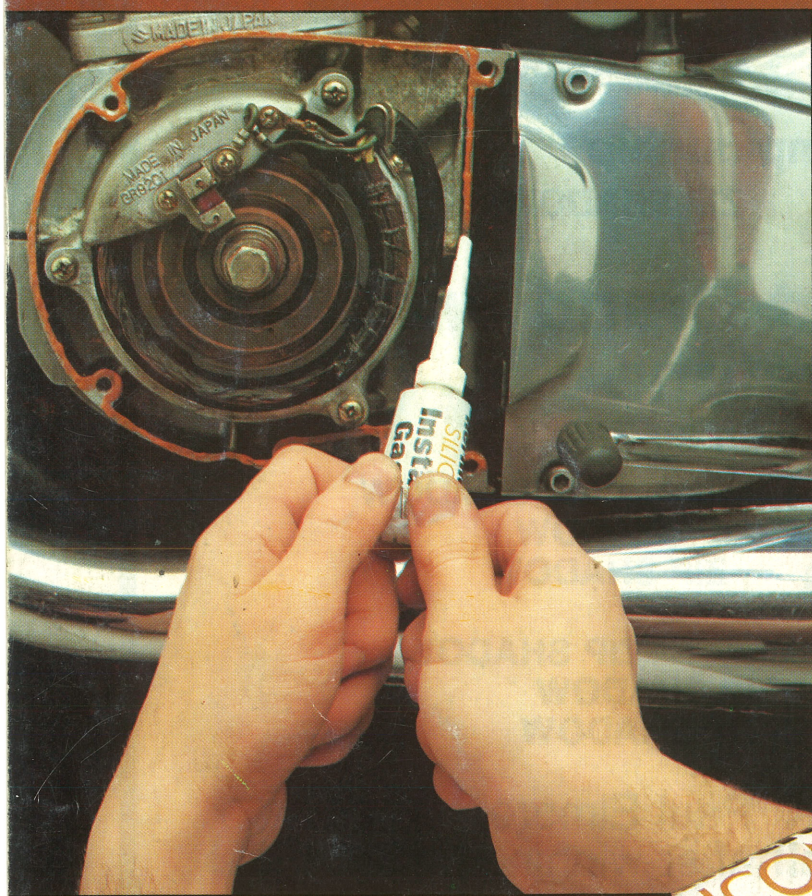


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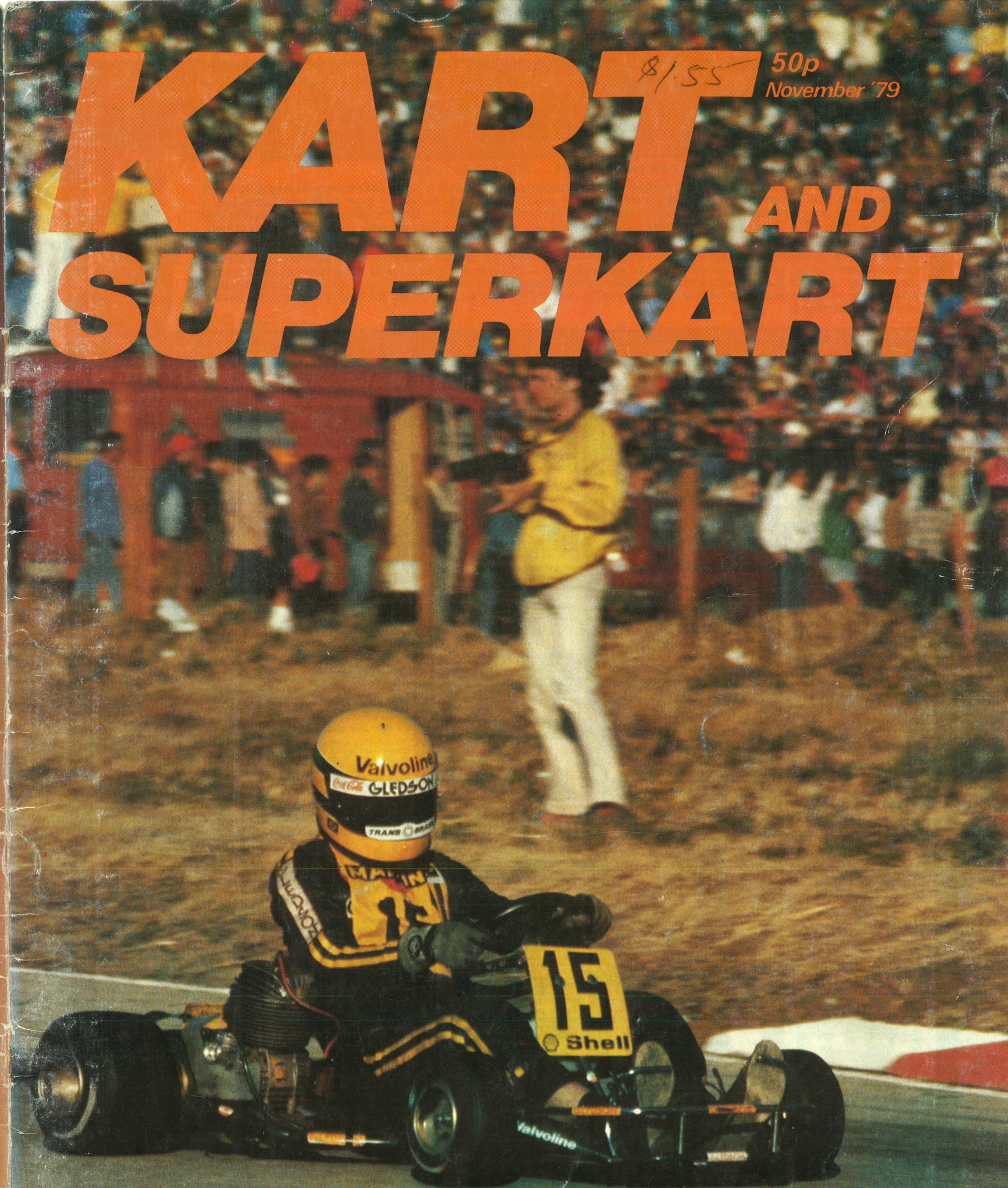


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KART AND SUPERKART

8/55

50p
November '79



The World Championships

*Cadwell & Green Man Coverage
Dyno Development - Part One*

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).

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

CLAY PIGEON (Between Yeovil and Dorchester on A37).

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).

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

18

ROWRAH (4 miles from Frizington, Cumbria).

HEMSWELL (6 miles east of Gainsborough). Transferred from 4th November.

SHENINGTON (8 miles from Banbury, off A422 Banbury-Stratford Road).

BLACKBUSHE (Airport, off A30, near Camberley).

25

FULBECK (8 miles from Newark, off A17 at Brant-Broughton cross-roads).

Kalendar

December

2 HEMSWELL (6 miles east of Gainsborough).

RYE HOUSE (Rye Road, Hoddesdon). Turkey Trot meeting. Entries close 23rd November.

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

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

9

TILBURY (Dunlop Road, Tilbury).

ROWRAH (4 miles from Frizington, Cumbria).

CHASEWATER (Pleasure Park, Brownhills, off A5).

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

16

THREE SISTERS (Bryn Road, Ashton-in-Makersfield).

BLACKBUSHE (Airport, off A30, near Camberley).



The 1979 World Championship is over, and although it will probably be remembered for the tie-breaker situation between the Champion and runner-up, the even more significant result was the end of an unbroken series of wins for the IAME engine manufacturing concern, ruled over by Mr. Grana.

With this first World Championship win, DAP have shown that despite the various hurdles put in their path in the past and the high odds against success, it can, with dedication and perseverance, be done. For the other even smaller engine manufacturers, including the English ones, this must come as a sign of hope.

Or does it? Latest news from the CIK tends to suggest that the 135 cc formula is very definitely on. This being the case, then next year's event will be the last 100 cc World Championship, to be superseded by the larger capacity class. At this time, IAME of course already have two 135 cc motors in existence. DAP have intimated that they will probably build one when it becomes clear that the class is irreversibly "in". But what about the rest? The English manufacturers seem convinced that the class will never take off and that it will be totally uneconomic to produce so few engines from scratch.

No wonder Mr. Grana didn't look as unhappy as he might have at Estoril — he looks like getting his monopoly of karting's premier Championship back in 1981...

Or will he? The days when the whim of the IAME factory could decide who performed really well are gone, and in fact "control" of karting at top level has now left Italy completely and resides firmly with the tyre manufacturers in Japan. For proof of this, look no further than Estoril and the elevation of a Japanese driver to fastest overall in the main timed practice—with a compound of tyre unavailable to any other competitor! (See *Just Heard*).

No wonder Mr. Grana was seen flying into Japan recently... How times change!

CHRIS LAMBDEN

FRONT COVER

Brilliant Brazilian, Ayerton Senna da Silva tied with Peter Koene for the World Championship and for a few minutes thought he had won, but the strange tie-break system gave it to the Dutchman. Here, da Silva races into the infield section, with a section of the enormous, packed, open stand in the background. Photo: John Pudney.

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Kart & Superkart Ltd,
Pindar Road,
Hoddesdon,
Herts
Tel: Hoddesdon 44201
Telex: 817675 G TEL EXP MAG

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Advertising: Maxine Holland

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KART AND SUPERKART

Monthly

No.011

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NEXT MONTH:

- Japan Kart Race
- Final Green Man round
- Danish 250 Grand Prix

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1980 Dates

This is the time of year when next year's programmes are being allocated, and we now have a list of dates covering a certain number of next year's events. Some are currently unconfirmed, and are marked as such. We hope to have the dates for Green Man, Road & Racing, and Kart & Superkart Championships next month.

International Dates

World 100cc Championship — Zolder (Belgium) September 18-21.
European Team Championship — Fulda, June 22.
European Individual Championship — Leidsheim, August 17.
Junior and Ladies Cup — Le Creusot, July 20.
European 250 Championship — Jyllands Ringen, August 31.
European 125 Championship — Olomouz (Czechoslovakia), September 7.

More on 125cc

The C.I.K. seem to be pressing on with constituting this class and have just decided how drivers are to be selected or qualify for it.

Details are a little sketchy at present, but it would appear that the following will be eligible:

- Top ten 100cc World Championship placegetters from 1979 on.
- Two highest placegetters from each country outside the top 10.
- Members of the first 3 teams in the European Team event.
- Top ten placegetters from the European, Asian, North American, and All African 100cc Championships.
- Junior World Champion.

In a Word . . .

- The Australian National Road Race Championships were recently run at Sydney's Amaroo Park. Full details are following, but the big class, the 250 Superkarts, was won by Eric Barnes, from Dick Fereday, Steve Bell and Gary Dawson. All from New South Wales, and all on watercooled TZ Yamaha powered Zips. The first two were on Bridgestones, the latter two on Dunlops.

- The Locarno club in Switzerland are promoting an International 100cc event on November 11th. It's very close, but we have entry forms if anyone is interested.

- A pair of Cheshire drivers have landed an interesting sponsor — a discotheque in Knutsford known as "Daddy's Money" is assisting Mark Buxton and Dave Target in 100 National racing, with engines prepared by Wilson Racing. How about their slogan — "Karting, with Daddy's Money!"

European "140" Heavyweight Championship — Skrydstrup (Denmark), September 7.
C.I.K. North American Open Championship — Canada, August 3.
C.I.K. Asian Open — Japan, October 12.
C.I.K. All African Open, 100 and 250cc — Johannesburg, January 17, 1981.

British Dates

RAC 100 International/Junior Championships (unconfirmed) — Clay Pigeon, August 10.
RAC 100 National/Britain Championship (unconfirmed) — Rowrah, August 31.

Cadwell Park Long Circuit Dates — February 24, April 6, June 8 (International), August 17, October 5.

Snetterton Long Circuit Dates — March 15, July 12.

British Kart G.P., Silverstone, August 3.

Denmark

The annual pilgrimage to Jyllands Ringen for the Danish Grand Prix is over. A boatload of the 250 "lads" descended upon the country for the last major event of the season.

Apparently the saga of the social side of the trip would fill a whole issue — the bits that could be printed, that is! The meeting itself produced two fabulous races — two finals are run and the race times added together to sort out the overall winner.

Martin Hines took the first by three tenths of a second, from Paul Elmore and Lennart Bohlin who the timekeepers couldn't separate! Dave Buttigieg was only eight-tenths away in fourth.

Bohlin got a flyer in the second and led all the way to win by the comparatively enormous margin of 2½ seconds, with Elmore, Buttigieg and Hines covered by ½ second.

Overall victory went to Bohlin, from Elmore, Hines and Butty.

Full coverage next month.

Homewood's Green Man

The final round of the Green Man series went to Martin Homewood, slicing through from midfield to relieve Roy Austin of the lead. Early leaders John Gravett and Martin Leach both blew engines. Alan Gates also passed Austin to run out second.

The Championship had of course already been won by Mickey Allen, who wasn't present, along with Lane and Fullerton who were in Japan.

Series leaders Mark Bailey and Kevin Warner made sure of their respective Junior Road & Racing Racewear Championships, Bailey by winning comfortably, Warner settling for third behind winner Derek Higgins.

Full coverage next month.

Forsmann's Japan

As we go to press, the Japanese Kart Race has been won by Lars Forsmann of Sweden. European entries were of the highest standard yet, with in addition to Forsmann, Cathy Muller from France, Austrian Zoserl and three Englishmen — Wilson, Fullerton and Lane.

For Fullerton it was a traumatic weekend. His chassis was delayed in customs and it was only due to the assistance of Forsmann that he raced at all, with the Swede's spare Birel.

Wilson was apparently on splendid form, being fastest in timed practice and winning all his heats to start from pole, inside Forsmann. Zoserl was on row 2, Lane on row 3 and Fullerton, after a heat disqualification, on row 10.

On race day it absolutely poured with rain — rivers of water across the track. Lane was in trouble right from the start with water in the engine and he stopped. Wilson led, but finally had to give best to Forsmann.

Fullerton raced through to 3rd in a short space of time, but then the Motoplat stator fell off his engine! . . .

Sugiyama finally took third, ahead of Zoserl. More next month.

Sugaya's Tyres!

An interesting footnote on the tyres used by Japan's Sugaya at Estoril emerged during the Japan Kart Race, a fortnight later.

At this latter event the "special" tyres supplied by Bridgestone were again marked YAV/YAW, but with a red colour coding. These were said to be exactly identical to either the blue or yellow Estoril compound.

However a much softer (i.e. qualifying) tyre was also supplied which was almost one second a lap faster than the race tyre. The problem was that they had the identical YAV/YAW and red colour coding as the race tyres. Only the Bridgestone technicians were able to tell the difference, with the aid of a tyre durometer.



Yasutoshi Sugaya — a brilliant timed practice aroused suspicion about his tyres.

Getting back to Sugaya's impressive timed laps at Estoril — a very reliable source in Japan confirmed to us that Sugaya indeed had these latter "qualifiers" at that meeting and used them to set his seemingly amazing time in the main timed practice.

In the main racing though, he was on the same race tyres as the majority and was therefore due credit for hanging on near the front to take 5th overall. If nothing else, the story does illustrate the absolute importance of a very good timed practice, to take the driver up out of the midfield ruck . . .

continued . . .

The heats were tremendous with a different winner in every heat, Lewis Marsden taking the first on his new Wilson/TKM, with John Knell (DAP/DAP JM), and Barry Peary (Sprint/TKM) each taking a heat.

Starter Roland Padley sent the pack around twice, but on the third try they were away. As they streamed around paddock, it was already our three heat winners who were making space, followed by D. Preston, N. McGowan and novice D. Butler. For 5 laps our three heat winners produced the best racing of the day, but on lap 6 Peary rounded paddock with Marsden and Knell still fighting two lengths behind. Unfortunately both these lads wanted the same piece of track, which resulted in a marshals' post being demolished! Knell managed to restart but Marsden's race was run. Peary was left to count the laps, being followed home by Preston, McGowan and Knell.

210 NATIONAL

Again a full grid of 210s, which produced some good clean racing. Heat winners being I. Eastwood and C. Anderson with 2 wins. When the flag fell in the final it was the Zip/AKR Upton of Anderson who made it to paddock first closely followed by Phill Jackson (Barlotti/Dean Upton) and G. Edmands (Barlotti/Upton). This is how the race continued till Edmands disappeared 2 laps from home. 1st novice home was 16 year old Kevin Jones, in only his second meeting.

Mini Ads cont.

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B.M. Bluebird. German Goodyears. Helmet and leathers. 5'10" Sprockets, old. £280. KARL MURPHY ROCHDALE 47245



Junior Britain winner Booth leads Junior National Lumb. (Photo: P. Mair).

Results

Junior National

1st C. Lumb Sprint/Parilla

Junior Britain

1st I. Booth Zip/Parilla

100 Britain

1st C. Stoney UFO/Arrow
2nd I. Abbey Zip/Parilla
3rd T. Kingswood Kestrel/T70

100 National

1st B. Peary Sprint/TKM
2nd D. Preston DAP/TKM
3rd N. McGowan Zip/K88

210 National

1st C. Anderson Zip/AKR Upton
2nd P. Jackson Barlotti/Dean Upton
3rd I. Eastwood Barlotti/Patterson
C. Anderson

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TRADE VAN AT CIRCUITS

In a Word . . .

● To give our staff a hard earned Christmas break, the December issue of *Kart & Superkart* will be published slightly earlier than usual, and should be on sale on Thursday 29 November.

● Following our report last month of 100 National Champion Mark Tredwell's "fun kart" accident, comes the news that Paul Carr has recently "done his knee in", in a head-on dodgem shunt at his local fairground! Talk about the silly season . . . All we need now is Steve Davis to cartwheel a mini bike.

● This month sees the start of a series of articles on tuning with the aid of a dyno, by Peter Inchley. Peter has spent his entire life since leaving school "mucking about with engines on dynos" at various well known motor bike establishments — B.S.A., Ariel, Norton — and is of course a former British Road Racing Champion. All of which seems to qualify him well for the task!

A later article will deal with any queries, or "pet" ideas of yours. Write to Peter, c/o Kart & Superkart, Pindar Road, Hoddesdon, Herts.

● The owners of the fabulous Le Mans kart circuit are hoping to extend the already long track by up to 50%. Apparently the aim is then to apply for the first 135 World Championship in 1981.

They are also planning a 24 hour race, which as they don't have any floodlights could be a problem. No problem — two 12 hour events with the karts impounded overnight!

● Martin Homewood recently tested one of the ART karts at Clay Pigeon, the long term prospect being a "works" drive next year. Homewood is hoping to compete in Hong Kong later this month and may well drive the ART there.

Also showing interest in the ART is Mark Bailey, tooling up for next year, his first in Junior National, with an attack on the Junior World Champs also in mind.

● The Spanish Championships, which were to have been held on the Jarama circuit, were cancelled on the first day of practice, after a drivers meeting declared the track too dangerous to compete on (shades of F.O.C.A.). The organisers were given 24 hours to make some changes, but they didn't, and so the meeting was cancelled.

The Championship will now be allocated to another venue.



Davey's Big Time

100 International driver Tim Davey was recently the subject of one of Esther Rantzen's "Big Time" programmes. The programme takes an amateur sportsman and trains him for an opportunity in the "big time". In Tim's case he was put through courses at the Brands Hatch Racing School and then entered for his first race. He finished third, and is now looking for sponsorship to do a full season next year.

● Rumblings down South! The Clay Pigeon circuit has been sold to the owners of the adjacent caravan site.

With unanimous support from the C.P. Committee, a group of three local karters were set to purchase the circuit, which would obviously have guaranteed its future. However, one Committee member, since resigned, had a late change of heart and single-handedly apparently put a spanner in the works.

And so the track now belongs to the caravan site owners. Racing will, it seems, continue but the future is nowhere near as sure as it might have been . . .

● The P.S.A. services have forced the Hems-well Club to shift their November meeting back from the 4th to the 18th.

● Wombwell could soon be resurfaced! An approach from the local Council resulted in a meeting with them recently. The outcome is not known yet — but it sounds hopeful.

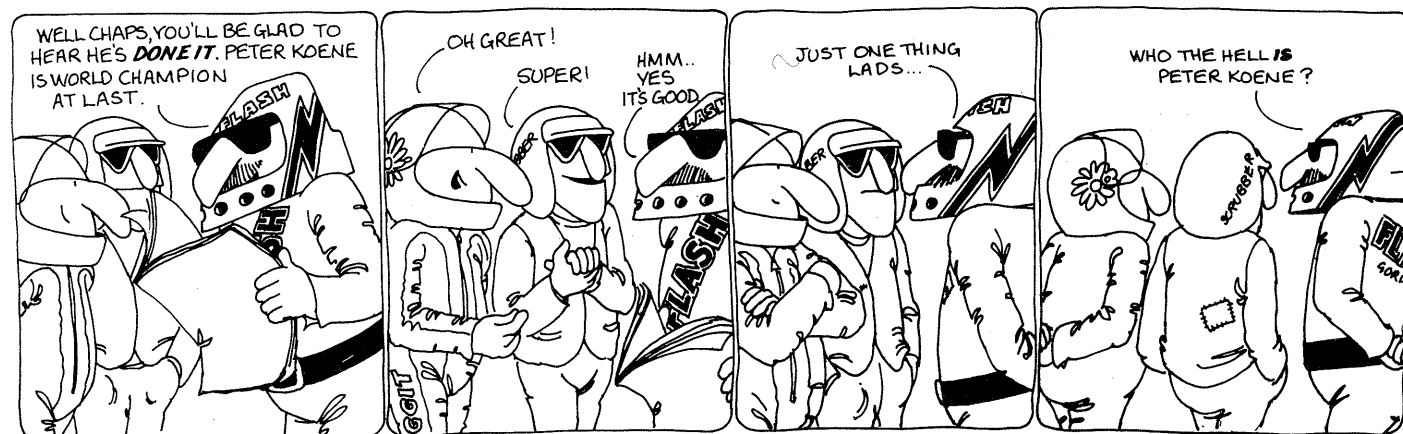
Cronus Award

To win a Short Circuit Gearbox Championship is an achievement. To win two separate Championships in one day is amazing! This month's award winner did just that — taking both the 210 and 125 titles at Dunkswell (see coverage elsewhere).

Congratulations go to Mark Allen, along with this month's Kart & Superkart Cronus Award, a Cronus LC20D stopwatch, valued at £74.

FRIGGIT

BY BARRY FOLEY

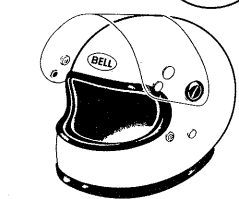


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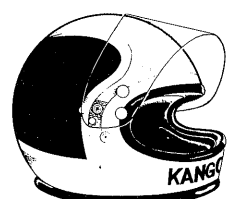
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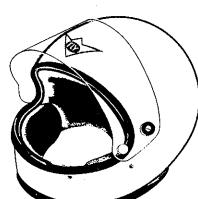
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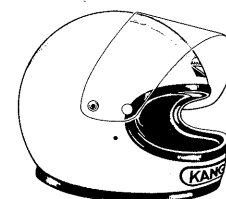
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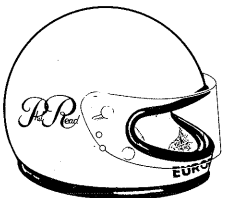


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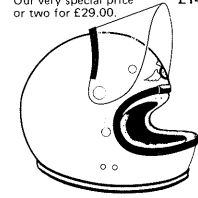
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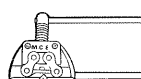
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CLUB SCENE

Junior Scene

Over the past few years we have had the last of our big meetings for the year. Herbert had a ball in September, cleaning up the Midland Championship at Rissington and the following week lifted first pot at the Southern Area Championship at Tilbury - two excellent results. Simon Sutton put a stop to John's winning streak at the Road and Racing Racewear Championship at Shenington, with a very convincing win over twenty laps, although I thought Foster-Jones was going to give him trouble. But Gary decided to cut the grass instead! Anyway Foster-Jones made up for it the following week at Beccles, coming out on top after twenty hair-raising laps with John Herbert on his back. Spectators were of the opinion that it was one of the most exciting races seen this season, as Gary picked up the giant silver trophy for the East Anglian Championship. On the same weekend young Derek Higgins had no trouble winning at Blackbushe.

So as you can see, all the favourites seem to be picking up the first pots! Mark Bailey once again put his stamp on the Junior Britains at Shenington, completely untroubled and always in control, with another first. (He even did it without "four eyes" Davis being there! You're learning quick son.)

In the North we have Mike Little in the Britains still showing good form, as he has done all year. A great little driver is Mike. So also is Terry Stamper - always up the front this driver. Richard Burr, Alastair Reed and David Hillcroft are names to watch for next year with some more racing under their belts. In the National group, Stephen Burr has been getting his fair share of wins - this lad could do very well if he put himself about more next year. Also up the front in the North are Nigel Davison, David Goldsborough and Ken Reader. These three

drivers must also set their sights on getting about the country more. All are potential winners, and all they lack is the "fierce" competition that we have in the South. So let's see you get off your behinds - there is no reason why a Junior from the North cannot win a major Championship next year.

The Bundy boys, Andrew and John are really putting it together in the South. I think Andrew has tremendous potential, and I am convinced you will see the name Bundy among the winners a great deal next year. Young Jeremy Cotterill is getting good results in the Midlands.

