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## October

**7** LITTLE RISSINGTON (Airfield, near Stow-on-the-Wold). Final round, Green Man and Road & Racing Racewear Championships.

RYE HOUSE (Rye Road, Hoddesdon). All England Championships.

TIBBENHAM (2 miles from Long Stratton, south of Norwich).

FELTON (7 miles north of Morpeth, on A1).

HEMSWELL (6 miles east of Gainsborough, on A631, Lincs.).

**14** CHASEWATER (Pleasure Park, Brownhills, off A5).

TILBURY (Dunlop Road, Tilbury).

ELLOUGH (2 miles from Beccles, Suffolk). Beccles K.C. v. London K.C. Team event.

KIMBOLTON (1½ miles north of Kimbolton, 15 miles north of Bedford).

Where and when to see kart racing, from club to International level, in the next few weeks. (Bold type signifies major events).

## November

**4** LITTLE RISSINGTON (Airfield, near Stow-on-the-Wold).

RYE HOUSE (Rye Road, Hoddesdon). Entries close 27th October.

TIBBENHAM (2 miles from Long Stratton, south of Norwich).

FELTON (7 miles north of Morpeth, on A1).

HEMSWELL (6 miles east of Gainsborough, on A631, Lincs.).

KIMBOLTON (1½ miles north of Kimbolton, 15 miles north of Bedford).

**11** CHASEWATER (Pleasure Park, Brownhills, off A5).

NUTHAMPSTEAD (1¼ miles east of Barkway off B1368 Cambridge-Ware road).

TILBURY (Dunlop Road, Tilbury).

WOMBWELL (Dorothy Hyman Stadium, 6 miles from Barnsley).

**20** CLAY PIGEON (between Yeovil and Dorchester on A37).

**21** SURBITON (Worcester Park Road, Surrey).

**28** NUTHAMPSTEAD (1¼ miles east of Barkway off B1368 Cambridge-Ware road).

**28** LLANDOW (near Cowbridge).

Kalendar



With the first ever *Kart and Superkart Magazine* 100 National Championship now decided, comes the time to look back and evaluate the series as a whole. The innovation of points scoring on all heats would appear to have had the desired effect — the crash-bash reputation of 100 National as a class now definitely mis-placed.

Considering the short time available to conceive and organise the series after the birth of this magazine, support from the kart trade, in terms of prizes and prize-money was superb. Next year we hope it will be excellent!

But the real success of the Championship must be the drivers. The reaction and response, both in competition and otherwise, has been heartwarming. The arena now exists for regular competition between the best National drivers from throughout the country and the spectacle provided by this year's battles — six different winners from six rounds — has given this category of karting a fresh start. We hope it continues next year.

As we go to press, the wheels are beginning to roll down in Estoril, Portugal, as another World Championship week begins. Since the historic day in 1973 when Terry Fullerton proved that World Championship victory was attainable by an English driver, we have come close, but never repeated it.

This year, as last, England is represented by no less than three drivers — Fullerton, Allen and Wilson — easily capable of sweeping the rest of the World aside. That fate should last year contrive to deny all three was almost unbelievable. In truth, the potential is there to even eclipse the great Italian year of 1974, coincidentally at Estoril, and dreams of a 1-2-3 may not be dreams.

Don't miss our extensive Estoril coverage next month.  
Chris Lambden

### FRONT COVER

A fortnight after taking the RAC Championship, 100 National man-to-beat, Mark Tredwell, completed the 'grand slam' and became *Kart and Superkart* 100 National Champion in a tense final event (see page 7). How did he fare in the driver's own ratings? See *Ponder with Pudney*. (Photo: C. Lambden)

Published by Kart & Superkart Ltd,  
Directors M A and M W Hines

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Editor: Chris Lambden  
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Distributed by Surridge and Dawson Ltd,  
New Kent Road, London.  
Printed by Shenvall Press, South Road,  
Temple Fields, Harlow, Essex CM20 2BD

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for the safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.

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# KART AND SUPERKART

Monthly

No. 010

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### NEXT MONTH:

The World Championships! — Don't miss our extensive coverage from Estoril.

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## Open Day at the RAC

Wednesday 12th September saw the annual chance for karting in general to meet up with the Kart Committee – ostensibly to discuss ideas put forward as well as past matters where problems have occurred. The idea is also apparently to give the Committee an inkling of the general direction of karters' views. On either of these scores the event failed miserably. With only 23 persons present, plus the Kart Committee itself, it could hardly be termed a sellout – although the basement committee room at Belgrave Square could not have held more than a few extra bodies anyway!

Why then should this golden opportunity to discuss and hopefully resolve a few of the problems at hand have been such a flop? Several reasons could be mooted:

- The time and place of the meeting itself – midweek, in the middle of London, is not at all ideal in terms of ease of attendance by anyone other than the keenest local people. This was in fact briefly discussed, with a weekend meeting, perhaps in the Midlands, being sensibly proposed.

- A detailed agenda is a must. Delegates were totally unaware of what, apart from their own topics, was liable to be discussed. Quiet forethought, enabling sensible contribution to any discussion, was therefore impossible.

- The ridiculously short 2½ hours allocated for the meeting – to enable the committee to have a meeting that afternoon. The whole impression was almost of a necessary nuisance, to be rushed through and disposed of at speed.

- A lack of publicity about the meeting. Certainly, the only publicity seemed to be a couple of lines in the RAC 'Competitors' News' newsletter, which in all fairness is hardly compulsive, 'cover-to-cover' reading!

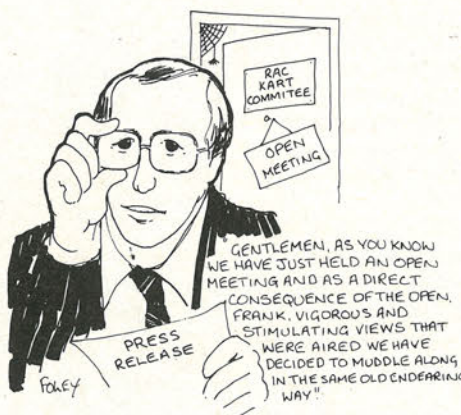
- The domination of proceedings by the Chairman. In what should have been a free discussion, not one (by memory) committee member spoke voluntarily on any subject. A few were asked by the Chairman to speak on the odd subject that directly concerned them, but otherwise all questions and/or discussion was handled by the Chairman himself. Let's hope that opinion and discussion is more forthcoming at their committee meetings...

However, out of the ashes rose a few points of interest, and definite conclusions:

**Junior Britain Restrictors:** Opinion seemed divided as to the reduction in performance and increase in reliability a reduction in size from 19 mm to 18 mm would achieve. However, what was agreed was that a flat plate restrictor is a must, eliminating the expensive, carefully shaped models currently available.

**RAC Championships:** Amidst a discussion on the merits of several round Championships, it was revealed that indeed the 1980 Long Circuit Championships will most likely be over several rounds. With respect to 100 cc Championships;

of the few who spoke on this, a slight majority seemed in favour of a series, whilst others, despite the high numbers who have followed the various sponsored Championships this year, still leaned towards the one round Championship on the grounds of cost.



**Tyres:** Amazingly, the only question brought up concerning tyres was to do with the non-enforcement of the '4 sets only' rule, which had been advised. It was admitted that the practical aspects of enforcing the rule at high-entry Championship meetings made it unlikely that it will be enforced in the future.

**Chassis homologation:** It was disclosed that the British CIK delegate's position at CIK meetings on this subject was to oppose any form of chassis homologation, and this was endorsed wholeheartedly by all present. Bert Hesketh reported that the recent C.I.K. 250 Working Committee was also vehemently opposed to the idea. However, the decision rests in the hands of the full C.I.K. Committee.

## Stop Press World Championship Result

1st	Peter Koene	DAP/DAP	Netherlands
2nd	Ayerton Senna da Silva	DAP/DAP	Brazil
3rd	Harm Schuurman	Dino/Parilla	Netherlands
4th	Mike Wilson	Birel/Parilla	Great Britain

All the favourites fall by the wayside – Fullerton and Allen blow engines Wilson shunted off by Schuurman when in a winning position. Doug Spencer superb in his first World Championship – 9th overall.

Martin Smart shows superb flair but also a victim of engine failure – 15th overall.

**Don't miss our full coverage next month!**

**Circuit safety:** Discussion centred around the inconsistency around British circuits of standards of safety barriers. With new RAC Administrator Robert Langford's interest and speciality lying in this area, he hopes to begin a series of kart circuit inspections soon to offer advice and insist on recommendations if necessary.

**Scrutineers and Stewards:** A book of guidelines, to provide more consistency of interpretation of rules, was mooted at last year's meeting. Its delay in publication was explained as due to the unfortunate illness and premature retirement of its compiler – Robert MacGregor-Grieve.

With standards among stewards not as universally high as desired, some thought is to be given to training courses and qualifying exams, as prevalent among other sports.

**Weight limits:** With the C.I.K. 100 cc International weight limit going up 5 kg, opinion seemed to favour a similar 3-5 kg increase in the British 100 International minimum.

On the subject of gearbox karts, the C.I.K. 250 Working Committee is also proposing an increase in the minimum weight. The figure is at present unknown. A body of opinion at the meeting felt it worth considering a minimum weight for kart only, some 5 kg or so more than current average kart weight, to encourage manufacturers to make use of stronger components, more suited to the stresses of current long circuit speeds.

**British Teams:** Following the recent problems at the Junior World and European Team events, questions on team management were inevitable. Although some of the basic questions remained unanswered, it seemed to be agreed that some form of expenses should be made available to ensure good management can be appointed to represent our teams abroad. The most probable source of the money would seem to be a registration fee or levy on drivers applying for consideration for British team places.

On the 100 cc side, Mason Minns will most probably retain overall responsibility for co-ordination and selection, but may well delegate managership to suitable personnel.

**Kart Committee Make-Up:** In response to a question, it was stated that the Kart Committee and indeed all the other RAC committees are 'picked by the administrative committee to give a balanced body.' Democratic elections, it is felt, can be subject to sway by pressure groups...

So there it is. A few worthwhile conclusions, but in general, fairly predictable and unproductive. The Kart Committee could well give serious thought to an improved, more viable format for the next such Open Day, at which discussion could then be more meaningful.

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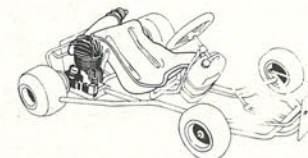
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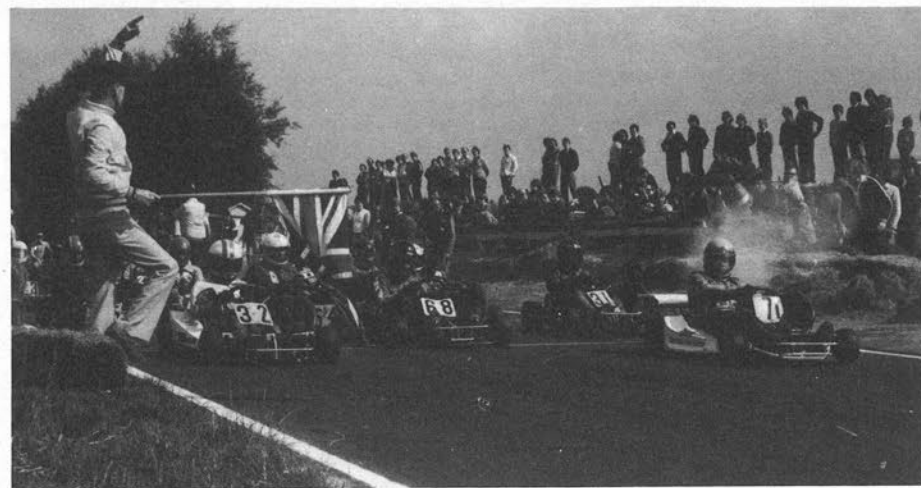
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The 250 grid blasts off the line with Reg Gollins (71) and Richard Dean (32) getting the break. (Photo: P. Mair).

continued...

Dean, and that's how they remained, Ian first, Richard second and John third.

## 250 INTERNATIONAL AND 125 NATIONAL

I must firstly say what a pleasure it was to see so many 250's and 125's out at Chasewater once more, and what an exciting spectacle they gave us. The 250's and 125's raced together for separate trophies. In the final Bob Kennings (250) lead from the flag but the next two places were fought out fast and furiously between Graham Reynolds and Richard Dean (the 210 driver was also competing in the 250 class). But try as he may Richard just couldn't get past Graham and at the flag Bob was 1st with Graham second and closely on his heels Richard. In the 125 class Peter Hall lead, as he had done throughout the heats, and finished in a well deserved first place followed by Ian Shaw in second position.

## RESULTS

### Junior Britain

1st	Jeremy Cotterill	(Aldridge)
2nd	Mark Beddall	(Stourbridge)
3rd	Chris Callow	(Solihull)

### Junior National

1st	Gary Foster-Jones	(London)
2nd	Rob Cooper	(Gt. Wyrley)
3rd	Ian Murphy	(Rochdale)

### 100 International

1st	Ricky Christo	(Sutton Coldfield)
2nd	Graham Waldron	(Bromsgrove)
3rd	Mark Allen	(Werrington)

### 100 National

1st	Roy Cotterill	(Aldridge)
2nd	Martin Anker	(Brownhills)
3rd	Mark Buxton	(Lancs.)

### 125 National

1st	Peter Hall	(Morton)
2nd	Ian Shaw	(Salford)

### 250 International

1st	Bob Kennings	(Birmingham)
2nd	Graham Reynolds	(Stoke on Trent)
3rd	Richard Dean	(Ripley)

### 210 National

1st	Ian Hunter	(Rugeley)
2nd	John Tunstall	(Brownhills)
3rd	Richard Dean	(Ripley)

Fastest time of the day: Richard Dean 22.3 secs (new lap record).

At the end of the day's racing the silver trophies were presented by Mr. and Mrs. Doug Smith, representing Tyreservices Great Britain Ltd., and included prize-giving to all officials of the meeting and flag marshals. Many thanks to ALL for making it such an enjoyable day's racing.

Val Lee

## Tibbenham

After a week of beautiful weather, the entrants in Norfolk and Suffolk Kart Club's September meeting awoke to find it raining. This soon cleared however, and a good day's racing was had by all present. Despite the lack of regular 100 Nat. front runners Colin Church, Tony Campbell, and Fred Elderfield, the racing was still very exciting – and probably closer than ever. We seem to be attracting more gearbox now, but let's see if we can force separate grids for the different classes by the end of the season shall we?! And now to the racing...

**JUNIOR NATIONAL:** An acute lack of Juniors this month, perhaps they have all got suddenly older! Despite the diminutive grid the battle for the first two places was very intense with R. Lincoln snatching first in heat one brilliantly from A. Chenery on the last lap. Third was novice N. Turner who was also last! Heat two was an easy win for Lincoln with Chenery second and Turner last, over a lap behind. The third heat was a virtual repeat of the first. Although Lincoln took the lead from Chenery on the sixth lap things were always close. Nicky Turner was third and on the same lap this time – well done lass!! The last Junior race supplied some drama as Chenery spun whilst lapping Turner – thus successfully removing both karts from the track. Lincoln battled hard to beat himself to the line for both first and last places! Meanwhile Chenery had restarted his kart but unfortunately forgot he was supposed to get in!!! – novel!

**100 NATIONAL A:** As usual two grids of 100 National with the novices in grid B. G. Chenery had obviously decided to win race one because he convincingly did just that from R. Smith in second and M. Townsend in third. We had another flag to flag leader in the second race, this time Ron Sulphur. B. Kett was a very close second. Heat three was again led all the way by one person, and just for a change it was N. Simmons. Second was D. Minter and third T. Roisso. Not wanting to spoil the pattern Townsend showed everybody his tail throughout the last race with Chenery second and Sulphur a distant third.

**NATIONAL B:** The first race was to prove untypical of this group with A. Simpson having an easy win from D. Horrex who came in a comfortable second. Mick Ashton was third. The remaining three heats were all very close with number 147 winning the first one from Simpson and A. Read who were second and third. The lead changed several times in heat three with Simpson running out the winner. The second and third men did not appear in the programme so unfortunately I do not know their names – sorry lads! The final heat saw a fantastic battle between Mick Ashton and Trevor Woodhouse. Mick held the lead until after the last bend, but Trevor snatched it on the line. Close third was Simpson.

**210/125 NATIONAL:** Our biggest grid yet in recent months – eight karts – three 210s, five 125s. The Barringtons have dominated gearbox racing here for two or three months now and from the first heat things did not look as if they had changed much. B. Barrington won the first heat with R. Barrington in close attendance. Third was B. Gray. First 210 home was the ever impressive B. McDougall. R. Barrington soon took the lead in the second event and B. Barrington battled superbly through from the back of the grid to pressure him, but not overtake him. McDougall took his 210 into fourth place. The third heat was an easy win for B. Barrington from R. Barrington in second with McDougall a very creditable third. The final heat was a family affair between the Barringtons who stormed away from the field. At the line R. Barrington just scraped through in front of B. Barrington. B. McDougall was again third but a long long way back.

## RESULTS

### Junior National

1st	R. Lincoln
-----	------------

### 100 National A

1st	G. Chenery
2nd	R. Sulphur
3rd	M. Townsend
4th	B. Kett

### 100 National B

1st	A. Simpson
2nd	T. Woodhouse
3rd	M. Ashton

Best novice: K. Keeble

### 125 National

1st	R. Barrington
2nd	B. Barrington

### 210 National

1st	B. McDougall
-----	--------------

I. Brooks

## In a Word...

● Story of the month involves top 100 National driver Mark Tredwell. With a fairly hectic season, Mark planned his holidays to begin immediately after the final K&S round at Kimbolton. He left for Spain as winner of both the major 1979 Championships.

During his stay in Spain he and some friends ended up on some fun-karts. A race naturally ensued, and, you guessed it, our double Champion turned his machine over, receiving a bit of a shake-up!! After that, Rye House will seem like kid's stuff...

● Bridgestone sponsored the recent I.K.F. Americas Grandnational Championships on the super fast Jacksonville course in Florida. The first day's heat programme was delayed by rain (only in the US!) and an enormous number of races were run on the second day. Thirteen new Grandnational Champions were crowned, and the prestigious Master Mechanic Award went to Gary Emmick.

At about the same time the W.K.A. were running their version of the Grandnationals in Bative, New York! We seem to be making some inroads into the 'American way', as Reed Light class was won by Joey Grubbs (son of Joe who visited the UK Superkart scene earlier this year) using a Zip chassis.

● Top US driver, Lynn Haddock – also known as Lake Speed's World Championship winning mechanic – recently flipped his newly acquired Barlotti Superkart in practice for the Sprint Nationals, and broke his collar bone. This, as well as the probability of no more factory support than usual, makes it very unlikely that Speed will defend his title in Estoril – taking place as this issue goes to press. Speed himself has given a definite 'No', but that's been heard before...

● Lawyer, and part-time motoring correspondent Tony Delahunty, beginning an involvement with karting recently, handled the extensive live broadcasts from the Oulton Park meeting on Radio Stoke.

● Well known 125 and 210 driver Mark Allen is teaming up with KR Racing for the remainder of 1979, and 1980. They will be developing the 125 Maice rotary valve engine, which has already shown promise this year, winning the Midlands Championship, pedalled by KR's Keith Bisp.

● The American I.K.F. governing body have recently become an affiliated member of the Automobile Competition Committee for the US (known as ACCUS!).



The National Photographic Centre Appeal 24 hour kart drive took place on 1st September, with 1521 laps (778 miles) being completed by the 100 cc Lynx kart. Divina Galica, erstwhile Formula 1 lady, piloted the kart through the 1500 lap barrier, but also took the opportunity to put in some laps in a 250 (above). The Clay Pigeon circuit was a trifle tight to make full use of the 65 b.h.p. at the right foot, but Divina was nevertheless impressed.

Only hitch in the endurance run was a jammed throttle in the early hours of the morning, which wrote off a chassis, slightly injuring the driver! Proceeds are expected to total £1,000.

## Cronus Award

Organisation of major events is always a hard, thankless job, requiring hours of behind-the-scenes work. This is especially so in the case of long-circuit events, where negotiations have to be carried out with circuit owners and promoters.

The Donington circuit has seen a series of highly successful kart events in 1979, culminating in a superb Bridgestone RAC British Championship meeting – where for the first time ever the organisers struck a completely dry weekend! As with most race organisation, a team will certainly agree that one man in particular is the spearhead behind their success.

This month's award winner is a competitor himself, but sacrifices that to put in the hours and hours of work involved in promoting each Donington meeting for the Beccles Club. Since we asked for your suggestions on possible award winners earlier in the year, he has received far more 'votes' than anyone else. For his sterling efforts in a year of highly successful Donington meetings, this month's Kart & Superkart Cronus Award, a Cronus LC20D digital timer, goes to Peter Carter.

## Late Results

(Coverage next month)

### British Short Circuit Championship

250 International:		
1st	Rob Kerkhoven	Zip/GBRD Yamaha
2nd	Martin Poole	Zip/Yamaha
3rd	Dave Buttigieg	R.M. Zip/Smith Yamaha

### Little Green Man Round 6 Sherington

1st	Paul Fletcher	Sprint/FRED Parilla
2nd	Paul Knapfield	Sprint/Sirio
3rd	Dave Evans	BM/Hewland

Race abandoned after red flag. Placings below 1st doubtful.

### R & R Juniors, Sherington

National:		
1st	Simon Sutton	Sprint/Parilla
Britain:		
1st	Mark Bailey	Zip/Parilla

BY BARRY FOLEY

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## Tyreservices at Chasewater

Chasewater Kart Racing Club's August Bank Holiday Monday Meeting – sponsored by Tyreservices Great Britain Ltd. – attracted 123 drivers, one from South Africa (a driver on holiday over here) and another from Saudi Arabia, who I would like to have interviewed but failed to find him in time, in our over-crowded pits! Perhaps it will be different when the pits are extended in the (dare I say) not too distant future! On going round the pits before racing started, the chat was centred around the weather (apparently at the last meeting at Chasewater on the 12th August – which I missed due to holidays – the rain combined with the rubber on the surface of our new track making it like an ice skating rink!) 'Of course its going to be fine and sunny,' I said, with my fingers crossed behind my back! 'My outfit should tell you it will not rain,' says I, probably sticking out like a sore thumb amid oily fumes in an all white outfit displaying Tyreservices advertising material with Jimmy Saville.

The day did turn out fine as predicted by yours truly and racing excelled even our Chasewater Grand Prix meeting in July, which I remember was our best yet! The only things to mar an otherwise perfect day, in my opinion, was the lateness of finishing due to a delayed start, and several dramatic accidents where competitors had to be checked over thoroughly 'in situ' by the St. Johns Ambulance team, whilst the commentator struggled to keep a crowd of spectators (the like of which we have never seen before) entertained during the lulls!

