quicker than his usual engines, and as he was hampered by a severe lack of spare parts he did not spend much time on development. In 1979 however all his drivers will be Komet powered, his national boys with K88s and his international drivers K80s, some quick factory examples of which, he has been promised by Grana. Also spares will be available, which do help! Will 1979 be the year of the Komet?

Incidentally I recently attended the Formula Ford Festival at Brands Hatch, which is the premier event in its class in the UK, and I was delighted to see Sisley Karting sponsored Terry Gray in only his first season of FF, come third overall, a brilliant achievement as this event attracts the very best drivers in the country. If you do well at the festival you have virtually assured yourself of big things the following season. I suppose Bill Sisley hopes to get a reverse spin off from his sponsorship, picking up some extra custom from guys who get the racing bug watching FF, decide they can't afford it and turn to Karting as a cheaper alternative.

And what of TKM? Like most new manufacturers working in the face of giant opposition like IAME, TKM have taken a little time to get going, but going they are. At time of writing they have

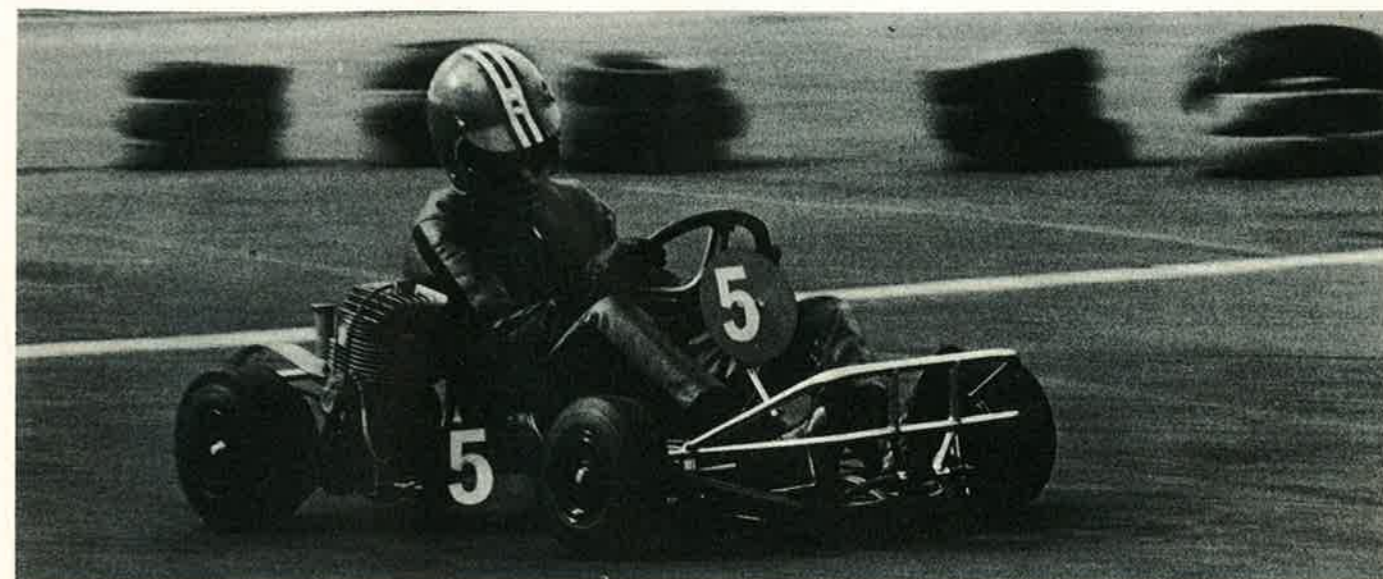
sold nearly 300 engines and by the end of the year will have produced nearly 500! All of a sudden the TKM is starting to win races, especially National, and the International motor is showing great promise as many rivals have noticed. The Hallmark of anything connected with Bernie Turney is the quality of the product, remember the VooDoo kart and how beautifully engineered that was, well the TKM is no exception. Bernie has taken his time developing the engine and now has available some works engines capable of holding their own in the best company. It's taken time but Bernie wanted to do it properly, cos that's the way he works. Anyway next year Bernie will be on the lookout for anybody using a TKM motor and if he thinks that person, be he a junior, national or

international driver, shows potential they will be offered works support. Bernie's not going to go out and buy a quick driver, but if you are a customer, you have an equal chance with every other TKM driver of earning yourself some works' support. How about that. I seem to remember a young chap called Alan Turney who was pretty useful on a kart. I wonder if he is ever tempted to take the sport back up: it would be rather interesting to see how quick he was, wouldn't it?

Talking of which, I had my first drive in a kart for some six years last week. A friend of mine who must be a hero or an idiot or both, has just acquired a 100cc national kart for a bit of fun. He's a hero because the thing had a sticky throttle, very strange driving position and no brakes at all!!

Anyway, I strutted down to Tilbury to show the expectant crowd just why I used to be so good and made a complete idiot of myself. If ever the expression 'A bit past it' has ever been immortalised, then I did it! Would you believe it was the first time I have ever driven on Goodyears - not sticky Bridgestones, mark you, but humble old Goodies - and I was amazed at their 'stiction'. In my old days of narrow Carlises you used to sling the back out, etc. Not nowadays - the kart just goes where it's pointed, no sliding, nothing. Anyway, after 10 laps I gracefully slipped into the pits, to acknowledge the applause of the onlookers who had just witnessed the first 50-second lap of Tilbury without oiling up. (Lap record 32 secs!!!!)

John Pudney in his prime! A Voodoo kart and trusty K77 - note the meaty front bumper!



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