On reflecting over this seasons racing, I have noticed many lads maturing very quickly, and some incredible performances have been seen! In Adrian Mills we have consistency with a capital C. With his weight problem, he really has had a remarkable season. Paul Dryden and Lee Cranmer at the start of the year were a couple of average club drivers, not really impressive. Now look at them after six months of travelling the country and driving against the best! Unrecognisable - two of the top in the Britain class. Tim Sugden has had a good year, very quick and reliable. William Hewland is now a young man and drives like one - no longer the little boy he was six months ago.

In the Nationals, I will ignore the usual familiar names and look at Ian Murphy, a very under-rated driver. A positive thinker and very determined, he's had some great drives this year. Andrew Stapley is normally somewhere up the front - all he lacks is a little bit more power. With the limited equipment that Andrew has, he has done extremely well. I have a great respect for this family. Nigel Mitchell is another good driver. Has had a bit of bad luck from

time to time, but suffers with the same problem as most of us - "need more power". If he can find it, then in 1980 he could surprise a few people.

Anyway, I hope my observations haven't upset too many people - I do ramble on a bit, don't I? Yes, yes, yes. Just before I "seize" up, young Mark Lovell from Beccles has made fantastic progress this year. "Keep it up mate."

A lot of drivers have been talking to me about the standard of trophies that some clubs award i.e. bits of plastic and bits of wood! I am afraid I cannot comment on the average club meeting as I am not involved any more with the running of a club. I can only comment that, when I was involved with the London Kart Club I believed that the lowest placed trophy had to be equal in value to the entry fee! Looking back, I am convinced that it was the right thing to do, as we used to average 120 karts per meeting. The trophies at the Green Man Championship this year have once again been first class, proving Paul Fletcher's logic "you can't beat a good bit of silver" to be correct. Clubs that I have seen that should take a little "bow" are Hoddesdon Kart Club for the Toshiba meeting, Camberley Kart Club for the Kart and Superkart meeting, Clay Pigeon Kart Club for the South West Championship and Beccles Kart Club for the East Anglian Championship. These clubs really "done their piece" in providing superb trophies worthy of the status of the meetings. At both the British 100cc Championships, I thought the Clubs did a first class job with the silverware.

I would agree with the drivers who say that to take over £1,000 worth of equipment to a meeting, pay £5 or £6 entry fee and end up with a bit of plastic is not on! The answer to that is - race at tracks that give value for money!!! See you soon.

Jock Mailer

Hemswell

The weather was again kind to 70 competitors who supported the BORDER K.C. meeting at Hemswell on October 7th. The club has now purchased a signing on caravan, which was placed in the paddock and saved many the experience of walking the straight to sign on. In the twelve months since the club was formed, many changes have taken place, on and off the track. Corners have been altered, with drivers' opinions meaning a lot to this enthusiastic club. Still better things are hoped for in 1980.

The racing in all classes was very close, with only minor incidents holding the proceedings up.

JUNIOR NATIONAL and JUNIOR BRITAIN J.N. and J.B. kicked off the heats with I. Booth (Zip/Parilla) taking 2 heat wins in Britain and C. Lumb 3 wins in National. The final was reduced to only four, but this did not deter I. Booth who made a good start from Lumb (Sprint/Parilla) who trailed Booth on his flag to flag win.

100 BRITAIN

This class has more competitors every meeting but C. Stoney on his own UFO kart was the victor in every heat, giving him pole for the final. Other good performances being put up by T. Kingswood and I. Abbey.

As the field hurled down the straight to paddock on the first lap of the final, it was local Borders member Kingswood (Kestrel/T70) who emerged first, closely followed by Stoney,



Second placed 210, Jackson leads I. Eastwood. (Photo: P. Mair).

Skirwin, and Abbey. On lap 4 it was Stoney through the chicane first, pursued by Kingswood with Skirwin dropping out of contention, leaving Abbey to inherit 3rd. With 6 laps completed, tail enders were encountered but this was the downfall of Kingswood, who was passed by Abbey. This is how it finished after 12 exciting laps.

100 NATIONAL

A full grid of Nationals graced the dummy grid, but local ace and committee member Nigel Edwards was flying the Border flag at Rissington.

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Le Mans Six Hour Race

The recent 6 Hour Race was held on the same circuit that hosted the 1978 World Championships.

Four British teams were entered — the Anglo/French combination of Dormer/Ranchin who were so successful in the Hayes & Harlington 6 Hour in June; Coles/Burleton, regular endurance competitors, Mitchell/McKay and

After 4 hours the Coles/Burleton Zip/Hewland, here driven by Julian Burleton, led but a seize cost them the lead during the fifth hour.

Tilley/Francis. Amongst the 67 starters were 16 125cc gearbox machines, which makes for "interesting" racing when they are in amongst a field of 100cc karts. With superior braking and top speed, but inferior handling, passing one of the 125s proved a headache!

At the end of the first hour the Coles/Burleton pair were best placed, some 2 laps down on

the leading French 125, but an hour further into the race and they were second, on the same lap as the leaders, Deshayes/Tessier. The three other English teams had all suffered niggling problems that kept them a few laps down, the best at this stage being Dormer/Ranchin, some four laps behind.

Coles/Burleton hit the lead during the third hour and went into the fourth a lap clear of Swiss pair Weber/Weber (remember them from Rye). During this hour Deshayes/Tessier un-lapped themselves whilst 2 of the 3 other British teams all suddenly seemed to rush up the charts! — Dormer/Ranchin into 5th and Mitchell/McKay to 7th.

The fifth hour saw the final race pattern emerge as leaders Coles/Burleton seized, losing 9 laps before re-joining. Frenchmen Deshayes/Terrier inherited the lead they were to hold to the finish and over the last hour stretched their lead to 2 laps over second placed Weber/Weber. Coles/Burleton got back to 5th, some 5 laps down, while Dormer/Ranchin took the next place, albeit another 6 laps in arrears.

1st	Deshayes/Terrier (F)	100cc	370 laps
2nd	Weber/Weber (CH)	100cc	368 laps
3rd	Bone/Rondeau (F)	125cc	366 laps
4th	Coles/Burleton (GB)	100cc	365 laps
5th	Dormer/Ranchin (GB/F)	100cc	359 laps
32nd	Mitchell/McKay (GB)	100cc	308 laps
42nd	Tilley/Francis (GB)	100cc	269 laps

An interesting point is that Coles/Burleton (backed by P&O Normandy Ferries, and Talasan) did the whole event on one set of YAW/YAW Bridgestones, which only appeared half worn at the finish.



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CLUB SCENE



Junior National winner, John Herbert was pushed all the way by Per Sorensen until he seized on the last lap! (Photo: D. Callingham)

Robbie Childs took 100 Junior Britain. (Photo: D. Callingham)



Goode followed his form in the heats to win comfortably from Chenery and Pettit.

NATIONAL NOVICES: Novices. What are they? These guys looked anything but. Heat one was very closely fought, A. Whitmore crossing the line first with G. Elderfield hard on his heels. Third was K. Keeble. Second race saw them really going with wheels regularly straying into the field. Keeble was the winner of this scorcher with Whitmore coming home a good second. Races just don't come closer than the final heat! Elderfield was first past the flag, but before it had dropped Whitmore and Keeble were past it too. The final went to Keeble. Elderfield and Whitmore were second and third respectively.

100 NATIONAL: The large grid were well spread out at the end of heat one with C. Church taking first place and Gordon Chenery second. Tony Campbell was third. Tony, winner of the Osel and Beccles and District Kart Club championships is at the moment looking for sponsors to help him enter Superkart racing seriously next season. The second heat was again won by Church with G. Parker in second just ahead of A. Simpson. Parker fought well to lead all the way in the last heat and win from P. Melhuish. The final was very spaced out after twenty laps when Church did what was expected and crossed the line first. Parker took a very good second ahead of Melhuish and Tony Campbell.

100 BRITAIN: The first grid of Britains I have seen at Tibbenham this season – it was small, but it was a grid. Some great racing in heat one meant that eight lengths covered the whole grid as they crossed the line. First was Charlie Goff. No change in the second race either, Goff taking the honours again with B. Hawkes third just behind C. Hunt. Goff did not find his form in heat three which went to Hawkes with P. Hunt in close attendance. The final was a repeat performance of heat three, Hawkes coming home first and P. Hunt second.

125 NATIONAL: The 125s were to have been joined by a lone 250 National, unfortunately he did not happen. Nine karts appeared for the first heat so it looked like the Barringtons were going to have a little opposition for once – not a lot, but a little! Boyd Barrington won the first heat in customary style with M. Meadows second and Roger Barrington third. Roger had an easy win in heat two from Boyd who kept Charlie Goff well at bay. The last heat saw Boyd Barrington retire before the start with broken stub axles. Their bad luck continuing, Roger Barrington lost narrowly to M. Meadows. The final, and more bad luck for the Barringtons as Roger lost to B. Gray closely followed in third by M. Meadows.

210 NATIONAL: T. Gowera won the first heat of this class very convincingly from no. 17, Bill McDougal was third. Gowera again dominated heat two, while second was Bill McDougal. Gowera had certainly decided to keep up the performance and had another easy win in heat three, again from Bill McDougal. Just to keep things tidy he walked away with the last heat, about half a lap ahead of G. Willison in second and Bill McDougal in third.

Don't forget folks, our season does not end here – we have still got the "Winter Classic" series to go, so see you the first Sunday in November for round two.

I. Brooks



Tibbenham

This years October meeting of the Norfolk and Suffolk Kart Club at Tibbenham was special – the first round of the "Winter Classic" series for gearbox, the East Anglian Championships for the 100s, and it was fine too!! With the season coming to a close I was happily surprised to see a larger and more varied entry than I have seen for a long while. A new format to this meeting, with some classes running three heats and a final, and others, notably the gearbox running four heats, all counting towards the final. Well done gearbox, I knew you could make two grids – now lets try for three! To the racing...

JUNIOR NATIONAL: Seven made the grid for the first race, the front five battling hard all the way. D. Goode ran out the winner followed closely by A. Chenery who lead the chasing pack. Third was Ray Lincoln. Goode made it look easy in heat two as he stormed away from the field to win comfortably. The pack was this time led by B. Pettit. There was a big "moment" at the first corner in the last heat which spread the remainder of the field out. Again first place went to Goode, with second going to C. Roper. Only three people endured the final, but

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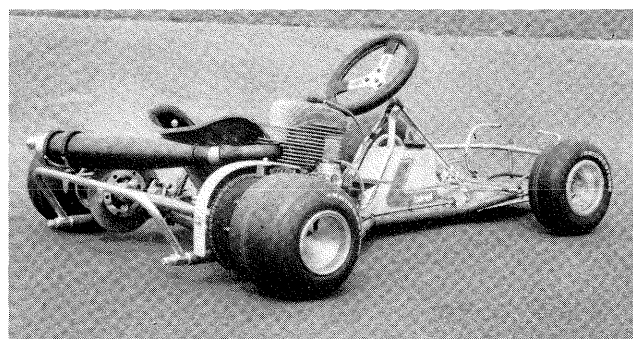


The second final, and Koene (80) is on his way to the Championship, having just demoted da Silva (hand about to choke carb, as ever) to second. Schurman is next, followed by the tenacious Carvalho (17)

Campeonato do Mundo!

Dutchman Peter Koene takes World title on a tie-breaker from Brazilian Ayerton Senna da Silva. Historic 1-2 for DAP. 'Bad boy' Schurman third. Wilson taken off when in a possible winning position, but recovers brilliantly for fourth. Sugaya's incredible timed practice. Other British hopes blow engines. Spencer superb in his first World Championship.

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Perhaps due to the domination of the area by the huge, bare, stands, and the lack of full-circuit viewing from ground or pit level, the scene takes on a somewhat spartan atmosphere, and it was in this atmosphere that the meeting got underway.

Practice

Despite the usual stern notice that the circuit would remain closed until the start of Tuesday's official practice, drivers were circulating up to a week beforehand! Especially fortunate were the Sprint team, who in stark contrast to their late "customs-inspired" arrival last year, were on the circuit on Friday and had virtually done all their testing by Monday. No-one was happier about this than Mickey Allen, who contrived to damage a finger and some ribs and for whom Tuesday and Wednesday became welcome days of rest.

The remainder of the British team arrived unscathed to make up the total of 79 entries, representing 20 countries. Noticeably absent was outgoing Champion Lake Speed, most popular reason being a lack of promised support from the I.A.M.E. factory.

As ever, tyres were the talking point, with various teams trying to work out what the others had, what they were using, and how possibly to get them (only to discover they didn't exist anyway!). See the separate panel elsewhere for the tyre story.

Amongst the British contingent, there were a few changes in equipment: Mickey Allen and Doug Spencer had new Sprint chassis, with the main rails some 1" wider apart than normal.

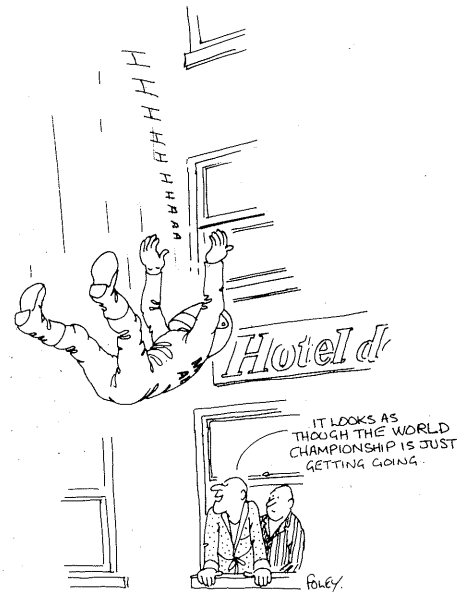
Mike Wilson, lodged in the I.A.M.E. pit at the end of the row, was driving revised Birel chassis. The only difference noticeable by eye was the wider front stub axles, although there could well have been steering geometry changes. There was also talk of new chassis materials. Martin Smart appeared with the prototype 1980 Zip. Finished in a distinctive green, the chassis sported a 30mm two bearing axle, revised steering geometry, and a change in construction materials. In practice, with back-to-back testing, Martin reported some four-tenths of a second improvement over his previous chassis and was well pleased.

However, what started a buzz, and inevitably saw various C.I.K. personnel scurrying down to see, was the provision for a full length floortray, extending right back to the rear bumper, sloping upwards from the rear crossmember back. In testing, the tray made no difference to lap times but gave a feeling of more stability. In the event, the team chose not to run with the tray in the interests of avoiding possible problems with officialdom.

Terry Fullerton was of course on his own chassis and leading the DAP assault on the Championship. On his insistence, the factory had made some small changes to the engines (see *Ponder with Pudney*) and he reported that they felt good and strong.

continued . . .

Martin Homewood was on his two production Birels and Redhill prepared Parillas. The efficient little team had one major problem at this stage which was a total lack of special Bridgestones, and Martin would have to try and qualify on standard tyres.



Amongst the other likely runners it was interesting to note Zoserl with an unpainted short wheelbase Birel alongside a regular chassis. There was apparently little to choose between the two.

Japan's Sugaya was competing with the aid of a subsidy earned by being the highest Japanese finisher in the previous year's Japan Kart Grand Prix. He was using a chassis of his own design which looked very like a Birel, but which featured front wheel brakes.

Brazilian Ayerton Senna da Silva, alongside Fullerton in the DAP team, was reputedly putting in some rapid practice lappery, with an "unfashionable" 3-bearing DAP chassis, complete with skinny 25mm axle, stiffened with a magnesium axle-clamp. DAP factory supremo, Angelo Parilla, seemed quietly confident. Unlike previous years, neither the I.A.M.E. nor DAP teams had been to the circuit in the weeks leading up to the event, but considerable testing had taken place at Parma. Da Silva had done most of the DAP testing and according to Angelo, had ended up some half a second quicker than the best I.A.M.E. time. No wonder he was confident! But as we all know, things can change rapidly on the day . . .

Timed Practice 1

Practice had revealed that both new Bridge-stone compounds needed a good 2 laps under normal circumstances to warm to the task. With timed practice beginning at the warmest part of the day, 1pm, an early position in the order would be a help. For Great Britain, Fullerton, Wilson and Allen were fortunate enough to be in the first two groups of 16, whilst Homewood and Smart would be much later in the day.

Fullerton was out very early and as every stopwatch in the place tracked his progress, he surprised even himself with a second lap of 50.25 seconds. "The track must be quicker — my best on the same setup this morning was about 50.6, and I lost maybe a tenth of a second or so on that second lap, by missing the apex of the first corner badly." And incidentally, the time was done on blue coded race tyres . . .

On the track at the same time was leading Italian, Stefano Modena and the signs of a disappointing weekend to come were evident in his showing, a bad mistake on the second lap leaving him with a first lap 50.69 as his best.

Da Silva, also on blue Bridgestones, put up 50.38 and moments later Allen, not as concerned about the warm weather on Dunlop qualifiers, put in 50.46 on his second lap.

As the afternoon cooled off, these times became more unassailable and in fact the next four on the final list all came from the first group, including a great surprise in the form of Australian Robbie Hunter, 7th best on 50.71.

The best of the later runners were Zoserl and Smart, both on 50.72. Of the remaining English, Wilson was in contention with 50.83, while Spencer learned something very important, slipping slightly at 51.16. In practice he had put up times not a lot slower than Mickey, but for his two laps was using a set of qualifiers that had done one "dummy run". The discovery was that the Dunlop qualifiers could only be used once! Nevertheless, his time was easily within the top 30 which is all that is necessary to avoid Friday's qualifying heats.

Not so fortunate was Homewood. Late in the day and on standard Bridgestones he made a brave attempt, missing the top 30 by only four hundredths of a second, with 51.36. Still, he would start the qualifying heats from the front row, and valuable lessons can often be learned from the enforced participation in these races.

Missing from the top 30, some as a result of rather suspect decibel reading penalties, were Nielsen, rapid Brazilian Carvalho, Busslinger, Larssen, and Gysin (whose whole Switzerland-Portugal journey is a story of its own!).

Official Result — First Timed Practice

1	Terry Fullerton	(GB)	50.25
2	Ayerton da Silva	(BR)	50.38
3	Mickey Allen	(GB)	50.46
4	Peter Koene	(NL)	50.64
5	Pierre Defontaine	(F)	50.67
6	Stefano Modena	(I)	50.69
7	Robert Hunter	(AUS)	50.71
8	Tony Zoserl	(A)	50.72
9	Martin Smart	(GB)	50.72
10	Cathy Muller	(F)	50.75
11	Mike Wilson	(GB)	50.83
12	Peter De Bruyn	(NL)	50.91
13	Yasutoshi Sugaya	(J)	50.99
14	Didier Lemaire	(F)	51.03
15	Thomas Glauser	(CH)	51.04
23	Doug Spencer	(GB)	51.16
32	Martin Homewood	(GB)	51.36

Qualifying Heats

For British supporters, these were virtually of academic interest, with Homewood well placed to qualify easily. Relative positions are unimportant as the best 30 points scorers, plus the top 4 from a last chance race only go through to start all over again with the main timed practice on Saturday.

Homewood approached the whole thing very sensibly, refusing to be drawn into first corner scuffles or fruitless place-saving battles. Third, seventh, and fifth places in his respective heats was perfectly adequate and he qualified easily, 6th overall.

Of the rest, Spain's Jose Bisquert came out on top of the chart with some intelligent drives, letting an obviously faster Carvalho past in the final heat rather than risk an incident. Bisquert incidentally was having problems with his Birel and after qualifying, arranged the loan of a spare DAP chassis from the factory team. His rapid improvement in pace during the main

event bore testament to the DAP's obvious suitability for the circuit.

Whilst some were being sensible, others plainly were not. Van Ommen, the German Champion, was exhibiting some lurid end-of-straight passing dives, which whilst proving crowd pleasing, placed the onus for his survival completely in the hands of those being passed. It is to their credit that van Ommen remained in one piece to qualify 7th.

Others were just downright unlucky. Hardy Australian Champion, and perennial World Championship visitor (this was his fourth) John Pizarro was twice victim of other people's problems and would have a bit to do, from grid 10 in the last chance race.

Amongst the most pleasant stop-off points during regular pit tours was the Irish pit, where an enthusiastic and friendly team was working for Vivian Daly. Brother of Formula One driver Derek, Vivian represented a true David v. Goliath situation, although a similar famous victory wasn't really on! The team had two Irish built Chariot chassis, and despite obtaining a set of yellow-coded Bridgestones (don't ask how!), their sole decent Sirio was not getting the power through to the ground. Vivian hurled it around with great gusto, but ended up having to run the last chance race, from grid 2.

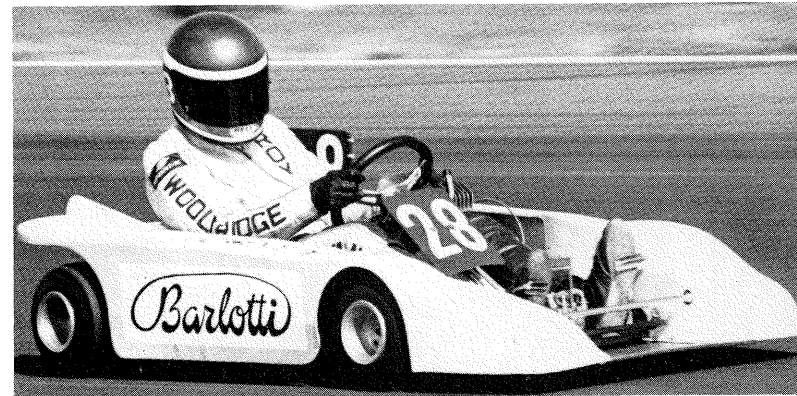
He had problems though, for behind were several fairly quick pilots, three — Demollin, Pizarro and Gysin — carrying a two point noise penalty and therefore needing to finish in the first two. The tension on the rolling laps was obvious and the field was finally halted and told the facts of life!

Daly was first away, and for several glorious laps held the running. Gysin ended a "perfect" week on lap two as the chain fell off . . . Pizarro was responding to the pressure of the last chance situation, putting in his best drive of the meeting, and carved through to relieve Daly of the lead.

Caroli also slipped by, happy to settle for second and on the last lap a desperate Demollin dived through for third. But the Irishman held Max Lauda (no relation!) at bay to claim fourth, and seemingly the last qualifying spot. However Demollin's 2 point penalty tied him with Lauda, but he still qualified, his better timed practice splitting the tie.



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Official Result – Qualifying Heats

1st	Jose Bisquert	(E)	2 pts.
2nd	Peter Beule	(D)	6 pts.
3rd	Roberto Ravaglia	(I)	7 pts.
4th	Heinz Sahl	(L)	10 pts.
5th	Reine Anderson	(S)	11 pts.
6th	Martin Homewood	(GB)	15 pts.
7th	Jorg van Ommen	(D)	15 pts.
8th	Flemming Neilsen	(DK)	18 pts.
9th	Luis Silva	(P)	20 pts.
10th	Lars Petersen	(DK)	20 pts.

Last Chance Race

1st	John Pizarro	(AUS)	0+2 pts.
2nd	Peter Caroli	(S)	2 pts.
3rd	Danny Demollin	(F)	3+2 pts.
4th	Vivian Daly	(IRL)	4 pts.
5th	Max Lauda	(A)	5 pts.

Fastest man on the track was Fullerton, but his Finals day was total disaster, with four engine failures.



Martin Homewood just missed the cut-off, and had to do the qualifying races. Here he slips inside German Peter Beule and Italian Paulo Bandinelli.

Timed Practice 2

Sixty four drivers had now qualified for the main event, and the bargaining began in earnest as those who still had no special Bridgestones, or not enough of them, talked their heart out...

Homewood managed to talk the Bridgestone man, who obviously had a contingency supply into one set of "yellows". Then, with Mick Fullerton acting as go-between, another two sets, one of each type, were extracted from Birel manufacturer Oscar Sala, along with a set of the new wide stub axles. They even talked Mr Grana into a factory Parilla and capped it off by obtaining one of the Swiss slide carbs which were seemingly proving so effective. The practice session before the timed laps would be critical, with the need to evaluate all the goodies in a short space of time.

Before the end of the session the worth of all the talking could be seen as Homewood began to circulate at 50.6 (compared with his first timed practice of 51.36). Incidentally, the value of "factory" motors can perhaps be gauged by the fact that the team preferred not

to use the one obtained, sticking instead to their own Mark Barnard prepared units.

With the high percentage results obtained in the first timed practice by Dunlop tyre users it was not surprising to see Mr Grana down in the Sprint camp trying to swop factory Sirios for tyres...

As if by pre-arranged signal the wind now began to pick up rapidly and within minutes, Estoril was in the grip of a gale, if not a hurricane. Gritty dust blew in thick clouds across the back of the circuit, haybales rolled crazily across the track, and as the wind heightened, sheet metal sections scythed down off the grandstand roof!

But the show goes on. The two lap noise checks were cancelled (hooray!) giving a two hour wait in the hope that the conditions would improve. No way. With no noise check to scrub their qualifiers in, the Sprint duo were sent off down the car circuit to do just that.

Mike Wilson was in the very first foursome to go out. He pulled off on the warm-up lap. Heads nodded knowledgeably – obviously he

The Tyre Story

As usual, Bridgestone had the bulk of the field on its products, with a liberal spread of Dunlops amongst the various teams.

New from Bridgestone were two compounds, coded blue and yellow, and released with the same YAW/YAV lettering and 7.00/4.60 sizes as the current production tyres. There were no "qualifiers" as such with both the above being race tyres, although the factory did suggest that the yellows might be the best to use for qualifying.