**JUNIOR BRITAIN** – raced on their own for a change, providing exciting racing. Throughout the day four drivers battled it out, Jeremy Cotterill (who incidentally came 4th in the British Championships at Felton), Mark

Beddall, Steve Filkin and young Chris Callow. After only 2 laps of the final Jeremy and Mark had pulled away from the rest of the pack and by the 6th lap they were a ¼ lap ahead, with Mark slip-streaming Jeremy attempting to pass him, then falling back. Unfortunately, on lap 8 Filkin lost control on T-Bar Bend, rolling over and over with his kart, which landed on top of him. After some tense minutes, whilst the ambulance team attended to him, he got up and walked into the ambulance, apparently only winded! – he must be made of rubber.

The race was restarted, alas without Steve, who was feeling very sick and shaky. Jeremy Cotterill and Mark Beddall shot ahead again and although Mark struggled to get past Jeremy and at times even pulled level, Jeremy applied his British Championship experience by not braking until he saw his only competition drift out of side vision. The final positions being Jeremy first, Mark second with Chris Callow (in his second meeting out of Novice plates) third. Well done lads and many thanks for an excellent performance of skill, patience and discipline.

**JUNIOR NATIONAL** – A fine drive all day by Gary Foster-Jones from London, who, after finishing first in all his heats had pole position for the final. From the start, two drivers sped ahead of the field – Rob Cooper and Gary. After a bad start, Jonty Millward, not in his usual position, struggled at the back of the field, and crept through the pack. In fact he had the fastest lap in the Junior Nationals of 23.15, but it was not to be his day, which was a shame since he had returned from his holiday in Newquay especially for the meeting, and was in fact returning later when racing had finished. On lap 9 Gary opened up a considerable lead, after Rob got held back by a back marker and was unable to get back into close contact. That's how it finished; with Gary first, Rob second, and Ian Murphy third after a battle with Mark Wilson.

**100 NATIONAL** – The first four drivers set off in a tight pack then there was a gap, a small pack, then another gap and bringing up the rear another small pack. This was how the scene for the entire race was set and that's how it finished in the final. The first four driving a very close, tight and often breathtaking race especially at the corners – wondering who would brake last and come up a place or two! It was inevitable that there should be bumper to bumper contact

since the competition in 100 National at the top end of this class was frighteningly close. At one point in the finals the first three racers came round the Pits Bend in such tight formation they arrived three abreast to throttle up the straight only to finish up in the same tight formation as they were before the display of competitive acceleration. The final line up was Roy Cotterill first, Martyn Anker second and Mark Buxton third.

**100 INTERNATIONAL** – For 9 laps all 100 International drivers kept bunched up with everyone breathing down each others necks! It was to be anyone's race. On lap 10, just as the pack was passing T-Bar Bend, Melvin Manders and Peter Walker were involved in accidents, I say accidents because I'm not sure what happened or in what sequence they occurred but Melvin and his kart decided to try and do a cartwheel, turned over, banked and ended up on the other side, a wheel came off Peter Walker's kart and the race was stopped. Melvin was attended to by St. Johns Ambulance men, who were having a busy day, starting with a few hairy incidents during practice! After the re-start Ricky Christo sped ahead and took full charge of the first position. Way down the field, as though in a separate race, Graham Waldron and Mark Allen were battling for second and third places, and further away still Wayne Bray and Peter Whalley were intent on passing each other using the straights to get behind, slip-streaming and pass and then re-pass. Peter had the fastest lap time for the 100 Internationals of 23.01. Racing was fast, furious and exciting and the finishing positions were Ricky first, Graham second and Mark in third place.

**210 NATIONAL** – The start was spectacular with pushers falling all over the place; not just one but I counted four that landed head over heels! The rolling lap was compact and disciplined and the start perfect. How they all got to the first bend I don't know – I closed my eyes! – there were so many trying to get to the corner first! Down the straight into T-Bar Bend they came, in tight formation, Ian Hunter (who minutes before the start had had his kart in bits on the dummy grid because of a defective coil and just couldn't get started, with mechanics and friends working feverishly to correct the fault), Richard Dean (210 National British Champion) and John Tunstall and that's how it remained for 10 laps of the final. On lap 11 John made his move and passed Richard

## Mini Ads cont.

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Gary Foster-Jones visited Chasewater and ran away with the Junior National final. (Photo: P. Mair).





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## continued...

It is always with something of a shocked sadness when one learns of one of the comparatively rare occasions when an accident within our sport has fatal consequences. Sadly we must report such an occurrence.

During the running of the 210 Final at the recent Oulton Park meeting, Paul Salisbury (23) was involved in an incident from which he later died of injuries sustained. As the accident is still subject to outside inquiry, we cannot comment fully on the accident, save to say that the Stewards' report reflects the opinion of columnist Chris Merlin, that it was one of those incidents from which 99% of competitors would emerge virtually unscathed.

Paul, single, from Chatteris, Cambridgeshire, had been competing for some two years and was a personal friend of Peter Haywood and Will Hoy, for whom he would be mechanic when not competing himself.

Our sincerest sympathy to Paul's family, his girlfriend and many friends.

## More on Kalmar

Ten Nations sent teams to contest the 1979 European Team Championships at Kalmar, in Sweden. With the modern, professional, individualistic approach to racing at this level, this event no longer commands the attention it once did.

Noticeably absent was the Italian team — reasons varying from the clash with the Italian's national holiday to plain disinterest. Other teams had top names missing — the proximity of the World Championship seeming a likely cause. Zoserl was missing from the Austrian team, van Ommen from the German, Neilsen from the Danish, and of course Mickey Allen (holidaying in Spain) from the English team.

Even so, the British team was still strong and definitely in contention, as shown by the results of timed practice. The three best times of the four drivers in each team are added, with the lowest 'time' getting pole for the heats. Timed practice results were headed by two new names (at this level), perhaps suggesting that the 'old guard' may be threatened at Estoril!:

1	Jorn Hasse	(DK)	38.067 sec
2	Harm Schuurman	(Neth)	38.185 sec
3	Lars Forsmann	(SW)	38.200 sec
4	Martin Smart	(GB)	38.257 sec
5	Mike Wilson	(GB)	38.374 sec
6	Paul Gudel	(CH)	38.438 sec
7	Reine Anderson	(SW)	38.467 sec
8	Stefan Bellof	(G)	38.494 sec
9	Terry Fullerton	(GB)	38.495 sec
10	Jan Carlsen	(DK)	38.516 sec

With 3 in the top ten, Britain comfortably 'won' timed practice, with Sweden, Denmark, Netherlands and Switzerland filling the next spots.

The heats went relatively well, England winning two of their three, but dropping a few points in the third. The Dutch showed the best improvement, just pipping Britain for the overall heats win, with Sweden, Denmark and Switzerland again 5th.

However this is all for final grid allocation only — the Championship outcome depending solely on two finals. A last chance qualifying race let the French and Austrians in at the expense of Norway and Finland.

## Lydden Superkarts

As part of a Festival of Speed meeting, three Superkart races were put on at Lydden Hill circuit near Canterbury, on September 2nd. It was hoped that a lot of the current Superkart 'names' would be competing to stimulate the Lydden Hill promoters into putting on more major Superkart events in the future.

In the event, entries were disappointing, with just over 30 signing on. Only Hermetite Zip team leader, Martin Hines, and Team Schemes' Nigel Smith represented the 'guns', and predictably they finished 1-2 in all three races, with Hines at the front each time.

The interesting fact to emerge from the meeting was that the Superkarts were the fastest thing on the track — eclipsing Formula Ford and Formula Libre ten lap race times. Hines successively improved the track record times in each of the 3 races, finally leaving the record average at 81.93 mph, some 5 mph better than the Formula Ford time, and 3 mph up on the Libre time.

Spectators received the Superkarts enthusiastically, and so there could well be some further events at the southern track next year. It's well worth a visit, and every effort is being made to ensure that events don't clash with other long circuit meetings.

Result:		
1st	Martin Hines	Hermetite Zip/ Zip Yamaha
2nd	Nigel Smith	Team Schemes Zip/Smith Yamaha
3rd	Charles Atherton	Zip/Yamaha

## Round One To ...?

The Herbert/Sutton Junior British Championship wrangle went before the RAC on Friday September 7th.

Herbert's case was in the hands of Counsel and the appeal was against the way in which the protest at the time of the event was handled. The RAC Tribunal found in favour of Herbert and ordered that the protest be re-heard.

As Sutton was not represented by Counsel, he was given the opportunity to organise this if he requested. He did, and therefore the case was adjourned, to be heard again on 1st November.

So placings in the 1979 RAC Junior National Championships are still unofficial.



Cathy Muller (France, 22) outside Jorn Haase (12) the Dane who was one of the revelations at Kalmar. (Photo: Romy)

The first final ended in disaster for England. As briefly mentioned last month, a misunderstanding between Smart and Fullerton, when 4th and 5th and with Wilson charging away in the lead, resulted in a nasty accident, with Fullerton going end over end. According to both drivers, the presence of a trackside manager would certainly have avoided the incident. With Britain's fourth team member, Doug Spencer, not scoring either, Wilson's win was not enough to prevent a sad 9th overall in this final. The consistent Swiss showed well, with 3rd, 9th and 12th combining to win the race from Sweden and Denmark.

Overall then, a 'maximum' for the jubilant Swiss, winning the European title from Sweden and Denmark. England were classified as 7th — a frustrating result after last year's exciting win.

1st	Switzerland	200 pts
2nd	Sweden	196 pts
3rd	Denmark	194 pts



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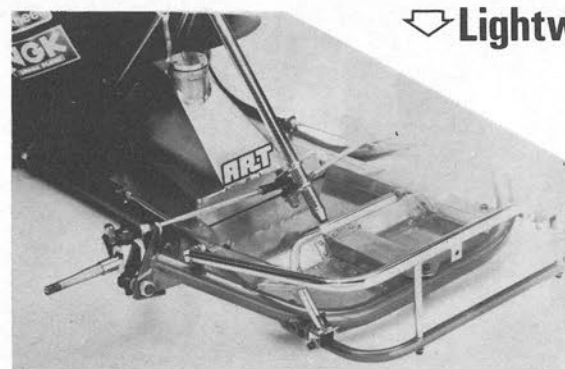
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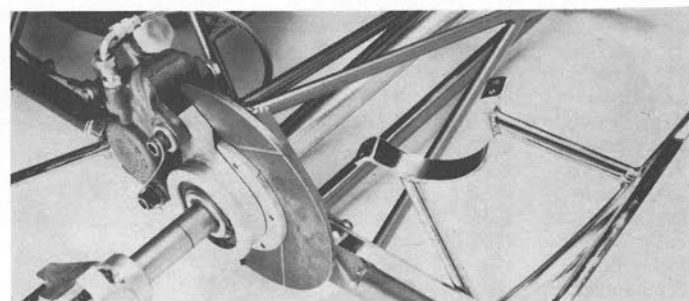
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*continued...*

under constant pressure from Brian Ewing, while Richie Burr held 3rd despite Kevin Doherty trying everything in the book to squeeze past.

**100 INTERNATIONAL AND NATIONAL.** Colin Robson dominated the heats with 3 firsts in National, Alan Corrieri, George Douglas and Pete Cartwright claiming the other top places. Robson took an immediate lead followed by Corrieri, Cartwright and Douglas, and so it was to the flag, although Robson was never in danger. There were some furious battles for the remaining places. In International, Andrew Buchan and Graham Foubister were in a class of their own, constantly lapping the entire field including 3rd placed driver Mellis. Buchan had two wins and Foubister one. Buchan took an immediate lead with Foubister breathing down his neck and this order was maintained for 7 laps until Foubister disappeared in a cloud of smoke with a blown motor leaving Buchan with an unchallenged win.

**210 NATIONAL.** A disappointingly small grid battled out the heats with Robert Grubb taking three wins from Roy Gallant. The final saw the same placing with Grubb in first, followed by Roy Gallant and Henry Fyffe.

**125/250 COMBINED.** A full grid of combined 125 and 250's provided some superb racing throughout the day. The leading 125's of Gordon Petrie, Paul Cook and the Nicholson brothers were constantly up among the slower 250's. Petrie's Rotax claimed pole from the Yamahas of Cook and Nicholson and took an immediate lead. At half distance Cook was through to 2nd and pushing for the lead. He slipped past Petrie with 4 laps to go and held the lead to the flag followed by Petrie, Gavin Nicholson and Ian Nicholson.

In 250 the first 3 places were hotly contested by Sandy Taylor, Sandy Dalgarno and 'Bev the Rev' Fraser! Taylor's Zip/J.K.S. Yamaha claimed pole with 2 firsts, with Dalgarno's Lynx on 2 and the Barlotti of Fraser on 3. At the hairpin it was Fraser, Dalgarno, Taylor, Wilson and Grubb, the first three pulling away from the pack, bumper to bumper. So it was for 6 heart stopping laps until Fraser missed a gear. Immediately the 2 Sandys slipped past, bumper to bumper. On the straight for the last lap, it was Dalgarno leading in the centre of the track, Taylor trying the outside and Fraser trying a late dive to the inside. But at the flag it was Dalgarno, Taylor and Fraser, still only inches apart.

#### Final results

<b>Junior Britain</b>		
1st	Elaine Buchan	Zip/Arrow
2nd	Brian Ewing	Zip/Corsair T70
<b>Junior National</b>		
1st	Philip Paterson	Sprint/DAP T70
2nd	Bob Knowles	Kestrel/SS20 Ace
3rd	Steve Burr	Zip/SS20
<b>100 National</b>		
1st	Colin Robson	Sprint/TKM
2nd	Alan Corrieri	Kestrel/Ace Parilla
3rd	Pete Cartwright	Zip/TKM
4th	George Douglas	Mamba/Arrow
5th	Ian Simpson	Sprint/Arrow

<b>100 International</b>		
1st	Andrew Buchan	J.K.S.Zip/Arrow
<b>210 National</b>		
1st	Robert Grubb	Sprint/Upton
2nd	Roy Gallant	Zip/Upton
<b>125 National</b>		
1st=	Gordon Petrie	J.K.S.Star/Rotax
	Paul Cook	Zip/TVMYamaha
<b>250 International</b>		
1st	Sandy Taylor	Zip/J.K.S. Yamaha
2nd	Bevan Fraser	Barlotti/Zip Yamaha
	Jenny Taylor	

#### Scottish Championships

This year the Scottish Championships take the form of four Championship meetings with three races for each class. The meetings are being held round the four principle tracks in Scotland, Golspie, Larkhall, Knockhill, and Boyndie at Banff. The best three rounds out of the four are to count.

With three rounds past, and the last round at Banff due to take place on 23rd September the points position is as follows:

<b>Junior Britain</b>		
Elaine Buchan	78	
Andrew McLean	42	
Brian Ewing	24	
Tommy Currie	21	
A. W. Polson	15	
<b>Junior National</b>		
Bob Knowles	63	
Gordon Vass	47	
Philip Paterson	47	
John Robertson	20	
Andy Sim	19	
<b>125 National</b>		
Gordon Petrie	70	
Robert Cameron	55	
Paul Cook	28	
David Barron	13	
J. Nicholson	12	
<b>250 International</b>		
Robert Logan	60	
John Ferguson	30	
Granville Grubb	29	
W. Fraser	24	
Sandy Taylor	20	
<b>100 National</b>		
Peter McCallum	57	
Colin Robson	44	
Gordon Murray	43	
Andrew Graham	23	
Duncan White	22	
<b>100 International</b>		
Andrew Buchan	51	
Gordon Murray	48	
Graeme Foulister	26	
Alan Brown	26	
John Cameron	25	
<b>210 National</b>		
George Bett	53	
Brian Smith	49	
Robert Grubb	28	
Roy Gallant	24	
Andy Whitfield	21	

The position shows that in some classes the Championship is practically won already while in others the present leaders could still be beaten. All this should add excitement to the last round.

One sad note is that Sandy Taylor, the 250 cc International Champion for the last two years, received a serious eye injury in an accident on 19th August and will almost certainly not be available to drive in the final round to defend his Championship. Everyone in Scottish karting wishes Sandy a speedy and good recovery. It is also interesting to note that in the 250 International Championship Granville Grubb, a talented 250 National Driver who finished second in the British Short Circuit 250 National Championship last year, is lying third with his 250 National equipment, against the twin Yamahas.

Alistair Mathie

#### Nuthampstead

Danish Junior Per Sorensen returned to Nuthampstead for the Cambridge Kart Club's August meeting and this time he got it all right by winning his four heats, a feat equalled by Colin Lakin in Junior Britain. Surprisingly, four other drivers also went through the day unbeaten: Shaun Andrews in 100 National Novice, Chris Unwin in 210 National and in the combined 250/125 National race D. Hall and Ian Hood respectively made clean sweeps, without the racing ever being processional.

#### RESULTS

<b>Junior National</b>		
1st	Per Sorensen	Dino/Parilla
2nd	Malcolm Russell	Zip/Parilla
3rd	Mark Hood	Lane/Smith K88
<b>Junior Britain</b>		
1st	Colin Lakin	Sprint/T70
2nd	Martyn Curry	Ambassador/TKM
3rd	Adrian Wood	Zip/T70
<b>100 McCulloch/Britain</b>		
1st	Les Cooper	Zip/Mc91
2nd	Steve Cooper	Barlotti/Mc91
<b>100 National Novices</b>		
1st	Shaun Andrews	Reema/K88
2nd	Trevor Gant	Sprint/K88
<b>100 National</b>		
1st	Dave Lees	Sprint/K88
2nd	Ken Dent	Mamba/Parilla
3rd	Ralph Morgan	Zip/Parilla
4th	Dave Page	Mamba/Parilla
<b>125 National</b>		
1st	Ian Hood	Zip/TVMYamaha
<b>210 National</b>		
1st	Chris Unwin	Barlotti/Upton
2nd	A. Eason	Zip/Upton
3rd	Richard Bridgeman	Barlotti/Upton
<b>250 National</b>		
1st	D. Hall	Barlotti/Bultaco
2nd	Barry Dale	Zip/Butler Bultaco

Phil Hunt



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# Prior Notice

**Popular win for Gary Prior in final K & S Championship round. Tredwell hangs on to Championship in tense points struggle with Davis and Carr. John Knell and Craig Leclere surprise.**

**Report: Chris Lambden**

Gary Prior really wanted to win at Kimbolton. After his strong show of form at the British Championship, a win to end the year's major events was what the *Dartford Karting* driver was looking for.

For the four people still in a position to take the overall series win, Prior did not represent a threat as such, but a good performance from him was going to have some effect on the various calculations and permutations, which kept the four, and their teams, busy throughout the day.

With the heavy August racing schedule, and the fact that the series was drawing to a close, the entry at just over 60 was a slight disappointment. But the 60 represented most of the top half of the table and so competition was going to be as tough as ever. The Kimbolton circuit provided yet another style of venue, with the relatively fast main straight, plus the noticeable bump under braking at the other end of the circuit, placing very different strains on man and machine. Organisation, as throughout the series in general, was efficient and above all, friendly.

Everything got under way with newly crowned British Champion Mark Tredwell needing only a consistent, finishing run to ensure the series win. But one dropped heat would be enough to leave the door wide open for Paul Carr, Nigel Edwards or possibly Steve Davis to sneak in, with a high scoring final round.

First to go was Nigel Edwards, with a first heat disaster in the shape of a broken coil mount. He cruised to the finish holding the coil on by hand, but the damage was done – a high score gone.

The second round of heats saw the pressure on Tredwell increase, as a tight field and a 'near miss' saw 9 points dropped. His third and final heat was potentially disastrous – involvement in a first corner shunt meant restarting well behind the field. But in the drive that probably saved the Championship, a tenacious 'all-out' chase realised a mighty sixth place at the flag.

Meantime, fifth round winner Steve Davis was scoring heavily – two wins and a second, only one point dropped, made sure of pole for the final. Steve had calculated that, assuming Tredwell did not improve on his previous 'best four' total, he *could* beat him, but only by scoring 138 out of a possible 140. And that is precisely what he was chasing.

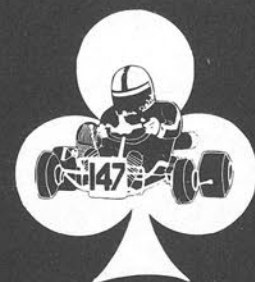
Paul Carr was having by far his best run since his switch to the Fullerton Kart – a first and third in the first two heats – but when seemingly headed for a front row final grid, a main bearing seized, and although he was able to finish, 15 points were gone and his challenge was virtually over.

Whilst most attention focused upon these leading contenders, there were several quality performances going on. As throughout the series, Terry Lilley was putting together a fine string of heats which would find him taking up the other front row grid, alongside Davis. Mr Consistency himself, Neil Hann again put himself on grid three, inside the colourful Mick Bryant. Having by far his best round of the series, northerner John Knell slotted into grid 5 on countback after tying on points with Prior, now showing much more control and consistency to go with his undoubted speed.

Row four, and after his unfortunate experience at the British Championship it was pleasing to see John Wellstead continuing to show well. He took up his position inside Len Jarman – another to show form a little late in the year.

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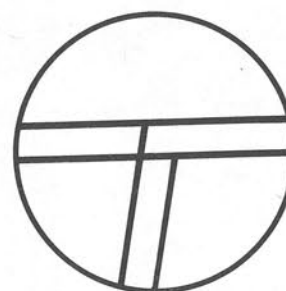
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*continued...*

On the outside of the next row sat the man with most to gain — and lose! The calculators had been clicking and his crew had worked out that, after Carr's final heat misfortune, Davis was the danger man. But he had to win, with their man below 13th place — not as bad as initially feared. The approach would be obvious — no risks, and steer well clear of likely trouble.

The 'B' Final was stopped after four laps, necessitated by a nasty looking incident involving Mick Beauchamp. The enthusiastic follower of the series was lifted into the St. Johns waggon for a precautionary concussion check, but seemed otherwise okay.

And so to the final race of the 1979 *Kart and Superkart* Magazine 100 National Championship, with, after 6 meetings, the title still undecided.

The first bend was a tight affair, and after the dust had settled, poor Mick Bryant could be seen pushing his crippled machine from the circuit — the carburettor smashed off in the scramble. In fact, front row man Lilley had seemingly hesitated off the line, as it was the inside 'file' of Davis, Hann, and Knell who swept through at the end of lap one, with Prior, Lilley, Wellstead, and an amazingly good-starting Craig Leclere in line astern.

Wellstead was motoring rapidly and in fact slipped past 3 in the next lap, to slot in behind Hann. Maybe too rapidly, as next time down the straight the Londoner's Parilla seized solid!