A few sets – notably of Japanese entry Sugaya – were marked YAT, this being the same marking as on a few prototype tyres released some 6 weeks earlier for testing to help decide upon the World Championship compounds. Sugaya himself was subject to close scrutiny after putting up firstly a very good time in the first timed practice, followed by a sensational best time in the second.

It was indeed suggested that, coming from the home of Bridgestone, he had managed to dig up some of the 3 lap qualifiers from last year. Through an interpreter he specifically denied this (see *Just Heard*).

The yellow YAW/YAVs were apparently of identical compound to the yellow YATs, but the blue YAW/YAVs were brand new and not the same as the prototype blue YATs.

Dunlops were to be found on all the French team karts, plus those of Allen, Spencer, Australian Hunter, Spain's Bisquert and the Dutch Koene brothers.

Mickey of course had his usual range of Dunlops to try and in addition some new qualifiers, reputedly much better than previous ones. Eventual winner Koene on the other hand struck a blow for the privateer by doing the whole meeting on production 049s!

A few continentals were seen on the back of some South African karts, but as the German team were not using them, it would seem that they were ineffective. One driver – Italian Roberto Ravaglia – was on Sirios, which during his attempts near the front of the Friday qualifying heats seemed to go off rapidly after a handful of laps.

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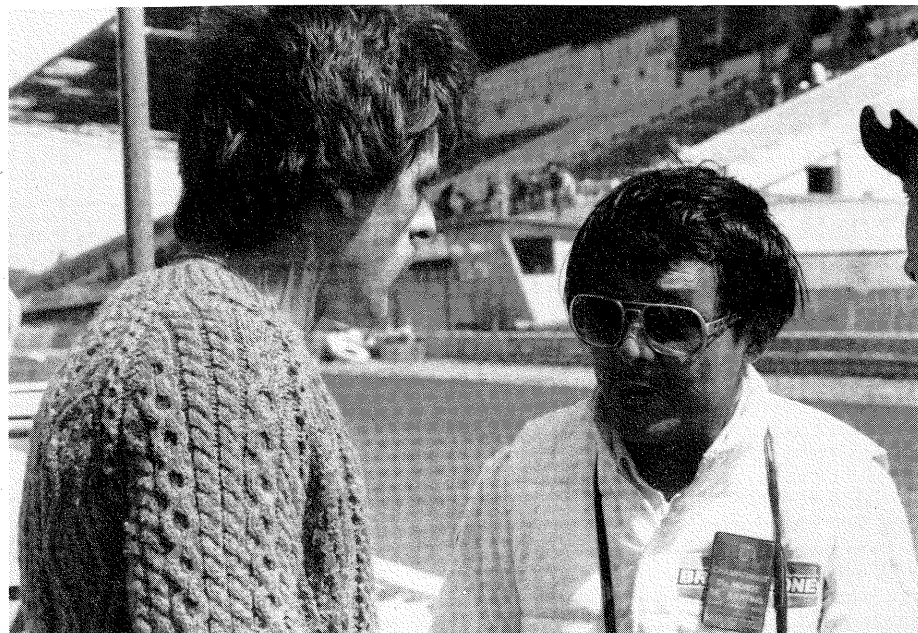
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continued . . .

was taking advantage of the 10 minutes allowed to restart, to let a few other karts sweep some of the accumulated sand off the racing line. When asked why he had stopped, Mike said with a glint in his eye, "Carb problem . . ."

Quite by coincidence (?) the 3 other Birel/Parilla works drivers pulled the same stunt, all hoping for slightly better conditions 10 minutes later. For Tony Zoserl, they couldn't have been worse — he hit the peak gusts of the storm.

For many it was a nightmare — both Allen and Smart had haybales lurch across the track in front of them — but for some who guessed at differing tyre pressures correctly or struck a timely lull as they turned into the back straight head-on wind, it proved an unexpected bonus!



Immediately after his last qualifying heat, Homewood speaks to the Bridgestone man who eventually provided a set of "yellow" tyres. Sugaya's kart did not look as stable as some others, and so his fastest time in the main timed practice aroused immediate speculation about his tyres. The front wheel brakes couldn't have been that good . . .



There were several out-of-the-bag efforts, none more sensational than Sugaya's. Lap one, 50.87 — what would lap two be, when the tyres warmed? We'll never know, as the Japanese driver's Parilla seized solid half way around. But one lap was enough for fastest time! Speculation was immediately rife — did he have special tyres? Was it the front brakes? Was it a freak lap — especially as previously unknown Frenchman Pierre Raphanel was only two-tenths slower, third overall!

Splitting the two — on "blues" again — and only two hundredths slower than Sugaya, was that man Fullerton. Methodical attention to warming the tyres on the warmup lap and a concerted effort to hunch as low as possible into the wind seemed to be the key to his run.

Wilson and Allen put up good times, whilst Smart's attempt to start with pre-warmed tyres failed. All four wheels were put in the front of

their van, out of the wind and in the glare of the sun, the idea then being a quick bolt-on and rush down to the grid. At that moment, the wind finally knocked over the timing light and by the time everything was re-aligned, the tyres were cold again . . .

Official Result — Second Timed Practice

1	Yasutoshi Sugaya	(J)	50.87
2	Terry Fullerton	(GB)	50.89
3	Pierre Raphanel	(F)	51.07
4	Ayerton da Silva	(BR)	51.11
5	Paul Guedel	(CH)	51.14
6	Mike Wilson	(GB)	51.16
7	Thomas Glauser	(CH)	51.25
8	Mickey Allen	(GB)	51.25
9	Peter de Bruyn	(NL)	51.28
10	Peter Koene	(NL)	51.41
11	Roberto Giugni	(I)	51.46
12	Pierre Defontaine	(F)	51.46
13	Lars Forsmann	(S)	51.50
14	Stefano Modena	(I)	51.52
15	Patrick Dias	(F)	51.53

16	Martin Smart	(GB)	51.55
30	Martin Homewood	(GB)	52.01
46	Doug Spencer	(GB)	52.24

Finals Day

With 6 heats, a last chance race, and then the 3 finals, finals day is always a very long, hard day for all drivers and mechanics. After a one hour practice session heat 1 is at 8.30am, and the pressure is virtually non-stop until after the third final, in Estoril's case at 7pm.

As a result of timed practice, the 64 combatants are split into 4 evenly matched groups of 16, each group competing against the other three once.

Heat One — Group A v. Group B

After the weeks of preparation and testing, this is where it all really begins and invariably the tension of the first heat brings drama. The World Championship also seems to attract the worst starters — with rank in the promoting country's governing body usually good enough to qualify. This year was no exception, with the outside row able to take advantage of the outside sweep up to the line on numerous occasions.

Heat 1 was no exception and poleman Sugaya was left behind as Fullerton and Wilson poured into the first corner ahead. They powered out of the Control Tower S to be greeted with starting cones still all in place, and the red flag. Sugaya and Fullerton were warned about approaching the start too quickly and the field was sent on its way again.

The two Englishmen again got the jump and after only one lap were pulling well clear of Guedel, Sugaya, Peter Koene and Forsmann. Lap 2, lap 3, the pair raced clear, Wilson quite content to sit a yard behind Fullerton's bumper — certainly a new, more reasoned and mature approach from the flamboyant Yorkshireman. His patience was rewarded only 2 laps later as Fullerton's World Championship hex began to make its appearance. After a week of mechanical bliss, two wisps of rear tyre smoke signalled a big seize and Wilson was left clear.

As he coasted to an easy win, Sugaya briefly re-passed Guedel, only to be demoted again, whilst Forsmann, Modena and Muller all fell by the wayside. Zoserl was showing his class, moving steadily forward to take fourth from Koene. Homewood was in the middle of a furious mid-field scrap and seemed unable to progress, but Spencer was beginning the day of his life with an inspired drive, from 24th to 12th.



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continued . . .

- | | | |
|--------------------------|------------------|-----------------|
| 100 NATIONAL | | |
| 1st | Pete McCallum | Zip/Arrow |
| 2nd | Colin Robson | Sprint/TKM |
| 3rd | Ian Simpson | Sprint/Arrow |
| 210 NATIONAL | | |
| 1st | Robert Grubb | Sprint/PH Upton |
| 2nd | Brian Smith | Barlotti/GBRD |
| | | VIVS |
| 3rd | George Bett | Barlotti/Bett |
| | | VIVS |
| 100 INTERNATIONAL | | |
| 1st | Andrew Buchan | Zip/Arrow |
| 2nd | Graeme Foubister | Zip/TKM |
| 3rd | Gordon Murray | Kestrel |
| 125 NATIONAL | | |
| 1st | Gordon Petrie | Star/Rotax |
| 2nd | Ian Nicholson | Zip/TVMYamaha |
| 3rd | Gavin Nicholson | Zip/TVMYamaha |
| 250 INTERNATIONAL | | |
| 1st | Sandy Dalgarno | Lynx/GBRD |
| | | Yamaha |
| 2nd | Sandy Taylor | Zip/JKS Yamaha |
| 3rd | Granville Grubb | Sprint |

- SCOTTISH CHAMPIONSHIP WINNERS**
- | | |
|---------------------|---------------|
| 100 Junior Britain | Elaine Buchan |
| 100 Junior National | Bob Knowles |
| 100 National | Pete McCallum |
| 210 National | George Bett |
| 100 International | Andrew Buchan |
| 125 National | Gordon Petrie |
| 250 International | Rob Logan |
- Jenny Taylor

The September Ziperama meeting produced good entries, great racing, great prizes, and a novel interval attraction — radio controlled racing cars!

- Junior Britain**
- | | |
|-----|-----------------|
| 1st | Robbie Childs |
| 2nd | Piers Hunnisett |
| 3rd | James Chitty |
- Novice trophy: Darren Gibbs

- Junior National**
- | | |
|-----|-------------------|
| 1st | John Herbert |
| 2nd | Steve Setterfield |
- Novice trophy: Simon Blaxall

- 100 National Novice**
- | | |
|-----|---------------|
| 1st | Bill Blackmur |
| 2nd | James Dudley |
| 3rd | G. Cox |
| 4th | R. Butler |
| 5th | Conrad Hagan |

- 100 National**
- | | |
|-----|----------------|
| 1st | Wayne Homer |
| 2nd | Gary Till |
| 3rd | Steve Tillett |
| 4th | Mark Sayer |
| 5th | Stuart Ashwell |

- 210 National**
- | | |
|-----|---------------|
| 1st | Trevor Gowers |
| 2nd | Tony Sinclair |

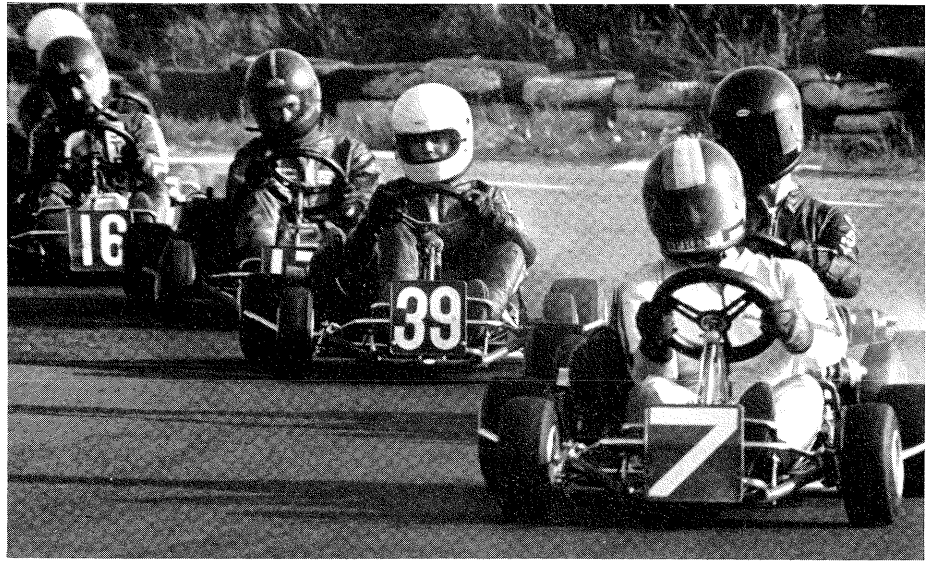
- 250 National**
- | | |
|-----|-------------|
| 1st | Roger Steer |
|-----|-------------|

- 250 International**
- | | |
|-----|------------|
| 1st | Dave Clark |
|-----|------------|



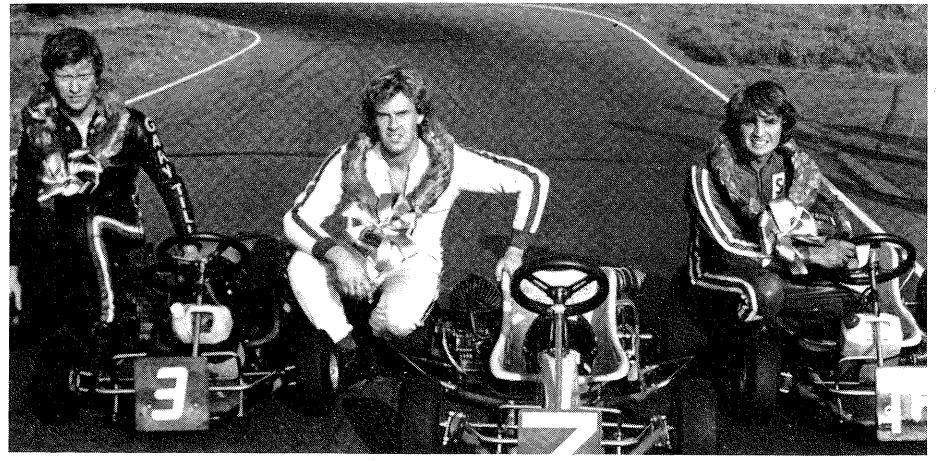
The Champions — left to right: George Brett, Andy Buchan, Bob Knowles, Elaine Buchan, Pete McCallum, Gordon Petrie, Rob Logan.

Tilbury Ziperama



First corner of the 100 National final. Homer leads Till, Denney, Stapley and Tillett. (Photo: D. Callingham)

100 National victors 1 to 3: Gary Till (2nd), Wayne Homer (1st) and Steve Tillett (3rd). (Photo: D. Callingham)



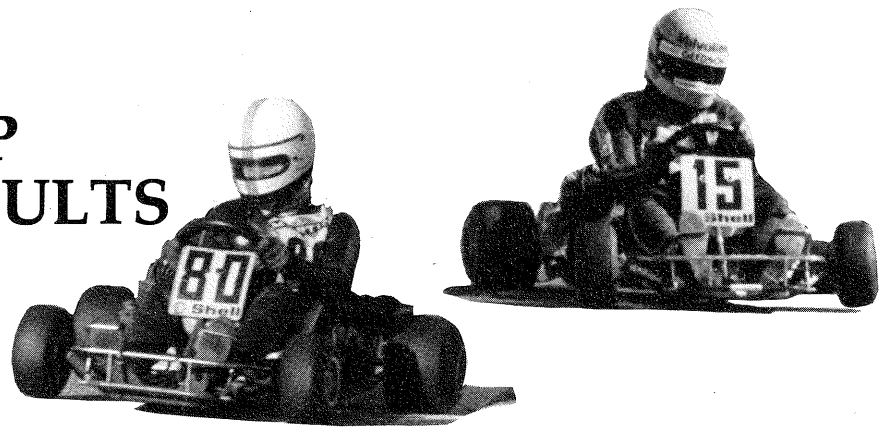
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| 2nd | AYERTON SENNA DA SILVA | DAP/DAP T70TT |

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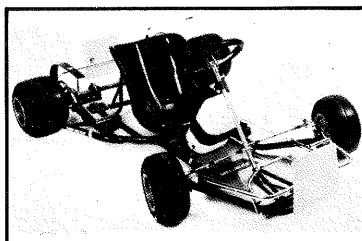
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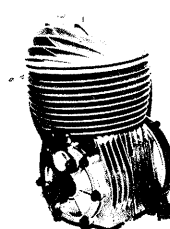
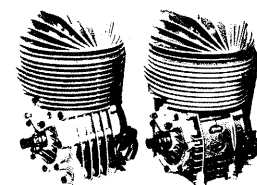
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CLUB SCENE

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.

Boyndie

September's meeting at Boyndie was the final round of the Scottish Championship. Weather conditions were dry and sunny and the pits had an air of excitement and high spirits. Our thanks to all club officials for the excellent way the meeting was run and to Davy Barron who organised the presentation of the trophies. Thanks also to ex-competition Secretary Kathleen Taylor for the beautiful laurel wreaths she so painstakingly put together.

Junior Britain

Drama struck in the first heat as Elaine Buchan's kart failed to start. Andrew McLean led all the way to take the chequered flag, Craig McWilliam 2nd and Brian Ewing 3rd, almost taking a 2nd on the finish line! In heat 2, Ewing nipped past McWilliam to hold the lead to the last lap when he came off and left McWilliam to take a first. The final heat saw Elaine Buchan (mechanical problems sorted out) off the grid and into the lead, with Andrew McLean close behind, Kevin Docherty 3rd and Brian Ewing 4th, followed by Craig McWilliam and Ali Polson. Brian passed Kevin and closed up behind the first two, and so it was to the flag with Elaine Buchan, Andrew McLean, and Brian Ewing taking the closely fought 1st, 2nd and 3rd.

Junior National

At the drop of the flag in heat 1 Bob Knowles took the lead followed by Gordon Vass, Paul Williamson and John Robertson. Andy Sim nipped past Robertson on Caravan Corner and set his sights on the front man. Vass and Williamson showed us some exciting racing as they fought for 2nd and 3rd places. Williamson unfortunately spun off at Caravan Corner, so Sim took 3rd place right behind Vass's back bumper. Heat 2 saw some very exciting racing from the aforementioned drivers. Andy Sim, showing the same determination as his first heat, took 1st place with a terrific battle for 2nd, 3rd and 4th from Paterson, Vass and Knowles. Heat 3 saw Andy Sim take the lead. Again Paterson, Vass, Williamson and Knowles battled it out with close exciting racing as previous heats. Knowles came flying round the left hander and spun off and tension mounted as Vass flew into 2nd place and Paterson 3rd, and so it was to the flag. Sim, Vass and Paterson fighting every inch of the way.

100 National

Pete McCallum took the lead in heat 1 and held it to the flag, with Gordon Murray pushing his way through the field up to second place. Pete Cartwright held on to a good 3rd until he spun off, leaving the way clear for Ian Simpson and Colin Robson. Heat 2 saw Robson take the lead with McCallum 2nd. Gordon Murray moved up to 3rd, Kenneth Graham 4th and Pete Cartwright 5th. There was a pile up at the hairpin (fortunately no serious injuries) and these places were held as the race was stopped. In the final, Donald Sutherland was off the grid and into the lead followed by Stewart Evans, Bryce

Whiteford and George Douglas. Pete McCallum moved through the field and took the lead in the 5th lap, with Colin Robson pushing up into 2nd place 4 laps later. Donald Sutherland drove a good race refusing to drop another place and Stewart Evans pursued him to the flag. On the 11th lap, Ian Simpson took George Douglas for 5th place, while Pete McCallum took 1st and Colin Robson 2nd.

210 National

At the drop of the flag it was Rob Grubb who took the lead close behind was Brian Smith, George Bett, Bill Stoddart, Fraser Barbour and Roy Gallant. Smith took the lead after 2 laps then Grubb took him again with 3 laps to go. These 2 were constantly challenged by Bett who finished 3rd. Moir, Gallant and Barbour took the next 3 places respectively. In heat 2 Smith went flying into the lead followed by Barbour, Grubb and Gallant. Grubb moved into 1st place again but Smith was hard on his tail to the flag with Bett, Gallant and Stoddart battling out the following places. The final saw Bett flying into the lead followed by Grubb, Stoddart and Fyffe. Grubb took Bett coming out of the left hander as Bett dropped back with gearbox problems. While Stoddart, Smith and Gallant closed the gap. Grubb drove a cool race in the lead while Bett again closed upon his tail making frequent challenges. Finally, at the chequered flag, positions were unchanged with Bett pressuring the leader and Smith coming through to a good 3rd, followed by ever consistent Roy Gallant.

100 International

1st heat saw current Championship leader Andrew Buchan take a fine win without any real threat, although Graeme Foubister and Alan Brown fought hard for 2nd place with Graeme coming out on top. Heat 2 and Brown pulled into the lead followed by Buchan, Murray and Foubister. On lap 2 Buchan moved into the lead while Murray made several determined efforts to relegate Brown further. These 3 were soon joined by Foubister moving through to join leaders in 4th place. Murray eventually squeezed past Brown and set about challenging Buchan for the lead, the 2 leaders pulling out a slight buffer on the 3rd and 4th place men with these positions held to the flag. A tense grid lined up for the final with the Championship still undecided. Foubister made a flyer followed by Murray, Buchan, Donoughue and Brown. The first 3 began to pull away from the field circulating very quickly around the 28 second mark. Murray and Buchan made repeated challenges on Foubister and after 6 laps there was absolutely nothing between the first 3, until Murray made a determined bid on Caravan Corner to take the lead. Buchan also made his move, slipping through on the inside to take 2nd place. For the next 7 laps these weaved nose to tail through the back markers, giving a superb display of this class at its best. A delighted Foubister took 1st place with a faultless drive under immense pressure from Buchan and Murray.

125 National

Heat 1 saw the Yamahas of Nicholson, Paul Cook, and Ian Nicholson lead the pack with the current Scottish Champion making a disastrous start in his Rotax. As Gavin Nicholson began to pull out a lead, Petrie charge through the field and by lap 8 had taken 2nd place man Cook but was unable to get on terms with Nicholson who took a flag to flag win. Heat 2 saw Petrie make no mistakes off the line, leading Cook and the Nicholson brothers. Petrie proceeded to pull out a convincing lead with a fine display of smooth driving. The battle for 2nd place was short lived as Cook retired on lap 3 leaving Gavin Nicholson to take a comfortable 2nd from Ian Nicholson. At the drop of the flag Petrie led Cook and Nicholson into the hairpin to lead the final. Lap 2 saw Ian Nicholson slip past Cook to take 2nd place. Petrie pulled away from the battle for 2nd place as Cook tried to retake Ian Nicholson. The places remained unchanged for the following 5 laps with Cook right on Nicholson's back bumper until a desperately unlucky Cook was taken off by a "swerving" back marker. The Scottish Title once again went to Gordon Petrie.

250 International

A good grid of 250 Internationals lined up on the grid for the first heat. As the smoke settled after the start it was John Ferguson with Sandy Taylor, Sandy Dalgarno and Granville Grubb right on his tail. On lap 3 it was Taylor in the lead followed by Dalgarno, Grubb and Logan, the leading pair beginning to pull away from the rest of the field. At the flag it was Taylor with Dalgarno hard on his bumper, with Grubb and Fraser 3rd and 4th. Heat 2 and Dalgarno pulled away instantly from the pack consisting of Ferguson, Wilson, Fraser and Taylor. As Dalgarno pulled out a huge lead, Taylor carved his way through to 2nd place chasing hard after the leader. Ferguson had meanwhile pulled clear of the pack in 3rd spot leaving Logan contesting 4th place with Fraser. A tense grid lined up for the final with Dalgarno on pole and in typical Dalgarno style he claimed the lead as the pack howled into the hairpin for the first time. Current Championship leader Logan slotted into second, followed by Taylor, Ferguson, Grubb and Fraser. Taylor moved through to second on the left hander with Logan now being pushed hard by Ferguson, Fraser and Grubb. Lap 4 and Taylor was hard on Dalgarno's heels with these two clear of Ferguson, Fraser, Logan and Grubb. A fierce struggle between the two Sandys ensued until they both dived into the hairpin side by side, with only Dalgarno reappearing! So it was a jubilant Dalgarno, followed a long way behind by Ferguson, Fraser, Grubb and Logan with Taylor managing 6th, having eventually dislodged himself from the bales.

Results

JUNIOR BRITAIN

1st	Andrew McLean	Zip/T70 JM
2nd	Craig McWilliam	Kestrel/BDR Manx
3rd	Brian Ewing	Sprint/T70 JM

JUNIOR NATIONAL

1st	Andrew Sim	Sprint/Sim TKM
2nd	Gordon Vass	Zip/Turney TKM
3rd	Bob Knowles	Kestrel/SS20 Ace

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continued . . .

1st	Mike Wilson	Birel/Parilla
2nd	Paul Guedel	Speed/Petry
3rd	Yasutoshi Sugaya	Sugaya/Parilla
4th	Toni Zoserl	Birel/Parilla
5th	Peter de Bruyn	Hutless/Parilla

12th	Doug Spencer	Sprint/Sirio
13th	Martin Homewood	Birel/Parilla
30th	Terry Fullerton	Fullerton/DAP

Heat Two – Group C v. Group D

A rather bewildered Raphanel was beaten away from pole by da Silva and thence dropped rapidly down the field – could his lap time have been a mistake? Mickey Allen took over a secure second, while Smart was charging up from a fourth row start, past Glauser, into 3rd on the third lap. Two more laps and he was gone – a ring locating peg out, a big seize and a hair-raising spin on the fastest part of the back section.

Glauser reclaimed third only to seize as well, leaving third to Bisquert, racing through on his newly acquired DAP chassis, albeit some distance behind the leading pair.

In the midfield, Busslinger spun and van Ommen, in one of his aforementioned lurid slides, couldn't miss him – catapulting over the top, but still able to restart!

1st	Ayerton da Silva	DAP/DAP
2nd	Mickey Allen	Sprint/Sirio
3rd	Jose Bisquert	DAP/DAP
4th	Maximo Olivieri	Birel/Parilla
5th	Roberto Ravaglia	Birel/Sirio

26th	Martin Smart	Zip/BM
------	--------------	--------

Heat Three – Group C v. Group B

Fullerton and Wilson pulled rapidly clear as Raphanel again fell back, slowly this time, gradually demoted by first Glauser, then Modena, and Harm Schurman, showing real form for the first time.

Poor Martin Homewood got involved in one of those first corner multiple incidents, which saw Osterboch of the Netherlands land heavily upside down. Homewood restarted to push aggressively back through to the midfield. While Spencer reinforced his first heat showing with another sterling drive, Fullerton and Wilson poured away to an easy 1-2.

Bisquert again raced through to 6th, only to go out with a bad misfire.

1st	Terry Fullerton	Fullerton/DAP
2nd	Mike Wilson	Birel/Parilla
3rd	Thomas Glauser	Hutless/Petry
4th	Harm Schurman	Dino/Parilla
5th	Stefano Modena	Birel/Parilla

13th	Doug Spencer	Sprint/Sirio
16th	Martin Homewood	Birel/Parilla

Heat Four – Group D v. Group B

A critical race for the British team, with all 6 on the track. Again the outside row had the advantage and da Silva led, from Fullerton, Defontaines, Allen, Wilson, and Smart. The Frenchman was soon in trouble and dropped rapidly away.

Fullerton slipped neatly inside his DAP factory team-mate and the pair pulled slowly away from the British trio scrapping for third – Allen, Wilson and Smart. For 3 more laps the situation was static, until tragedy struck the DAP pair. On the fast back section, Fullerton's engine seized and da Silva, right on his bumper



Raphanel of France put up an amazing (fluke?) timed practice, but faded away rapidly in the racing.

couldn't get out of the way. They crashed heavily, the Brazilian winded and shaken. A lap went by before he was able to collect his thoughts and restart, obviously well down.

Allen inherited the lead, and the 3 green-clad figures circulated nose-to-tail, darting from side to side, attacking and defending their positions. Shades of the 1978 European Team event, when team manager Alan Johnson nearly had a heart attack!

Wilson finally overcame Mickey's "defensive line" to sneak through and lead to the flag. Smart shadowed Allen over the line some distance ahead of Schurman and Koene.

Spencer had put in his third consecutive blinder to move from 23rd to 11th, but Homewood's race had ended in spectacular style. No brakes at the end of the straight (lining off pad backing) saw him go straight off, unfortunately taking Portuguese Dinis off with him. The crowd, now filling the open stand, were incensed and Martin was severely heckled on the walk back to the pits!

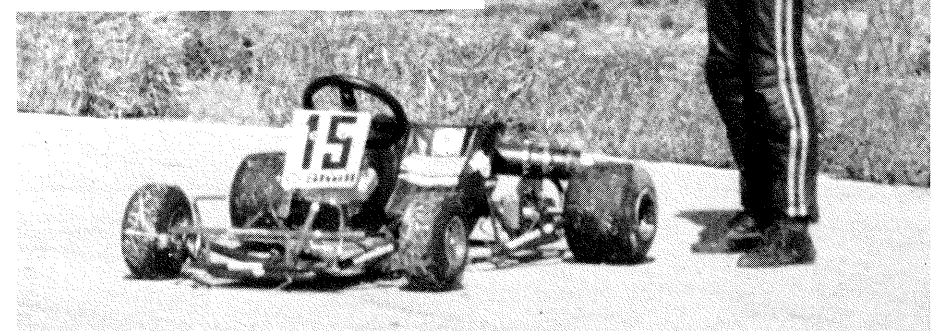
1st	Mike Wilson	Birel/Parilla
2nd	Mickey Allen	Sprint/Sirio
3rd	Martin Smart	Zip/BM
4th	Harm Schurman	Dino/Parilla
5th	Peter Koene	DAP/DAP

11th	Doug Spencer	Sprint/Sirio
29th	Martin Homewood	Birel/Parilla
30th	Terry Fullerton	Fullerton/DAP

Heat Five – Group A v. Group D

Whilst the hyper-active pit marshalls ejected a poor French supporter who had no pass, this heat rolled round to a false start, a red flag, and yet another outside row getaway.

Da Silva took an immediate lead, never to be headed. Allen seemed content to go for an



The incident which lost da Silva the tie-breaker. After the crash with Fullerton due to an engine seize, da Silva has tried unsuccessfully to restart. Still winded, he tries to regain his breath before starting again, a lap down.

continued. . .

Heat Six – Group A v. Group C

Sugaya led initially, as once more Raphanel fell gradually back. The Frenchman spun on lap 4, taking out Zoserl and Larssen, with only the Austrian able to restart.

Up front, the race became a steady, rarely changing queue, no one able to afford an incident at this stage. Cathy Muller put her best heat performance together to push through to fifth.

1st	Paul Guedel	Speed/Petry
2nd	Peter de Bruyn	Hutless/Parilla
3rd	Lars Forsmann	Birel/Parilla
4th	Yasutoshi Sugaya	Sugaya/Parilla
5th	Cathy Muller	Hutless/Parilla

Final Positions After The Heats

1	Mike Wilson	(GB)	2 pts.
2	Peter de Bruyn	(NL)	9 pts.
3	Yasutoshi Sugaya	(J)	12 pts.
4	Harm Schurman	(NL)	15 pts.
5	Peter Koene	(NL)	19 pts.
6	Roberto Giugni	(I)	20 pts.
7	Flemming Nielsen	(D)	22 pts.
8	Ayerton da Silva	(BR)	24 pts.
9	Paul Guedel	(CH)	24 pts.
10	Marc Boulineau	(F)	24 pts.
17	Mickey Allen	(GB)	33 pts.
18	Martin Smart	(GB)	33 pts.
20	Doug Spencer	(GB)	36 pts.
38	Martin Homewood	(GB)	58 pts.
41	Terry Fullerton	(GB)	60 pts.

The top 30 go directly to form the major part of the grid for the first final. One last chance race for the remaining 34 allows four more to squeeze in at the back.

Obviously Homewood and Fullerton would have to take part in what is always a dramatic race. For the latter this was nothing new, having been compelled to take part in 3 such races out of the last 4 World Championships! – “I like doing these races. It’s better value, as you get more laps for your money” he quipped as an obviously tense grid formed up.

After a minor panic as officials made an issue of someone’s exhaust system overhanging the rear bumper by ½ inch, they were on their way. Four final places on offer and with a fairly talented grid – Glauser on 3, Fred Koene (Peter’s brother) on 6, Homewood on 8, Pizarro on 10, Fullerton on 11, Defontaines on 14, Leif Larssen on 16, and so on . . . – there was the likelihood of an exciting 14 laps.

For this race anyway, the Gods would smile on Fullerton, and in an enormous first corner melee he was the last of only 8 to emerge onto the infield section intact, albeit with tyre marks on his helmet!

Glauser pushed rapidly through to relieve Andersson of the lead and by the third lap had a small cushion before Koene, Defontaines, and Fullerton streamed through. Homewood’s Championship was over, the throttle linkage on his slide carb jammed open. A dejected Homewood’s kart had bounced over the rear of Fullerton’s kart, before burying itself in the straw.

Lap 6 and Fullerton had cruised into the lead, with much choking of the carburettor. The race seemed settled, with Glauser, Defontaines, Koene, and Husum all circulating separately, but the Dutchman’s engine appeared to go sour and he fell back out of contention.

Despite regular choking, Glauser’s Petry



The sight that raised British hopes – heat four – Allen, Wilson, and Smart, 1-2-3 after Fullerton’s seizure and collision with da Silva.

locked solid, handing the last spot on the main grid to Brazilian Filho.

Last Chance Qualifying Race

1st	Terry Fullerton	Fullerton/DAP
2nd	Pierre Defontaines	Hutless/Parilla
3rd	Karl Husum	Dino/Parilla
4th	Dionysio Filho	Hutless/Parilla
5th	Luis Silva	Hutless/Parilla

de Bruyn	(NL)	Wilson	(GB)
Schurman	(NL)	Sugaya	(J)
Giugni	(I)	Koene	(NL)
da Silva	(BR)	Nielsen	(DK)
Boulineau	(F)	Guedel	(CH)
Bisquert	(E)	Olivieri	(V)
Haase	(DK)	Carvalho	(BR)
Ravaglia	(I)	Frei	(CH)
Smart	(GB)	Allen	(GB)
Spencer	(GB)	Forsman	(S)
Muller	(F)	Jans	(F)
Raphanel	(F)	Beule	(D)
Hunter	(AUS)	Demollin	(B)
Zoserl	(A)	van Ommen	(D)
Modena	(I)	Neubert	(D)
Defontaines	(F)	Fullerton	(GB)
Filho	(BR)	Husum	(DK)

1st Final

And so 34 drivers lined up to decide the Championship of the World:

Da Silva leads the first final, before a tightening engine pushed him back to fifth. De Bruyn, Sugaya, and Koene follow.



In a Word . . .

• Sisley Karting have introduced an up-dated “fun kart”. The new model has 5 inches ground clearance all round and can be supplied with slick or treaded tyres. Price: £285+VAT in kit form, or £300+VAT fully assembled.

The older square tube model has been re-vamped, with a racing front spoiler and roll-bar, and is available at the same price as the above model.

• Response to Sisley’s 100cc Kart School has been encouraging. They are now operating a Scholarship scheme, whereby the winner receives an outing in a works prepared machine at the end of the year.

• Mick Worth is now handling Parilla motors and spares, and currently has the full range in stock. This is in addition to the usual stocks of DAP equipment he carries.

• Dino Kart importers, Burgess Racing, now have the 100cc variant in stock as well as the 250cc model. Richard Wallis reports good orders for both.

Of interest to drivers of all makes of chassis are the Dino nylon wheels. Heavily ribbed to avoid the distortion problems of previous nylon rims, the Dino wheels come at two prices – around £13 for the one piece front or the super wide rear, and £7 for the two intermediate sizes. All are complete with “O” rings and valves, and the fronts are supplied with bearings – sizes to suit most makes of kart.

• Zip Kart are in the process of formulating their new models for next year. Two versions of the 250 chassis will be available – see Hines Quarter.

The new 100 International chassis – the 80 SE – should soon be available after its pleasing debut in the hands of Martin Smart at Estoril.

• With demand exceeding rate of supply from his Italian manufacturer, Terry Fullerton hopes to organise manufacture of his Fullerton karts in England shortly.

The Japan Kart Race may have been a disaster, but he did at least come home with an order for 120 karts!

• Coinciding with the World Championship win, John Mills reports that for once supplies of DAP engines from the factory are good and they are now available ex-stock.

• Chris Merlin advises that “Merlin” exhausts, as used by Dave Buttigieg are available from Tony Smith Racing Developments in Peterborough.

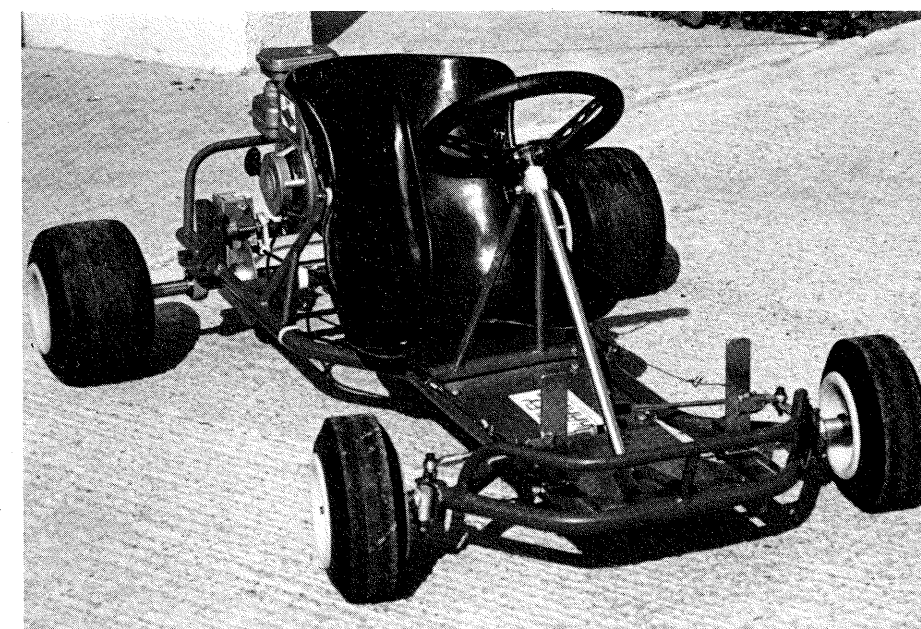
• Mick Fullerton has the Komet K80 in stock, the model used to good effect by Australian Hunter at Estoril.

• Merlin Developments hope to have a shipment of 125 Rotax engines in shortly.

• Fletcher’s Racing Engine Developments are offering discounts on engine tuning until Christmas.

• Anyone running a sponsor should see Nigel Smith at Team Schemes. They can do a very good deal on T-shirts – have you seen the “Kart and Superkart” ones? – and screen printing to order.

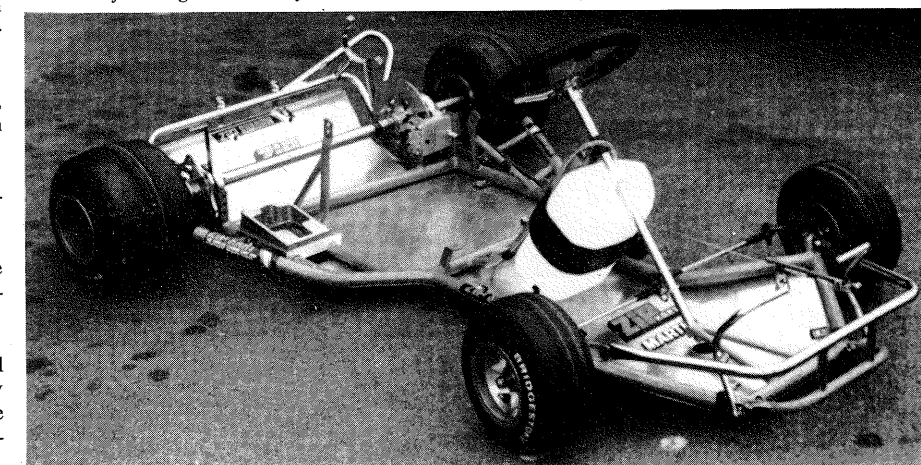
THE TRADE PAGE



Sisley’s new “full race” fun kart (above) and (below) the range of Dino nylon wheels.



The new prototype Zip 80 SE, as campaigned by Martin Smart at Estoril, with seat removed to show the full length undertray.



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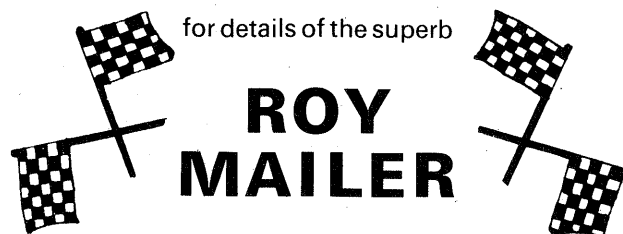
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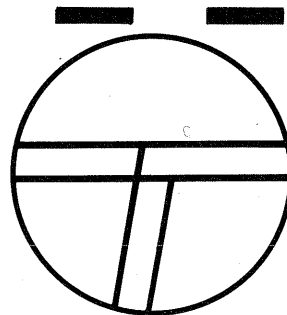
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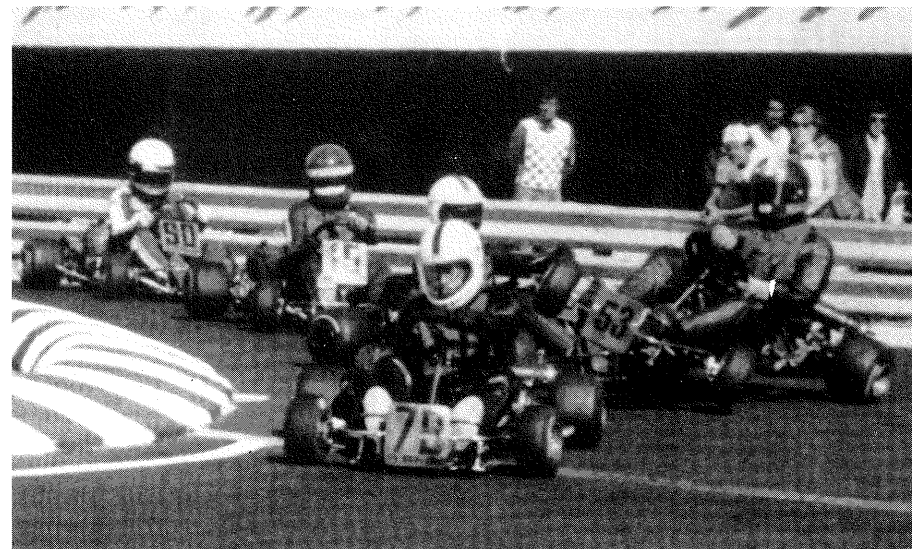
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The end of Mike Wilson's Championship aspirations after only one lap of the first final. Schurman is still going straight ahead, and launches Wilson's Birel into the air. Pit talk later put the incident down to "revenge" on Schurman's part for an incident at the Kalmar Team Championship meeting... (Photo: Romy)

Wilson, sitting on pole could perhaps glimpse the World Championship, and indeed at this stage he was the red hot favourite. On his performance in the morning, he seemed to have that vital few tenths of a second better lap times than the remainder of the first 3 rows.

The major threat seemed likely to come from the outside of the fourth row, where da Silva sat, his ability to finish the heat after the crash with Fullerton finding him four rows better off than the fast bunch who had each recorded one D.N.F. - Allen, Smart, and Forsmann.

The start would be critical. If Wilson could get clear, and with a "buffer" group to delay da Silva, he would be half way to taking Britain's second World Championship. First time around, surprisingly, the starter let them go - but once more the outside row had the advantage, and it was the Dutchman de Bruyn who slid into the first right hander in front of Wilson and Schurman.

De Bruyn has in the past rather unjustly been labelled a "dirty" driver, but on this day,

the description belonged to his compatriot, Schurman. They whined down the straight to complete lap 1, and as Wilson explored the line inside de Bruyn but pulled back in behind, Schurman hurled his machine inside Wilson, braking impossibly late and slewing head-on into the side of the Englishman's Birel.

In an instant, Wilson's title chances were gone, buried in the straw bales. As Schurman teetered round the outside of the corner, Sugaya and da Silva slipped past to slot in behind de Bruyn.

Around the infield da Silva sliced inside Sugaya and the crowd went mad. In the absence of a Portuguese contender, the Brazilian was their man and his every move was cheered thunderously.

Round they came - de Bruyn, da Silva, Sugaya, Schurmann, Koene, Giugni. Back in the midfield, Smart was driving his heart out, leading Allen and Spencer in a regular climb up the placings. Even further back, Fullerton was lapping faster than the leaders, insolently picking off kart after kart in another never-say-die drive.

The stands erupted as da Silva burst past de Bruyn, right hand as ever continuously patting

Doug Spencer was a revelation. After a bad timed practice, race day produced the best performances of his life - more than answering those who felt he was lucky to be in the team. Behind are Wilson and Sugaya.

the carburettor intake. He flicked into the end-of-straight right hander, seemingly content to hold a marginal gap and nurse his engine as much as possible. Schurman was back in 7th another lunatic lunge, this time at Sugaya, having failed. He displaced Nielsen, who promptly seized and joined Guedel in the "dead kart park" at the end of the straight.

Lap 9, half distance, and the leading four-some were nose to tail. Bisquert had briefly held 7th, but joined the now congested "kart park" with a broken rod. Mickey now held that position with Smart in behind and a small gap to Spencer. Out of the bunch behind Spencer burst Fullerton, up to an incredible 10th, with half the race to go!

Speculation stopped immediately though, as a few yards further on the piston in Fullerton's engine disintegrated. Smart hadn't completed the lap - another BM piston pin gone. Could Allen do anything? No - unbeknown to on-lookers, a top ring had gone and he struggled, down on power to maintain the gap back to Spencer.

Attention switched back to the front, as de Bruyn slipped neatly past to lead. Koene was now looking to move, and on consecutive laps outbraked Sugaya and then da Silva. The latter's engine appeared to be going off a little (a post race check revealed that the crankshaft stuffer plates had expanded just enough to rub on the crank-cases) and he slipped slowly back.

Schurman nearly took him off as he shouldered his way back past into third, and the Brazilian was finally demoted to fifth by Sugaya. Allen struggled gamely, but could not prevent Carvalho and a late-charging Forsmann from slipping past.

1st	Peter de Bruyn	Hutless/Parilla
2nd	Peter Koene	DAP/DAP
3rd	Harm Schurmann	Dino/Parilla
4th	Yasutoshi Sugaya	Sugaya/Parilla
5th	Ayerton da Silva	DAP/DAP
6th	Roberto Giugni	Birel/Parilla
7th	Mario Carvalho	Hutless/Sirio
8th	Lars Forsmann	Birel/Parilla
9th	Mickey Allen	Sprint/Sirio
10th	Doug Spencer	Sprint/Sirio

18th	Mike Wilson	Birel/Parilla
26th	Terry Fullerton	Fullerton/DAP
27th	Martin Smart	Zip/BM





Before the second final, the Dutch Manager gave front row pair Koene (left) and de Bruyn a good talking to!

continued...

Second Final

What a turnup! — Dutchmen holding the first three places as they lined up:

Koene	de Bruyn
Sugaya	Schurman
Giugni	da Silva
Forsmann	Carvalho
Spencer	Allen
Muller	Boulineau
Hunter	Frei
Haase	Demoulin
Wilson	Raphanel
Filho	Jans
van Ommen	Neubert
Beule	Husum
Fullerton	Olivieri
Bisquert	Smart
Guedel	Nielsen
Ravaglia	Zoserl
Defontaines	Modena

As this grid reflects the finishing order of the first final, some interesting performances can be seen. Allen and Spencer were now within reach of the leading bunch. Australian Hunter, already his nation's best performer ever by merely being in the final, sat on the 7th row with his amazing if unfashionable Komet K80.

With only two finals counting, de Bruyn now held the aces — a win here would seal it up, and so predictably he made sure of the start and led determinedly into the first corner. At the rear of the field, Zoserl's diabolical weekend continued as he spun avoiding an inverted Raphanel.

Round they came — de Bruyn, Koene, Schurman, Sugaya, da Silva, Forsmann and Allen. The snake wound its way around twice more before da Silva forged past Sugaya and then surprised Schurman so much that he let Forsmann through as well.

As the Dutchman pushed his way back past Forsmann on the next lap, Allen's chances ended with the kart parked on the straight with the big end gone.

The leading trio — de Bruyn, Koene and da Silva — now had a margin over Schurman and Forsmann, whilst Carvalho was entering the

picture for the first time, passing Sugaya for 6th. But the fastest man on the track was undoubtedly Wilson. Shrugging off the disappointment of the first final, he was running hot, pouring past Spencer into 9th.

Da Silva was now second, which became first as a shattered de Bruyn coasted to halt — his drive chain broken. Koene gathered himself and as da Silva braked fractionally late at the end of the straight, struggling for front end grip, he slipped neatly past.

After another determined climb, up to 12th, Fullerton walked away from his fourth seize of the day... Spencer's supporters were in raptures as he overcame Giugni to move into 8th — what a first-time showing! Smart was steadily plugging away at the bunch, but England's main hope was again Wilson, now in sixth, but having problems with Forsmann. In front of them, little Carvalho was exhibiting similar flair to compatriot da Silva as he fought on for 4th.

And that is how they finished, despite another of Schurman's frightening lunges at da Silva...

1st	Peter Koene	DAP/DAP
2nd	Ayerton da Silva	DAP/DAP
3rd	Harm Schurman	Dino/Parilla
4th	Mario Carvalho	Hutless/Sirio
5th	Lars Forsmann	Birel/Parilla
6th	Mike Wilson	Birel/Parilla



De Bruyn seemed to be on his way to the title as he led Koene in the early laps of the second final, but the unlucky Dutchman's chain broke...

7th	Yasutoshi Sugaya	Sugaya/Parilla
8th	Doug Spencer	Sprint/Sirio
9th	Roberto Giugni	Birel/Parilla
10th	Cathy Muller	Hutless/Parilla

13th	Martin Smart	Zip/BM
28th	Mickey Allen	Sprint/Sirio
30th	Terry Fullerton	Fullerton/DAP

So this was to be one of those rare occasions when the title would go the the third final. With a win and a second, Koene obviously held the upper hand, although de Bruyn could win by winning the third final — difficult from the seventh row of the grid, which is made up according to aggregate results of the first two finals.

If da Silva won, then counting two finals he would tie with Koene, and it was here that the confusion started. Most seemed to think that the tie would be split by counting the third final — therefore da Silva could only win if Koene finished below fifth. However the few with complete knowledge of the system knew this to be wrong and that in fact the finishing order of the morning heats would break a tie in Koene's favour.