Lap 7 of the 20 and Davis was a few yards clear of Knell who had just demoted Hann. Prior was on his bumper, and just behind him, Carr, charging hard, had just passed Lilley, who in turn was then pushed further back by Leclere. Tredwell, showing intense caution and concentration was next in line and in no hurry to move up at all!

Prior it was, now making the progress, closing in on Knell's tail and at half distance he slipped past. Next time down the straight and he pulled out and stabbed positively inside leader Davis, to emerge from the far loop as the new pace-setter. The pair soon pulled clear, but behind them a fair old scrap raged for third, with drivers ducking and diving, side-to-side, in a snake-like queue. It was a four-sided affair — Hann, Knell, Carr, and Leclere — with Tredwell content to sit pretty and watch the action carefully.

*The race is a few laps old. Neil Hann (41) tries to keep in touch as Davis (31) fights to keep Prior at bay. Fourth, in the background, is Trevor Barras.*



## Junior Scene

It was Kevin Warner winning the *Road and Racing* Championship round at Tilbury that makes the big news this month. I told you he was hungry for a bit of glory and knowing Tilbury as well as I do, that is a terrific result. It's a very hard track to drive, and it is a very good driver that goes there and sees off all the local heroes. Young Murphy and Settersfield also had very good finishing results with Ian coming 2nd and Steve 3rd. While all this was going on, Simon Sutton was up at Rowrah giving all the rest of the Nationals a bad time (he won!). Herbert won at Fulbeck with Gary Foster-Jones following him home. The following week Gary won the Jersey Hill Climb and then picked up 1st pot at Chasewater on the holiday Monday. And finally, last week at Rye House, our little Danish National, Carl Etherington won in fine style. In Junior Britain, Cranmer and Dryden slaughtered the opposition, coming 1st and 2nd for 'Team Kestrel'. So it seems to be that all the 'quickies' are still quick!

There is a lot of screaming going on about team managers for our junior and senior teams racing abroad. The truth of the matter is that until the RAC pay the expenses of the team managers to go abroad with these lads, you will never set a sensible manager, and it must be someone that *knows* the drivers. I wouldn't think it would be very difficult to get a good sponsorship for a junior team — leathers, helmets etc. Reg Lane tried to do it a few years ago, but wasn't given enough time to do all that was required. Team Managers have got to be appointed *now* and given a full year to prepare the team for next year. Since Doug Jest retired from the senior team, the only one to sort it all out was Alan Johnson, but as Alan is in the habit of saying 'naughty' things to the RAC, he got the big elbow and not even 'thanks mate' for travelling 15,000 miles at his own expense. That is why you don't set the right people for the job. You have *got to pay* for good officials and until you do, it's going to be a shambles.

I would say the same for club meetings — until you pay officials (and I mean good ones) you will end up with sloppy, badly organised meetings. I see it all the time. The days of standing out in the middle of a track, getting soaked to the skin for a cheese roll and a cup of tea are finished. I know, I've done it for five years. I think the time has come for clubs to sit down and make their minds up to pay officials fair expenses. When that happens you will attract better officials, thus making a more efficient meeting, which creates *better racing* and that's what we all want — *better racing*.

There are a lot of people in the sport who would like to see 3 port engines with a standard carb for the Junior Britains! Many fathers are complaining about the expense of the class. I have always thought that when you break a rod and it sticks through your crank-cases, it's expensive no matter what class you are in! The idea of the Britain class was to encourage young lads into the sport inexpensively! That is not the case — to be a front runner in the Junior Britains will cost you as much as it does a Junior National or even a Senior National driver. This can't be right and it certainly needs looking at by people who know what they are talking about, but I am afraid that *excludes* the Kart Committee. I am afraid you would need

someone like John Mills and a few people with his qualities to sort out the Junior Britain thing. But that's another story isn't it!

The tyre chaos with the PH stamp is really a scream. I have never seen so many 'PH' stamps in my life — the pits are full of them! The Kart Committee was told last year, by the Association of Kart Clubs, how to mark tyres in a sensible way. The Goodyear Tyre Company had agreed to include a number moulded in all their tyres and even sent us samples, which were first class. But what happened? Nothing but chaos. The Committee were told that you can't mark tyres at Championships. A driver is allowed 4 sets of tyres. 150 drivers at the meeting adds up to 600 sets, which is 2,400 tyres!!! You would have to employ a small army to paint that lot! Yes I will say it — 'We told you so and you have got egg on your face!' It just goes to prove my belief in how out of touch with the sport they are.

I am still seeing scruffy and ill-kept karts at meetings, but, I am delighted to say, *not* in the Junior grids. The standard of preparation is really remarkable and a joy to see. It's true what they say: if the equipment looks good, then the driver is.

Now that the Green Man and *Kart and Superkart* Championships have been decided, it's all eyes on you horrible lot at Shennington and Rissington to sort your Champ out. The lad

## CLUB SCENE

that wins this series can walk ten feet tall. I sincerely hope that it is continued next year, with many more meetings to the standard it has set.

In the meantime, I hope I haven't bored you again this month, but if ever I can help you, or you have anything to say about *your* sport, drop me a line. I don't care if you call me a loud-mouthed Scottish twit — *because I am!!*

Jock Mailer

## Boyndie

Wet tyres were once again the order of the day for drivers competing in the Banff & Moray meeting in August. Occasional showers throughout the day made conditions very treacherous for the majority of races, drying out towards the end of the day.

**JUNIOR NATIONAL.** Philip Paterson stood on pole after the heats, with Steve Burr, Bob Knowles and Gordon Vass up at the front. Paterson took an immediate lead which he never looked like losing, and took the flag in fine style followed by Knowles, Burr and Vass.

**JUNIOR BRITAIN.** Elaine Buchan, Brian Ewing, Richie Burr and Kevin Doherty were the pace makers in the heats, coping very well with the treacherous conditions. At the drop of the flag Elaine took a narrow lead over Ewing with Burr battling to hold off Doherty. She once again drove a fine race to take the flag while

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*Mark Tredwell drove a cautious final, in the early laps heading a close bunch lead by Nicky Parrington and Nigel Edwards.*

The race went into the final laps with Prior now some 20 yards clear of Davis, but with the bunch still nose-to-tail. Leclere was getting braver, and hurled himself inside Carr. Knell had a go at Hann, the latter dropping 4 places. And then, on the last corner, Leclere and Carr collided, slowing to a crawl before disengaging. A breathless moment for Tredwell as he steered around the danger, but then he was home safe, in 4th place at that.

Luck was with Steve Davis this time, as his engine ground to a halt - twenty yards over the line. As a delighted Gary Prior sprayed onlookers with champagne, and Mark Tredwell was congratulated, the question became who would be second and third. It was fairly close, and the contenders would have to wait until the Championship prizegiving, some hour or so later, for the final tally.

**Result: Sixth Round - Kimbolton**

1st	Gary Prior	D.K. Zip/Parilla
2nd	Steve Davis	Zip/Zip 48
3rd	John Knell	DAP/DAP JM
4th	Mark Tredwell	Zip/Fullerton Parilla
5th	Neil Hann	Mistrale BM/Hewland



The prizegiving took place at the local Mandeville Hall and thanks to the various trade sponsors there were several valuable prizes to be had as well as the cash and trophies. Our sincerest thanks to all those who contributed to the prize list and prize-money fund. One warning - we'll be back to see you soon to talk about next year, which it is hoped will be even better!

### Full List of Placings and Awards Given

**1st Mark Tredwell 528 points**  
£150 plus two trophies (one to be contested annually). Mark also won the *Zip Kart Award* (for the overall winner) of a complete rolling Zip 79 GT 100 National chassis, and also the *Bruno Ferrari Racing Award* (for the first competitor using Parilla engines) of a Boeri racing suit.

**2nd Steve Davis 515 points**  
£75 plus a trophy

**3rd Paul Carr 502 points**  
£50 plus a trophy

**4th Nigel Edwards 498 points**  
£35 plus a trophy. Nigel also won the *Sisley Karting Award* (for the highest placed private entrant i.e. not given chassis or engines to use) of a Kestrel chassis complete. He also won the *John Mills Award* (for the highest placed DAP engine user) of an LCD digital quartz watch/stopwatch.

**5th Neil Hann 495 points**  
£25 plus a trophy

**6th Terry Lilley 463 points**  
£15 plus a trophy. Terry also won the *Talasan Insurance Award* (for the highest placed policy holder) of a trophy and £20 cash.

7th to 10th places received cheques and they, plus the 11th and 12th places, received rotary valves given by *B. N. Parrington & Co.*

The prize money was generously contributed to by the following:

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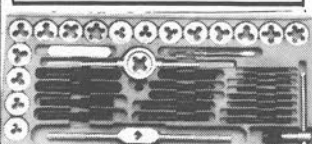
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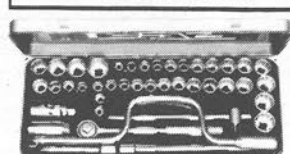


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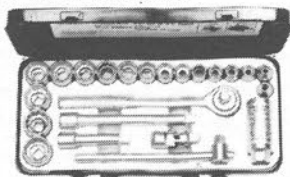
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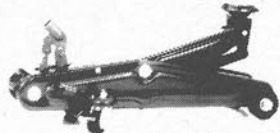
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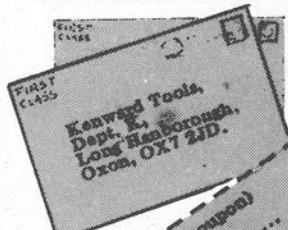
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continued...

walls and the bright sunlight made the machines, leathers, helmets, vans and tents of the large contingent who camped overnight, a carnival of colour.

The scene was set, we were in the mood and for over five hours each day we were treated to one rip roaring event slickly following another, engineered with the same precision as the machines burning up the track. Burn up? Yes, that's an apt description of the racing, but of the meeting it would probably be more precise to describe it as the Buttigieg Burn Up. Not that there is any intention of detracting from the performances of the other competitors. An examination of the results of the finals of each day's events shows that the same drivers are up there in the top ranks each time, but generally in different orders, an indication of both consistency and very stiff competition. The fact that weather and track conditions were similar on both days makes the comparison of both days' results more meaningful and emphasises the point that I am making — that the competition was very keen. Take the 100 Internationals on Sunday. N. Philips drove his Harriott/DHP hard all the way and looked all set to take first place in the finals, but on the last lap victory was snatched from him by Chris Needham on his Zip/Parilla.

The final of the 100 Nationals on Monday was also a ding dong battle between Mick Ballantyne (Sprint/TKM), Brian Parias (Zip/Dickson TKM) and J. Docker (B.M./Parilla). So closely fought was this race that there was hardly a hair's breadth between them as they took the chequered flag.

Why the Buttigieg Burn Up then? Well, from the very first heat, it didn't take Butty long to push his way out front and show the rest a very clean pair of heels — or should it be tyres? He piled on the power to give a display of speed rarely seen at Rowrah. Such was his speed that on the crest of the straight, daylight showed beneath all four wheels. Was it a pushover for him then? Well, not quite. Sunday didn't seem to present him with many problems, with him leaving the competition behind in a very convincing manner and taking the chequered flag by a very comfortable margin. And Monday? A different story, but only just. The heat passed with the same speed and style as Sunday and it looked all set for another Buttigieg victory in the finals. However, team mate Carolyn Grant-Sale took the lead from the start and for a few laps Butty pushed her hard as he looked for an opening to get past. All eyes strained each time they came round to see if he had managed it, until — Carolyn appeared alone. Yes, the dreaded gremlins had struck and Butty's engine had given up the ghost. Carolyn had by now opened up a wide gap from the rest of the field and



The 100 International field was led most of the way by N. Philips, but he had to settle for second in the end. (Photo: D. Herrod)

went on to take first place unchallenged. The first time in 13 years that this has happened at Rowrah, so I'm told, so 13 isn't unlucky for everyone!

I hear that the Club is planning on re-surfacing the track. I'll bet that the Bank Holiday racing hasn't done anything to delay that decision.

## Results

### Junior Britain

Sunday	1st	M. Little	Barlotti/LDR Manx
	2nd	T. Stamper	Barlotti/LDR Manx
Monday	1st	T. Stamper	Barlotti/LDR Manx
	2nd	M. Little	Barlotti/LDR Manx

### Junior National

Sunday	1st	S. Sutton	Sprint/Parilla
	2nd	S. Burr	Zip/Parilla
Monday	1st	S. Burr	Zip/Parilla
	2nd	M. Shaw	Zip/Parilla

### 210 National

Sunday	1st	B. Coles	Barlotti/Upton
	2nd	I. Blain	Star/Villiers

Monday	1st	I. Blain	Star/Villiers
	2nd	N. Weinhold	Star/Upton

### 100 International

Sunday	1st	C. Needham	Zip/Parilla
	2nd	N. Philips	Harriot/DHP
Monday	1st	M. Windle	Mamba/Sirio
	2nd	I. Browning	Sprint/Sirio

### 100 National

Sunday	1st	M. Ballantyne	Sprint/TKM
	2nd	N. Stamper	DAP/LDR Parilla
	3rd	D. McCallum	Zip/Hewland
Monday	1st	M. Ballantyne	Sprint/TKM
	2nd	B. Parias	Zip/Dickson TKM
	3rd	J. Docker	BM/Parilla

### 125 National

Sunday	1st	D. Docker	Sprint/Honda
	2nd	D. Price	Sprint/HPM
	3rd	R. Patterson	Honda
Monday	1st	D. Price	Sprint/DB
	2nd	D. Docker	Yamaha
	3rd	M. Henry	Sprint/HPM
			Honda
			Sprint/Honda
			Star/Yamaha

### 250 International

Sunday	1st	D. Buttigieg	Zip/Smith
	2nd	J. Ashe	Yamaha
	3rd	S. Harvey	Star/WK Yamaha
Monday	1st	C. Grant-Sale	Zip/Smith
	2nd	R. Johnstone	Yamaha
	3rd	K. Hill	Star/ARD
			Yamaha
			Barlotti/Butty
			Yam



D. Herrod





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Further awards were made as follows:

• The *Fullerton Racing Award* - a Komet K88 engine, donated by Mick Fullerton for the highest placed Komet engine user - was awarded to young Stephen Stapley.

• The *Mach 1 Racing Award*. When Phil Foster bought this business from its previous owner, he was unaware of the commitment made by that person to provide the following valuable prize. We were perfectly prepared to forget the award, but Phil generously insisted that he would stand by the promise for the good name of the firm. A tremendous gesture.

The award - the winner's choice of 100 National engine, to the person considered to have had the ability to have succeeded, but who, through a large portion of bad luck, didn't, was awarded to Lee Crane.

• *John Mills 'JM'* hooded team jumpers were given to the following DAP engine users: Les Poet, John Knell, and Roger Hunt.

NOTE: After the Championship prize-giving at Kimbolton, an error in the points total of an earlier round was discovered, affecting the overall position of Mick Bryant. The following official result list takes into account this amendment, thus promoting Mick to 7th position overall. Our apologies to Mick for the error.



Prior receives his trophy from Mark Hines, representing Kart & Superkart. On the left is Kimbolton round co-ordinator, Ray Haines.

Six meetings hard work and the 1979 Kart & Superkart 100 National Champion receives his trophies from Mark Hines.



Final Official Result - for scores totalling 150 or over. (For complete list send s.a.e.)

	1	2	3	4	5	6	Best Four
M. Treadwell	107	139	136	55	134	119	528
S. Davis	130	114	53	105	135	136	515
P. Carr	130	113	140	118	54	114	502
N. Edwards	29	123	124	136	115	111	498
N. Hann	126	95	115	56	129	125	495
T. Lilley	108	127	110	111	110	115	463
M. Bryant	100	-	130	126	59	106	462
N. Parrington	120	125	-	-	99	113	457
R. Owen	115	115	128	84	96	95	454
J. Adolpho	119	120	100	98	103	99	442
P. Wilkes	-	25	125	99	117	99	440
R. Moth	137	38	111	122	66	41	436
G. Prior	64	122	107	65	24	130	424
P. Christo	68	105	111	115	92	75	423
S. Stapley	62	118	100	111	92	-	421
R. Arkell	44	120	110	30	115	75	420
P. Newsham	121	109	120	-	-	57	407
D. Redfern	69	99	44	15	99	91	398
K. Murphy	-	67	125	44	117	85	395
M. Sayer	82	55	73	124	99	90	395
M. Rennick	104	81	109	65	100	63	394
C. LeClare	-	79	116	-	82	116	393
G. Tipping	109	97	73	107	-	-	386
L. Crane	-	-	45	128	106	98	377
L. Poet	54	87	79	108	-	84	358
J. Knell	74	43	57	62	95	125	356
S. Chittenden	22	112	22	112	71	52	347
N. Box	-	79	62	110	39	105	333
S. Ashwell	104	74	56	38	94	30	328
R. Hunt	-	53	78	99	96	51	326
J. Wellstead	61	107	-	52	-	103	323
G. Howard	45	69	107	66	-	101	322
D. Medlock	113	54	102	46	41	-	315
M. Beauchamp	105	78	36	76	-	56	315
D. McGee	86	52	122	40	49	45	309
D. Tebbutt	71	30	45	101	61	59	292
D. Russell	77	71	36	98	-	-	282
M. McGing	50	51	84	93	-	-	278
S. Tillett	45	69	-	99	-	63	276
L. Jarman	101	55	15	15	-	101	272
M. Rose	-	-	56	-	113	96	265
C. Callingham	66	49	75	62	-	60	263
R. Webb	70	27	58	103	-	-	258
N. Paul	112	87	-	44	-	-	243
J. Spencer	30	111	53	45	25	-	239
I. Williams	30	107	43	-	46	-	226
B. Peary	-	-	108	59	51	-	218
B. Humphries	22	49	38	62	63	37	212
M. Devine	-	101	72	39	-	-	212
J. Aitkenhead	54	105	52	-	-	-	211
B. Hooley	47	18	66	69	-	-	199
C. Cowley	45	30	67	45	-	30	187
M. Smith	-	70	39	-	27	51	187
P. Dredge	64	42	36	40	-	-	182
B. Chilvers	25	-	28	-	98	30	181
J. Perry	40	63	70	-	-	-	173
L. Marsden	63	-	-	-	65	39	167
M. Homewood	103	-	62	-	-	-	165
G. Holah	-	-	-	36	51	78	165
T. Brinkworth	61	-	86	-	15	-	162
T. Boyce	104	-	56	-	-	-	160
D. Dixon	41	-	46	36	67	-	160
I. Ross-Johnson	50	-	-	106	-	-	156
M. Hazel	15	100	-	41	-	-	156
N. Cherrill	30	48	15	46	-	30	154
P. Bourne	51	41	61	-	-	-	153
A. Browning	-	44	107	-	-	-	151
M. Moore	-	59	-	-	-	91	150





No rear wing, but an 'aerodynamic floortray' proved the right combination for Paul Elmore as he turned the Superkart final into a one horse race. (Photo: D. Smith)

# Touché!

Paul Elmore runs away with final Cadwell Superkart Championship round. Dave Buttigieg fights through to second. Martin Poole and John Ball show well. Derek Rodgers makes a brave recovery to claim overall Championship laurels.

Report: Phillip Bingham

Justice lent its impressive hand to the results at Cadwell Park on August 19th. Recovering from the intense pressures of the British Grand Prix at Silverstone, the long-circuit protagonists gratefully wended their way to the more leisurely settings of Cadwell Park, to squabble over the last round in the hilly Lincolnshire circuit's 'Superkart' Championship. For most, it was a pleasantly quiet return to the fray after the demanding GP, and a reminder that the late nights and ceaseless efforts of yet another season are drawing to a close.

But for one man the pressure was still there, looming as intense as ever. Paul Elmore, the works Hermetite Zip Number Two, arrived at the circuit to find himself the centrepiece of a largely intriguing, often ludicrous web of hushed rumours. The mutterings told that Paul was dissatisfied with his position as second fiddle; that Hines was less than happy with the recent track record of his team mate and the open shows of dissatisfaction that he was giving; and that there was already a queue of hopefuls lining up, all with realistic chances of hopping into the vacated Zip seat!

Despite the denials by both Hines and Elmore, the mutterings continued for most of the day. Paul couldn't have made it clearer that he was happy where he was. Hines couldn't have made it clearer that his Number Two was performing reasonably behind the wheel. And at 5 pm that same day, Paul Elmore's storming victory couldn't have been clearer. Touché.

The rumours had been gagged.

## Pit Bits

Other than the rumours surrounding the works Zip camp, there was very little of note to be found in the wooded paddock.

Malcolm Turner was conspicuously absent from the Aero pits, having surprised many by suddenly throwing the towel in just as his efforts with the ever-improving Aero Panther chassis neared fruition, and with Barry Loakes away on holiday it was left to the extrovert Roy Turner, friendly Trevor Peach, and Brian Chidley to wave a much depleted flag for the Kimbolton based marque. A sad change from the fanfare at the start of the season that accompanied Malcolm's adventurous new fibreglass bodywork. If general consensus is correct though, the Sidmouth butcher should be back before too long...

However, the fact remains that the works Aero seat has been vacated. Surely a talented driver fits only half of the bill for the replacement; technical ingenuity could well be the so far missing vital ingredient to put the Aero to the very front — a facet rare amongst most of the very conservative Superkarters?

Dave Buttigieg appeared adorned with a Zip again, admitting that a 'personality clash' with Reg Deavin has severed his links with Deavinsons quite conclusively. He was duly concentrating on improving the bodywork on his Zip.

## Hall of Fame

With each driver having a say in two heats, and with the healthy grids split into two to give a total of four heats, wins went to John Newton, Richard Dean, Will Hoy, and Roger Hall. Other fine showings came from Colin Mills and Phil Ansell (both with a second and a third), Andy Clarke (second and sixth), and Joe Waggett (third and fifth). The 'B' Final gave Stuart Turner a win from Bernard Hargreaves.

With the action typically close, and so many names featuring well, the stage seemed set for a wide-open final, posing the possibility of a new face on the winner's rostrum...

A few drops of rain shortly before the final must have caused a few hearts to work hard, but with the sky clearing, most of the field eventually rolled round Barn corner and squatted on the grid on slicks. At the flutter of the Union Jack it was Waggett who nosed ahead, pushed hard by a smart-starting Ansell. Behind these two, Bill Longden gave chase with Brian Heerey, Hall, Clarke, and Nicky Lumby shadowing.

Hall made clear his ambitions within just a lap, and lunged into a gritty challenge with Waggett, these two dicing nose-to-tail in a furious dispute that provided Ansell with a clear road and the chance to extend his advantage.

So, after three laps, Ansell held 1.2 seconds over Waggett and Hall, with Longden, Clarke and young Heerey also elbowing their way into contention for second place.

Only another two tours later, however, and the story was a very different one. Ansell sadly

continued . . .

### 100 National

1st	Neil Hann	BM/Arrow
2nd	John Crawford	Zip/Arrow
3rd	Paul Gay	Lane/Parilla
4th	Tony Capozzoli	BM/K88

So ended a good day's racing with one or two unusual instances thrown in for good measure. Thanks I feel are due from all those who attend Clay Pigeon for the services of our lady commentator Jean Manley who unfortunately has now completed her stint in this capacity and will be replaced for the next meeting by a very nervous yours truly.

Nick Stantiford

## Jersey

After the very successful Hillclimb on Thursday, our local and visiting competitors all assembled at Belle Vue Pleasure Park circuit for the all day track meeting which promised to provide exciting racing.

The Junior Class was a local affair with Gary Wood and Nigel Le Cornu up front and Jason Battick chasing hard only to go through three motors in the course of the afternoon. Hard luck Jason!

In the third heat, Nigel and Gary touched, both spinning off, leaving little Andy James from Wales to win, but in the final it was the old firm once again.

There were enough drivers in the 100 National class to warrant splitting the 18 drivers into separate groups. Only two Jersey drivers in this class: Colin Crouch and Paul Leverdier. Paul, having seized his 250 engine, drove extremely well on unfamiliar machinery.

Mike Nethaway and Barry Hills of the RAF, Kestrel Kart Manufacturer Bill Sisley and Andy Crockett from Birmingham were the front runners leaving our St. Lo visitors being a little out-classed. Bill Sisley shot away in the A final leaving the other karts in formation behind. Poor Paul Leverdier spun on the last lap but could not manage to restart himself.

There was bound to be fireworks in 100 International, for we had two British team members, Biff Harris and Richard Weatherly as well as the RAF champion, Ted Heath (!) and the bulk of Jersey drivers. Reg Roberts just managed to stay ahead of Biff to take heat 5. Young Nick Meldrum, just up from Juniors, drove consistently to claim a good grid position in the A final. The last race was to prove very close as a large hanky would cover the first 3 until half way through when Harris and Weatherly drew away to tie on points but 1st went to Harris as he had clocked the fastest time.

The 210 gearbox class was enlivened by the presence of 2 125's from St. Lo. Only Nigel Davis could stay with the two Frenchmen, but our visitors seemed intent on bouncing off everyone on the track in their efforts to stay ahead. Bernard Baxter and Nigel disputed the lead in the final with the rest strung out behind and Hubert de le Helle breaking a stub axle against a barrier.

The 250 cc Yamaha and Suzuki powered karts are a handful on our tiny circuit and with Andrew Davis, the hill climb record holder, out with a seized motor and Les Le Ruez driving a subdued race due to a recent motor cycle injury, local interest was slight. Nevertheless our visitors put on some close racing in all the heats and in the final honeymooner, Paul Chalmers held a tenuous lead from South Wales driver Nigel Jenkins until the very last lap, when they unfortunately touched, making Paul spin out and leaving Alan Bottomly first and a surprised Les Le Ruez into second place.

## CLUB SCENE

Our thanks go to Mr Eric Bisson of Jersey Racing Circuits for his co-operation in letting the Jersey Kart and Motor Club commandeer his track for most of the day.

### RESULTS

#### Junior 100

1st	G. Wood	Zip/Parilla
2nd	N. Le Cornu	Zip/Komet
3rd	A. James	Sprint/T.K.M.

#### 100 National (A final)

1st	B. Sisley	Cobra/Komet
2nd	C. Owen RAF	Zip/Parilla
3rd	B. Hills RAF	Zip/Parilla

#### 100 National (B final)

1st	C. Crouch	Sprint/Parilla
2nd	J. La Hodey	Birel/Parilla
3rd	G. Jones RAF	Zip/Manx

#### 100 International (A final)

1st	B. Harris	Zip/Sirio
2nd	R. Weatherly	Cobra/Komet
3rd	R. Roberts	Zip/Parilla

#### 100 International (B final)

1st	R. Heath RAF	Eagle/P.C.R.
2nd	P. Saunders RAF	Lane/Parilla
3rd	T. Vautier	Kestrel/Komet

#### 125 Class

1st	T. Hardouin	Taifun/Suzuki
-----	-------------	---------------

#### 210 National

1st	N. Davis	Barlotti/Upton
2nd	B. Baxter	Zip/Upton
3rd	J. Fernandes	Barlotti/Upton

#### 250 International

1st	A. Bottomly	Zip/Suzuki
2nd	L. Le Ruez	Zip/Yamaha
3rd	N. Jenkins	Zip/Yamaha

## Butty's Bank Holiday Burnup!



Robert Johnson (100) shuts the door on Dave Buttigieg during one of Saturday's heats. However Dave was soon through to win. Two karts behind Buttigieg is Carolyn Grant-Sale who won Monday's 250 final. (Photo: D. Herrod)

Sunday 26th August dawned bright and breezy in West Cumbria, a very welcome change from a few days earlier, when one would not have been considered to be badly adrift to have thought that it was November and not August.

The invigorating change in the weather set the tone for the karting to be held at Rowrah Stadium for the next two days, organised by the Cumbria Kart Club. Yes, two consecutive days of first class karting with the promise of some very competitive racing from the large field of top class entrants. The fact that Dave Buttigieg, World Cup holder, was entered in the 250 International may have had something to do with it, or maybe it was the fact that the Cumbria Kart Club always puts on well organised events at their very attractive and unique amphitheatre-like stadium set in the bowl of Rowrah Quarry. Whatever, the promise was there and completely fulfilled.

This was the first time that the C.K.C. had organised a two day Bank Holiday meeting and very sensibly had decided to make each day a separate meeting with separate trophies to be won. This meant that for those who couldn't manage to get to both days' meetings, they didn't miss out on the finals. It proved to be very successful and for those who did manage both days it was a double dose of exciting racing to keep even the most voracious appetites satiated for a while.

The atmosphere of excitement hit you as soon as you arrived at the circuit. The sounds and smells were contained within the quarry



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saw his lead, which had built up to a commanding 4.2 seconds, dissolve along with engine troubles, and Waggett, too, fell by the wayside. It was Clarke's turn to savour the initiative, harried now by veteran Longden — but again the lead possession was short-lived. Going like a scalded cat, Roger Hall snatched a tentative first position, but equally inspired was Grand Prix winner Heerey, who swooped by almost effortlessly for the eighth time. The ease with which Heerey moved by hinted strongly that the victory was eventually going to be his.

Wrong! With just two laps to go, the bizarre progress at the head of the pack continued, now somewhat controversially. Heerey and Hall had scrapped mightily for prime position using the whole of the track in their spectacular weaving, slipstreaming, and rather desperate-looking lunges. Sadly, the end result was a very disgruntled Heerey by the trackside, with less than complimentary remarks about Hall's driving tactics to explain his abrupt retirement...

This left Hall to stake a rare claim to the laurels, though Heerey's comments perhaps detracted from their value. A persistent drive from Longden netted him second place, just half a length behind the victor after an exciting last minute charge saw him cross the line lapping a backmarker, two wheels on the grass illustrating his brave efforts. Andy Clarke came home a distant third, chased hard by an on-form Chris Anderson, who had made commendably clean progress through the traffic in a race that was otherwise largely marked by attrition.

Fifth fell to Owen Jones, another to make neat progress up the frequently changing lap chart, with Dave Jones (no relation) getting well into the swing of things at his home venue to collect a fine sixth. Owen, incidentally, had appeared in the B Final, and retired after just one lap, which tells much about the dubious organisation...

1st Roger Hall  
2nd Bill Longden  
3rd Andy Clarke  
4th Chris Anderson  
  
5th Owen Jones  
6th Dave Jones

Zip/HRP Upton  
Barlotti/Upton  
Barlotti/Upton  
Barlotti/AKR  
Upton  
Zip/Villiers  
Star/EJ Villiers

### Wolf at the Door

Paul Molloy: a new 125 cc British Champion, and still hungry for success. A first and a second in the heats saw him park on pole for the final, and in this, too, he really had his skates on, displaying superb racecraft in his individual Wolf chassis.

210 Action. Andy Clarke (23) drifts out of Barn corner ahead of Bill Longden (56). (Photo: D. Smith)



Young John Ball is displaying some interesting technical thinking as he establishes himself among the regular front runners. Note the full length undertray skirts. (Photo: D. Smith)

The only person to approach Molloy's pace in the heats was, predictably, two times Grand Prix winner Steve Elmore, who mustered up one win. Roy Patterson, Mike Doble, and Mark Allen proved themselves to be the other names worth watching after consistent top six placings in the two heats.

Come the final, and the heavens opened again, but the drivers had gauged the changeable weather and turned out on slicks. The rain, they hoped, would soon move away and leave the racing line to dry.

After a few exciting laps, that is exactly what it did, with Patterson sliding ahead at the start only to be promptly ousted by Molloy. These two then indulged in a dice of truly desperate proportions, continually exchanging positions as they inched away from a similar argument involving Mike Doble and Brian Hill. Usual pace setter Steve Elmore was already out of the action, having coasted into the pit lane after just two laps.

Hill dropped by the wayside at mid-distance, leaving third place Doble to reel in the leading duo. Slowly but surely he narrowed the gap, and by lap six he was clinging to the leaders' dice. Victory was now open to any of the three.

Although squeezing by into second place on occasions, however, Doble never quite mustered enough to claim the lead. We were treated to the repetitive but exciting display of leader Patterson grabbing the initiative on the approach

to Barn, only for Molloy to inch alongside as they piled around the right hander onto the straight, to nip by as they plunged over the start/finish line. This routine occurred three times in a row, and, with the race drawing to a close, it only needed to happen once more to allow the crafty Molloy victory.

Sure enough, Molloy it was! Snatching the lead at the eleventh hour, the Wolf pulled out a three second winner's margin as Patterson dropped back slightly after a 'moment' induced by his determined pursuit. Mike Doble came home an aggressive third, pursued by Roy Woolridge, James Hoy, who clambered up the lap chart well, and the consistently quick Mark Allen, interestingly making it three different engines and four different chassis in the top six.

1st Paul Molloy  
2nd Roy Patterson  
3rd Mike Doble  
  
Wolf/PM Rotax  
Barlotti/Chat  
Yamaha  
Barlotti/Honda

### Tinkler heads the Bill

As usual, the 250 Nationals were run alongside the 125 cc brigade. Sadly, there were only sixteen entries here, and some rather lacklustre racing in comparison with the hectic displays provided by the other classes.

George Smith claimed both of the heats, with Tony Missin and recently deposed British Champion Bill Tinkler also featuring consistently in the results.

Right from the word go, Smith maintained his meteoric pace, rushing off to catch the earlier-starting 125 cc ranks, ahead of Tinkler and Tony Draper.

Some early jostling saw Smith hang on to his lead, exhibiting uncanny traffic sense, as behind him Bob Phair took over second spot, followed by a procession consisting of the demoted Tinkler, Draper, Missin, and Chris Willie.

Smith soon disappeared, cruelly struck by engine failure, and some late scrapping in and out of the 125's after an otherwise processional ten laps gave Tinkler a hard-earned victory, from Phair, who submitted and inspired late charge, and Draper.

1st Bill Tinkler  
2nd Bob Phair  
3rd Tony Draper  
  
Mistral/Bultaco  
Barlotti/Bultaco  
Star/Bultaco

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continued. . .

## Elusive Elmore

As usual, the Superkarts turned out in force, requiring a total of four heats, in which each driver was to make two appearances, and a B Final to give those troubled or simply off the pace a second chance to make the final grid.

The impressive variety presented in the list of heat results provides a fine illustration of the healthy, extremely close competition amongst the 'Big Boys' at present, with Steve Styryn, Dave Buttigieg, Paul Gamsa and Paul Elmore all turning up trumps. The B Final went to none other than Martin Hines, who seems to be making something of a habit of finding a hard way into the final of late, this time troubled with an almighty excursion, and dire handling problems from then on as a legacy of this crash.

Others worthy of note in the heats were Roy Turner, who really is getting his act together now, fighting with Kerkhoven at one stage on his way to a fourth row start; and John Ball, who showed a promising turn of speed to net a second, although he threw away any chance of a good grid position with an 'off' on his second outing at the tricky Barn sweep, in so doing relegating himself to the twelfth row.

Also showing threats to Elmore's pole were second row men Reg Gange, an expert around the challenging hills of Cadwell, Derek Rodgers, making a brave return to the wheel following a nasty neck whiplash when he visited the Silverstone barriers, the ever-present Simon Quance, and Martin Poole, who seems to have recovered some of his old, aggressive fire recently. Nigel Jenkins reminded us again of the potential of the enveloped RWB machine by parking on the third row, with team mate John Raymond only two rows further back.

So to the final, with the sixty strong grid rumbling into the wooded hills on slicks.

Paul Elmore was not mincing his words. No sooner had the Union Jack signalled the 'off' than the race was already decided. Elmore



PDS-backed Derek Rodgers did enough to take the overall series win. (Photo: D. Smith)

scurried away from the line copy book style and that, effectively, was it. No one else got so much as a look-in.

Styryn assumed the role as determined 'bridesmaid', but within two tours had retired, rounding off a miserable day for the GBRD team. With Buttigieg back on row eleven, and Hines another four rows even further behind, the only feasible challenger to the storming Elmore was gone.

By lap three Martin Poole, who had made a demon getaway, was hanging on to a tenuous second, harried by John Rees, Gamsa - and then Buttigieg and John Ball! The charging progress through the traffic by these two was little short of incredible.

By mid-distance Gamsa's engine had gone off, and Buttigieg was through to second, although a distant six seconds behind Elmore. The World Cup holder proceeded to chisel away at the gap to the leader, but even at the rate of a third of a second per lap it was too late.

Despite this last lap "moment" Dave Buttigieg, sporting some interesting bodywork, retained second place. (Photo: D. Smith)



With Poole slotting in reluctantly behind Butty, John Rees held on to fourth but was persistently hounded by young Ball. Both Ball and Reg Gange eventually managed to squeeze by the little Welshman, who, although going very well, was unable to repeat his sterling Grand Prix performance.

Further back, Hines was scrabbling through the pack, but with a kinked chassis he was unable to match the pace of the rising Buttigieg and Ball. So by lap eight the order of the top runners, other than the gradual progress of the Zip team leader, looked to be settled.

But it was not to be. Having submitted a really inspired charge, and hanging on well to Buttigieg, John Ball had his impressive efforts brought to nil with just one and a half laps to go. Approaching the Mountain, Ball made a move to pass Poole who, in turn, was drawing level with Buttigieg. A firm closing of the door by Buttigieg left Poole to dart aside, and promptly forced Ball to take to the grass, gyrating out of contention.

From here on history was determined, and Elmore laid a popular first claim to the chequered flag. Over seven seconds later Buttigieg coasted home, seemingly having given up any hope of catching the elusive Elmore and so settling for second without any dramas. Third was Martin Poole, making a welcome return to form, although possibly at the cost of another fine result for Ball, who was visibly annoyed at his forced retirement.

Fourth, but only just, was Hines, who pipped Rees at the line by little more than a bumper's length after a brave plunge out of Barn, and seventh fell to Derek Rodgers, who added to an already impressive collection of points to pocket the overall Superkart Championship spoils. John Morrell, Peter Haywood, an off-pace Rob Kerkhoven, and Colin Olden completed the top ten.

Presumably the end-of-term 'silly season' and 'musical chairs' speculation will now accept the fact that Paul Elmore is staying quite firmly where he is . . .

1st	Paul Elmore	Hermetite Zip/ Zip Yamaha
2nd	Dave Buttigieg	Rapid MovementZip/Smith Yamaha
3rd	Martin Poole	Zip/Yamaha
4th	Martin Hines	Hermetite Zip/ Zip Yamaha
5th	John Rees	Zip/GoffYamaha
6th	Derek Rodgers	Zip/PDS Yamaha

Club P.R. people are invited to submit coverage of their events for inclusion in *Club Scene*. Contributions are requested as soon as possible after the event in order to keep us as topical as possible. Photographic support is welcome. Don't forget that you can ring us at any time (Hoddesdon 44201) with any snippets of news.

## Clay Pigeon

The normal restricted monthly event at the Pigeon was held back till August 19th to allow for the attendance of our club drivers at the previous weeks' 100 BRITAIN Championships at Rye House. Club drivers fared well with Peter Rochford taking the Championship outright with other locals Nigel Cleveley and Ron Shone taking 3rd and 5th respectively. Well done lads you're a credit to the club and the class. Anyway back to the day's racing and as usual the day stayed dry (aren't we the lucky ones) and although dull and overcast it made for good competitive racing in all classes.

The proceedings commenced with the usual rout of practice sessions followed by a series of good clean heats with surprisingly consistent results in many of the contested classes. First final of the day was booked for the Juniors who because of a minimal entry were forced to run in a combined event. Heat wins in the National bracket went to Andrew Clarke (2) and Andrew Bundy (1) with Lewis Gee (2) and Barry Sommers (1) completing the Britain line up. Lap 1 of the final saw Mistrale's entry Andrew Clarke once again taking the initiative ahead of his regular rival Andrew Bundy with Lewis Gee heading the Britain fleet back in 5th overall. Come lap 4 the leaders had settled to their task and opened a commanding lead ahead of Nigel Clarke and Gary Thomas who were holding the Britains at bay further down the field. The tussle continued through to lap 11 when Bundy got a wheel ahead of Clarke and cemented his well fought for leadership of the Nationals and the race as a whole. Meanwhile back in 5th overall came the ever determined figure of Barry Sommers showing the Britains that he was equally capable in the final and heading the class after a finely contested race. They crossed the line well spaced and with positions unaltered on the last lap, the 4 National drivers came in 1st - 4th overall followed by the slightly overshadowed but none the less mighty capable Britains.

100 Junior National		
1st	Andrew Bundy	Barlotti/Arrow
2nd	Andrew Clarke	Sprint/Parilla

100 Junior Britain		
1st	Barry Sommers	MM2/Arrow
2nd	Lewis Gee	MM2/Arrow
3rd	John Bundy	Barlotti/Manx

With 3 outright heat wins to his credit all eyes were turned towards Paul Knapfield to take the final of the 100 international event and but for the intervention of Biff Harris he would have obliged. Off the line Knapfield settled into second behind Harris and there he stayed for a wholly uneventful 10 laps, the proceedings only being brightened in the early laps by the progress of Kenny Brown who despite a good effort was cruelly robbed by one hell of a seize up on lap 7. I didn't find out exactly what happened but on passing the finishing line

something declined to rotate any further and everything else appeared to lock up in sympathy. Nevertheless the race finished without any further mishaps for the remaining five entrants and after a good last 3 laps Martin Liddiard's efforts were rewarded with a sound 3rd place.

100 International		
1st	Biff Harris	Barlotti/K88
2nd	Paul Knapfield	Sprint/Sirio

Once again a strong contingent of up and coming novices warranted the staging of a separate event for their battletraining and they put on a heck of a show in recognition of the fact. Nationals and Britains were mixed in all events with Julian Heap turning in a good string of heat wins for the Nationals and local lad Mark Woolage showing the Britains how to start their racing careers in a blaze of glory. Come the final, Heap was once again to be seen up front flying the National flag but right behind came Woolage (known to his friends as Joe 90!), (something to do with his racing number one thinks), not only was he leading the Britains but also 3 of the bigger boys into the bargain. There he stayed playing tag with the leader until the penultimate lap when he was overhauled by the quicker National set up of Stephen Cobden. Following Woolage's sterling example came Keith Mortimer closely tailed by the only female in the proceedings Julie Hollings of Portland a close advocate, or so I am led to believe, of a number of other up and coming young drivers from the same area who seem to be making a takeover bid for the circuit.

100 National Novices		
1st	Julian Heap	Lane/Parilla
2nd	Stephen Cobden	Rapide/K88

100 Britain Novices		
1st	Mark Woolage	Kestrel/DAP
2nd	Keith Mortimer	Kestrel/T70

A strong entry once again boosted the competition in 100 Britains and as always they fought every inch of the way.

Fresh from his Championship victory Peter Rochford managed only 2 seconds and a third in the heats but this was good enough to put him somewhere up front for the finals. Before the final was run Peter and his mount were hoisted aboard the recovery wagon for a lap of honour in recognition of his previous week's success, which was met with much applause from both spectators and fellow drivers alike, a fine achievement indeed. Well done that man.

On to the final and first to show was the ever present figure of Nigel Cleveley marginally ahead of Rochford with John Donovan and Ron Shone in 3rd and 4th respectively. The order remained thus through to lap 4 when with a very nice piece of driving Shone showed Donovan his exhaust and went in pursuit of Rochford. Following the leaders down in 5th overall came Alan Bryant making ground at a very appreciable rate. Unfortunately his endeavours were not to bear fruit and he had to be content with the same position come the finish,

## CLUB SCENE

which was fairly decisive with Cleveley, Rochford and Shone all crossing the line reasonably spaced.

100 Britain		
1st	Nigel Cleveley	M.M.2/Arrow
2nd	Peter Rochford	Barlotti/Arrow
		M.M.
3rd	Ron Shone	Kestrel/DAP
4th	John Donovan	M.M.2/Arrow

A very small entry in all the geared classes necessitated a 3 way combination of 210 and 250 Nationals and Internationals in all the events for these classes. Dominating the heats for 210 came Allan Miles winning 3 out of 3 and likewise Pete Dedman had a 100% record on the 250 score sheet. The final was started with a ten second gap between the respective capacities and made for quite an interesting little event. From the flag Tim Dedman mirrored his brother's earlier efforts and stormed off in the lead closely followed by the only International entrant, Novice Peter Murray. Early leader for the 210's was once again Allan Miles, followed for a while by Novice Bill Reeves. Come lap 6 Miles had taken 2nd overall away from the 250 of Murray and Jonathan Griffiths had gained 4th overall and 2nd in class for 210. Positions remained unaltered for the rest of this ten lap race with Tim Dedman holding the front with little difficulty for its entirety and Miles completing his 100% record with his 4th class win of the day.

210 National		
1st	Allan Miles	Zip/Villiers

250 National and International		
1st	Tim Dedman	Zip/ERR Bultaco

The 100 Nationals had a very strong entry and with no fewer than 23 karts on the programme, promised to be a very entertaining stint. Neil Hann once again showed his domination of the Pigeon tarmac with 3 wins out of 3 in the heats followed by a good mixture of others in the minor placings.