So in reality, da Silva could not win any way and de Bruyn was the only one who could beat pole man Koene. Koene knew all this, and Angelo Parrilla may well have but certainly da Silva and his crew did not. He lined up still thinking that there was a chance, if he won the remaining final:

Schurman	Koene
Sugaya	da Silva
Forsmann	Carvalho
Spencer	Giugni
Wilson	Muller
Haase	Hunter
de Bruyn	Frei
Allen	Demoulin
van Ommen	Boulineau
Smart	Filho
Neubert	Jans
Guedel	Beule
Olivieri	Raphanel
Husum	Bisquert
Defontaines	Ravaglia
Modena	Fullerton
Zoserl	Nielsen

The delay between finals had been interminable and it was in the gloom of oncoming evening that the field rolled round to the start line.

Da Silva had changed carburettors and there was panic as his engine refused to clear on this half lap run around to line up on the main straight. The kart was whisked off the grid for



Here we are at the end of another Superkart season which in many ways has been one of the most memorable yet. Superkarts really seemed to come of age. The kart demonstration at the Formula 1 Grand Prix obviously played a large part in this.

Don't forget we now have the London Racing Show for bikes and karts on December 7th-10th at Alexandra Palace. I am sure this will help to show many more motorcycle fans what karting is all about. At least five kart stands will be exhibiting, showing a complete range of equipment from 100cc to Superkarts. On the Zip stand we will also have the latest thing in pit bikes. This is a beautifully made miniature Yamaha racing bike that is small enough to fit in the boot of any car, weighs only about 13 kilos, is automatic and suitable for children from 5-60 years! In fact in Japan after the various race meetings, they then run another race for all the competitors or mechanics who have these "pocket racers" (as they are called) around the same circuit. Could be fun — but I can't imagine the R.A.C. letting us get away with that somehow!

Well, what does 1980 hold for us? It would appear that there could be some really good venues coming up at home and abroad. There are rumours that there are to be race meetings for Superkarts at Zandvoort in Holland, Hockenheim in Germany and definitely Folembay in France. In fact on the 23rd and 24th October, as this issue goes to press, several of our Superkart drivers will be competing in a "demonstration" for French television, which it is hoped will really lift things off the ground in a big way. I would imagine that at these Continental meetings good prize money or even start money could be expected, which will certainly be appreciated by everyone.

The Daytona meeting is definitely on and the dates are the 27th, 28th, 29th and 30th December. It appears that the meeting will be run on a European type system, with heats in the afternoons of 27th, 28th, 29th and a final on the 30th with practice each morning. It also appears that only normal petrol/oil mix will be allowed and heats and finals will be over something like 10-15 laps rather than the normal type of one hour enduro events common in the States.

Now for the bad news. It looks as though we may well not have any meetings at Donington in 1980, due to an incredible increase in track hire charges. It means the entry fee would have to be something like £25 per driver and we would require a minimum of 280 entries to make it break even if we were to maintain the normal excellent standard of trophies and cash awards associated with this venue. We will know definitely during the next month whether there are to be any Donington meetings or not. I am trying to get a sponsor for at least one, as this circuit is one of the finest in the country for karts and spectators and it would be a shame to lose it. We will just have to keep our fingers crossed.

On the brighter side, we will, in fact, be back at Snetterton at least twice next year. Previous entries at Snetterton never seemed to reach the same proportions as other circuits, which I really cannot understand — it is a very fast and demanding circuit with very good facilities as far as restaurant, bar! and toilet are concerned. The big problem is obviously its geographical position, making it certainly not the easiest circuit to get to. But with Peter Carter and Ian Rushforth running it with the support of Beccles and District Kart Club, you can be assured of a well run meeting with excellent awards.

What changes are going to be appearing on the equipment front for 1980? There are various new products that will probably be adopted by many during the coming season. I am sure that the ground-effect floor trays will become standard equipment for most people and when things get under way again in February, I think we can expect to see more of the new types of bodywork on offer, similar to that of my own ground-effect kart and the kart currently being run by Butty. With the professional approach in karting always increasing, which results in karts being prepared and equipped to a far higher standard, the kart "trolley" for 250s could also be a common sight in the pits, as many of the long circuits have pits more suited to an army assault course, which often damage floor trays and fairings, not to mention those sharp stones that can stick in the tyres!

On the kart scene, Zip will be producing two 250 models, one being the standard 250 Shadow 1980, the other being a Shadow GP. The latter is aimed at the driver who wants the ultimate in a 250 kart. The basic chassis will be similar to that of the Shadow 250 but the kart will only be supplied complete with fairings, side tank, wing, and ground effect tray and the majority of the components will be produced in highly specialised materials, hand finished and selected. There will also be a few changes on rear axle set up. However, it is planned that all the changes and new equipment will also be able to be fitted to the standard model, which means that if people cannot afford the GP model they can update their Shadow gradually to the same specification. The aim is to produce two karts with the same handling characteristics to suit the depth of your pocket. The Shadow being the equivalent, for examples sake, to a "Granada" with the shadow GP being equivalent to a "Granada Ghia"!

I am sure we will see other manufacturers taking a similar line. However, karts built to these standards and with the type of standard equipment previously mentioned, are certainly not going to be cheap. But remember, the cost of Superkarting is still only a fraction of any other form of motor sport where lap times are comparable.

It also looks like 1980 may be the year of the "Star Wars" Simpson helmet. The four people who used them at Cadwell last month, myself included, were certainly very impressed with the vision available, apart from the mean psychological advantage it gives you!

After the excellent performances put up by Messrs Ball, Fish and Smith at the Cadwell meeting, I have decided not to give any more fine preparation tips this month — it is getting too tough to keep up there at the moment! No, in all seriousness, we will fit in another feature on that subject next month. Besides, I am sure the above mentioned drivers really do not need any tips from me...

I should be back next month hopefully, although I have been invited to a dinner and dance by Banff and Moray Kart Club up there in Aberdeenshire. Last time I was in that neck of the woods at a similar function it took me about three months to recover... I am still a bit under the weather, having just returned from another one of those memorable Denmark trips, so ably arranged by Bert Hesketh, but more about that next month!

With the new season now approaching, many people will be trying to obtain sponsorship for next season. This is the time of the year when 1980 budgets are decided, so don't delay, write today!

Martin

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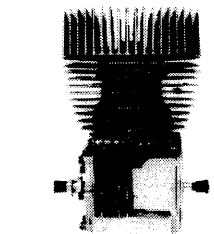
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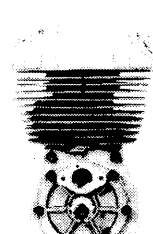
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The pressure and concentration shows in Koene's eyes as he awaits the start of the third final.

With night now falling rapidly, the joy surrounding the da Silva camp must have raised doubts in Koene's mind and it was not until he asked Angelo Parrilla "who is Champion?" that the position was confirmed.

No one would have wished the moment on da Silva when he was told that in fact he had not won – the grief on his Brazilian mechanic's face was sad to see.

For Angelo and Achilla Parrilla, though, it was the realisation of their dreams – a 1-2 World Championship victory, both for their engines and karts, repaying the faith they had in themselves when they started up business in opposition to the might of Mr Grana and I.A.M.E.

Bits and Pieces

• The Koene family have been contesting the World Championship for several years, but invariably both brothers have become involved in frightening accidents from time to time. But this year's Peter Koene is certainly not so impulsive.

Veteran (?) campaigner Leif Larssen summed it up admirably, when congratulating the new Champion – "... this time you drive round me, not over the top! ..."

• Learning from the incident at Jesolo when Mickey Allen's tyre valves were torn out after contact with another kart, Tim Gillard had prepared all the wheels using ultra-short, all metal tubeless valves.

Forsmann were now on Koene's tail and the majority, who were assuming the wrong tie breaker system, went crazy as both slid past at the same time.

While Spencer and Hunter duelled furiously, da Silva reeled off the last laps, crossing the line in utter jubilation, thinking he had won. Koene finished, both arms raised, fairly certain that he had won, and for a while there was confusion.

• Toni Zoserl's wretched run may have been slightly compensated for by the delightful masseuse who "operated" on the Austrian between races. Could his problems have stemmed from not having his mind fully on the job?!

• Irishman Daly, via his brother Derek, via Eddy Cheever, had arranged that a "factory" engine would be available for him. A Parilla was obtained, but it proved a second a lap slower than his own Sirio ...

• Guedel's "Speed Kart" appears in fact to be a modified Swiss Hutless.

• Quote of the meeting? The scene: 8.15am on Saturday morning, on the grid for the first Championship heat. Fullerton lines up on the front row alongside Japanese Sugaya. Says Terry, "I'm not worried about him – he'll probably be blinded by the Rising Sun!! ..."

NEXT MONTH: "Pudney's Portuguese Pictorial", or John's Holiday Snaps! ...



Peter Koene – 1979 World Champion.

a rapid carb change, whilst C.I.K. head Mr Buser held the field. (Starting in Portugal without the Brazilian would have been akin to going without Goldstein in Belgium, and 12,000 screaming Portuguese could be nasty! ...) A great cheer rose as da Silva's machine was rushed back to the grid and the rolling lap began.

Koene had no need to lead and offered no resistance as Schurman and Sugaya, and then da Silva demoted him to fourth on the opening lap. The foursome pressed on, nose-to-tail until lap 3, when simultaneously, as the signal went out to Koene that de Bruyn had stopped on the far side of the track, da Silva burst past Schurman and proceeded to pull away in an extrovert display of instinctive, skilful, ten-tenths motor-ing. The crowd loved it – da Silva himself must have been able to hear the racket as they cheered themselves hoarse.

Carvalho led the rest, in fifth, ahead of Forsmann and the sensational Spencer. Wilson was again moving through rapidly and after demoting Spencer on lap 7, drove around the outside of Forsmann to move into fifth.

Allen meanwhile, was on Spencer's tail, but his engine went a lap or so later. Wilson and

1st	Ayerton da Silva	DAP/DAP
2nd	Harm Schurman	Dino/Parilla
3rd	Mike Wilson	Birel/Parilla
4th	Lars Forsmann	Birel/Parilla
5th	Yasutoshi Sugaya	Sugaya/Parilla
6th	Peter Koene	DAP/DAP
7th	Doug Spencer	Sprint/Sirio
8th	Robert Hunter	Sprint/
		Komet K80
9th	Dany Demollin	All Kart/Parilla
10th	Roberto Giugni	Birel/Parilla

15th	Martin Smart	Zip/BM
26th	Mickey Allen	Sprint/Sirio

Final Result - 1979 World Championship

Place			Points
1st	Peter Koene	(NL)	DAP/DAP
2nd	Ayerton da Silva	(BR)	DAP/DAP
3rd	Harm Schurman	(NL)	Dino/Parilla
4th	Mike Wilson	(GB)	Birel/Parilla
5th	Yasutoshi Sugaya	(J)	Sugaya/Parilla
6th	Lars Forsmann	(S)	Birel/Parilla
7th	Mario Carvalho	(BR)	Hutless/Sirio
8th	Roberto Giugni	(I)	Birel/Parilla
9th	Doug Spencer	(GB)	Sprint/Sirio
10th	Robert Hunter	(AUS)	Sprint/K80
11th	Cathy Muller	(F)	Hutless/Parilla
12th	Danny Demollin	(B)	All Kart/Parilla
13th	Heinz Frei	(CH)	Hutless/BM
14th	Jorn Hasse	(DK)	Dino/Parilla
15th	Martin Smart	(GB)	Zip/BM
20th	Mickey Allen	(GB)	Sprint/Sirio
32nd	Terry Fullerton	(GB)	Fullerton/DAP
58th	Martin Homewood	(GB)	Birel/Parilla

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Dear Sir,
I have today been totally shocked at the apparent change of heart by your columnist Chris Merlin who for many years had criticised those who have broken or bent the rules of our sport to their personal advantage and who now, by his statement that the removal of the third place man from the 250 GP because of a ¼% discrepancy in being underweight “does seem a little tough”, appears to imply that he felt that the occurrence should have been overlooked.

Whether anyone likes or agrees with the current regulations is totally immaterial to the fact that they exist and surely where they are as specific as in the case of weights there can be no excuse for any other action than their rigid application, and indeed I would suggest that if many other sections of the regulations were rigidly enforced by all Clubs everyone would be much the better for it.

An interesting point which I observed during the scrutineering at the recent British Championship meeting at Felton was that when any equipment was found not to comply with the current regulations, restrictors in the Britain classes being an example, the drivers normally accepted the matter in good spirit and set out rectifying the problem, the bulk of the noise and animosity being generated by a collection of associated individuals positioned around the scrutineering bay, in many cases apparently totally disconnected with the entrant or driver.

Let me repeat, we have the regulations so let them be enforced and if competitors feel that changes are warranted, they have the opportunity to either make representations to the RAC directly or through their Club committee, or as an alternative, present their case at the annual Kart Conference in order that change, if merited, can be made in a correct and uniform manner.

John T. Angus
Corbridge

Agreed. I think that Chris Merlin possibly meant the word “tough” to mean “unlucky”. Unlike the blatant cheat who may get caught say 20 lb under, the man in question at Silverstone had just overlooked checking his weight as he had never been anywhere near it in his life. Just shows what a tough race he must have had.

ED.

Dear Sir,
My son Dave Jones had a nasty accident at Oulton Park, in the first 210 heat, resulting in him being unconscious for seven days. He is now making a fine recovery and should be back to normal soon.

However the prime reason for this letter is to thank a lot of people whose names I don't know. On returning to collect my car and equipment (transport being provided by one of the drivers, Chris Anderson, who came to Chester after the racing to see how he could help), all my equipment, tools and kart, had been collected together and neatly packed into my car and caravan ready to drive away.

From what I can gather, just about everyone in the area — drivers and mechanics — all mucked in to help. A fantastic gesture, thanks everyone. A special thanks also to the Red Cross for transporting my son so swiftly and skillfully to the Chester Royal Infirmary. Believe me, that ambulance driver would have put many a 250 driver to shame!!

Frank Jones
Sth. Humberside

Dear Sir,
May I mention one or two matters that have occurred to me during the 1979 series of gear-box National meetings:

1. A big thank you to all organisers, marshalls, scrutineers and those who go to so much trouble to provide us with some great racing.
2. It was certainly a step backwards when after 1974, the British Championships were run over one round. We've got the meetings, so surely it can be run over a season, dropping say one result from four or two from seven, with a decent points margin for a win.

3. Accidents. On two occasions this year — the first in one of my races at Oulton and the second I was told about by a leading 250 driver at Cadwell on September 30th — a driver has been dumped in the middle of the track following a major shunt. At Oulton I passed the driver on two occasions before the race was stopped and I understand Cadwell was a similar situation. Surely we can get races stopped a bit quicker than this.
4. Backmarkers. I've got lots of sympathy for slower drivers being lapped — most of us go

through that stage — but I've seen too many near misses and shunts this year through this cause and in fact had such a “moment” at the last Cadwell, when a driver moved over and put me in the air whilst I was leading. About six spins and ten bounces down the track later, I'm still around. It's not so much that I blame the other driver, as the fact that they don't seem to know what to do, especially when being passed by a group. Personally I wish (a) that they would glance over their shoulders a bit more (both sides), (b) get off the racing line, (c) most important, when about to be passed — stick to their line, whatever it is!

5. Lastly, I didn't like the idea of turning the Short Circuit Championship into a kind of Clubmans event, as mentioned in Chris Merlin's column. Contesting all the National meetings only offers two short circuits and doesn't leave much time for club meetings. Surely the short circuit specialist has an advantage anyway, so let the others have a crack — after all it gives them a chance to prove that they can really drive and don't just survive on power!

John Newton
Coudson

Dear Sirs,
I would like to congratulate you on the quality of your magazine, for I must admit that I was doubtful that the initial standard set could be maintained. But there is just one thing I feel that is letting your otherwise excellent publication down. It is the continued attack on Alan Burgess, especially as he is the Editor of your rival magazine.

I have worked with Alan Burgess on the R.A.C. Kart Committee until this year for very many years and I have had disagreements with him on policy on numerous occasions, but without him karting would not be the stable sport in Britain that it is now and I know that there are many people in karting who will agree with me. Even now the R.A.C. and karting needs Alan Burgess. I honestly believe that you are criticising the wrong man, but maybe for the right reasons.

Paul Fletcher
Sheffield

Thanks for the compliment. One of the functions of a responsible magazine is to provide a platform for independent views and, where necessary, comment on events.

Public figures and politicians in all walks of life accept criticism as part and parcel of their job. I personally have nothing against, in fact I hardly know, the gentleman and for my own sake and that of this magazine, am not interested in any personal arguments etc. However, as Chairman of the sport's governing body, he must be prepared to accept criticism, as I do, and publish, yours.

Further, opinions expressed by independent contributors are published as such, without censorship or editing, and do not necessarily reflect the opinion of myself as Editor.

The fact that Mr Burgess edits another karting magazine is not relevant — save perhaps to speculate that criticism of a body of which he is Chairman is unlikely to appear in its pages.

I agree totally with your sentiments concerning the contribution made to the sport by Mr Burgess — indeed you yourself have contributed much as well — but you will agree that that does not confer divine exemption from criticism, if it is necessary.

As far as I am concerned, this magazine will continue, especially through these correspondence pages, to provide a platform for praise or criticism of whatever appears to be right or wrong within the sport — whether it be drivers, officials, administrators or whatever.

ED.



John Ball joined the elite bunch of major Superkart race winners with a stylish drive (Photo: Chris Lambden)

Autumn Ball

John Ball takes his first major Superkart win after hairpin incident sidelines Nigel Smith. Calvin Fish shines with a classy drive into second. The regular 'names' go down.

The last weekend in September saw the first late-season meeting at Cadwell Park. Coming at the end of a hectic season and with some preferring to conserve machinery for Denmark the following week, entries were down somewhat on the usual huge turnout. However the surprisingly reasonable weather and the demise — in the Superkart ranks — of the regular front runners provided a day of considerable interest.

In the pits

Being late in the season, the Cadwell Autumn Championships did not bring anything startlingly new to the fore, although it became apparent that “Monsieur” Fish was confident that Calvin's Dino was now sorted and he was hoping for a result.

Steve Styrin was beaming from ear to ear over the fact that he had two brand spanking new barrels on his GBRD engine — his previous “good” ones having worn through the chrome! His anticipated good day was not to be.

Huntingdon 210 tuner Peter Haywood had removed the 250 Yamaha from his Sprint, chopped the chassis around a bit and bolted on

one of his 210 engines to have a go with “the lads”. He was also experimenting with the EI slide carb, with the day's result being a possible pointer to the future “way to go”.

Haywood returns

The 210 heats produced no great surprises as most of the regular names found their way to the front.

Phil Ansell got the Zip/APV away to an impressive lead in the first, but mysteriously dropped to sixth on lap 7. He then proceeded to claw his way back past everyone to win! Was he playing? Andy Clarke led the rest, with Mike Avenall and Neil Linden taking the next major points.

Heat 2 was a flag-to-flag job for John Newton, but behind the British Champion there was a furious scrap between Bill Longden, Gordon Douglas, and eventual second place men, John Hughes — all three holding that position at some stage.

Newton led heat 3 for a while, but disappeared, to leave Phil Ansell with his second win. After late-starting in his first heat, Peter Haywood was starting to show, and came through to second, benefitting from Mike Avenall's mid-race retirement from that place. Phil Hemes took the other place.

Grand Prix Champion Brian Heerey made second in the final heat, failing only to pass the

Auto Cycle Accessories Barlotti of Andy Clarke. John Hughes cruised to third, to ensure a good final grid.

In this and the Superkart category an innovation was the seeding of only the 20 best heat performers straight to the final, all the rest having to endure a qualifying race, the top 30 going on to join the main final. John Newton, with his D.N.F. was in the qualifier, but reached second place fairly easily behind Tony Scottorn, but ahead of Londoner Kevin Jones and Paul Tooms.

And so to the final. After his convincing heats, Phil Ansell disappeared into the distance as expected, leaving Heerey, Clarke, Hughes, and Hemes to thrash out second.

Lap two, and John Newton had joined the battle, shortly followed by Peter Haywood, who soon burst into second, lapping quickly despite occasional hesitation out of the hairpin.

Ansell was well clear, but on lap 8 he slowed appreciably and was gobbled up by the pursuing train. His engine sounded flatter and flatter, until eventually he was forced to stop.

Meanwhile Haywood was contending with worsening “cut-outs” as he pulled away from the hairpin. Heerey and Clark would race past, but as they plunged past the finish line each lap, Pete would be back in front — he must have had some top end! The problem got better, though, and a very happy Haywood took a jubilant win, with John Newton just pipping Andy Clarke and Heerey for second. Next up were Phil Hemes and Russ Varney.

continued...

1st Peter Haywood Sprint/PH Upton
2nd John Newton Zip/Upton
3rd Andy Clarke Barlotti

Hill & Smith Ltd!

It is a pity that the 125 and 250 National classes have to be run together, but with only fourteen 250s entered, little else can be done. A shame, as it does get a bit confusing to watch.

Heat 1 was never in doubt as Brian Hill swept his Zip/Kawasaki to an easy win. But second place wasn't settled that easily, with Roy Wooldridge finally taking it after the retirement of Steve Elmore, and having passed Roy Patterson's Chatterton Yamaha.

Tony Missin led the 250s throughout, to win from Doug Hall.

The second heat saw the same result as the first, but Hill certainly had to work a lot harder to beat the attractive Barlotti/Rotax of Wooldridge. Steve Elmore embarrassingly spun away his chances trying to outbrake Wooldridge into the hairpin — "Well you've got to try, haven't you!..."

The 250 win went this time to John Sellars, leading George Smith and Chris Willie home.

The final was a very tense affair! Although Hill shot away to an early lead, Wooldridge began to gradually ease back the gap as the laps went by. Steve Elmore, from the back, was picking his way through, arriving in third spot with a few laps to go.

Into the last lap and there was very little in it, the second and third men just within slipstream distance of the man in front. As they dropped down towards Mansfield corner, it was a real nose-to-tail situation, but Hill kept his cool, took a good tight line, and any passing move was foiled.

1st Brian Hill Zip/Kawasaki
2nd Roy Wooldridge Barlotti/Merlin Rotax
3rd Steve Elmore Hermetite Zip/TVM Yamaha

George Smith may not have won either heat, but he made up for that with a fine win in the 250 final. The places went to Doug Hall, Tony Missin, and Chris Willie.

Peter Haywood returned to 210 racing and powered through to take the win.



Last lap of the 125 final, and Roy Wooldridge (28) noses briefly alongside Brian Hill.

1st George Smith Barlotti/GSM Bultaco
2nd Douglas Hall Barlotti/BHR Bultaco
3rd Tony Missin Zip/Fyson Bultaco

Having a Ball...

The first Superkart heat was stopped after a major incident at the Gooseneck involving novice driver Ralph Ledaman's Barlotti/Suzuki. It ended with the well damaged kart on fire, and the unfortunate driver lying on the track. However, Ledaman was fortunately only badly shaken.

The rerun was initially led by Rob Kerkhoven and Dave Buttigieg, but by lap 4, Martin Hines had pushed the Hermetite Zip to the front. He maintained a steady gap back to Kerkhoven to run out the remaining laps comfortably. Team-mate Paul Elmore moved through to relieve Buttigieg of third in the closing stages.

Nigel Smith started the day determined to be "conservative" in his setting up of equipment and it seemed to pay off as he cleared away to win heat 2 easily. Richard Dean looked comfortable as he took an equally cosy second, but Steve Stylin wasn't happy, seizing one of his new barrels comprehensively. John Ball made third.

Martin Poole led heat 3 for five laps, but then had to give best to a flying John Ball, charging very impressively from a bad grid. Poole's motor went off badly, pushing him well down, and leaving second to Calvin Fish — another fine drive from the back making up for a first heat seize.

Martin Hines annexed pole for the final with a smooth, easily taken heat 4 win. Second was held at one time by Nigel Jenkins, but the RWB team driver ended a somewhat erratic race in the barrier at the hairpin. Nigel Smith reinforced his earlier win with another storming drive, this time into second, ahead of a close queue consisting of Dean, Elmore, Robert Johnstone, and Carolyn Grant-Sale.

The qualifying race was full of "names", all of whom had suffered at least one D.N.F. — Buttigieg, Stylin, Kerkhoven, Fish, Gange... and only Kerkhoven and Fish emerged intact, the latter with a most impressive runaway win.

A Hines benefit seemed on the cards as the final wound away to a clean start on Park Straight. But it was not to be, as a rear tyre rapidly deflated, leaving a disconsolate Hermetite Zip driver wondering when his current run will end...

This left Nigel Smith leading a major Superkart race for the first time. With a clear track, he had a small gap over John Ball, Paul Elmore, Martin Poole, and Richard Dean. Elmore only lasted 2 more laps before he was forced out — covered in oil, presumably from Ball's gearbox, and totally unable to see!

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1st	CLAY PIGEON	125
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continued...

From the flag (green light really) it was Elmore all the way, the TVM Yamaha simply having the legs over everything else. Behind him a great dice for second place was going on; first Allen had it, then Price, then Hoy, then Molloy, then Allen again. Sheer lack of space prevents telling the story of this epic dice, suffice to say that the crowd went wild with excitement as these four raced eyeball to eyeball with one another until lapping the back markers broke up their duel.