The final commenced with once again the figure of Hann leading off the line and into the first bend, closely shadowed by Biff Harris and Trowbridge entrant John Crawford. On passing the line to commence lap 2 Harris started to pressure for the lead and managed to gain it, by mid lap he had pulled away from Hann and appeared set to stay there. Lap 5 however proved to be Biff's last and he was forced to retire with mechanical troubles, this once more elevated the Mistrale colours to first place and from then on Neill Hann proved unstoppable. Further down the order Crawford was still toiling away in second, now followed by Paul Gay and the ever eager John Percy. Lap 8 arrived with positions unaltered but could so easily have turned into a minor disaster and but for the quick intervention of course officials would have. Unobserved a black Labrador dog had somehow wandered onto the track adjacent to the start line, luckily the drivers passing at the time managed to avoid the animal without colliding and it was hurriedly ushered out of the area accompanied by more than a few sighs of relief. Back to the racing and on lap 10 John Percy departed from the proceedings allowing Tony Capozzoli to move up to fourth overall. From here on positions remained unaltered for the last 2 laps and Hann stormed home a very capable winner with 100% record to his credit.





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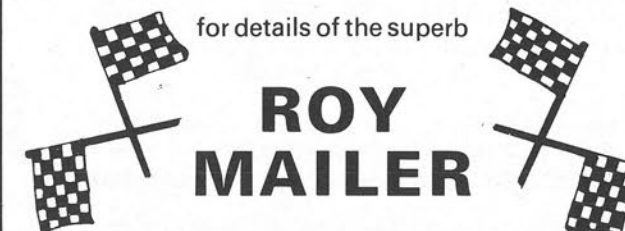
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thirty drivers turned up! It was a really good, friendly meeting and the organisers deserve full marks for laying on 3 ten lap races, giving good trophies and prize-money. A vast number of spectators turned out to the Festival of Speed meeting and there was no way in which the karts were made to feel the underdogs as may have been the case years ago. In fact it was quite the contrary. The spectators were also suitably impressed and it appears that next year there will be three 250-only meetings and three 210 meetings. Yours truly managed to set a new race record speed, nearly 4 m.p.h. better than the previous record and won the three heats, but with strong competition from Nigel (Team Schemes) Smith, and after a few exciting overtaking manoeuvres on both our parts! Just to finish three out of three races certainly gave my morale the boost it needed to put me in good stead for Cadwell and Denmark. Gearing for Lydden seemed to be about the same as for Oulton and the average lap speed was nearly 82 m.p.h. So next year let's see you all down

By the time you read this, a number of you will have seen the latest trend-setting gimmick – the fabulous Simpson helmet, known as the ‘Star Wars’ helmet. To say it fits like a glove is an understatement – I have never tried a helmet that gives such a complete feeling of safety and security. Its finish is superb and it comes complete with built in balaclava. It’s lighter than its Bell equivalent, and to imagine anything more comfortable and better made would be difficult. It comes in one specification, with fire-proof lining and life support system, exactly the same as worn by Alan Jones and Mario Andretti etc. The cost? Well it certainly ain’t cheap – £156 (but how much is your head worth?) Because of its integral balaclava and style of interior padding, you need a size bigger in the Simpson than in a Bell i.e. I take 7 1/8 in Bell and 7 1/4 in Simpson. (Contrary to the general belief that I take an XXL helmet!) Where can you get them? Zips – where else! Have just heard that Roy ‘Capone’ Fish has secretly bought one. Is he trying to keep up with fashion, or is it really that he needs top protection from soda syphons!!



*The new Simpson helmet is distributed by Road & Racing Racewear, and Zip Kart are handling it for karting.*

Daytona. Yes it is definitely on and it looks like being petrol only — no methanol or any ultra funny fuels. It will be staged on the 28th, 29th and 30th December. I will be going and hopefully next month I will have full details of costs etc. for anyone else that may be interested.

Next month I also hope to be able to give you information on new equipment for the 1980 Superkart season and a few other tips on those little things that when added together make the difference between being on or just off the pace.

Merton

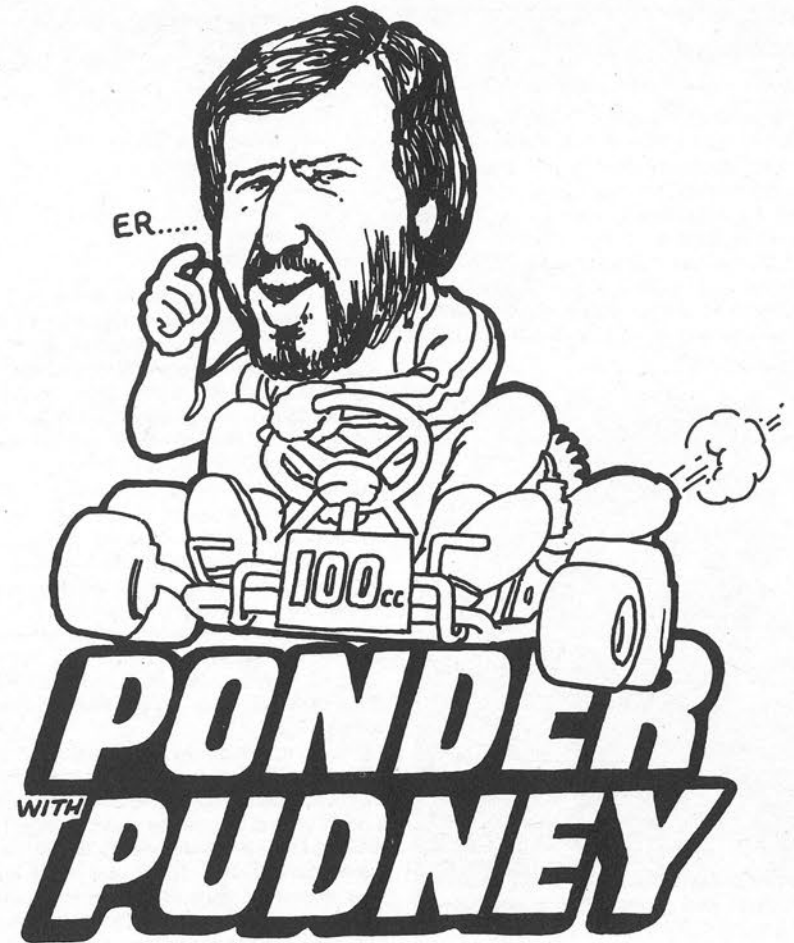
As many of you will know I circulated a questionnaire to all the 100 National drivers competing at the final round of the K&S Championship at Kimbolton, which required them to list the five drivers in order of merit (excluding themselves) who they thought made up the top National drivers in the country. I would have preferred to circularise a variety of meetings up and down the country to obtain a result, but I am afraid the idea came to me too late, so that will have to wait until next year. Also Kimbolton attracted a relatively small entry compared to other rounds. (Huge in general terms, at 60 plus, but low in relation to Tilbury's 100 plus.) These aspects apart, it did achieve a good response and I carefully filed away the completed questionnaires without correlating them, in order that the drivers' choice should not influence mine!

My own top 10 I listed as follows:

- |    |               |
|----|---------------|
| 1  | Mark Tredwell |
| 2  | Paul Carr     |
| 3  | Steve Davis   |
| 4  | Gary Prior    |
| 5  | Neil Hann     |
| 6  | Nigel Edwards |
| 7  | Wayne Homer   |
| 8  | Mick Bryant   |
| 9  | Lee Crane     |
| 10 | Roger Moth    |

For once, absolutely no indecision at all about who is No. 1; it just has to be Mark Tredwell. To me he is brilliant — in a class of his own. I am quite convinced that he could make it on the 100 cc International scene if he really wanted to. In fact I would really stick my neck out and say that he is World Champion material!! I don't think, however, that Mark has aspirations towards 100 International, which obviously dissappoints me in view of my close involvement with this class. He does, however, fancy the 250 Superkart scene, if his motor racing ambitions are not realised. Bearing in mind how well 'average' 100 kart drivers go in 250s (Martin Hines being a prime example . . . sorry Martin!! about the average bit), Mark could well set the world on fire if he had a real go in a Superkart. However my reasons for picking him as No. 1 are mostly self evident. Anyone who can dominate such a closely contested class of racing, which normally sports a different winner every week, to the degree that Mark has this season must be something rather special. He is one of the most cool and calculating drivers about, rarely ever seeming (from a non-competing viewpoint!) to get involved in the usual tangles and shunts which are virtually unavoidable in National racing and he is the best overtaker in the class by miles. Like him or hate him, Tredwell is my man.

No. 2 for me is Paul Carr. Suddenly rocketed into prominence by the K&S Championship, Paul has been on the karting scene for a long time. His 4th place at the opening round at Tilbury opened my eyes and obviously those of Terry Fullerton. He then proceeded to show his true skill by driving a masterful final at Shenington to hold Tredwell at bay for the whole race, when Tredwell was trying very very hard indeed. His shoestring budget obviously held back his true potential and Terry's offer of a 'works' drive must have seemed to Paul like Manna from Heaven. The honeymoon period



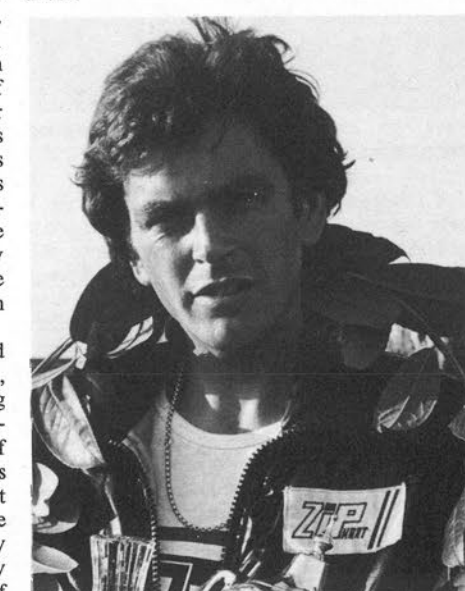
### on: The Top Ten National Drivers The Golden Helmet Award

with Terry has obviously not been all wine and roses as Paul has had to adapt his driving technique quite dramatically to suit the Fullerton kart. It is uncertain whether his association with Terry will continue next year – we can but see. Paul is my No. 2 because he is forceful and aggressive enough to win and is an excellent out-braker. He could however do with some lessons from Tredwell on consistency, and avoiding trouble! Paul does seem to get involved in incidents, not necessarily of his own making, but which other people have the ability to avoid.

The choice between Gary Prior and Steve Davis for No. 3 really made me think, the decision eventually going to Steve for no particular reason – more a gut reaction based on the fact that he is the more experienced campaigner. Gary has really got it together recently, although he has a reputation for being rather erratic and his track behaviour sometimes leaves a little to be desired. He can however get through the field very well and if he stays on the track will always be a front runner. Steve to me is more consistent than Gary and I *was* going to say his track discipline is better, but I have just heard that he has been involved in a carbon copy 'incident' at Rye House to that of Gary Prior's at Tilbury, which also involved the same competitor! It seems that having been involved in an accident and sidelined, he waited for the other guy to come round and drove him off the track. Naughty boy Steve!! Of the two, however, I do feel that Steve would make a good International class driver, whereas someone recently summed Gary up by saying 'Oh yes, a good *National* driver'.

Neil Hann seems a natural to me for No. 5 spot. When watching a race in which Neil is competing, I think to myself, 'Hann won't win but at least he'll finish well up' and that really sums Neil up. Not an outright winner but very cool, calm and consistent. I would hazard a guess that apart from Tredwell, Neil has *finished* more races on average than all other National drivers in the year. So even if a record for consistency doesn't please you too much Neil, at least you know it got you 5th spot in my Top Ten.

In 6th position, Nigel Edwards is the personification of Mr Nice. Very popular with the



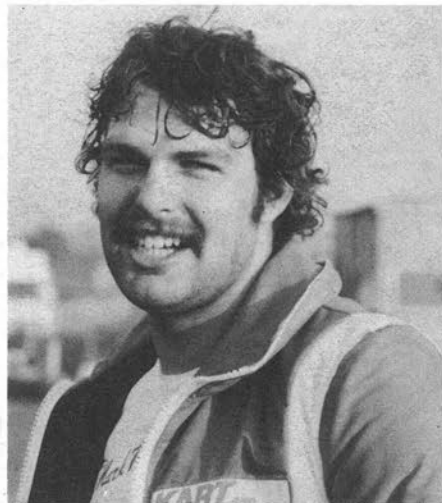
*Tredwell: undisputed No. 1, winner of both the K&S and RAC Championships.*

[illegible]



continued. . .

other competitors because of his excellent track manners and good humour off the track, he is to me what National Kart racing is all about. His whole world revolves round karting and although he occasionally rolls up in the Mills Mercedes van, he is not a works driver, merely a successful privateer enjoying some works help. The trouble with Nigel is that although fast, he is too nice to be really successful, and like Neil Hann I reckon will always be 'there' but rarely an outright winner.



Carr: forceful and aggressive, but not "signed up" yet for 1980. Needs the backing.

I wonder if the drivers will have remembered my 7th choice man! Wayne Homer hasn't competed a lot this year, but when he has, has shown that he has lost none of his old fire and determination. His much publicised duels with Tredwell were a highlight of the early season's racing, but then Wayne's enthusiasm seemed to wane (UGHH!!) and he hardly contested any of the K&S rounds or other mid season meetings. Wayne is definitely one of those drivers who is good on his day, but does blow 'hot and cold'. I think that perhaps a change to a Sprint chassis may help his fortunes and I for one look forward to seeing him around the circuits soon.

Mick Bryant gets No. 8 spot. A good front runner on his day, he has proved very consistent this year and his standard of driving has been such as to make him stand out to me this season. Though not such a good overtaker as Lee Crane, my No. 9 man, Mick would be there at the end of the race whilst Lee Crane won't. Which just about sums Lee up. Every time I've seen him this season he's been spinning off, retiring, or crashing. When he actually gets a race together he goes really well and can get through grids like a veteran. But this season has been an utter disaster for him. At least next year *must* be better!!

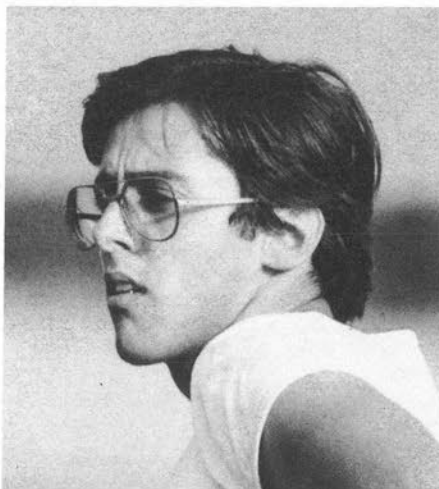
No. 10 on my list is Roger Moth. Even I used to race against Roger, so he's been around for a fair old time, but due to his quiet demeanour and lack of histrionics, has remained in the background of the National scene. Often lacking the demon motors of the quick boys, Roger has remained faithful to Hewland to his credit, and I reckon if the real McCoy motor were to arrive he would be quite capable of holding his own against the top boys. Also against Roger is his domestic situation - as I well know, living in Brighton is very cut off from the karting scene and adds hugely to any journey to a meeting.

So there it is, my Top Ten. I can hardly wait to see how it differs from the drivers' choice which is as follows:

- 1 Mark Tredwell
- 2= Steve Davis
- Gary Prior
- 4 Paul Carr
- 5= Neil Hann
- Nigel Edwards
- 7 Wayne Homer
- 8 Mick Bryant
- 9 Lee Crane
- 10= Roger Moth
- Karl Murphy

Well I think that's incredible. Virtually identical to my choice, with the exception of Paul Carr, even down to 10th spot. Once again I must assure you that there was no collusion between my choice and that of the drivers, which does of course raise some very interesting facts. In the drivers' voting, Tredwell was far and away the best (surprise, surprise!) but some people didn't even figure him in the top 5, which is ridiculous and suggests to me that there is an element of jealousy or hard feeling towards him. Earlier in the season Mark could certainly have been accused of being rather arrogant but as the year progressed he appeared to me to become more personable. The point I am trying to make I suppose is that I did not expect personal feelings and friendships to influence the drivers' choice at all, but perhaps I am being too naive.

It is interesting that the drivers had as much difficulty deciding between Davis and Prior as I did, the final voting being so close that I awarded a tie. Paul Carr was 4th by a comparatively small margin, the top 4 being miles ahead (in terms of votes cast) of Neil Hann and Nigel Edwards, who were once again so close as to necessitate a tie. Wayne Homer evidently wasn't forgotten and polled quite a number of votes, whilst the remaining 4 drivers were all fairly closely matched in general terms.



Davis: an experienced campaigner - good International material.

To defend my choice of Paul Carr as No. 2 (over the drivers No. 4), I do feel that personal feelings once again may have crept into the drivers' voting. Both Davis and Prior are very popular with other drivers, having been a long time on the Southern scene and they are both very nice guys. Paul Carr, although an old timer, is more Midland domiciled so did not come into contact with the Southern scene and is obviously less well known. Perhaps what I am trying to say is best summed up by something overheard in the pits at Kimbolton 'Here, I've just spoken to Paul Carr for the first time and do you know he's very nice, and INTELLIGENT!!'

Anyway I enjoyed this Top Ten exercise, I hope you did, and I shall certainly repeat it next year (and before you criticise, I shall make sure the more Northern and far South National drivers get a chance to vote).

This month's column is unashamedly biased towards the 100 National scene. The whole reason I am writing about the 100 Nationals at all is because like hundreds of others my enthusiasm has been kindled by the incredibly successful *Kart and Superkart* Championship. When Chris first told me back in January that the magazine was going to co-ordinate a Championship, never in my wildest dreams did I imagine it would be so successful. The series has produced some of the finest racing I have witnessed, a different winner at every round, and a nailbiting climax. It has also produced, to use a hackneyed word, 'superstar' National drivers. How many of you had heard of Paul Carr or Nigel Edwards or for that matter Gary Prior, before the series? Not many, I bet. But most of all, what really got me was the spirit of the series. No bickering, no protests - just good clean racing, fantastic club organisation and trophies, and a feeling of atmosphere 100 National racing has never before given. The prize giving after Kimbolton was the most spontaneous display of enthusiasm from all competitors, winners and losers alike, I have witnessed and gave me (and I know gave Chris) a great kick.



Prior: young and aggressive, and with a lot of ability. Starting to show more consistency.

In recognition of the success of the *Kart and Superkart* Magazine 100 National Championship I am very pleased to announce that for the 1980 series, I, through my Company, am going to present the *Pudney & Sims Golden Helmet Award*. This award will go to the driver who in the judges' opinion best embodies the spirit of National racing - in ability, preparation and approach both on and off the circuit. As you can gather the award will take the shape of a new Simpson 'Star Wars' type helmet, specially sprayed gold and signwritten to the effect that the wearer is the holder of the *Golden Helmet Award*. The recipient will then be able to use the helmet for the next year until a new recipient takes over. The helmet is obviously the winner's to keep, but should he (or she?) not like the Simpson for any particular reason then they can choose a Bell to the same value which will be duly painted. The helmet will of course be supplied by my old friend Chris Wilson of *Road and Racing Accessories*, the sponsors of the very successful Junior series. Together with the Golden Helmet will go a cheque for £100 and a rather super trophy. The winner will be decided by a panel of judges (yet to be elected) who will pick the winner based on performance throughout the whole series. The award will be made at the prize giving following the last round of the series.

The 'Element of Nastiness' article will be held over until possibly my next column, which will also dig behind the scenes at the World Championship and why I've suddenly done an 'about face' in my attitude towards the Junior scene!

J.P.



Well here we are, two meetings under our belt since last month and not a single tyre failure! Lots of other problems, but at least the new securing cones for the tyres (as described last month) seem to be doing their job, even with extremely low pressures.

It would now appear that with the speeds being achieved by Superkarts, that this type of device, not previously thought necessary, is going to become a necessity. In the same way, I feel sure that the balancing of the rear wheels, as well as the fronts, will also be the norm. I know a number of people do balance rear wheels, but there are a large number who do not.

You might think that balancing the rear wheels without balancing the whole axle is a waste of time but it isn't. True, perfect balance is obtained by balancing the whole unit, but a significant improvement can be made by doing the wheels - the relatively small diameter of the axle not contributing too much to the overall out-of-balance situation.

Now if you do really want to do the job properly, get three used rear axle bearings, take all the seals and dust caps out and wash the bearings out in petrol so they will spin without any drag. Build the axle into the kart using these bearings with everything else (except wheels) in its correct position. Do not over-tighten the bearing flange plates - it is sufficient to just nip up the nuts lightly. Secure the axle by just nipping up one grub screw. You should now have an axle, fitted with all the components, that is free enough to balance statically.

If it is still not free enough, take the rear wheels and balance them by using a balance bar - but note that the wheel alone, and not wheel plus hub must be balanced (the hubs are part of the axle unit to be balanced).

A good way to do this is to use an old front hub, again with bearing seals removed and washed out. Balance the hub (on a front stub axle) by either drilling it out or adding weight. The rear wheel can then be put on and balanced.

Reverting back to the back axle, you can now fit your balanced rear wheels onto the axle bosses and any discrepancy in balance will be purely in the axle itself. It is now just a process of adding or taking weight off to get the whole unit in balance. This can be done by drilling rear brake discs, or by cutting key steel down, or by taping lengths of key steel to the axle. Once this is done, it's all in balance and until you change an axle component, will remain the same. Balance all your rear wheels as previously described and you can then change wheels without affecting anything. You will obviously have to mark everything after the process has been completed and refit the axle with the new bearings.

I realise that to the people who already do this, it is just normal practice, but you would be surprised at the number of people who do

not do it. Just for interest, get the kart on the stand, start it up, put it in 3rd or 4th and take the r.p.m. gauge up to 5-6,000 r.p.m. With nothing balanced, just see the vibration you get through the kart. Remember that in racing, the wheels are probably turning two or three times as fast at the end of a straight! Now go through the balancing process and try the same thing again. The difference will be amazing. (If it is the same you have just wasted about four hours work!! - no, in all seriousness you will find a big difference.) It will not only increase things like top speed, but improve acceleration and help carburation considerably. It is the finer points like this that give certain drivers the little edge that other people just can't seem to obtain. It is a time consuming business and before you are finished you will wish, more than once, that you had never started! If you want to get the best from your equipment and yourself there is no easy way...

This sort of preparation greatly increases the life of the various axle components and indeed the all round safety of your equipment. Lately we have seen far too many accidents from mechanical failures and I am convinced that things like wheel balancing play a very big part

"We've been together now for so many years..." and still together!!...



in failures of this nature. I still even see people racing who do not balance their front wheels! (Is it you?) This can often contribute to stub-axle, kingpin, wheel bearing, or track rod end failure - apart from blisters on the hands! There is really no excuse for that, so do make sure that all the wheels are balanced in future - including wet tyres, as they are just as important - if not more so, as you are always struggling for adhesion in the wet.

Well now on to lighter things. It would seem that before the final round of the Superkart Championships, some scandal-monger started up a rumour that Paul Elmore would be leaving the Hermetite Zip Team, apparently after Paul and myself had an argument at Silverstone and also due to my dissatisfaction in his early season performance! Well, what a load of rubbish - when the rumour started I was actually down at Torquay for a few days with Paul! These rumours seem to fly around every now and again - surely they could not be started by someone who had their sights on Paul's position...

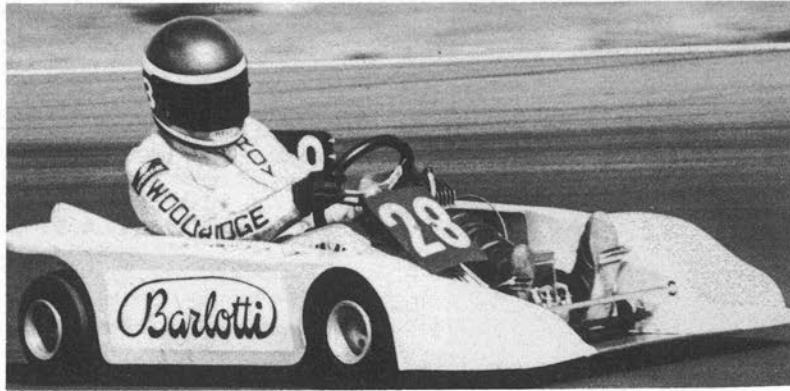
Just to confirm the situation, Paul has no plans to leave the team at present and I certainly have no intention of ever taking the kart from under Paul. We have been very close friends for a number of years as with brother Steve and the whole family and that's the way it's going to stay, so let's finally put the rumour to bed!

Back to Paul. If anyone has got to watch their position on a team it must surely be me after Paul's brilliant performance at Oulton! Not only did he have to win the 'B' final, but to then come from the back of the 'A' final and win is no mean achievement by anyone's standards. As if that was not enough, he clipped some 2.3 seconds off the track record.

A few months ago I tried to stir up some interest in the forthcoming meeting at Lydden Hill! as they wanted to make a real effort to get the top 250 drivers there. Well what happened to you all then? It was a beautiful day, but only



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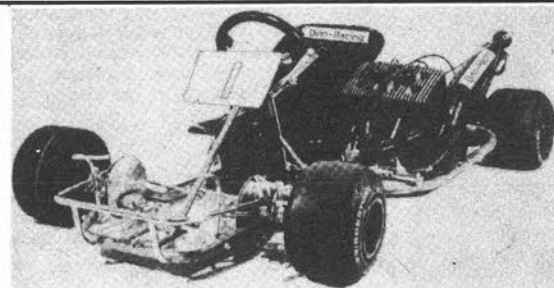
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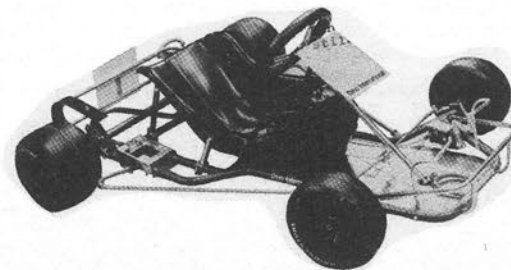
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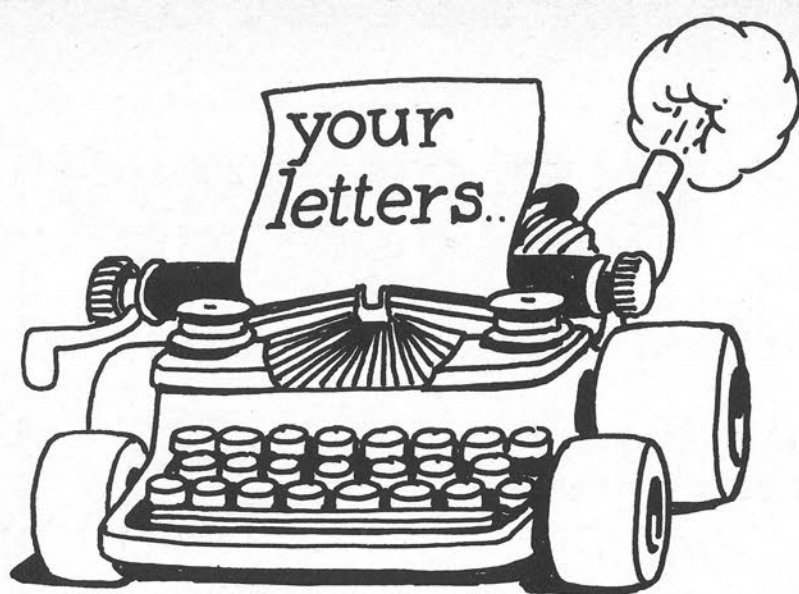


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**We welcome your letters on any topic to do with karting. Post to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. Letters must have name and address of sender, whether or not this is to be published. Opinions expressed in letters are not necessarily those of the Editor.**

Dear Sir,

Many thanks for maintaining a truly excellent standard and a superb monthly production.

The loss of Bovingdon track at last forces me to put pen to paper. Karters have got to realise that the noise we make is perhaps the single biggest stumbling block to the spread of kart circuits where they belong — in the towns! I sympathise with the hard working committee at Bovingdon, having also been spectator to the agonies that Hayes and Harlington have gone through with the petty bureaucrats of the Hillingdon Council. Why on earth does the RAC approve the use of tracks without any security of tenure? Isn't this the very situation where the weight of the RAC could be brought to bear especially their comprehensive legal department? Perhaps the RAC could assist by ensuring that prospective lessors of circuits are made aware of their responsibilities toward the hundreds of karters likely to have their leisure activities spoilt by a sudden change of heart on the part of the land owner.

As for the exhaust noise, we are going to have to face up to it — the public *do* find it anti-social. Karting does not belong out in the wilds of the country on isolated wind-swept ex airfields. It is the only form of speed motor sport compact enough to make use of areas of a size likely to be found within the boundaries of a city. (How many schools find that once having built their kart, it costs a fortune just getting it to and from the track?) However we are not going to get the sport back into the towns without a drastic re-appraisal of the whole attitude to exhaust noise.

Yes, we all know how lovely it is to tear down a straight with the banshee howl of perfectly tuned motor splitting the air — but is it really necessary to the *sport*? As long as every competitor is equally handicapped it is still just as much of a race at half the decibel level. 'But think of all the power we would lose' I hear you say. OK, if there is a (temporary) power-loss, then stipulate narrower tyres and you are right back on the limit again, with the kart feeling just as fast and hairy through the corners. Anyway, the history of motor sport has shown that whatever the restrictions put on design to limit speeds, they are nullified within a few years' innovative progress. Silencer design has scarcely progressed over the last fifteen years, as there has been no financial incentive to make less noise.

I suggest that a fund be started by all

interested parties to award a substantial prize to the first karter to win a National Championship on a motor putting out 50% the noise levels that are currently permitted. If there is any interest at all from other parties, then count me in for the first fiver. Just think how it would be to reapproach the good citizens of Hillingdon or Bovingdon or umpteen other localities and say 'look here we have of our own volition completely revised our outlook on noise and voluntarily reduced the amount we make by half. Now can we re-apply for the use of that plot of ground that you said was too near the houses' etc. Just imagine the precedent that would set, for a sport that was public spirited enough to change its basic framework of regulations in the interests of good neighbourliness. We may have to restrict the in town circuits to National classes only, but so what? Whilst I think of it — why should anyone carry lead when the weight could go in sound absorption material around a silencer giving the same amount of back pressure as now? I hope at the very least I can stir up some comments hopefully from those more qualified on the subject than I.

One last point, on a different tack. I am horrified to see the amount of lead some juniors have to carry (56 lbs in the case of one kid I know!) to race in current RAC classes. They are unable to lift the kart or start it themselves, and I dread to think of the result of a kart coming down with a thump on top if its erstwhile occupant. What's wrong with 50 cc for the kids? The schools seem perfectly happy, there is no shortage of suitable engines and wouldn't it be nice to lose all that lead!

If 350 cc Yamahas and 400 cc Hondas can just purr by on the road, why can't 100 cc manage it too? Thanks for space.

Alvin Cohen  
Northwood Hills

Dear Sir,

I am writing to express support for Martin Hines' suggestion of a British Championship based on a number of rounds at different circuits. To anyone who has ever raced, and therefore experienced those days when everything has gone wrong, the advantages are obvious. The hard luck of the Zip Team, amongst other, in the British Grand Prix is an example of this.

If the move is adopted I would make a plea for one of the rounds to be in Scotland. There

are a number of Scottish drivers, about 15, who regularly visit the English Long Circuits since there have been no Long Circuit meetings in Scotland since the UK Championship meeting at Knock Hill. We have tried to persuade the Scottish Kart Association to organise a Long Circuit meeting but there have been difficulties about the use of Knock Hill, finding enough marshalls, and questions as to whether the event would be supported by enough drivers. If there was a round of the British Championship in Scotland I am sure that the English drivers would travel up North in the same fashion as we travel to England for the sake of taking part in a big Championship.

But apart from Knock Hill there is another recent exciting development in Scotland. Scotland's premier motor racing circuit is at Ingliston near Edinburgh. This is used for Formula 2 and 3, and Atlantic as well as Formula Ford meetings. Within the past two weeks the new organisers of the circuit have reintroduced motorcycle racing at Ingliston with leading driver Mick Grant up from England to take part. For that meeting they purchased 1,200 bales of straw to put in front of the Armco barrier. This overcame the difficulties which were experienced last time there was kart racing at Ingliston in 1967, before the advent of the Superkarts. At that time the spectators were impressed by and thoroughly enjoyed the large grids, seeing the drivers, and the close racing which occurred.

Because of its proximity to the city and easy access, because it is known for racing, because it has a regular team of marshalls and is organised for race meetings, Ingliston would be ideal. I am sure the Scottish Association of Kart Clubs, or even one of the local kart clubs would co-operate as I would, with all the paper work, if the idea can be agreed to in principle. It will depend on what response there is to Martin's suggestion. I hope it finds favour. How about a round at the Isle of Man...

Alistair Mathie  
Kilsyth

Dear Sir,

May I through your magazine, thank all the organisers and officials who assisted the Buxton and District Kart Club to run the 'Len Fletcher Memorial Trophy' meeting, which was held on Sunday 15th July at the Three Sisters circuit, Bryn, near Wigan, with special thanks to those officials who stepped in at the last minute to help us out of a crisis, due to the sudden illness of the mother of our Competition Secretary, Mrs O. Fabby, which made it impossible for her to attend the meeting.

The event was held in glorious weather conditions and was attended by 196 competitors who seemed to enjoy a good day's racing. There were 44 'pots' to be contested, also two large trophies plus replicas, which will be competed for annually, and they are the 'Len Fletcher Memorial' trophies. The latter two were purchased from a fund set up by drivers and friends shortly after the death of Len.

Len Fletcher who died in June, 1977, was for several years the Chairman of the Buxton and District Kart Club. He was also one of the founder members of our club.

The trophies were presented by Len's widow Jessie, who is a very active member of the Buxton and District Kart Club committee, and also one of the seemingly tireless workers in the race control.

Once again to all officials, competitors and general helpers, thank you for making our first meeting a success.

Commiserations to the 30 or so drivers who were disqualified for being underweight — keep eating the puddings lads!

Ron Davis  
Chairman, Buxton & District K.C.



Early Britain Class leader was poleman Tim Sugden, who pulled out a few yards over Adrian Mills (6).

While all this was going on Simon Tring had risen competently from 20th on the grid to a fine seventh, while James Chitty, having dropped right down to 18th on the first lap, made no more mistakes to move steadily up to 8th by the finish.

1st	Rob Childs	Zip/Parilla
2nd	Adrian Mills	Zip/DAP
3rd	Tim Sugden	Sprint/DAP
4th	Paul Dryden	Kestrel/Parilla
5th	Mark Bailey	Zip/Parilla

## Cool Warner

With time rapidly running out for the Organisers, and most of the track now dry, the Junior National grid was hurriedly despatched out onto their rolling lap, to be flagged off on only the second time round.

John Herbert made the best start, rushing into the first corner as hard as he could, only to 'have a bit of damp track move out in front of him' (his story not mine). The resulting spin somehow didn't take off the rest of the field, though Paul South's motor refused to pick up out of the hairpin, dropping him right to the back. Gary Foster-Jones found himself elevated from 9th to 2nd by the end of lap one — a feat which so obviously surprised him that he spun it all away half way round lap two to finish an

eventual fourteenth, over a lap down, and all this left Kevin Warner with what looked to be a comfortable lead, followed at an increasing distance by Andrew Stapley and Derek Higgins. Ian Murphy had other ideas though, moving smoothly through to take second place by lap six, and then charging hard after the leader.

Herbert found himself in deeper and deeper problems as the air in his left rear tyre gradually sneaked away to join its less dizzy brothers, and he finally lost it completely as the tyre came off the rim at the beginning of the main straight to go into a spectacular retirement. Never dull is Herbert...

About half way through, a few drops of rain began to fall, and Kevin wisely backed off a little to be sure of not making any mistakes. This let Ian Murphy close the gap up at a faster rate, held up only briefly by a wild slide onto the grass coming on the the start straight. Then Warner got held up trying to lap Paul South, who had finally got his engine sorted out again, as although Kevin could close up through the bends he couldn't make it past down the straights. Paul did pull away again slightly but then let Kevin through just as Murphy closed right up to him. Another lap and Murphy too had got past — closing the slight gap that had opened to the leader in a single lap, and as they started the last lap it was anyone's race. Right round the track Murphy tried everything, but Warner coolly forestalled his every move,

Kevin Warner (10) increased his lead in the Junior National series by withstanding some late pressure from Ian Murphy (33).



finally making it to the flag mere inches in front.

Steven Setterfield — another driver who really deserved to take part in more Road & Racing rounds — took an excellent third, from an initial 12th, and he was in turn followed by the surprisingly consistent Derek Higgins, who thereby consolidated his second place in the Championship table. Andrew Stapley was leading this group of three right into the last lap after a long scrap, but got muscled out to finish 5th. They were followed at a respectful distance by David Wright, Barry Benhan, and Mark Lovell, recovering well from a first lap indiscretion.

1st	Kevin Warner	BM/Hewland
2nd	Ian Murphy	BM/TKM
3rd	Steven Setterfield	
4th	Derek Higgins	Zip/DAP
5th	Andrew Stapley	Kestrel/Parilla

## Championship Points After 5 Rounds.

Junior Britain	
Mark Bailey	480
Adrian Mills	428
Paul Dryden	406
Tim Sugden	387
William Hewland	383
Neil Douthwaite	375
Jon Scott-Banks	372
Nick Crabtree	366
Lee Cranmer	362
Simon Tring	356

Junior National	
Kevin Warner	465
Derek Higgins	435
Ian Murphy	426
Simon Sutton	387
Gary Ward	380
Andrew Stapley	380
John Herbert	377
Nigel Mitchell	364
Mark Shaw	356
Nigel Bruce	353

By the time you read this less than a week will remain before the final confrontation at Little Rissington on October 7th, and the Championship positions will have adjusted again from the Shenington round. The last round scores do count for everyone, and on present form no single driver can consider himself safe, even Bailey, unless he scores well there.

This will undoubtedly produce the most rivetting Junior racing ever seen — DON'T MISS IT!



# Juniors Day at Tilbury



Britain Class winner Rob Childs came from the midfield, moving into the lead after an error under pressure by leader Sugden.

**Rob Childs takes an unexpected Britain win as Bailey's run ends. Mills and Sugden impress. A cool Kevin Warner holds Murphy to collect the National class points. Round five of the Road & Racing Racewear Junior Championships.**

Report: Peter Wardle.

So this was August. More like November really, but you might not have noticed with the warmth and enthusiasm generated by the drivers and their families at Tilbury. Due to the late date arrangements the entry was a bit down on what is normally expected, with particularly some of the leading Junior National runners being away on previously booked holidays.

As this was the first round at which the leading runners would have to drop their worst scores from a previous round, the Championship table was bound to close up a bit, and in particular the new RAC Junior Britain Champion Mark Bailey, with a perfect scoring rate so far, could only keep others from taking points, without improving his own total at all at this stage. As it turned out this was perhaps just as well.

The bumps and turns of Tilbury don't suit everyone, and it was very noticeable that, in the dry/wet/dry conditions, the varying styles of driving at the demanding 90 degree bend after the start line were a good indication of how each driver was coping with the track. John Herbert, quite used to the circuit as a local, was shatteringly fast, with just a 'confidence lift' from the throttle, then hard back on the power, twitching and skittering through the bend even when the track was wet, and regularly missing the imposing line of tyres that mark the exit by a hairsbreadth. I wish a few of the so-called racing drivers in the Aurora/AFX Formula One Championship could have seen it - they might have learnt something!

meeting), the field launched itself at the first corner. The one who didn't make it was Neil Douthwaite, and by the end of the first lap he had restarted in 20th place, the start of a long fight back up the field to an eventual 11th at the end.

Meanwhile Tim Sugden was stamping his authority on the race, initially fending off an early challenge from Adrian Mills and John Glanville, then pulling out an ever increasing gap as the track surface at last started to dry out. Rob Childs, initially in 5th place, moved smoothly through to snatch second from Mills at half distance, while Steve Brogan made firm progress from his 15th grid spot to 8th at the end of the first lap, then up to 4th as the race progressed. This all came to nought however when he lost it six laps from home, dropping six places, and finally scraping back to 9th.

So there we were - Sugden still pulling away to what had to be a splendid win - when, as he put it 'I acted like a wally!' He just lost control at the pits hairpin under braking, sitting there for what looked like an age but which was in reality only a few seconds, before help arrived to restart him. His lead had been so substantial though that he was still in third place in a race now being led by Rob Childs, driving very confidently - what a pity he hasn't done a few more rounds this year - with Adrian Mills still just in touch in second place, and this was how, they finished, comfortably ahead of a most consistent Paul Dryden.

So what about SuperMark? 19th on the grid; up to 10th by the end of lap one; but then followed one of the most exciting Britain races of the year between him and a very on-form Nick Crabtree. Laps one and two, Nick front with Mark behind; lap three, Mark ahead, to be instantly displaced again the next time around; lap six and Mark had it again, and on the lap charts this is how the order remained, both of them moving up the field as other drivers made errors and dropped behind them, finally to finish in 5th and 6th places. This hardly does justice to Nick's efforts though, which at their duldest were spectacular, and at best were simply heart-stopping! On virtually every bit of straight Nick was alongside, quite regardless of the more conventional overtaking spots, and his power-on slides through the corners must have added a few more grey hairs to his father's head.

## Childs Play!

Right at the start of the day Mark Bailey was looking less than his usual confident self - apparently he finds great difficulty in adapting his Zip to damp conditions, and this was demonstrated by his grid position - 19th. A formidable task lay ahead of him if he was to keep his 100% record. At the other end of the grid however, the front row was splendidly filled by two of the Northerners, with a brilliant performance by Tim Sugden in pole, and Neil Douthwaite alongside him.

This wasn't to last for one of them, and after no less than four rolling laps before the starter was satisfied (in spite of the organisers' desperate concern over the running time of the

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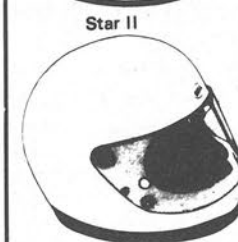
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Elmore's win was a ten-tenths effort all the way. Having just demoted Kerkhoven (111) leader Buttigieg is in his sights. (Photo: D. Smith)

# Elmore's Encore

Second win in a fortnight for Paul Elmore after sensational charge from the back On-form Buttigieg leads into the last lap. The GBRD boys take third and fourth. Tragic 210 accident.

Regular columnist Chris Merlin goes to the races.

Everyone loves to see an outsider come through the pack to win a race. Most people must have considered Paul Elmore in his Hermetite Zip an outsider for the 250 International Commonwealth Cup at Oulton Park having to start at the rear of the 48 kart grid after qualifying by winning the 'B' final. He won, in so doing beating the cream of the Superkarts racing in the country that were still running at the end of the final.

The meeting was held in glorious sunny weather smoothly organised by the usual Blackpool & Fylde team, headed by Bert and Leslie Hesketh. The finals provided some of the best scrapping I have seen all season. Rob Kerkhoven commented after the meeting that 'with so many people going well it is a shame it is the end of the fast circuit season — it was just getting enjoyable'. For consistency throughout the season Green Belt Racing's Steve Stylin and Rob Kerkhoven take some beating (potential sponsors please note). The 125 National was the most exciting and closely contested of all the finals, with the added interest of five different makes of engine in the first six places home.

Sadly, the Villiers 210 final was marred by the fourth lap accident which tragically proved fatal to Paul Salisbury. I gather it was one of those accidents which some people get up and walk away from, and others less fortunate don't. There was another kart involved, but no Armco, solid objects or safety shortcomings to be blamed. It is upsetting, when one is given such a sharp jolt by such tragic catastrophies, but such are the ironies of life that one has to take a fatalistic attitude I suppose and, where one can, learn whatever is possible from such accidents. Oulton Park, where karts are concerned, has a good record for safety.

## 125 and 250 Nat.

Two notable absentees from the 125 class were ex champion Steve Elmore, devoting his talents to the 250 class, and new champion Paul Molloy, mainly due to end of season lack of funds, strikes and a three day week in the engineering industry in which Paul works. His talents were not wasted though as he was to be seen helping Roy Wooldridge, which was a novel way of decreasing the opposition as far as Wooldridge was concerned! Their combined efforts were rewarded with an excellent second place in the final.

Pole position was taken by Mike Doble. After winning both heats he would seem to have been the favourite with his Barlotti/Honda giving its best showing of the year. Next to him was Ian Shaw, with second in the first heat and a 5th in the second with his Sprint/Rotax. Third place on the front row was Jim Hoy, also Sprint mounted with a Haywood Rotax, with a fourth in the second heat. Mark Allen, Dale Yamaha was in fourth position, and on the outside of the front row was 56 lbs overweight (too much fibreglass and beer) Roy Wooldridge, Barlotti/Rotax, having gained a 2nd in the second heat. The ultimate winner wasn't anywhere to be seen in this bunch — after a non finish in the first heat and a third in the second, Brian Hill was way back in the middle of the fifth row with his Sprint/Rotax. In fact, by the end of the first lap the eventual winner and second-place man were way down in the mid-field, 12th and 14th. The race leader was changing for every corner — pulling in and out of slipstreams were Ian Shaw, Keith Bisp, Mike Doble, Mark Allen and Jim McWhirter.