And that's what happened to Elmore – a back marker! He had a hundred yards over the rest, had set fastest lap of 34.0 and was coming up to lap Baker, winner of the "B" final. At four different marshalls posts around the track Baker was shown the blue flag, yet he made no attempt to extend the courtesy of the track to the leader. Then it happened. As Elmore tried to squeeze by at Pit Bend, Baker shut the door in the biggest way possible and the Grand Prix winner suddenly found himself sliding across the grass and thumping into the marshalls post.

So Mark Allen found himself leading another "A" final. And that was it. Allen made it into first place with Molloy in second spot and Price in third. All credit to "Supermark" for running two 30 lap finals in succession – no mean physical feat. Yet the moral victor must certainly have been Steve Elmore.

Most spectacular action in this race was the clash between two mid-field runners that resulted in a spin on the fastest part of the course and a detached fuel tank that burst into flames leaving a ten foot trail of blazing fuel on the surface of the track. Smoke billowed upward and the kart race thundered through it. And it was all captured by BBC's "Spotlight" cameras. The fire started and extinguished itself all in 60 seconds, but it was real Hollywood stuff while it lasted!

1st	M. Allen	Dale/KR Maico
2nd	P. Molloy	Barlotti/Merlin Rotax
3rd	D. Price	Sprint/Honda
4th	J. Hoy	Sprint/PH Rotax

McBride's 250 Nat.

Only 24 entries in this class yet there was plenty of action, particularly between John Sellars, defending champion Bob Phair, Grand Prix winner David Griffiths and the forceful Joe McBride.

In the heats Sellars took two wins with McBride in close company and the two local men Pete and Tim Deadmen showing well to the fore. One of the Deadmens was a little too keen and overtook five other competitors under the yellow flag – right in front of the C-of-C and RAC Steward!

The final was a good tussle between Sellars and McBride with not even Phair or Griffiths able to challenge, although just waiting to pounce should the leading pair make a mistake. Eventually this latter pair fell by the wayside and the chase of the leaders was taken over by Ray Steer and Kyle Thomson.

At about three quarters distance Sellars had a go at the outside of McBride at Pit Bend – he didn't make it. Great try though, and the crowd felt for him as he sat in his kart on the grass thumping hell out of the steering wheel in his frustration!

McBride went on to a fine win, with one of only three Montesas in a sea of Bultacos. He had worked hard for his title and interesting to note that he was able to do the "outside at Pit Bend" bit three or four times, and pull it off.



Burgess Racing's Dave Clark runs a Dino. Note the 6.00 width front tyres. (Photo: C. Gillespie).

Was his Barlotti different from everybody else's?

1st	J. McBride	Watt Barlotti/Montessa
2nd	R. Steer	Barlotti/Bultaco
3rd	K. Thomson	Watt Barlotti/Montessa
4th	K. Tibbs	Barlotti/Bultaco

Kerkhoven's Cruise

Buttigieg, Elmore, Kerkhoven, Fish, George, Gange, Smith; what a pity Martin Hines and Steve Styryn couldn't come – the club could have billed it as the Race of the Year if they had!

The heats were very eventful for Paul Elmore (Hermetite Zip/Yamaha) as in his very first race while making a last minute charge for the lead he came by the start/finish line to find the last lap board out on two consecutive laps, plus the chequered flag! Bombing by flat out in sixth gear he found those immediately in front slowing right down – he visited the straw bales to avoid them. In his second race the man in front missed a gear, and POW, Elmore shunted him, locked bumpers and badly bruised his ankle in the process.

While that was happening Kerkhoven, Martin Poole and Michael Jenkins were all scoring wins while Dave Buttigieg and Carolyn Grant-Sale both had various mechanical bothers.

Come "B" final, "Butty" had it all fixed and he stormed to a fine win with Allan Law in second spot and Nigel "Sideways" Smith in third – after his usual eventful race! He sure entertains the crowd...

All the names were in the main final, although Buttigieg and Elmore were toward the

tail of the field. From the light it was Kerkhoven (GBRD Yamaha) and Poole, though try as he might Poole couldn't keep in touch with the flying Kerkhoven who was determined to hang on to his Championship.

Behind them, Elmore and Buttigieg had rapidly got by the pack (including an off-form Gange) only to find their way baulked by the Jenkins brothers. Lap after lap Elmore hammered at the rear bumper of which ever Jenkins happened to be in front of him. At Pit Bend it was alongside with smoking tyres, and Buttigieg was alongside him doing the same thing! At one stage David George joined in but Elmore elbowed him right in over the kerbing for his pains. While this battle was going on, Kerkhoven was sitting comfortably and enjoying his Sunday afternoon drive until he had nearly twenty seconds over the third place battle.

Eventually both Elmore and his Buttigieg shadow got by the Jenkins brothers, but too late. Not enough laps remained for them to close on the leader. On the last lap Elmore led Buttigieg across the line only to have his gearbox go, which allowed Butty to out-accelerate him from the Top Hairpin to the flag!

So Rob Kerkhoven joyfully took the flag and retained his Championship in a race that – if he were honest – he'd have to admit was easier for him than he expected.

1st	R. Kerkhoven	Zip/GBRD Yamaha
2nd	M. Poole	Zip/Yamaha
3rd	D. Buttigieg	Zip/Smith Yamaha
4th	P. Elmore	Hermetite Zip/Yamaha

J. A. Kitson



Kerkhoven had started well and by lap 6 was up to third. Co-midfield starter Calvin Fish had a little more conservative start, but was beginning the drive of the day, latching on behind the 4th-7th scrap.

Smith was now encountering back markers, and with a complete lack of blue flags around the circuit, was having his problems. This allowed Ball to close in, and on the twelfth lap he slipped past as the leader was badly baulked. Next time around, an irate Nigel was back in front and charging hard.

Meantime, Calvin Fish had picked off the bunch in style, and then stormed past Kerkhoven into third. The young Norfolk man's Dino was looking very smooth, the only problem being a degree of rear axle tramp under heavy braking for the hairpin.

Lap 14 and the duel for the lead ended in a bizarre fashion. The pair approached the hairpin, about to lap Londoner Glen Kirby. Opinion on what exactly happened varies, from over-eagerness on Smith's behalf to gearbox problems on Kirby's part. Either way, Kirby was entering the corner miles slower than the leader, unaware of his presence. The Team Schemes kart hit Kirby, spinning him round, and deflecting Smith up the escape road. Ball, right behind, went up the escape road as well! Was Calvin Fish, storming down towards the hairpin, going to take a sensational win?

The two leaders executed a rapid U-turn and accelerated up the hill, still in front, and with Smith still leading. But only Ball completed the lap. Nigel's damaged front bodywork had folded under the chassis and as he turned in to one of the fast corners, the kart went straight on into the bank at high speed.

Ball completed the final lap to take his first major win – and one that had to come pretty soon. Sportingly, his first concern on stopping was for Smith, who was very fortunately uninjured but who had a few words to say about blue flags...

Only 2.5 seconds behind Ball, Calvin Fish clocked up the best result of his short career, whilst Richard Dean had fought back to retake third from Kerkhoven.

1st	John Ball	Zip/Smith Yamaha
2nd	Calvin Fish	Dino/ZipYamaha
3rd	Richard Dean	Zip/Dean Yamaha

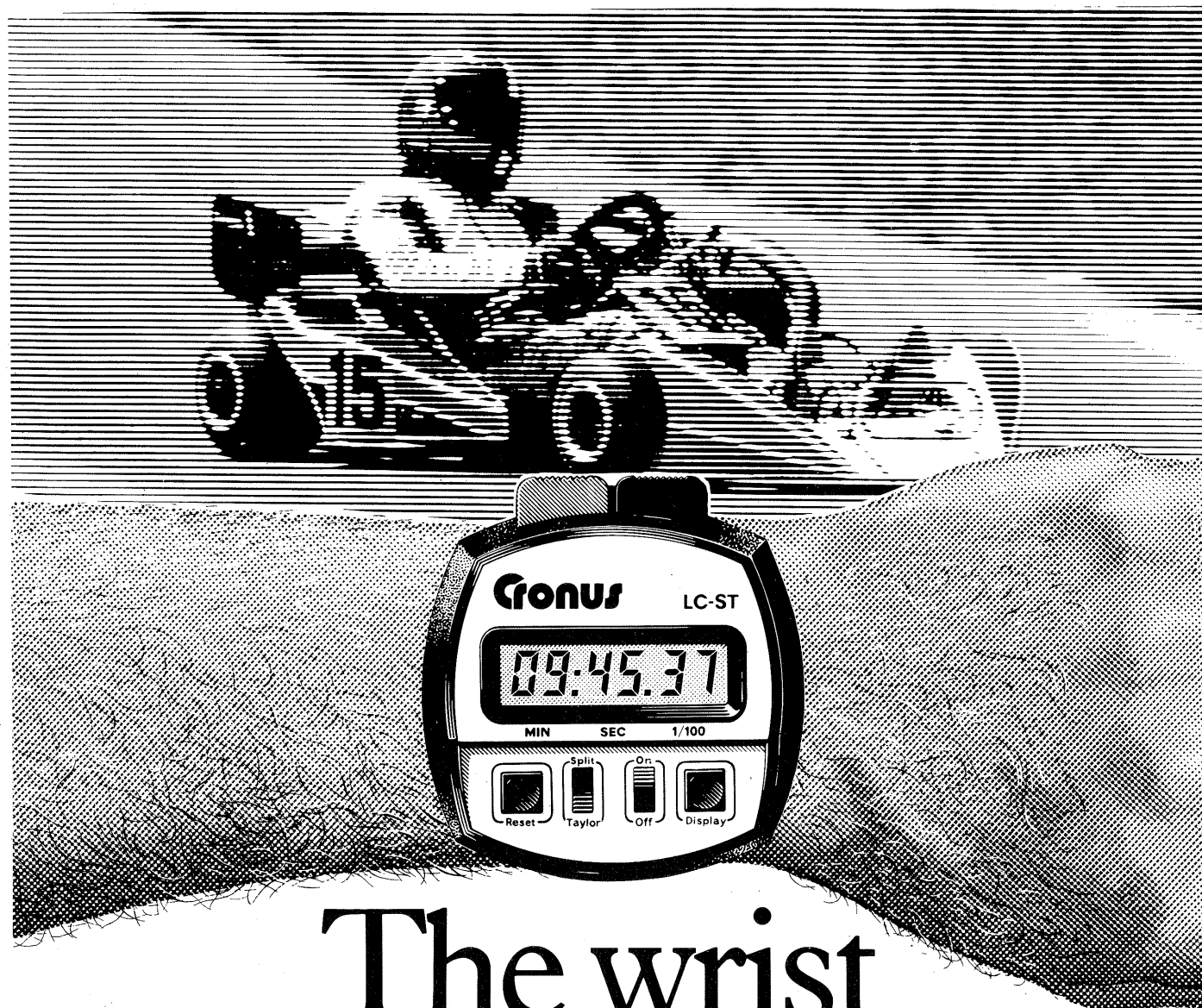
Out of the hairpin for the first time, and Nigel Smith leads John Ball (88), Martin Poole (21) and Paul Elmore (15), whilst poleman Martin Hines is already in trouble with a deflating tyre.



Simpsonnez-vous? Was it the "Star Wars" helmet that inspired Monsieur Fish, the younger, to his best ever result, a fine 2nd place? (Photo: Chris Lambden)

Nigel Smith powers out of the hairpin, leading a Superkart final for the first time, until "the incident", with a lap to go, resulted in a high speed exit.





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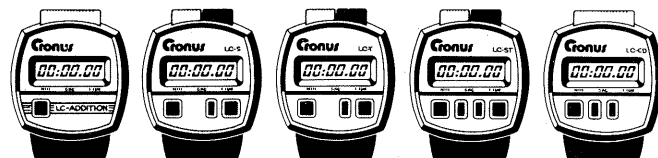
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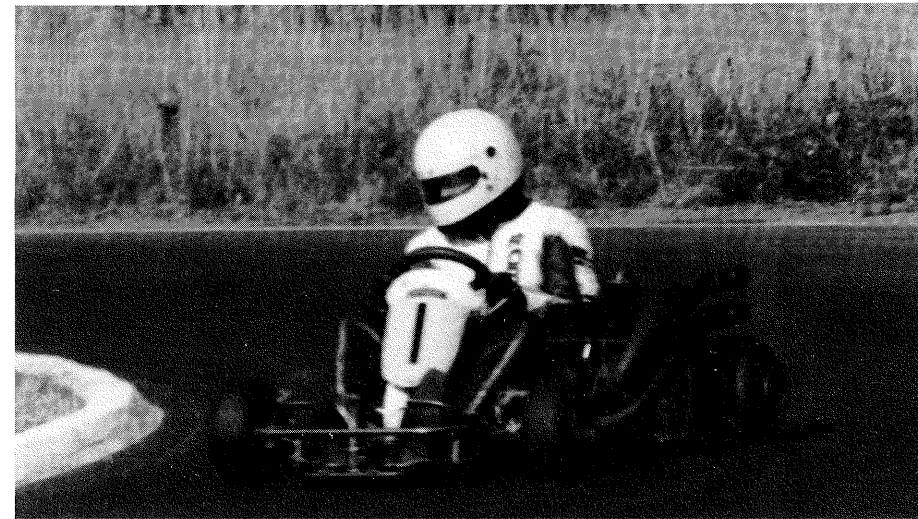
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Kerkhoven's Treble

Kerkhoven coasts to easy Short-Circuit title. Mark Allen takes a remarkable 125/210 double. 250 National to McBride. The RAC Short-Circuit Gearbox Championships at Dunkeswell.



Rob Kerkhoven walked away to his third Short Circuit Championship with virtually no opposition. (Photo: C. Gillespie).

Dunkeswell Airfield has a reputation for fickle weather but even its normally clockwork regular 3pm shower failed to appear on the September weekend of the Teign Valley Motors sponsored British Short Circuit Championship. Instead, the 166 competitors and 5,000 spectators enjoyed a glorious Devon Indian Summer, with just enough breeze to stop too many seizures!

The Dunkeswell Club had resurfaced the track especially for the Championship and to judge by the comments in the pits was one of the smoothest many drivers had raced on. Visitors soon discovered the three overtaking spots on the track - a late brake at Pit Bend at the end of the main straight, around the outside at the mid-speed Hangar Bend, and an out-accelerate off the Top Hairpin where a heavy foot found many scrambling on the grass at the edge of the track!

Allen One . . .

With the likes of Richard Dean, Grand Prix winner Brian Heerey, Owen Jones and Pete Ansell racing for a Championship title, action was expected, and delivered! In the qualifying heats on Saturday both Heerey and Ansell scored two wins, with Heerey convincingly beating defending champion Richard Dean into second place in one of his heats. Both of Heerey's races were faster than Ansell's, as were his fastest laps albeit by just tenths of a second.

Others showing well in the qualifiers were Will Hoy (PH Upton), Kelvin Bonarski (TRS), Mark Allen (KR) and of course, Owen Jones, who always seemed to be lumbered with having to come through the field to score his points.

running three abreast into Pit Bend trying to outbrake one another. On one occasion Gary Hill lead this battle into the corner and came out fourth just fifty yards later! It was that sort of race.

Just after half distance Heerey seized solid on the main straight, managed to get round the first part of Pit Bend but gently stuffed it into the bales on the exit. Mark Allen found himself in the lead. He poured it on and managed to pull away from defending champion Dean. He went on to score a popular victory, for the spectators were well aware that as he was racing in two classes, he'd done 80 laps that afternoon!

1st	M. Allen	Dale/KR
2nd	R. Dean	Zip/Dean
3rd	I. Hunter	Zip/Villiers
4th	G. Hill	Barlotti/Upton

Allen Two

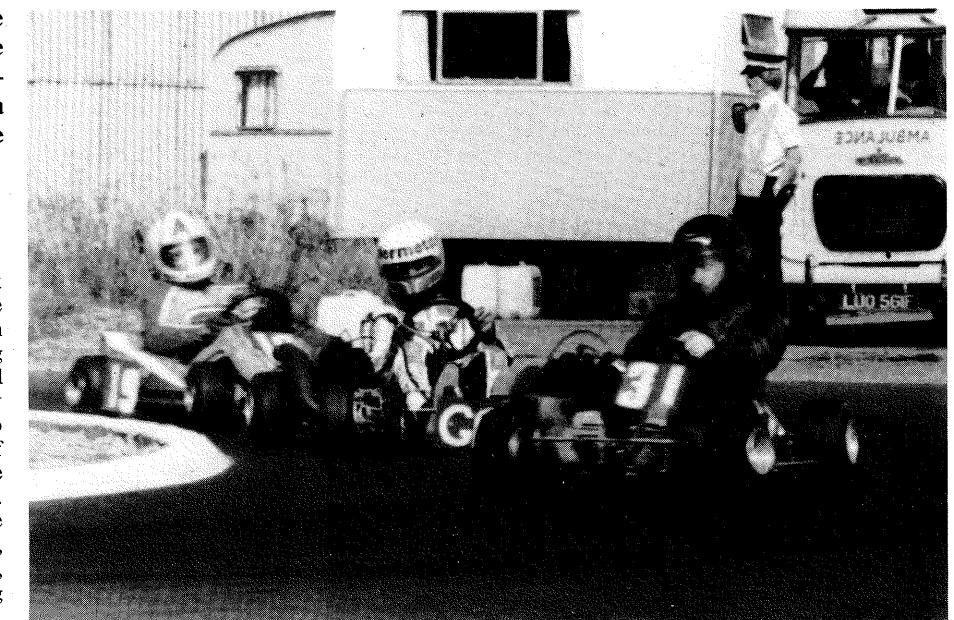
Thirty-seven 125 outfits warmed the hearts of all the officials and regular Dunkeswell spectators as this is normally a poorly supported class in the South-West. When assembled in this quantity they are very entertaining.

The heats showed the shape of things to come with wins being scored by defending champion Steve Coward (Coward Kawasaki), Grand Prix winner Steve Elmore (TVM Yamaha), Mike Dobie (Honda), Paul Molloy (Merlin Rotax) and Mark Allen (KR Maico). What an interesting situation, with five different makes of engine scoring wins. Sure makes a change from the one engine domination of the 250 classes.

The "B" final saw a win for Ray Baker (Yamaha) from Rod Western (KR Maico) but only after the last lap demise of Steve Coward. This was particularly sad as he was the fastest of the Kawasaki runners.

The final proved the variety available in this class as the first five grid places contained four different motors; Molloy's Rotax on pole, Elmore's next with his Yamaha, then Allen with the Maico, Hoy's Rotax and Price with the quickest Honda!

A bunch of 125 Nationals (Photo: C. Gillespie).



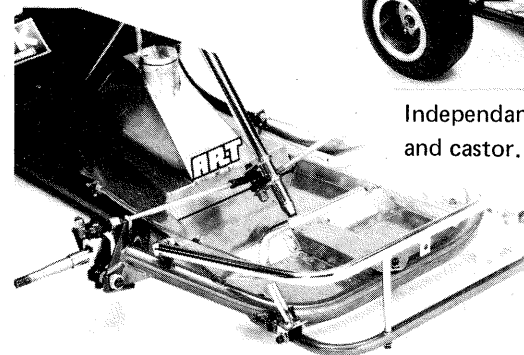
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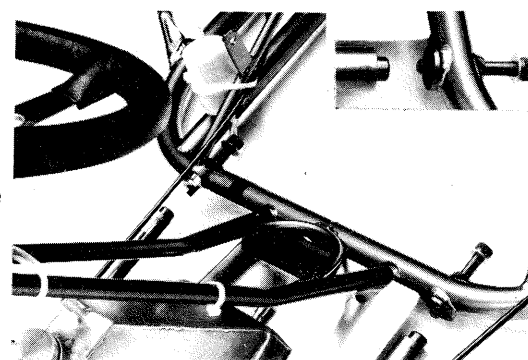
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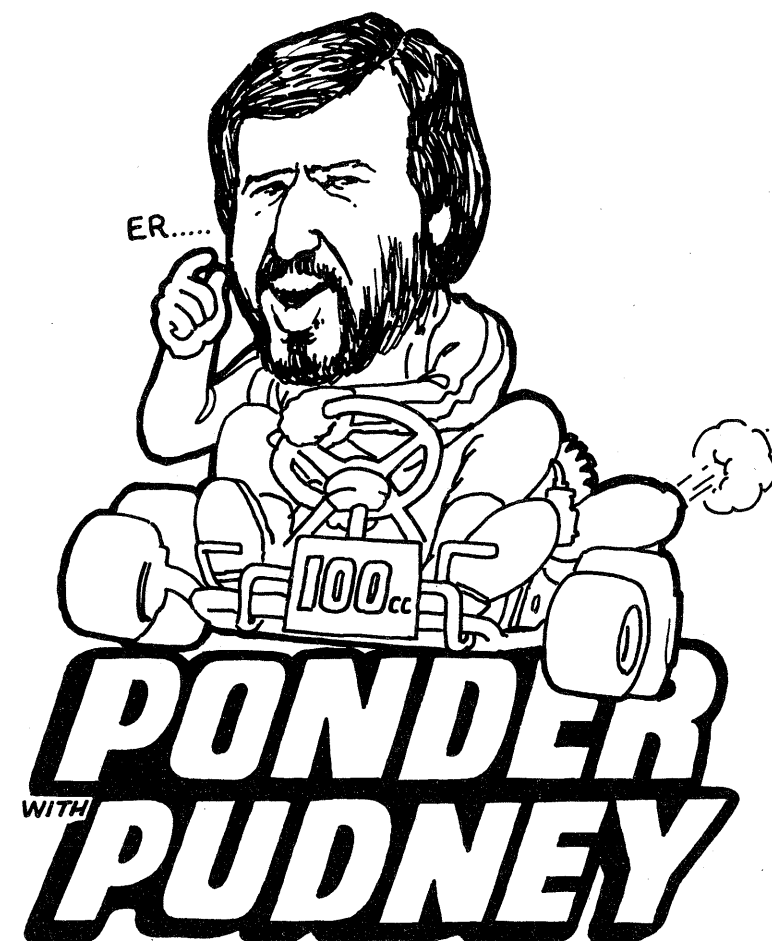
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on: The definition of Utopia
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The Element of Nastiness
About-turn on Juniors!

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"Dergie" Spencer shot down all the pundits (myself and our worthy Editor included) who had said he would be struggling, by finishing a brilliant 9th overall in the finals. Frankly, he deserved better, because he finished all 3 finals well – 10th, 8th and 7th – but had to drop one final and then revert to heat placings to decide his overall position on the rather silly scoring system. This scoring system also confused the second placed man, da Silva (my "Man of the Championship" after Mike Wilson incidentally). With a 5th position finish in the first final, a

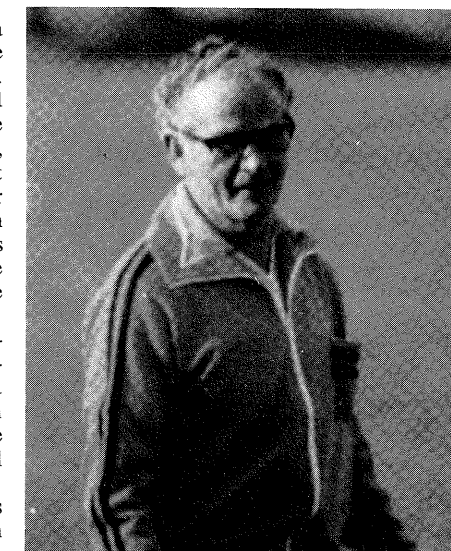
2nd in the second, and a win in the third, da Silva crossed the line the jubilant winner of the last final, thinking he had won the World Title. Peter Koene had finished with a win, a second and a sixth place in his 3 finals – one place worse than da Silva. What da Silva didn't realise, but Koene (who also crossed the line amidst great jubilation) did, was that you drop your worst final i.e. 5th in da Silva's case and 6th in Koene's and then in the event of a tie the judges take your heat positions into account. As Koene had better heat results than da Silva, Koene was the champion!

The scenes after the third final were something else. Everyone, including me, was wandering around thinking that da Silva was World Champion and indeed da Silva was ecstatic with joy in his pit, but down the other end of the pits Koene was being kissed and hugged by all and sundry, obviously realising he had made it. The scene changed drastically a few moments later when da Silva had had the situation explained to him, and was inconsolably sobbing in the back of the DAP pits, where a DAP mechanic was also in tears – either of joy at a DAP win or of sorrow at da Silva's misfortunes! Between the two stood Angelo Parilla, not knowing whether to laugh or cry in his greatest moment of triumph. Away in the IAME pits, mechanics were busy hiding all sharp instruments, ropes, poisonous substances, etc. in case Mr Grana should decide to end it all there and then in his worst moment!!!

Terry Fullerton, of course, had probably the most disastrous Championship he will ever encounter. (Well they surely can't come any worse!) As will undoubtedly be reported in the coverage elsewhere in these pages, Terry had a virtually trouble-free week of unofficial practice. He then posted fastest time in the first timed practice, and second fastest in Saturday's practice. Then followed the most concentrated series of seizures in one meeting Terry has probably ever known, which totally ruined his Championship chances.

Now I reckon the only way Terry is ever going to get his crown back is to shout for his Dad and get him back preparing his equipment and preferably with Mick his brother too! When Terry won all his Junior crowns and many of his Senior titles, culminating in the World Title in 1973, he had his father Mick preparing his equipment, both engines and chassis. In the latter of those halcyon days they were joined by brother Mick and they made a fantastic team. After his 1973 triumph Terry was of course "noticed" by the Italian factories and as they stepped in so Mr Fullerton found himself more and more redundant, until through no fault of his own or Terry's, Mr Fullerton had virtually nothing to do with the preparation of Terry's equipment.