By lap three the race was taking shape and Hill and Wooldridge had charged to the front but were only taking Ian Shaw with them, with a gap of a couple of seconds between their battling trio and Ray Barker and Mike Doble beginning to lose contact.

At half distance it was Wooldridge, Shaw, Hill, a gap and then Doble, Baker, McWhirter, Bisp and John Reid in eighth place. The leading threesome steadily drew away, but even when threading their way through back markers they



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continued...

auspicious return unfortunately, due to gear-box problems (mainly he thought due to the linkage from the lever) and even the full might of his complete tool kit — one two pound hammer — didn't fully cure the trouble!

I've made my first attempt at a race report, for which I apologise — on Thursday before, a frantic 'phone call from Chris Lambden saying

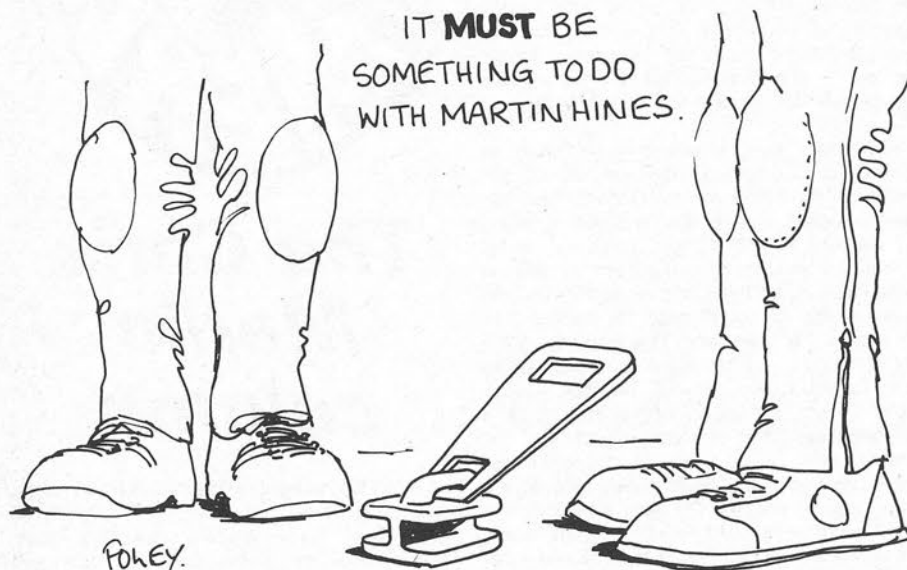
that there was no one else who could cover it (they've scraped the barrel) and could I do it, was a great start! Anyway on studying the results and programme, one statistic emerged, and that is the polarising of various chassis makes to particular classes. 250 International would seem to be the Zip domain; 250 National Barlotti territory. Villiers seem to be slightly in favour of Zip but with Barlotti almost as strong, and the relatively new 125 class not yet predominantly any make, but favouring Barlotti slightly, with Sprint and Zip fairly strongly represented.

The choice of chassis is very much a personal decision and is influenced by many factors. One of them is finish and eye appeal. The Lynx, John Gillett's product, cannot be far away from being the best turned out job of engineering available today. One can only hope that with the return of his son Peter to racing karts next year we will have one up the front in 250. Before he went off to car racing 'Gillett Junior' (as I know he will object to being referred to!) was in the top six or eight 250 drivers and finished off his first karting career with a very creditable 3rd place in the British Championship, using a KTM engine against the twins.

By the time you read this the Short Circuit Gearbox Championships will have been fought and settled at Dunkeswell. Father of Steve and Paul, John Elmore, came up with a sound idea when I last chatted with him, and that was a requirement to qualify for the Short Circuit Championship by having to compete in at least six short circuit meetings that year. Thereby it would become a sort of 'Clubman's Championship' and would stop the fast circuit specialists from scooping up the goodies when they only perhaps do that meeting and the Morecambe World Cup, racing the rest of the time at motor race circuits.

Well Mr Pudney, after saying what a jolly fine bunch of chaps the gearbox brigade are in your September column, after your visit to Silverstone Donington, you haven't really told us what you think of 100 mph plus lappery — let's be hearing. I've said what I think of modern day Little Green Men, and we both think alike about Junior's parents! A recent headline in Motor Cycle News read — 'Parents Ruining Schoolboy Sport' — so we are not alone!

C.M.



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were 8 seconds ahead of 4th place McWhirter who was by now in company with the first of the 250 Nationals (Alan Collard) who had started off separately after the 125 grid was flagged away.

250 National — Alan Collard (misspelt in the programme) who won this class with his Barlotti/Montesa is one of the original do it yourself merchants and can usually be seen desizing or fitting some impossibly large bore carburettor in a remote corner of the paddock, is a regular at most fast circuit meetings. I was pleased to see him rewarded at last for all his 'diabolical' enthusiasm and hard work! Second home in this class was the new British Champion John Sellars, also Barlotti, but with a Bultaco, who started from pole position after winning both heats. Third spot was filled by Bob Blair, starting from the second row in his Barlotti/Bultaco after a second in the first heat.

Lap records were set in both these classes, run simultaneously.

### 125 National

1st	Brian Hill	Zip/Kawasaki
2nd	Roy Wooldridge	Barlotti/Merlin Yamaha
3rd	Ian Shaw	Sprint/Rotax
4th	Jim McWhirter	Chariot/TVM Yamaha
5th	Mike Doble	Barlotti/Doble Honda

Race Time 12 min 38 seconds: 78.36 mph.  
Fastest Lap: R. Wooldridge, 1 min 14 secs: 80.27 mph. (Record)

### 250 National

1st	Alan Collard	Barlotti/Montesa
2nd	John Sellars	Barlotti/Bultaco
3rd	Bob Blair	Barlotti/Bultaco
4th	Tony Draper	Star/Wood Bultaco
5th	Ivor Jones	Barlotti/WK Bultaco

Race Time 12 min 15 secs: 80.80 mph. Fastest Lap: A. Collard, 1 min 12 secs 82.15 mph. (Record)

### Ansell's Art

The 'B' final resulted in a win for Barry Train, followed by Paul Salisbury. Third home was Nick Brooke whilst behind him were J. Pycock, Dave Pennington, Mike Orentas and Phil Howarth. These seven went onto the back of the 'A' final grid. The favourite for this, on pole, was surely smooth-as-ever Owen Jones with two heat wins to his credit. Next on the grid were Will Hoy and Phil Ansell with a win and a second apiece and fourth on the grid was Bill Longden with two seconds. Completing the front row with two thirds, came Donington winner and new British Class Champion, John Newton. Others to be reckoned on were Brian Heerey, Silverstone GP victor, with a 4th in one heat, Chris Anderson with two 5th's and Chris Latham and Joe Waggett, both with a 3rd and a 5th in their respective heats.

The 10 lap final started off in the usual hectic Villiers fashion but alas had to be stopped after 4 laps due to the tragic accident. The debris was cleared up and the 250 International final was run on time at 5 o'clock, giving the 210 'hot foots' time to top up tanks, prepare themselves all over again, and race as the last event.

Undeterred by the sad happenings, the gravity of which was not known at the time, Phil Ansell headed the field by a slender margin into Lodge where I was watching, being a good place to see the late braking heroes.



Evidence of heat 'action' as Steve Styron displays the local vegetation on his front bumper. (Photo: D. Smith)

Newton, Jones and Bill Longden, who hadn't excelled in the heats, were all breathing down his neck looking for an opening, already opening up a small gap on Heerey and Anderson. This hectic formation held good until lap three, by which time Ansell, Jones and Newton couldn't wait for Longden and opened up a gap of a couple of seconds, leaving him in a lonely 4th place. He in turn was drawing away from Brian Heerey and Chris Anderson, leaving the rest to do their worst some 5 secs behind. By half distance the leading trio had towed one another away from Longden by a six second margin, who himself was becoming even lonelier, 3 seconds ahead of Anderson and Heerey.

At this point the racing lost its edge and the field under the oil flag grouped together somewhat, as the flags were out for over a third of the circuit, although the oil or fuel spilt was only in one place on the circuit. Over zealous marshalls perhaps, but in view of the earlier accident, wisely cautious. As a result of five naughty lads being observed at Old Hall overtaking under the yellow flag, Paul Sadotti, Vincent Munday, Bill Longden, Chris Anderson and John Hennell were all later disqualified. The eventual run out was Phil Ansell, after a faultless drive, followed by Owen Jones and Brian Heerey. Fourth and fifth on the road were the later to be disqualified Bill Longden and Chris Anderson. John Newton, having lost some ground in the last stages of the race, was fifth behind Will Hoy. 'Harpowa' Hargreaves was some distance behind followed by 'B' final winner — who, dare I say it, had been 'going like a train' from the back of the grid — Brian Train!

The 210 battle. Phil Ansell, Will Hoy, Owen Jones and John Newton. (Photo: D. Smith)



Not a very exciting description of what was a very good and tense race, but my name isn't P. Bingham! A good scrap like this leaves me with an overall impression and a vivid picture of one or two particular aspects of the race. The amount of tyre squeal that one heard as the Villiers Karts entered a corner is an indication of just how desperately the top ones in this class drive. Brakes are still hard on well into the corner, something you don't see much in the other classes — it may be the cheapest class but the technique is of the highest order. Now look at the facts — both the fastest lap and the race total time, which remember was for a large part under the yellow flag, was faster than exotic 125 times, and the fastest lap was only a quarter of a second slower than the 250 new lap record, the race time a shade quicker. Which doesn't say much for 250 National development, since it ceased to be the ultimate gearbox class...

1st	Phil Ansell	Zip/APV
2nd	Owen Jones	Zip/GBRD
3rd	Brian Heerey	Zip/BRH Upton
4th	Will Hoy	Zip/Haywood Upton
5th	John Newton	Zip/Upton

Race Time 12 min 14 secs: 80.92 mph. Fastest Lap Ansell and Jones: 1 min 12.25 secs: 82.27 mph.

At the prize presentation I asked Owen Jones if he had had any problems. His answer? 'No, ... (pause for thought) ... Yes, I didn't win!'



continued . . .

## Elmore Excels

What we were all waiting for screamed round on the rolling lap, weaving about the track like 11 o'clock turn-out time on Saturday night, to warm up the rubber. Ball, Buttigieg, Stylin, Steve Elmore and Gange on the front row, plus David George, Hines, Rodgers, and Kerkhoven — nine potential race winners all ready for action. The flag dropped and Stylin shot away to a perfect start — this was going to be easy compared with Silverstone. By Lodge, his lead was comfortable, No. 1 looked good, glory short lived alas. In preparation after the last heat a rather poor connection had been noticed on one of the transistor boxes. By then the damage was done and they realised that they should have changed the box. A misfire started and the edge went off the motor. Buttigieg was soon past followed by Kerkhoven and Gange.

Rob Kerkhoven was delighted when an enthusiastic marshal, and seemingly a Buttigieg fan, was giving Dave an indication of what he obviously considered was an increasing lead. In fact, Rob was hauling him slowly in! I thought Buttigieg looked safe and so he would have been, but for one guy that everyone had discounted — by just after half distance Paul Elmore was within striking distance. First he discarded Reg Gange after disputing who had the first claim on the black stuff coming up Clay Hill. Gange went skywards off the kerb at about 120 mph and on landing, the back axle was no longer straight, and that was him out.

Next for a surprise was Kerkhoven, feeling pretty confident by now. If Steve Stylin was not going to win, he was going to have a good

try. No. 15 came past him at a vast rate of knots. Who's No. 15, he thought? — the bloke who for the past twelve months had worn the GP plates! By the time he had worked all that out he was long gone and after the low flying Buttigieg. With two laps left it was still Buttigieg, but by his own admission finding it difficult to keep concentration driving a race from the front after such a long while not having the equipment to do so. Just over two minutes and two laps later it was all over. Buttigieg had lost the final drag from Lodge to the line and Paul had won the race of his life, and the 'Commonwealth Cup', in the most thrilling style possible.

### The Grid (first 4 rows)

Gange	S. Elmore	Stylin	Buttigieg	Ball
D. George	Hines	Rodgers	Kerkhoven	
N. Smith	Taylor	Houghton	Ayre	Goy
Simpson	Peach	Arnold	Boa	

The thrilling build up to all this was just as full of incidents. In practice Elmore had had a shunt caused by another competitor putting him off the track, giving him a close encounter of the frightening kind! His exhaust systems were 'rooted' together with other damage, which wasn't a very promising start to the day. A new set of exhausts were fitted and the kart straightened. Heat 2, first 250 International Heat, fifth row of the grid; a couple of laps later and a very seized engine — things were not getting any brighter. It was decided that the exhausts were to blame. With a three hour wait to the last 250 heat and a sixth row grid, Paul

charged home in second position behind Buttigieg. But he was only in the 'B' final which was a long way from the ultimate goal. Winning the 'B' final was almost a formality. Things were looking a bit better, but the hard work had only just begun — he was starting the 'A' final with nine rows of equally keen 'desperados' in front of him! The rest is now history.

Paul's brother Steve had a disappointing end to what may be his last season in Superkarts. After so much was expected of him in the larger class this year he must be rather disappointed, as I am, being rather a fan of his. He was side-lined after three or four laps of the final at Lodge with what was probably a seize (signs of detonation in the cylinder heads were noticed after the heats).

The 250 International heats started off with a win for John Ball in his Star tuned Zip/Yamaha, starting from a second row position. Steve Elmore was second from the third row. Buttigieg showed signs of his intentions by putting a large dent in the lap record by circulating at 91.38 mph and finishing third, from the fourth row.

The second heat came out as a GBRD one-two, with 'the Governor' leading home Steve Stylin, both starting from the front row, leaving Gange third place, from the fifth row. Kelvin Hesketh would appear to have finished in fourth place first time out in the new Star Chassis (see my column) but in fact started off a lap down, as he was quick to point out to Father and me after the race, but reported he could stay with Gange. A shame that we don't see more of Hesketh at fast circuits, as he still has what it takes. And if John Ball's engine is anything to be by, the engine side of Star Karts doesn't seem to be lacking in urge. Whilst this heat was a fraction quicker than the first, the fastest lap (90.13 mph from Steve Stylin) was appreciably slower than Buttigieg's time.

I have never been a great admirer of women participating in what is essentially a man's sport, considering that they attract undeserved publicity and attention. When I won the Outright British Championship, the early editions of the *Daily Express*, who sponsored and reported the meeting at Debden, carried a large photograph of Mary Hix who had baulked her way to the back of the 'C' final! However, the later edition made amends by showing a facsimile of my handsome, smiling youthfulness. I should know — I bought them all!

However, after the Oulton Park meeting, Dave Buttigieg and Carolyn Grant-Sale headed north to Rowrah, where they had been invited to attend the Cumbria K.C. two day meeting and to a demonstration at Carlisle on Sunday evening. Gluttons for punishment! The outcome of this marathon of karting was a very stylish win for Carolyn from start to finish in a field of 12 quite healthy 250 twins. She had qualified fair and square from the heats to a front row grid position alongside 'dish of the day' Dave. She was damn good — I was 'gob-smacked'. Possibly her initial lead was gallantly 'permitted' by her loving beau, who hesitated somewhat at the start, but when after seven or eight laps Buttigieg thought it was time to cast his passions aside, his engine, borrowed from Nigel Smith quit on him, one barrel split clean in half. Thanks Nigel!

If I start off by saying that in my opinion, Buttigieg has the greatest natural ability of any of our current vintage of fast circuit drivers and is head and shoulders above anyone else in wet conditions, I hope I will be forgiven for what I am now going to say. On a short circuit, that is to say in this instance at Rowrah, he is not as sharp or as aggressive as I would have expected, particularly in the art of short circuit overtaking. Rowrah consists, for those of you who don't know, of a long straight with a kink in it coinciding with the brow of a hill, where you don't overtake — unless you are suffering from a terminal disease that is! The other half of the circuit, after the hairpin consists of a series of Class I type twists and turns. The obvious place to overtake if engine power permits is the second half of the straight, but in order to do this, the kart to be overtaken must be caught up at the point of exit from the kink or brow of the hill. Time and time again 'Brave Dave' would try and get into position to overtake before the hill and have to back off, which surprised me. I am in fact referring to his driving in a heat where he finished fourth I think. Presumptuous of me I know, but an observation none the less. Too much fast circuit and not enough short circuit scrapping, I suppose.

Whilst on the subject of the World Cup winner (won on a short circuit!), I flipantly referred to his new association with Zip and Tony Smith last month. Dave says he has never felt happier than he is now with the new set up.

Whilst he never felt at home with this short wheelbase chassis on fast circuits, he was still very complimentary about the Sprint on short circuits and particularly its wet short circuit handling.

The new fibreglass, not really a body, first seen on Buttigieg's kart at Cadwell was a last minute effort by Tony Smith. It was only started the week before Cadwell, first fashioned in aluminium, tested on the Thursday and then made into fibreglass in time for the last round of the Cadwell Superkart Championship on Sunday. It would seem to have been very effective if the new lap record is anything to go by. What is most interesting is that half way through the final the tyres had overheated and 'gone off'. The downthrust wing effect must therefore be very, very effective as I haven't heard of anyone else complaining of tyres 'going off'. To the contrary, an 'informed source' told me that someone else who regularly tyre tests, is only reaching a tyre temperature 20° below the optimum. Is this the sign of things to come?

Peter Inchley, who has now done a 'Bohlin' or 'Clowes' on Gange's engine and turned the barrels round, hopes to soon have his second-hand Heenan & Froude dynamometer installed and running. 'Think of how many barrels I'll be able to wreck in one test session' he told me excitedly! I asked Peter why he had turned the barrels round on the Yamaha. He insisted that one reason was the ease of changing jets! Ask a silly question . . . ! He did tell me some other more logical reasons though. Rather strange really — when Bohlin came over here in 1978 and blew everyone into the weeds, no one followed suit. And this year, when he got beaten out of sight, quite a few people are having a go at copying the idea! Now if it was Class I everyone would have changed backwards and forwards and back again in 1978 and again this year!

Never having had regular access to a dyno myself, I have never been convinced as to their merits compared with circuit testing. Time alone will tell — watch Gange next year. Kerkhoven has had the use of one for two or three years now and Hines for three or four years (in fact his was installed when Tony Smith worked at Zips). Tony Smith hasn't got one of his own yet, but is nevertheless competitive. Paul Gamsa has his own private one — that can't be bad! When Inchley's is sorted out he intends to make it available to customers to carry out their own test programmes.

If you have never seen an engine on a test bed on full power it is an experience. My experience was limited to putting my 250 Disc Valve engine on a brake at Kingston Technical College. At one session the cast iron bed, weighing some seven or eight hundredweight (it was intended for car engines) onto which the engine



## The Chris Hesketh column

was mounted, was unintentionally left unsecured to the rest of the bed, concreted to the floor. On full load, the torque lifted the whole lot up some five or six inches from the base and wavered in mid air, much to the embarrassment of the three or four white-coated instructors who were in charge!

In the race report of Oulton Park I mentioned Kelvin Hesketh's first outing in the new Star Chassis, started from raw tube the week before and raced unpainted. Two main changes from the previous design are the use of T45 tube and that of rose joints as king pin swivels, permitting adjustment to front camber angle as with the Sprint chassis. Early testing at Morecambe showed that less camber is required with Bridgestone tyres than with Dunlops. After engine bothers at Oulton, Kelvin cleaned up at Morecambe the following weekend in the wet.

What a sad second half of the season it has been for Hines after taking all before him at the start of the year and generally setting the pace, and now at the end, not a title to be shown for all the effort in testing and preparation. It would seem that Alan Rogers, the Zip engine man, can still turn out the fastest engines, all other things being equal. Normally the Zip Hermetite karts are prepared at meetings somewhat discreetly, either in the back of the van or semi-screened by canvas. At Oulton they were very much in the open and there were plenty of 'sharp eyes' around, all thinking they had spotted the magic ingredient to the formula. Small queries were greeted with very mono-syllabic answers! I may perhaps be being a little unfair, as they were having their fair share of problems.

Graham Liddle made a return to karting after over a year's absence, in the 125 National Class, with a Zip/Kawasaki at Oulton, one of his favourite circuits. It wasn't a particularly

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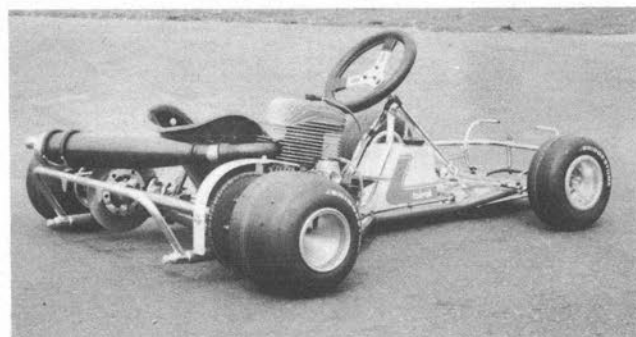
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The early laps were close. Styryn holds Buttigieg (hidden), Gange, and team boss Kerkhoven at bay. (Photo: D. Smith)

Buttigieg is definitely back with the front runners. The Rapid Movements Zip/Smith Yamaha nearly won, only giving best to a flying Elmore on the last lap. (Photo: D. Smith)



Oops! Peter Hayward (27) pushing on a bit hard in his efforts to keep the pack at bay. (Photo: D. Smith)



Heat three and Hines, after a poor first heat, scored a good win from the fourth row with a race time midway between the first and the second heat. John Ball stormed home to second place from the ninth row, and Steve Styryn 'stormed' even more to break the lap record and leave it in shreds (1 min 4 secs) and finish third from the back, or 11th, row!

The last heat before the interval and finals was a Buttigieg benefit, but this time he left the lap record alone, starting from the sixth row. Paul Elmore from the same row finished second. Derek Rodgers was third and Gange fourth, from the third and sixth rows respectively. So the World Cup Champion had achieved the fastest heat win from the furthest back on the grid of the four heats, and Steve Styryn had achieved the fastest lap so far!

After the excitement of the heats, the final was no anti-climax. I don't remember a major fast circuit final this year with so many potential winners up at the front of the grid. Six major race winners were on the front two rows of the grid. Pole man Ball, whilst consistent with his first and second in heats, wasn't quite in contention with the four that finished in front of him by the end of the final and was tailed home by the very consistent 'golden oldie' up from the 'B' final, Martin Poole. Derek Rodgers fully recovered from his Silverstone accident was seventh and Charlie Eddie eighth.

Hines pulled out after a few laps, not wanting to be a nuisance as he considered his kart was a mobile accident waiting to happen, bogging down coming out of corners, which wasn't really 'on' in such impatient company. Very sensible.