Now there are many people within karting I respect (there are a few I detest), but Mr Fullerton is THE person within 100cc karting for whom I have the greatest respect and admiration. I can always remember in the early days, when Terry was the Junior champion; if we came back to our campsite at a big event, be it say Morecambe or the British Championships or whatever, after a night out on the town, there would always be one light burning outside a caravan when everybody else was asleep. There would be Mr Fullerton painstakingly checking and double checking Terry's equipment from stem to stern, black sticky double-sided insulation tape being the trademark if I remember rightly. And you know, Terry would always be the quickest – and he never ever seemed to break down. I should know because I used to race against him and the only time I ever beat him was when he broke down, and that was too bloody rarely, such was the quality of the preparation!



Mick Fullerton Senior – a reputation for painstaking preparation.

The other reason for my admiration of Mr Fullerton is because if I should approach him with a comment or to hear his comments about anything, the answer that comes back from him in that gentle unhurried Irish brogue is always a

continued . . .

well thought out, reasonable one, which is based on logic and great experience and which invariably makes me go away thinking, "now why didn't I think of or realise that?"

Now Terry hasn't done exactly badly since losing his Dad's sole services, it's just that I reckon he hasn't done as well as I think he could have. As I once mentioned concerning Mike Wilson last year, I just don't trust the Italian mechanics to do a good job. They are too volatile. They get flustered at major events and do silly things (viz. the carb gasket on Terry's DAP at Le Mans). To win major events, I reckon it takes cool analytical preparation, coupled with a particular skill and understanding of every aspect of 100cc engines. Mr Fullerton is the greatest exponent of the art I know. With him and Mick helping Terry, he could be World Champion again . . . DO YOU AGREE?? Incidentally Terry had been on to Angelo Parrilla that he was not happy with one aspect of his DAP motors. Angelo would not be convinced to alter it, so Terry gave one of his motors to his Dad to work the magic on. Dad duly prepared one and it flew, so in fact the tweak was adopted by the factory on all their engines for the Champs and as you know, apart from Sugaya's 'freak' timed practice, Terry was far and away the quickest at Estoril.

Have you ever stopped to think what the one thing is that all top drivers have in common? I mean the *winners*, whether they be car racing or kart racing drivers . . . the one factor they all seem to possess in order to win. Most people would say "aggression" or "the will to win . . . at all costs". I call it "The Element of Nastiness". You will have noticed I have often said that so and so is too nice to be a winner. By that I mean that in my opinion he won't take the ultimate risk or chance to win, because he values his reputation and doesn't want to upset the equilibrium. My man with the Element of Nastiness, basically doesn't mind who or what he upsets to win. He'll do it by hook or by crook. The best way of illustrating this is to examine the great winners. Easily the greatest 100cc kart driver ever, Goldstein, was also easily the nastiest. He didn't care a damn what he did to win - knock someone off, no problem; hold up the start, no problem; throw a wobbly to upset the other competitors, no problem! He just didn't care. Arguably the most hated kart driver ever, but the best!

Take Mickey Allen. In British racing he's half way home before he starts the race. Except for a few, he shows total contempt for the average driver and boy do they know it. I've watched lesser drivers just spin it away for no reason when Mickey was behind them, simply because they knew he was there. The virtually permanent scowl, except for rare occasions, adds to the aura. But perhaps the quote that best illustrates my point comes from the time when I asked him if the 1977 World Championships at Patma, when Mickey so nearly won the title, was one of his greatest races. Mickey replied "Of course not, I didn't *** win did I!!" Most people would have been delighted with second spot . . .

As for Terry, he told me before Estoril that if he found himself directly behind Mickey dicing for the title, he would win - any way!! I didn't have the same conversation with Mickey, but had I, he would probably have said exactly the same!

Now for God's sake don't all go out trying to be nasty to win, but have a look at those guys who consistently beat you and I bet you

will find they have some of the rudiments of the "element of nastiness".

It's fairly common knowledge that I stirred up a bit of a hornet's nest with my comments about Junior racing and Junior parents, and especially after recent events many of my comments hold good. But I have, as many of you will have noticed, been taking a much more active interest in Junior racing on the whole. My reasons for the turn around in my views are varied. Firstly, we have had the two really excellent *Road and Racing Racewear* Championships which have produced, especially in National, some of the very finest (yes I mean it) racing I have ever seen. Secondly, I suddenly became aware that the Juniors of today are the World Champions of tomorrow and in studying the racing I am heartened to see lads who I am sure are talented enough to be driving in the British 4- and 6-man teams in the not too far distant future. There's only one trouble with Junior racing - and that is that it's usually on the same day as an important 100 National or International event which I am reporting, and I want to watch it all and don't get enough time to delve behind the scenes of all the other classes.

This raises another interesting point. The average reader of this column, or average karter, is a very insular beast in that if he is racing or mechanicing, he is racing for himself. When the other races are on he is not too interested, he's got other things to get on with. As a result he may watch 4 or 6 races out of 20 on the day as basically the others are of no interest to you. So spare a thought then for the likes of myself and Chris who want to, and have to, watch all the racing and understand if we are always in a bit of a hurry or don't actually get to see you during the day.

Just one final note to Junior Dads and Mums - please don't dispel my interest in

Junior racing by ringing me up to tell me how good your little Johnny is or why he was brilliant to finish 14th in the C final. I'll have been watching and won't need to be told!!

To reply to Wizard Merlin's question on what do I think of the long circuit 100 mph lappery stuff; well, I think that 250 drivers have got to have a very small brain or be very brave or both!! I'm not trying to be rude, but frankly to watch 250 racing, even on a big circuit, scares me silly and I reckon all the drivers are heroes. I found Silverstone absolutely thrilling, especially the 210 race. Wasn't that something else - 12 drivers battling for first place in a group 4 karts long (no you dummy they weren't on top of each other!).

As I've said before, 100cc is my first love, but whenever a big circuit event doesn't clash with a 100cc event I shall be there. My big regret is that I haven't made it to Cadwell yet but that will come soon I hope. Tell you what though, 250 is going to be the growth class in karting and I shall be keenly watching all developments.

One point though, much as I enjoyed Silverstone I did find it rather aggravating waiting all that time for the leaders to come round again and not being able to follow their progress during the race, when they went out of sight. Perhaps I've been spoilt by the permanent view usually available at smaller circuits.

One last thing I would like to see, in 210, is more attention by the drivers to their personal turnout. Do 210 drivers think it is poofy to wear anything other than black leathers? I don't need to say again that with the potential of so much sponsorship in the future, the drivers must be aware of putting up a good show, both in the racing and presentation.

Next month: Deeper delvings behind the scenes at Estoril.

J.P.

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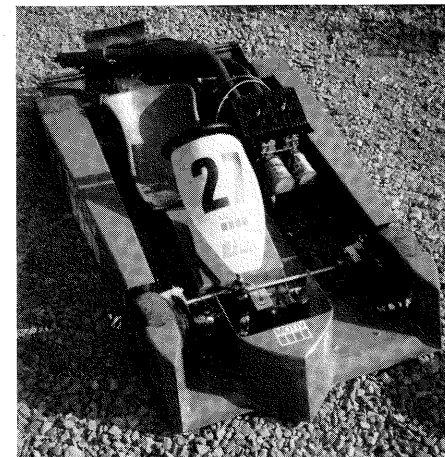


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continued . . .

and lightness. There's nothing new in that - my very first kart, an M.B. Wasp, circa 1960, had this principle of rear axle construction!

A small detail, but a feature I have long admired and am staggered that it hasn't been copied by all those who bemoan the fact that small adjustment of rear axle ratio is impossible with the twins running on single large pitch chain, is the use for some time now on Clowes' old kart and now to be used on the new one, of the fine pitch duplex final drive chain, which he insists is as good as new after a seasons racing. Bob Clowes claims that his new chassis will last three years, barring accidents, enabling a driver to finely tune the kart to his (or her, I had better say these days) own liking, before it starts cracking up just when it feels good which



Bob Clowes' new Motiv aerodynamic Superkart chassis.

so often is the case. Final note though - it will be quite expensive. The price as yet is not fixed and will finally be determined when the demand is assessed.

Yamaha have brought out a new model of 347cc road bike, watercooled, in a new marketing policy of "let them ride racers!" It will be known as the RD 350 L.C. The bottom half of the engine appears to largely resemble the RD 250 we use in karting. The bore and stroke are 64 x 54mm, so it will lend itself as another bottom end of interest to our ranks. It features a wet clutch as you would expect for road use, and one would expect it to have slightly beefed-up internals compared with the RD "F" type. The front mounting point is only a single lug in contrast to the twin lugs in the 250. I wonder whether it incorporates usable transistor ignition for racing purposes? If so we must wait for a

few "Rae Davis types" to put a few in the breakers yard!

Another genuine ex-karter has reached the epitome of success in Grand Prix racing: South African Jody Scheckter. When he first came to this country he immediately made his mark in the same Merlyn (no relation) Formula Ford car in which Emerson Fittipaldi and later Colin Vandervell were so successful - a trio of ex-karters in fact. The car was set up and the engine prepared by yet another ex-karter, Dennis Rowland, who I used to work with at "Motor Karts" of Kingston on Thames. When Fittipaldi became one of the stars of Formula Ford in this car, he was grabbed by Lotus and raced under the Jim Russell Racing Drivers School banner, driving a works Lotus.

As a result I never felt Dennis Rowland received the credit and recognition he deserved in this instance. I will be interested to see if, in the next Jody Scheckter book, which must surely be forthcoming, mention is given of this early association with Dennis and how much credit will be given to his ex-karting manager Nick Brittan, who played such a large part in steering Jody to the top (both "good Jewish boys").

And what part you may ask did I play in this great success story? Well, I didn't!, apart from welding up the dry sump conversions which Fittipaldi collected from Merlin Developments on a couple of occasions. (I recall his amazement at the size of the 600 x 6 early Goodyear slicks, compared with the 300 and 350 width tyres he and brother Wilson had used back in Brazil!) My wife, however, in her single days, used to look after Nick Brittan's cat, called appropriately enough "CAT", when Nick was away from his Ladbroke Grove flat! (I think that was all she did!) There, I bet you didn't know that little gem of information! . . .

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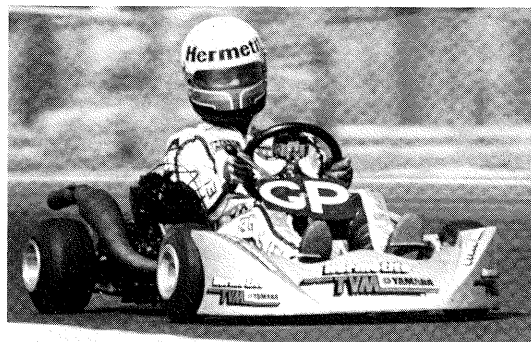
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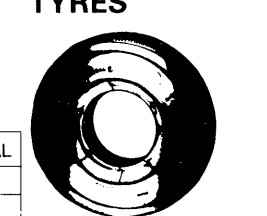
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Inch by Inch

A series of articles on tuning and development, with the aid of a dynamometer.

By Peter Inchley

Part 1—Get Your Facts Right!

During the course of the next few issues we shall be taking a look at the working of a Heenan and Froude hydraulic dynamometer, more frequently given the abbreviated title of “Brake” or “Test Bed”. We shall investigate its uses and advantages, and ways of converting the information it produces, hopefully, into more horsepower. We shall, by using a 250 Yamaha as a basis, attempt to confirm “What happens when you do what” by running many variations of specification. It is hoped that by changing items such as cylinders, heads, expansion chamber, crankshafts and carburettors etc., we will be able to observe a pattern of behaviour to help the home tuner understand the influence these changes have on engine characteristics. Power output figures will be given and hence it will be shown which mods. give the greatest improvements.

Surely many times the tuner has wondered “what happens if I raise or lower this or that port? What happens if I lengthen the tailpipes or expansion chamber?” We hope to give you some of these answers in later issues.

The ignition system will not be overlooked. We shall demonstrate the effects of overabundance or excessive retard, and why an engine “misses” through a malfunction, and look at the basic requirements for any ignition system.

The fuel system will also come under close scrutiny since it has been everyone’s downfall at sometime or other. This will be carried out via the brake, as the way in which it is set up allows us to run the complete pump-regulator arrangement as used on most karts. Fuel pump and regulator pressure will be monitored at different axle speeds to find why sometimes an engine “runs out of fuel” or conversely overfuels. One article at the end of the series will be on a question and answer basis, for I feel sure the points discussed will lead the reader into asking for further information perhaps not covered in the various issues. So write in your query at any time to *Kart and Superkart*, and we will hopefully answer these in a later issue.

The Heenan & Froude Dynamometer

It is a very simple device really, and absolutely foolproof, providing the operator carries out one or two observations prior to running the engine. The information it gives is easy to read — simply pounds load and r.p.m. — and it needs no B.Sc. to convert this data into Brake Horse Power. Anyone can work the brake after 5 minutes instruction.

In our case, the engine is bolted down to a flat bed, and via a chain, drives a short 1” kart axle mounted on standard axle bearings, carrying a 24 tooth rear sprocket. This size of sprocket conveniently gives exactly a 3 to 1 reduction of engine speed into the brake on a 250 Yamaha i.e. 4000 brake revs will equal 12,000 engine r.p.m. This “countershaft” drives directly into the dyno through a flexible coupling. The main-shaft of the brake transmits the engine power to a rotor revolving inside the main casing, through which water is circulated to provide the hydraulic resistance and carry away the heat

generated in the water. In each face of the rotor are pockets of semi-elliptical cross section, divided from one another by oblique vanes. The internal faces of the rotor casing are provided with liners which have pockets in the same way. These pockets form together elliptical receptacles round which the water flows at high speed. When the rotor is in motion it discharges water at high speed from its periphery into the pockets formed in the rotor casing liners. It is then returned at a reduced speed into the rotor pockets at a point near the shaft.

The resistance offered by the water to motion of the rotor reacts upon the casing, which tends to turn on its supports. This tendency is counteracted by means of a lever arm terminating in a weighing scale which measures the torque reaction.

The engine revs are controlled by a hand wheel which operates sluice gates controlling the flow of water between the pockets formed in the rotor and casing, and as this can be done with the engine running under full power, in a short space of time, a complete power curve can be obtained.

The power output at any given r.p.m. is determined very simply. As we know the torque reaction (from the scale reading) and we know the length of the radius arm of the brake, together with the r.p.m. of the brake, the power output is easily obtained by the following formula:

$$\text{B.H.P.} = \frac{\text{scale reading (lbs)} \times \text{Brake r.p.m.}}{\text{Brake Constant}}$$

The brake constant varies between different sizes of Heenan and Froude Dynamometers and is merely dependent on the length of the radius arm of the brake and of course remains constant throughout the power curve.

Correction Factor

One other important consideration is to make allowance for changes in atmospheric conditions, mainly temperature and pressure. Previous thorough investigation has produced a Correction Factor which enables the operator to calculate power output under a standard set of conditions. Obviously an engine run on a hot summers day with lower atmospheric pressure will give reduced power compared with the same motor running on a cold day with high atmospheric pressure. Without the Correction Factor chart, direct comparison would not be possible. Some figures are shown in the chart illustrated.

CORRECTION FACTORS

Pressure (inches of mercury)	Temperature (degrees fahrenheit)					
	50	55	60	65	70	75
28.0	1.06	1.064	1.07	1.074	1.08	1.085
28.5	1.04	1.045	1.05	1.055	1.06	1.065
29.0	1.022	1.027	1.032	1.035	1.04	1.045
29.5	1.005	1.009	1.014	1.019	1.024	1.029
30.0	0.988	0.993	0.998	1.003	1.008	1.013
30.5	0.972	0.977	0.982	0.987	0.992	0.997

Having read the air temperature and atmospheric pressure, the B.H.P. of the motor is multiplied by the Correction Factor to obtain a corrected B.H.P. figure.

The Readings

The brake gives only two readings — revs per minute of the unit, and torque. Revs we know about, but what is torque? Well, it is the turning strength of the engine really, and has no direct reference to the revs. This torque is a result of the explosion pressure exerted on the piston and transferred through the connecting rod etc. to produce a turning motion. In the U.K., torque is measured in pounds/feet with the metric equivalent being kilograms/centimetres.

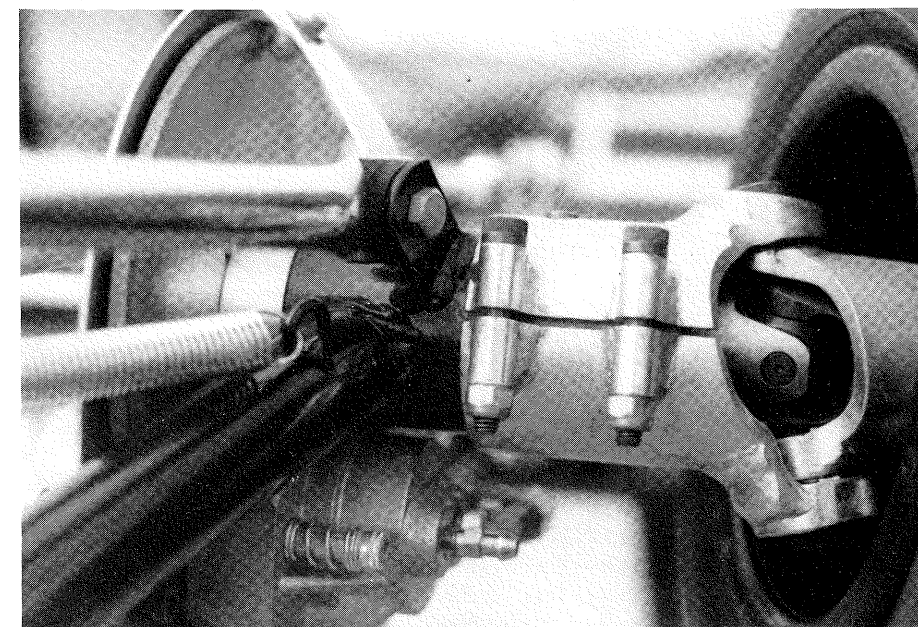
How do we decide when an engine is producing good torque? Since a lot is known as to the available energy in petrol, when combined in the correct proportions with air and ignited, it has been possible to arrive at an anticipated max. pressure as a result of that single explosion at a point soon

John Ball has now joined the elite in fast circuit racers by winning the last meeting at Cadwell. For so long the top honours have been shared between six men, Buttigieg, Elmore, Gange, Hines, Kerkhoven and Styrin. Now we have a seventh — good to see it. I hope we will see more wins from this driver who has been “nearly there” on quite a few occasions this year. It is good for the sport to have new faces emerge. The elusive win is a difficult barrier to penetrate and should now give this talented Midland driver the taste for more, and the all important confidence that follows a victory against the best. The Cadwell meeting was followed by the Danish Grand Prix at Jyllands Ringen (a superb circuit if you have never been there) and was a success for Lennart Bohlin and the Hesketh emporium. Lennart drives a Star, though the engine is no longer cared for by Heskeths. The secret of course must be in the exhausts!

Jyllands Ringen is an unusual circuit in that races are run anti-clockwise and it features one of my favourite bends of all the circuits I ever raced on. It is unique, in that it starts with a tight left hand hairpin leading into the actual bend which is 180°, accelerating all the way through the gears onto the start and finish straight. By the time you can see the straight ahead of you, it comes only just in time as the pit buildings seem to be beckoning to you to fly off the track with the “g” force that has by then built up. It used to be “flat” in the days of single cylinder 250s but I don’t suppose it is now. Exciting memories.

A driver who seems to be getting it all together more and more at each meeting is Calvin Fish in his new Dino kart. Whilst the configuration of the chassis layout is novel to say the least, the standard of engineering and general finish I appreciate greatly. Particularly the front end with its inboard brakes connected via British made universal couplings to the wheel hub. This seemingly extreme departure from the normal set up is to overcome the theoretically undesirable long overhang of the wheel from the kingpin axis (see photo) necessitated by the bulk of many disc brake assemblies, when situated conventionally. Strangely, both seem to work. Some of you will remember that the Zip Espada attempted to achieve this by running the disc over the kingpin, resulting in a very short kingpin which placed quite a strain on the small dimension of the kingpin and stub axle. This was dreamt up by Messrs Liddle, Hines and Merlin at a very wet Aintree meeting when Martin wasn’t getting too much front end

The superb engineering of the Dino kart’s inboard braking system.



adhesion. Liddle was, as he wasn’t using discs but 5” drums instead, without the long overhang that the early, somewhat agricultural Girling disc units necessitated. The actual hard work of drawing it up was Hines’ achievement. The Dino arrangement also had the added advantage of variable castor.

The editorial in the November issue of “Karting” magazine dealt firstly with the tragic accident from which Paul Salisbury suffered fatal injuries at Oulton Park and then went on to record 3 other fatal karting accidents that occurred in 1976, 77 and 78, pointing what appeared to be an accusing finger at fast circuit racing, by saying that “long circuit” racing could no longer be treated with the leniency and freedom of ordinary karting”. Whilst I respect the fact that this is a very delicate subject, I dislike hysterical reactions to even the most tragic outcome of any accident. Firstly, two of the four fatal accidents did not occur on fast circuits in the accepted sense of the term — namely, Shennington and Longridge. Secondly, I cannot say that I am aware of any aspect of fast circuit meetings that I consider to be conducted with any degree of “leniency and freedom”. Certainly not when compared with any level of motor and motorcycle racing. That is with two exceptions. Firstly, the need for medical certificates, eyesight tests etc., for all fast circuit competitors. This was proposed to the R.A.C. Committee by Dave Buttigieg at his first meeting last year and totally disregarded. What is the point of asking such an accomplished driver onto the Committee and then ignoring a very reasonable suggestion, universally adopted by any other form of motorised competition that takes place on motor racing circuits. The “armchair experts” I fear have their own ideas for safety, however ill-informed and lacking in first hand experience their knowledge, or lack of it, may be.

And secondly, a longer period of apprenticeship before competitors are allowed onto fast circuits. This was once organised, some four or five years ago, and immediately “cocked-up” due to clubs not being fully informed as the the working of the scheme of licence signatures. I can only hope that no over-hasty action is taken to alter anything to the detriment of karting on motor racing circuits, which this year has been of such a high order.

After the slight criticism I made last month regarding Dave Buttigieg’s performances on a short circuit, I was convinced he would prove me wrong by winning the Short Circuit Cham-



The Chris Merlin column

pionship at Dunkswell! Rob Kerkhoven, for the third time, had other ideas however. Three in a row, even in this slightly less prestigious title, is a phenomenal record — well done. At the beginning of the year, with so many Championships these days, I was unaware that Rob was in fact the Short Circuit Champion, and at the World Cup I asked the easy going “Flying Dutchman” why he had the “1” on his number plates for the Morecambe Classic. “Because I’m the *** Short Circuit Champion — that’s why.” How to open your mouth and put your foot in it the Merlin way! Well I know now.

The first outing of Bob Clowes’ new creation was somewhat ignominious as it ended up against the Armco at Oulton Park. Bad starts like this are in my experience very often a good omen for things to come! I hope so, as I enjoy seeing ingenious and original thought succeeding. *Motivation* are going into the chassis business. The new kart is obviously based on the eye appealing design campaigned for the past three seasons by Clowes. It features a full ground-effect concept, with the split nose, and pontoon body section. The tubing is of high tensile aircraft specification, 1 1/8” diameter and of varying gauge. The ground-effect does not include the use of skirts, in anticipation of stronger enforcement of ground clearance regulations next year.