Richard Arnold had an unpleasant accident when his front brake disc sheared off the hub, writing off his chassis, a failure I have seen rather too frequently. I can't help feeling that it is caused by loose bolts rather than hub failure though, as I have seen it on 210, 125 and 250 chassis and they are all exactly the same hub as Hines and Elmore risk their necks with. These bolts should be regularly checked when you consider the expansion and contraction they are subjected to with the heat from the disc.

An excellent meeting all round except for the accident but I don't go much for the 'Commonwealth' title. The 'end of term' Oulton meeting is always of a good enough standard to attract entries on its own reputation, without any contrived titles. Next year it could, with luck, be the final round of the British Championship if anyone has listened to the pleas from Hines, myself and many others for a Championship on a points from rounds basis.

Many thanks to Bert and Leslie Hesketh for laying the only copy of the race results at my disposal.

As a final note — in the excitement of announcing the race result, John Roberts enthusiastically informed us that the race average was faster than the fastest lap! He then corrected himself . . . Must be good stuff they serve in the commentary box!

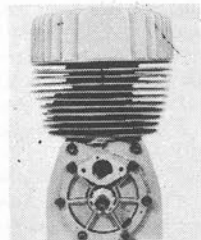
Result		
1st	Paul Elmore	Hermetite Zip/Zip Yamaha
2nd	Dave Buttigieg	Rapid Movements Zip/Smith Yamaha
3rd	Rob Kerkhoven	Zip/GBRD Yamaha
4th	Steve Styryn	Zip/GBRD Yamaha
5th	John Ball	Zip/Star Yamaha

(Anyone else make a 250 chassis? See column)  
Race Time: 10 min 57 sec: 90.41 mph. Fastest Lap Paul Elmore: 1 min 3.7 sec: 93.24 mph.



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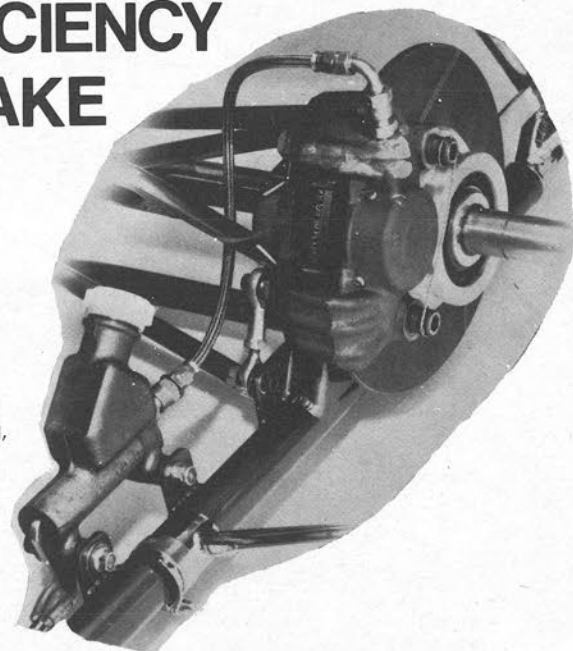


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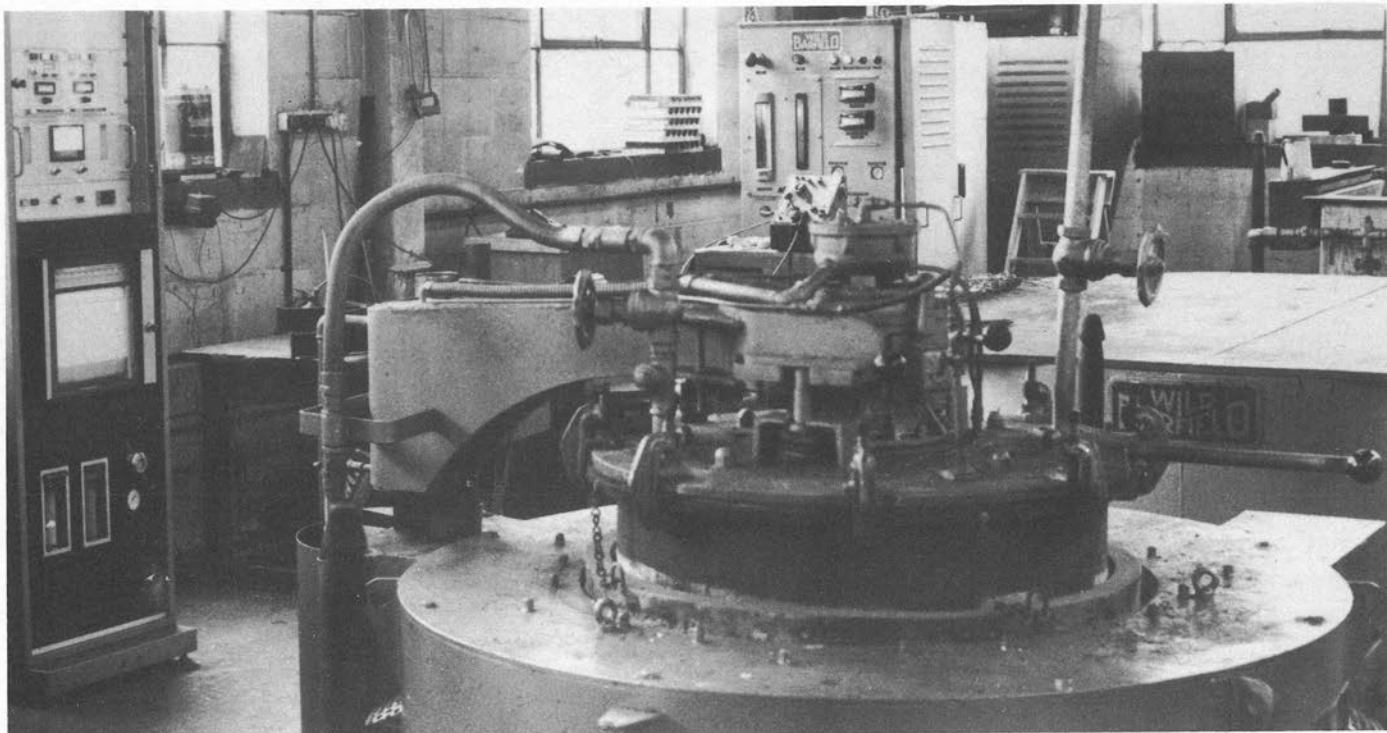
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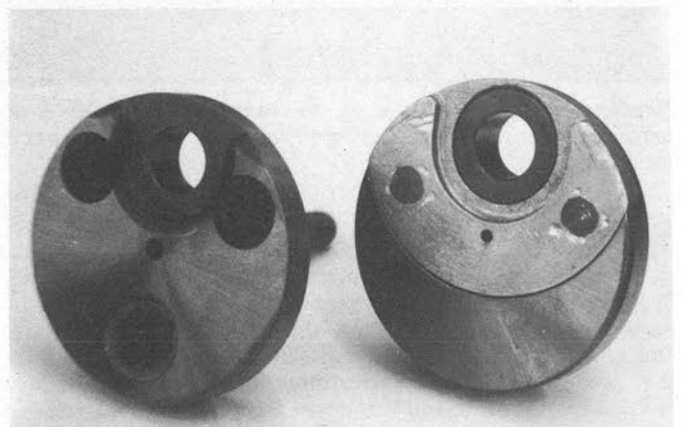
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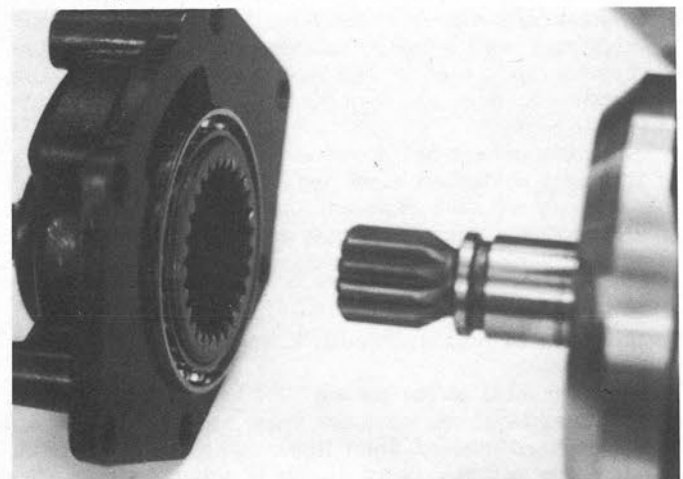




Hewlands do all their own hardening in this small bay at the end of the 'hard machining' shop. Temperature control is fine and is continuously monitored. Mike feels that the hardening is possibly the suspect link in Italian engine production.



The old (right) and new crank halves. The new style does away with the rivetted aluminium section, balance being achieved by a lead filled hole opposite the crank pin and two tufnel filled holes alongside it.



The unique (to karting) reduction gearbox is a boon to endurance and club drivers, though modern super-chain has somewhat nullified its usefulness for short duration, top class events.

*continued . . .*

how tuners are always reluctant to discuss horsepower figures!). Alan Evans looks after the racing side, preparing the equipment used by the 'works-backed' drivers — son Dave Evans (International), Kevin Warner (Junior National) and William Hewland (Junior Britain). Young David can be found in the assembly area, servicing customer engines and Ted Gunner takes care of general assembly on new engines.

Apart from the full 'works' drivers mentioned, others are supported in a lesser way. Feedback from these and any other Hewland engine users is collated and used as an aid in development decisions.

With success now coming in Britain and National Class events, a big push in the International field is what you might expect. But Hewlands are seemingly not in any great rush to make a splash — Dave Evans, since leaving Juniors earlier this year, providing the only real 100 International test bed. They realise that to succeed at International level, a fully seasoned campaigner will eventually be needed — but only when they're ready.

The future? Mike Hewland's philosophy is fairly simple — 'There's no secrets in this business. It's all down to steady work and development.' That same philosophy got Hewland gearboxes where they are today and he sees no reason to approach karting any differently.

There are no plans to introduce a long-stroke engine, as Mike is convinced that the short-stroke, through its lesser piston speed must ultimately provide the better answer. A 135 cc engine? Not on your life! Mike regards the new formula as a superb con, and an economic disaster, visualising a troupe of only up to 50 pro drivers within Europe taking part! 'That's only 200 to 300 engines a year at the very most — hardly worth a £30,000 investment in new moulds etc.!!'

In the first 8 months of this year, 260 Hewland engines have been sold — 110 of those being Britain Class units. Exports are looking good, and they've just successfully sold a centrifugal clutch-fitted engine to the States which is winning races!

If technical knowledge of metals and manufacturing processes constitutes the right basis for success in kart engine manufacture, then the Hewland Arrow will be around for quite some time and Messrs Grana and Parrilla may well have to look to their laurels!

## TECHNICAL

# Gearboxes and More!

With its continuing emergence as a competitive power unit with a reputation for quality workmanship, the Hewland "Arrow" 100cc kart engine — produced by the same company famous for its racing gearboxes — is looking a good prospect to eventually dent the Italian domination of the international karting scene. Following the recent British Championships victory, and curious to see how their unique background assists in production and development of a kart engine, K & S recently visited the Hewland factory in Maidenhead.

Chris Lambden reports

It's funny how, when en route to a previously unvisited place or person, the mind wanders over the prospect and tends to predict how that place, or face, is going to look! How would you imagine a company, by its product very much linked in with the colourful, razamataz, big-money Formula One World, would first appear? Wrong! Without the detailed, hand-drawn map supplied to me, and the modest Hewland logo on the exterior of the main building, you'd probably drive right past the place — as I did.

Sited amongst a group of small, mainly engineering companies on a communal estate, the two Hewland buildings are austerity itself — perhaps almost resenting entry from the outside world. At first meeting, Mike Hewland presents a similar face, but one cup of coffee later he opens up a bit and the philosophy behind the man and his company starts to flow.

Once upon a time, Hewland Engineering consisted of a very small, general engineering outfit, 'operating from a shed over the back somewhere.' Mike Hewland was always a motor sport nut but it wasn't until 1959 that his manufacturing links with

racing were first established. That was the year that Formula Junior was initiated and very early in the piece it became apparent that there was a lack of a decent, suitable gearbox for the available engines.

With Eric Broadley of Lola, the largest numerical car manufacturer involved, showing an interest, Hewland Engineering produced their first gearbox — utilising the VW outer casing. That it was a success is witnessed by the spread of Hewland gearboxes through the minor formulae, and eventually into Formula One — formerly the territory of Collotti and ZF, but now the English company's scene alone (Ferrari and Renault aside, of course).

Success was seemingly due to two things — firstly, the design innovation that allowed independently variable gear ratios, and secondly, the high level of workmanship and quality control.

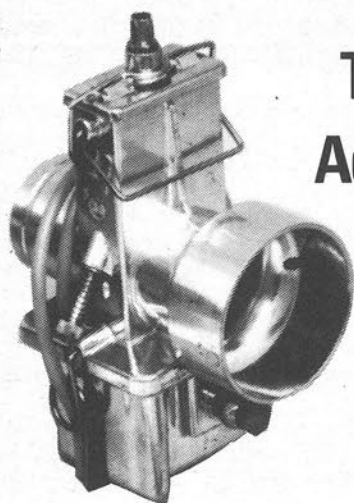
The company has of course grown out of its humble beginnings, now occupying two sizeable units — one for heavy (steel) machining, the other for light (alloy) machining and assembly — and employing around a hundred staff. Some 50 or so gearboxes are built each week, from Formula One down to the 'bread and butter' Formula Ford variant.

"Austerity itself". If you didn't know exactly where you were going, and that 'H' was for Hewland, you would miss the place altogether!





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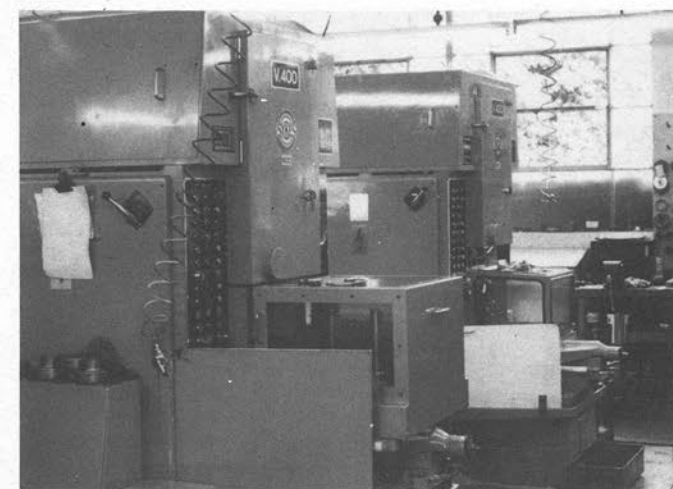
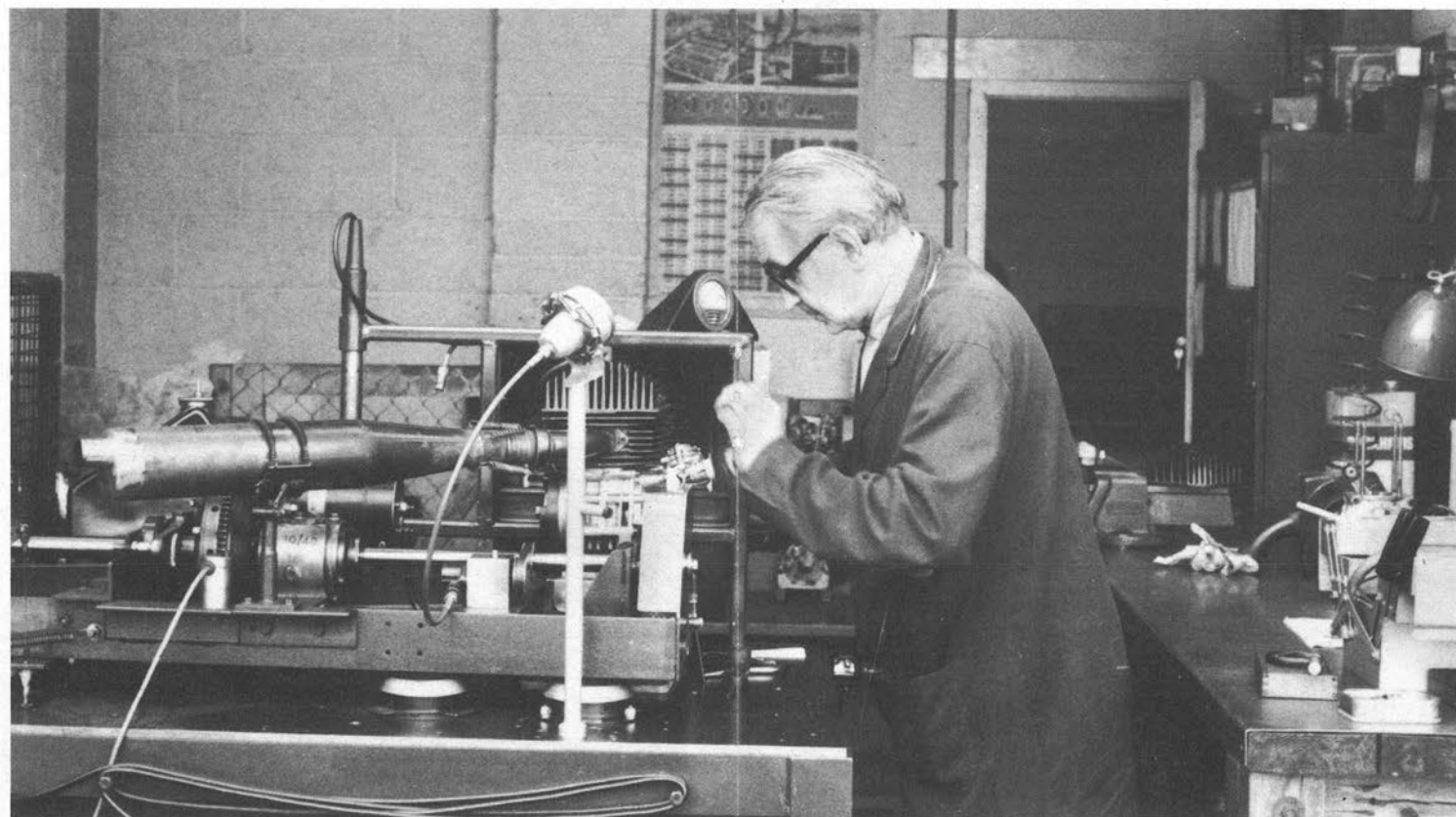
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So why get involved in building kart engines? The initial idea came after Mike's daughter became involved in the sport. After investigating the basic viability of the project, things got under way, in a small way. Everyone involved in the engine side of Hewlands is quick to point out that gearboxes are 99.9% of the firm's business and that engine production is very much fitted around that. In most cases, machining for engines takes place during 'down-time' on machines otherwise occupied in gearbox production, although machine timetables are where possible planned to allow sufficient 'down-time' to enable adequate engine production.

Counterbalancing this slight drawback is the immense technical background provided by the gearbox production. Many years manufacture of highly stressed, light-weight components and the necessary knowledge in the fields of metal structure, machining, hardening and quality control, have given Hewlands a half lap start over other would-be engine manufacturers. The firm is almost completely self-sufficient — able to carry out its own metal analysis on incoming batches of material, and doing all its own hardening — with only the basic casting subcontracted out. Standards are high, with complete batches of material occasionally rejected.

This then, is the framework within which the Hewland 'Arrow' engine evolved. Although utilising the Komet bore and stroke, the engine, unlike others, was not designed completely as a copy of an Italian model, and several design innovations were tried — notably the reduction gearbox and the allowance of air flow under the crankcases.

Other 'Italian' features were utilised — in some cases a mistake, as Mike candidly admits: 'The crankshaft balance wasn't right. The Italians insisted that the *only* balance factor was 37%, which we religiously accepted. Engine vibration was terrible, so we looked into it, read all the books — which all said the figure should be 55% to 65%. So we made up a variety of cranks and tested them — from 45% up to 75%. We now have what we think is right for our engine — 62%. We have also eliminated those cursed aluminium balance weights, which everyone (us included!) seems to copy and have trouble with. Our crank halves are now one-piece, with balance holes filled with tufnel — half the weight of aluminium (see picture).'



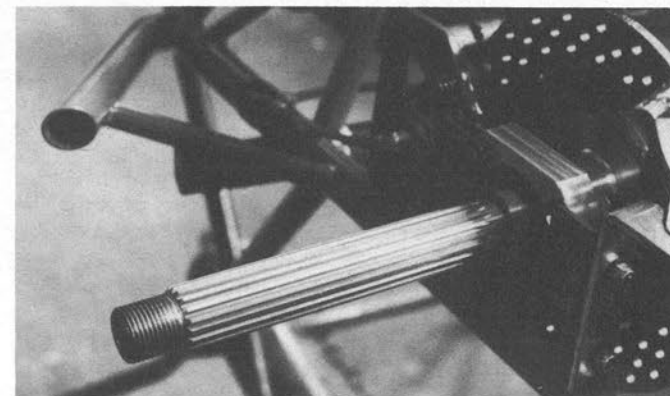
The machinery available is complex — from automatic sprocket cutters to computerised lathes.



John Hogan is the development engineer behind the Arrow project. His workshop has a large garage door for opening when the dyno is operation. Here he sets up for a test run. (Note the clean bench! . . .)



A compact workshop takes care of assembly and maintenance of customer and team engines.



Hewland thinking is evident on the team karts, where the back axles are a superbly made splined type, with disc and sprocket hubs also fitted in this way.

Virtually every part of the engine is made on the premises. Apart from the obvious Motoplat ignition and Tillotson carburettor, the only other major parts not made 'in house' are the bearings and piston (Asso pistons are used). The aluminium parts are fashioned in heat-treated LM25, while the crankshaft and con rod utilise EN36. Hewlands place great emphasis on the processing and heat treatment of the highly stressed components — for example the crankshaft blanks are extruded rather than drop-forged. This allows the 'grain' of the metal to follow the contour of the basic shape, and thus the grain is not cut across greatly during the machining process, an important aid to overall component strength. Stressed threads are rolled rather than turned in the usual way — again for strength.

Another carry-over from the gearbox side is the practice of marking parts with a unique number. In the event of failure, the number can be used to trace back the date of manufacture, the batch of material, and even the day the raw materials came out of the ground!

The computer age has arrived at Hewlands, with the arrival of computer controlled lathes and other machines. Such are the accuracy of such machines that engineering tolerances almost become a thing of the past and such is the speed that a crank half blank can be machined into the finished product in two and a half minutes!

So the ability to build is obviously there. What of development and race-testing?

Although most of the general staff have something to do with the engine at various times, there are really only 4 full time personnel involved. John Hogan, who has been around motor racing and engines all his life, is primarily responsible for development. He works away in a small workshop, aided by a purpose built 'for comparison only' dynamometer (funny