The front end is quite novel in that the front of the chassis consists of two tubes coming forward to each kingpin, but unconnected by tubes. Instead they are linked by a sheet steel underpan to prevent lozenging but not the movement of a sort of suspension. With this in mind, the whole front end pedal arrangement is subassembly, plugging into the main chassis tubes, which also enables replacement in the event of damage. All the brake system is of their own make. The rear axle consists of a centre tubular section of 30mm O.D. and separate 25mm halfshafts, providing great rigidity

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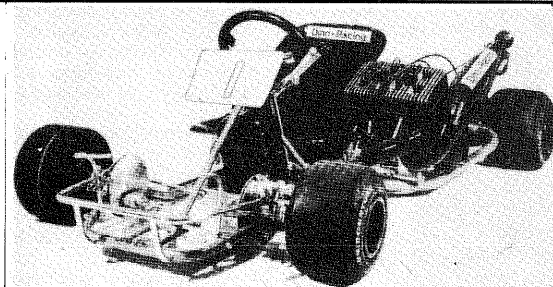
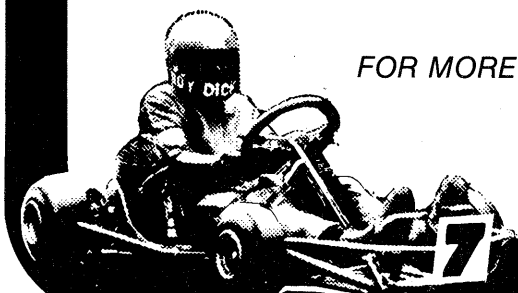
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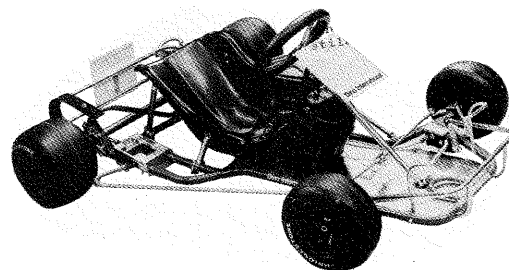
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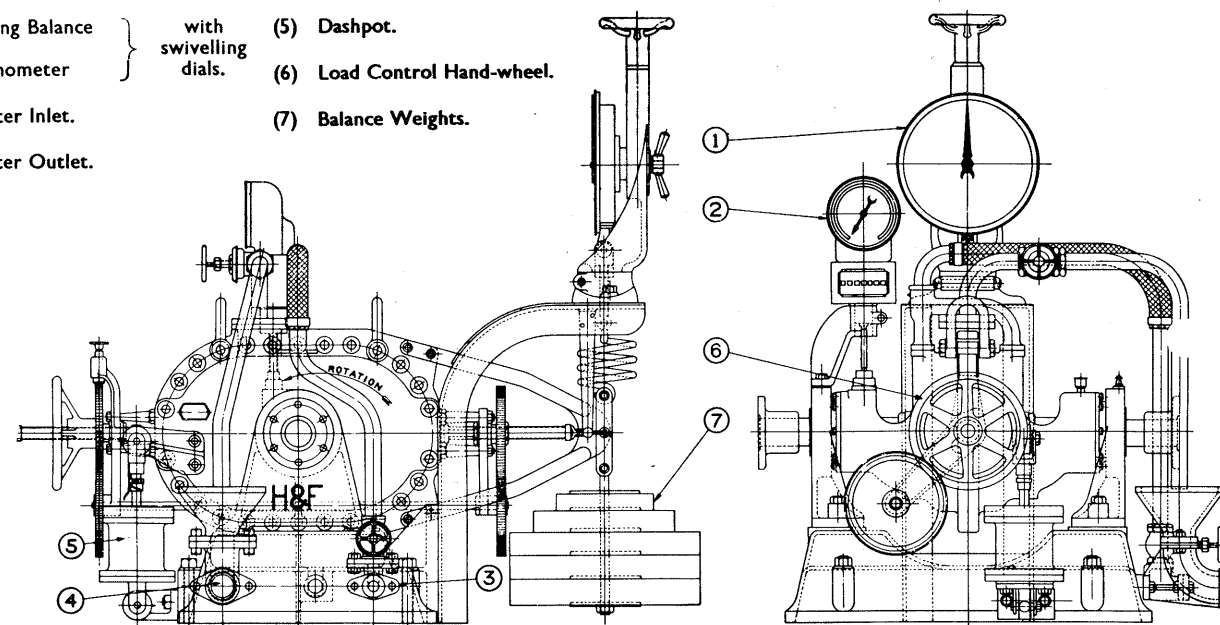
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GENERAL ARRANGEMENT OF FROUDE DYNAMOMETER, TYPE D.P.X.

after ignition occurs. These facts have been proven and demonstrated after many years of engine experimentation. In actual fact the maximum cylinder pressure we can expect from a racing two-stroke is in the order of a 1000 pounds per square inch. This pressure of course falls, through natural decay and with the movement of the piston down the cylinder.

However, it is considerably more convenient to work from an average or mean figure and to this end the development engineer uses the Brake Mean Effective Pressure as his yardstick and continuous reference and measurement of efficiency. In the case of an efficient two-stroke engine working in near 100% volumetric efficiency, 125 B.M.E.P. is considered a very good torque figure.

This figure of pressure can be converted into turning motion or torque very simply as follows:

$$\text{Torque} = \frac{\text{B.M.E.P.} \times \text{vol. of cylinder in cc's}}{1236}$$

Hence, at 125 B.M.E.P.:

$$\text{Torque} = \frac{125 \times 125}{1246}$$

$$= 11.91 \text{ lb ft for a cylinder of 125cc.}$$

Torque at any given point converts to Brake Horse Power like this:

$$\text{B.H.P.} = \frac{\text{Torque} \times \text{r.p.m.}}{5250}$$

It can be seen that for a constant torque figure, if you double the revs you double the B.H.P. i.e., the B.H.P. varies directly with the revs. For a racing engine it should be coming clear that for most power output we are looking for the largest B.M.E.P., combined with the highest possible r.p.m. figure.

What then are the basic limitations? Mechanical problems aside, the engine relies only on atmospheric pressure to "force" the air through the carburettor and cylinder etc. The normal figure of 14.7 pounds per square inch can only move a certain mass of air through an aperture in a given time, and increasing the size of carburettor and inlet ports to accommodate more air is no good if you can't evacuate the exhaust gas efficiently to make room for an increased volume. Correct design of expansion chamber, exhaust and transfer ports is aimed at evacuating the engine, thereby making as much room as can be made available, available to the incoming charge.

As can be clearly seen with a 250 Yamaha, the maximum r.p.m. at which the engine can be efficiently "filled" is approximately 12,000. Over that figure, the time available for air to pass through the engine is reduced to a point where the revs can only be made to increase at the expense of torque, and very soon after, the maximum speed of the vehicle reduces rather than increases. No doubt further research will increase the r.p.m. figure, thereby increasing the available power output.

Why does a 250 single rev less than a 250 twin? Funnily enough, it is not due to a mechanical reason, although we all know the consequences of running a Bultaco at 12,000 r.p.m.!! No, it is back to air flow again. When you double the size of a cylinder from 125cc to 250cc you do not actually double the port sizes (it would be very nice if you did!). The port sizes increase by only 58.5%, thereby placing a natural restriction on the equivalent air flow for a 125. So for a given set of conditions, a 250 single will rev only

$$\frac{125}{250} \times 1.58$$

as much as a 125. This does not mean, however, that freak exhaust timings and/or short expansion chambers will not make the 250 rev. It may do, but as previously mentioned, it tends to be a law of diminishing returns.

What Power can we expect from a 250 Yamaha twin?

If we maintain a high torque figure, at say 12 ft.lb., then the B.H.P. at different revs will be as follows:

R.P.M.	B.H.P.
10,000	45.7
10,500	48.0
11,000	50.3
11,500	52.6
12,000	54.8

These figures tie up well with the various factory claims over the years, of 44-54 b.h.p.

We shall see, in later articles, whether these figures stand up or not, and we shall demonstrate the way in which various changes to the motor influence the shape of the torque curve and the resultant power output.

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R & R Juniors

After the rather untypical August conditions at Tilbury, September at Shenington dawned, and stayed, bright and sunny for the whole weekend. Saturday practice was a rather restricted affair with the competitors working overtime to get the maximum amount of track time into only three hours, divided up into just four sessions per class. This suited the locals but was a bit restrictive for those drivers from further away whose northern Clubs had looked after us so well earlier in the year. A full day of testing for the Championship contenders really is becoming essential with the keenness of the competition, and apart from anything else it does seem to get everyone well into the mood of competing in something a bit special - not just another one-day clubbie.

Most of the drivers found the bumps and debris of the Shenington track quite straightforward to learn, but difficult to go really quickly on. The track seems to be a bit like GP Silverstone in that it takes a special effort to put in your first banzai screamer lap - after which it all becomes relatively easy, and it was interesting to see how each driver approached the left hand corner after the start line which seemed to reflect the relative lap times quite accurately. The quicker ones hardly lifting as their karts hopped and bucked over the bumps, barely staying under control to brake for the medium speed right hander that follows.

The Green Man Championship race may have dissolved into chaos as darkness (and the race control hut shutters) descended, but the *Road & Racing Racewear Juniors* produced their usual brand of excitement, with intense but relatively clean racing in the heats.

SuperMark, apparently now recovered from the thrill of winning the RAC Championships, and with a massive number ONE on his number plates, returned to his usual form. On Saturday he was also acting as his own Team Manager as his Father couldn't get away until race day, and very competent he seemed, making constructive changes to his kart that logically improved his times. His Mum seems to be working very well as a mechanic so Mark has obviously got his whole family properly organised... For the "A" Final he sat on pole position flanked by Jeremy Cotterill, and with Peter Studer and Neil Douthwaite on row 2.

The first lap was a disaster for Cotterill, dropping right down to 22nd as they crossed the line for the first time, but SuperMark had already stormed into an unassailable lead which no one was likely to dispute. Neil Douthwaite followed, making no mistakes after his Tilbury disappointment, and for a while Peter Studer hung on to third spot until an excursion dropped him so far down that Bailey had lapped him before he could restart. He then

dropped further and further behind as mechanical problems slowed his pace to eventually finish two laps behind. This left first Adrian Mills (for a lap) and then Nick Crabtree in third.

Nick proceeded to chase Douthwaite for all he was worth, closing up all through the rest of the race, but not quite getting close enough to offer a challenge. At the same time he did substantially improve his Championship score, gaining enough points to put him into contention for the top three. Adrian continued to hold down fourth, chased by Nick Harvey who had done very well to charge up the field from 12th on the grid. Jon Scott-Banks took sixth and Lee Cranmer, fresh from a starring role in 'MOTOR' Magazine, enjoyed his best result for some time by rising from a lucky 13th grid to finish 7th.

Simon Tring and a subdued William Hewland followed, while tenth place went to Jeremy Cotterill who had effectively charged up through the pack after his first lap indiscretion.

1st	Mark Bailey	Zip/Ferrari Parilla
2nd	Neil Douthwaite	Lane/Parilla
3rd	Nick Crabtree	Lane/Hewland



With Bailey well gone, Neil Douthwaite (17) and Nick Crabtree (55) fight out the Junior Britain places.

Simon Sutton was obviously determined to grab the lead in the Junior National Final. This he did, diving into the first corner a thickness of paint ahead of Gary Foster-Jones. This was the position, with a tight queue of drivers jostling for advantage, until at the hairpin at the paddock end of the circuit Gary lost it. This allowed Sutton to open up a bit of a gap as the rest of the field all indulged in phenomenal avoidances (all of them successful) but there was some shuffling of places as well depending on how cleanly everyone's engines picked up again.

From then on it was Sutton's race, followed at an increasing distance by John Herbert. Initially third, Ian Murphy got muscled out by a Birel mounted Derek Higgins, who then set about catching Herbert. Meanwhile Championship Leader Kevin Warner was doing his best to hold off a very determined Paul South, using a

borrowed Hewland on his ART chassis. Paul scraped through and set about Murphy on the same lap that Higgins had moved into third, and they continued like this as a group which included Jonathan Millward - an impressive debut to a Road & Racing Championship round - and Mark Wilson, until Kevin dropped right down the field with a spin resulting from a demon outbraking move which didn't quite work! He retired with undisclosed problems a couple of laps later.

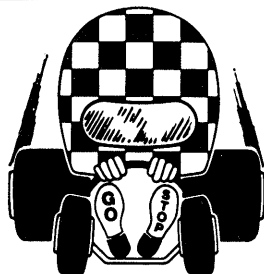
So this left Higgins getting ever closer to Herbert, while South did everything he could think of to solve the problem of Ian Murphy, who was obviously convinced that the Shenington straights had somehow taken on a sort of irregular 'S' bend shape. Whenever Paul lined up to go through he was forced to choose between encouraging Ian to join the scenery or being forced to do so himself. It was to his credit that the frustration failed to make him either relax his efforts or indulge in more forceful tactics. From his behaviour Ian seems to fancy himself as a Formula 3 driver, but I can't help thinking that he might be in for a shock if he gets into a Senior category and tries the same thing...

With one lap to go Higgins finally caught Herbert and the race for second began. The first hairpin and it was Derek diving for the inside

only to slide a bit wide and let John through again before the chicane. The first hairpin and it was Derek back in front, this time more successfully. Back along the start straight Herbert was all over him trying to get back, but Higgins wasn't having any and scrambled into the right hander before the finish line still just ahead, taking second by mere inches. An exciting finish to a good race right down the field.

Jonathan Millward completed the race in 6th, David Wright 7th, and into an amazing 8th came Gary Foster-Jones having carved his way back up the field after his first lap spin, lapping at least as fast as the leader. Andrew Stapley and Richard Dean completed the top ten.

1st	Simon Sutton	Sprint/Parilla
2nd	Derek Higgins	Birel/DAP
3rd	John Herbert	Kestrel/Parilla



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The one certainty at Sherington was that Paul Fletcher was leading when the race was unfortunately stopped (Photo: John Pudney)

Oh Sherington...

Mr. Green Man himself, Paul Fletcher, takes round six. Red flag shambles finally leads to the race being abandoned. Roy Austin leads, but put out by a back-marker — definitely a name to watch. Sutton and Bailey convincing R&R Junior winners.

Report and photos: John Pudney

"Oh Dear, what a calamity, the Sherington Green Man ends in dis-unity" . . . (chorus) . . .

Such a pity, because it really could have been so good. The only names missing were those who were either in Estoril or travelling to Portugal for the World Champs — namely messrs. Allen, Fullerton, Wilson, Smart, Homewood and Spencer. Virtually all the other top drivers were out at Sherington for Round 6 of the Green Man on September 16th, all hoping, no doubt, for a brief moment of glory in the absence of "Mickey the Maestro" in Portugal.

Sherington is a funny old circuit, very bumpy, and not conducive to good viewing, as it's shaped like the letter E, without the top and bottom bits and no matter where you stand you can't see the whole track. Added to this it's lined with straw bales, so if you fancy yourself as a photographer, you can't get a good background. Anyway, all this apart it was a glorious day, so everyone got on with the racing and forgot about shortfalls in the track, and the rather dominant organisation.

Paul Knapfield honoured us with his presence — his first appearance at a major meeting for some time — and was going well, actually winning a heat. The next heat he was nowhere . . . it was that sort of a meeting — everybody was fast, the first lap leader usually won, but no one was particularly dominant in the heats. Although Alan Lane looked the fastest all day, the Sherington circuit flattered by deceit and we had the spectacle of young Gary Ward, fresh up from Juniors, winning a Green Man heat whilst the old regulars got nowhere.

So when the final came, it was those who had lasted best in the heats, rather than any of the regular favourites who were at the front of the grid. From the "B" final came Paul Jackson, Chris Needham, Simon Wright and Jackie Brown, whilst poor Dave Coyne, out of "retirement" in search of Green Man points, was out of luck in fifth position.

The first bend of the opening lap in the main final saw a major incident, centring around a hard-charging Alan Lane, which succeeded in delaying Lane himself plus Simon Wright, Biff Harris, Gary Ward, Paul Jackson and other front runners. This incident caused a flurry of activity, but no red flag so at my vantage position near the hairpin, Paul Knapfield appeared in the lead, closely followed by Roy Austin, showing a surprising turn of speed all day, then Paul Fletcher, a flying Dave Evans, Roy Mailer, Roger Mills, Ricky Grice and John Gravett.

Austin soon passed Knapfield for the lead and indeed started to pull out a gap on the following bunch, only to encounter young Gary Ward. Gary had been delayed in the first corner melee and although motoring rapidly was a lap down on the leaders. Austin was obviously keen to get past quickly to keep his advantage, but young Gary wanted to make a race of it. In a desperate attempt to outbrake Ward, Roy Austin either touched wheels or just plain lost it on braking and went off backwards into a fence post very rapidly, but luckily without injury. His plucky attempt to restart were unsuccessful so young Roy Austin's moment of Green Man glory was over.

The rest of the pack, now led by Paul Fletcher who had got past Knapfield, now encountered Ward, who was still racing so hard that I amongst others wondered if in fact he had been leading all the time! Fletcher's frantic waving eventually brought out a flurry of blue flags, but the organisers had obviously been rather unnerved by the first lap incident and Gary Ward's failure to respond to the blue flag, so when Dave Evans knocked second place man Knapfield into a spin and Knapfield was promptly "collected" by the hard-charging pair of John Gravett and Roger Mills, it was all too much for them and the red flag went out!

As the field obediently drew to a halt on the start/finish line, so the arguments started. The lap scorers' idea of the leading positions was totally different to that of the drivers, so when they tried to line up the grid for a restart in a totally different order to that of the positions of the leaders on the previous lap, there were immediate and valid objections from some of the drivers. Ricky Grice, who had been stopped for at least 2 laps before the red flag with his carburettor inlet broken, was credited with



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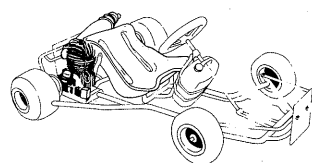
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fifth position on the grid and there were several other anomalies.

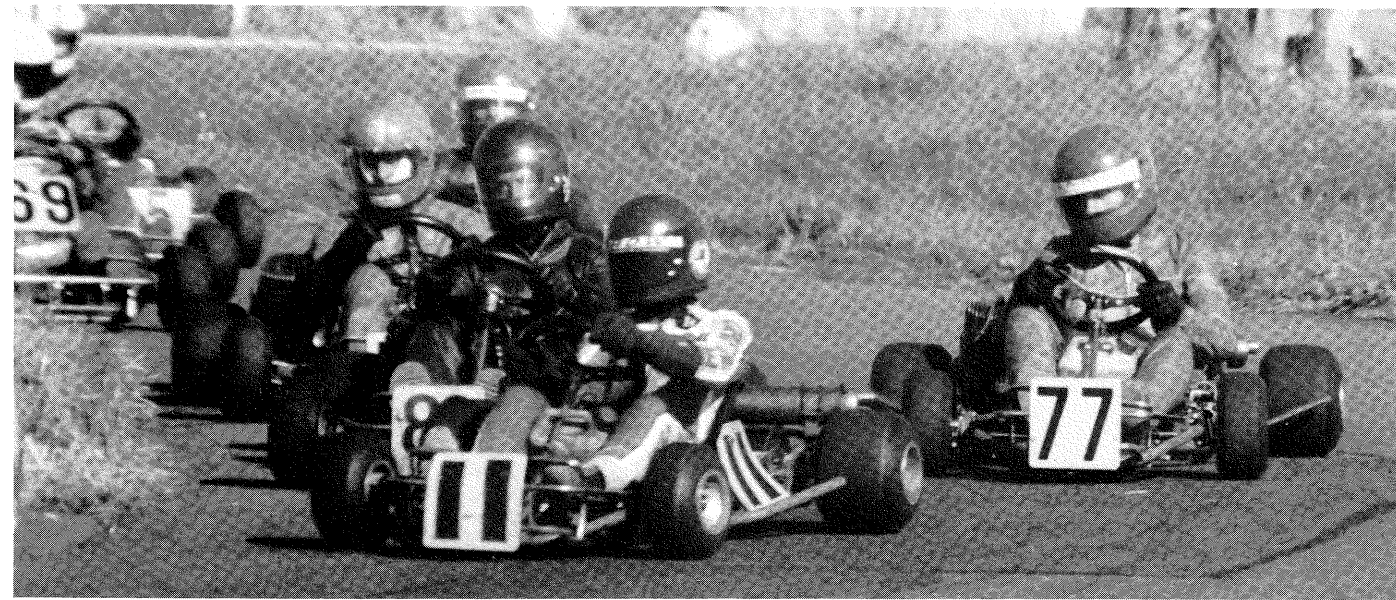
Although there were drivers who tried to capitalise on the situation, it was obvious that the lap scoring was incorrect and as the organisers would not admit to their mistakes and the drivers were not going to restart from incorrect positions, an impasse was reached, and at 7pm, in failing light, the meeting was abandoned!

The organisers insisted that there should be a prize-giving for the Green Man drivers, but as there was obviously going to be protests from some aggrieved participants, a meeting of the leading drivers was called and a rough "first 6" agreed at. One thing nobody argued about was that Paul Fletcher was leading at the red flag, and to avoid further argument Dave Evans sportingly agreed to withdraw his protest, accepting third place behind Paul Knapfield. Fourth was unofficially agreed to be Roger Mills, followed by Roy Mailer and in sixth spot Alan Gates. Since then however, an independent and accurate lap chart has been produced, showing the following positions, which will be accepted as classified finishing positions for Green Man points.

1st	Paul Fletcher	Sprint/Parilla
2nd	Paul Knapfield	Sprint/Sirio
3rd	Dave Evans	BM/Hewland
4th	Roy Mailer	Sprint/Parilla
5th	Roger Mills	DAP/DAP
6th	John Gravett	Zip/Sirio
7th	Alan Gates	Zip/TKM
8th	Tim Davey	Cobra/Komet K80
9th	Peter Elliot	DAP/DAP
10th	Terry Edgar	Sprint/Parilla

It is always difficult from my position to criticise the hard-working, unpaid organisers of any kart event, but in this instance I do feel that the organisation was totally to blame for the fiasco that occurred. For a start, it is indisputable that the lap scoring was inaccurate. I know it is a thankless and grotty job, but it has to be done and I feel sure that if any karting event organiser is understaffed enough to be unable to lap score accurately, then the drivers personal lap scorers and timers could be asked to help out, a task I am sure they would carry out more than happily in the interests of accuracy at such an important event.

Dave Evans (11) chalked up his best Green Man result - here he leads a bunch consisting of Simon Wright (77), Biff Harris and John Gravett. (Photo: John Pudney)



Red flag signals stop - then confusion! (Photo: John Pudney)

Secondly, it struck me that there were "too many chiefs and not enough indians", so when a problem did arise there was not one senior person to sort it out but several, resulting in argument. Thirdly, I think that perhaps the organisers were a little over-awed by the importance of the event and when an incident occurred, over-reacted. Frankly, the red flag need not have gone out for the incident in question - the track wasn't blocked - it was just the straw that broke the camel's back when added to the other incidents during the race.

To the organisers I say this; don't take these criticisms to heart - act on them constructively to improve things for the future. To the drivers; remember that no kart events would run at all, ANYWHERE, without the hard, unpaid, and thankless work of the organisers. We are all quick to criticise and slow to praise, so try to forget about this one bad event. It must happen now and again - thank goodness the occasions are rare.

BEHIND THE SCENES AT SHENINGTON

TYRES didn't seem to make much difference at Shenington - some drivers hating Dunlops and reckoning Bridgestones, others the complete reverse! . . . GARY WARD, the naughty boy of meeting, as well as the major surprise, was on a grotty old set of PRE-WAR Bridgestones! . . . ALAN GATES, after his performance in the British Champs, is now receiving a

bit more support from T.K.M. and is going to have a real go to get to the WORLD CHAMPIONSHIPS next year. Alan's chassis has, by the way, been generously loaned to him this year by Bob Banbury, the man who makes quite a few of the cast kart parts . . . ROY AUSTIN was really unfortunate to have got involved with WARD. If he had not done so, he may have been the surprise of the season with a Green Man win. His performance can't have done his morale any harm though . . . MARK CRABTREE is going Formula Ford after Rissington, following in his famous father's footsteps . . . PAUL JACKSON was having his first outing since breaking his wrist and was finding it hard work, virtually driving one handed as his wrist is still very weak . . . ALAN LANE was as quick as ever in the heats and would have been favourite for the final had he not fallen off on the first bend. ALAN was trying to emulate I.A.M.E. with a hired Avis van, the relatively new Lane V.W. van having "done an engine!" . . . STEVE TUTIN had some good heats, proving that a Manx can still go if you want it to . . . DAVE EVANS seems to be going faster every meeting and sported the beautiful Hewland splined rear axle on his BM kart. It surely can't be long before Dave wins a big one . . . SIMON WRIGHT was having grave handling difficulties but went well as usual before falling off!! . . . MICK WORTH was on his own very special "custom-built" 107cm wheelbase Zip . . .



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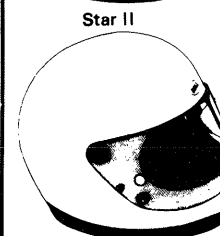
Boots

ADIDAS	
Blue Nomex with white stripes	£80.50
WESTOVER	
Fig. A: 3-layer blue Nomex laminated boots	£45.80
Fig. B: leather with Nomex lining	£41.50
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Not illust. Boot with leather/FPT lining	£39.10
Fig D: Ankle boot	£57.50
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NOMEX STAND 21	
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Helmet and Visors



Star II	£64.95
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Star II XFLS - flame retardant lining and life support manifold	£108.00
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Star II XFLS TW as above, with twin windows	£148.00
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Brown or yellow over-visor for 2 1/2mm visor	£1.15
Rip-offs for 2 1/2mm visor - pack of 3	£1.15

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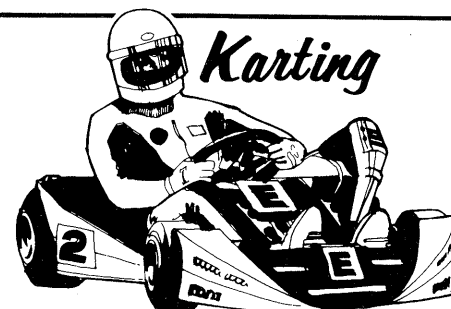
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Telex: 858334 Ref. Road Race
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TD6 - 6ft length	£6.54
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3T Taylor action	£52.97
3ST Split/Taylor action	£66.55
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Cronus 2D	£85.65
Carry Case for above models	£10.38
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Microsplit 325 Taylor action	£86.25
Microsplit 250 Split/Taylor with chargeable memory	£86.25
Microsplit 430 Split/Taylor action	£95.45
Microsplit 420/430 Carry Case	£15.47
Microsplit 230 Split action	£56.97
Microsplit 235 Taylor action	£56.97
Microsplit 120 Split action	£52.92
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Linear Sport FPT-covered Corbeau GT8 seat	£155.25
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