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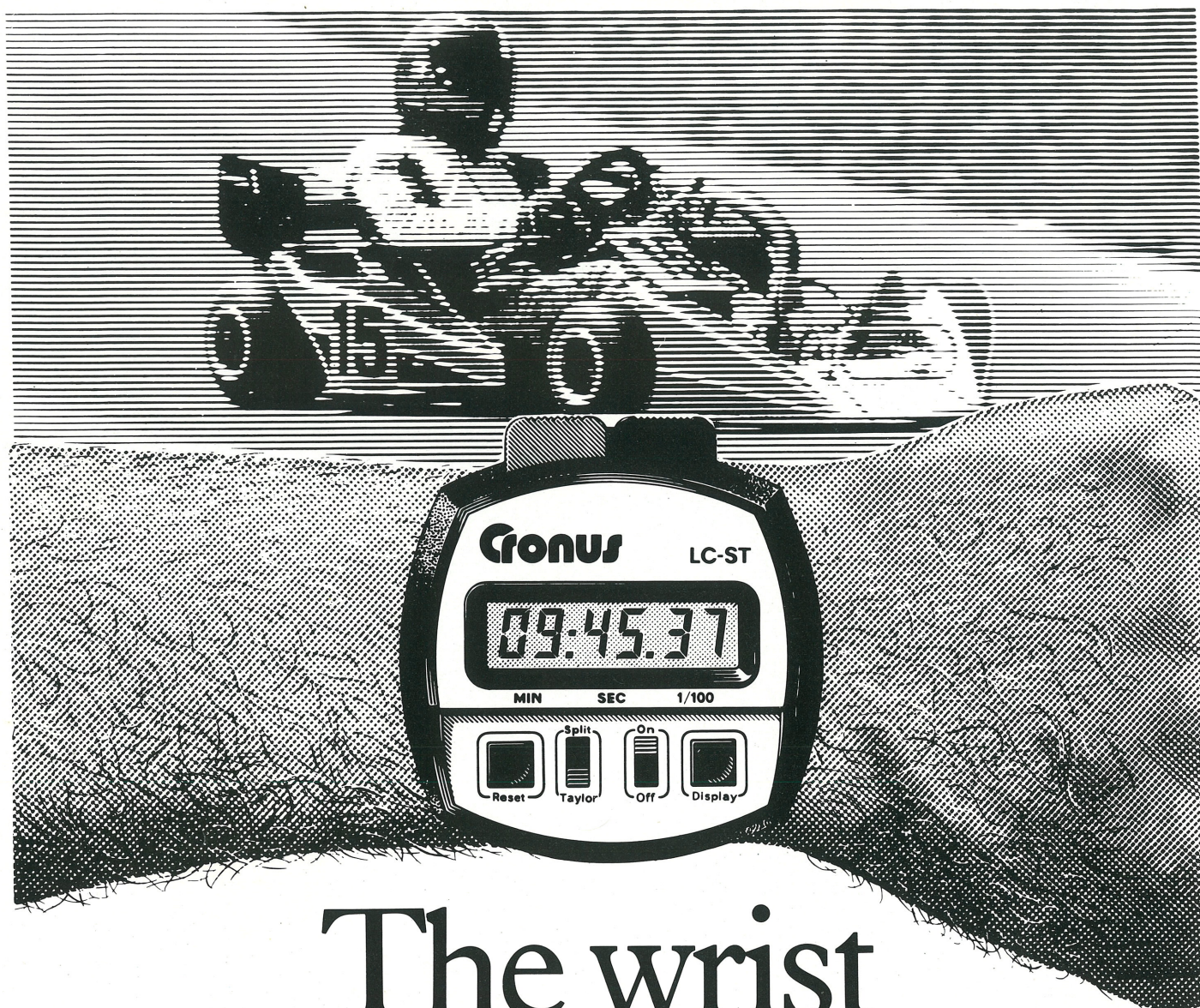
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## December

**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).

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

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

BLACKBUSHE (Airport, off A30, near Camberley).

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

## January

**6** RYE HOUSE (Rye Road, Hoddesdon). Winter Series. Entries close 28th December.

**13** TILBURY (Dunlop Road, Tilbury).

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

CHASEWATER (Pleasure Park, Brownhills, off A5).

**20** BLACKBUSHE (Airport, off A30, near Camberley).

Clubs are asked to submit their 1980 list of events to us as soon as possible for inclusion in Kalendar.

Kalendar

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As the 1979 racing season draws to a close, Kart and Superkart reaches its first major milestone. Yes, this is issue No. 012, which signifies the end of our first year of production.

A few people initially doubted that Kart and Superkart would live to see its first birthday, such are the perils of the publishing business. That it has, and done so in style, is due in great part to the efforts of a band of enthusiastic people with one basic similarity - the desire to promote and publicise a superb motor sport in the best possible way.

Sincere thanks must go to all of them - regular columnists Pudney, Merlin and Hines; race reporters Phillip Bingham, Peter Wardle and John Pudney; photographers Dave Smith, Dennis Callingham . . . and John Pudney (again!); cartoonist Barry Foley; the club P.R. people and individual contributors too numerous to mention; the lifeblood of any magazine, the advertisers; and last, but certainly not least our Directors, Mark and Martin Hines, who took the financial gamble to back Kart and Superkart.

Late last year with the economy going downhill, the pundits forecast a bad year for karting - surely a 'luxury' sport would be the first to suffer. In fact the sport had one of its best seasons and the manufacturers had a record year. So as another year ends, again amidst talk of economic disaster, perhaps we can look forward to another fine karting year.

Seasons greetings to all our readers and happiness and success in 1980.

CHRIS LAMBDEN

### FRONT COVER

The newest gearbox category, 125 National, is steadily establishing itself and becoming more and more professional. Prettiest long circuit machine of the year must be Roy Wooldridge's full bodied Barlotti/Rotax, which has seen him to some very good placings. (Photo: Chris Lambden)

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December 1979

# KART AND SUPERKART

Monthly

012

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- 20 years on - we talk to 'Grandad' Fletcher . . .

### ON SALE 3 JANUARY

(\*These items were correct at time of going to press)



# JUST HEARD

## The Road Racing Show

December 7th sees the start of the first proper kart show in England for some time — of course there will be a few bikes there, but never mind!

Seriously, with karts more akin to the bike fraternity, especially with regard to engines, the show should be a good-value day out for all present and prospective kart fanatics. The latest in equipment from DAP, Zip, Sisley, Dino, ART, and Motivation will be on show, and the Brands Hatch Superkart School is also taking a stand. A feature of the DAP stand will be Peter Koene's World Championship winning equipment.

### 1980 K & S Series

The 1980 Kart and Superkart Magazine 100 National Championship is definitely on, with an increase to 8 rounds. Regulations are not yet finalised, but competitors will probably count their best 5 results over the series.

Dates and venues are:

April 13	Tilbury
May 11	Kimbolton
June 1	Three Sisters
June 29	Little Rissington
July 27	Clay Pigeon
Sept. 7	Felton
Sept. 28	Fulbeck
October 12	Wombwell

Sponsorship over the series looks like being up on the first series this year and one club is looking for an outside sponsor to make its round a cracker. More details in the near future.

Running alongside the K&S series will be a new series for 100 Senior Britain — see *SAM 80* is here.

### SAM 80 is here!

A Championship series for 100 Britain has just been announced, which now means that every British 100cc class now has a 'Championship Trail' to follow in 1980.

The SAM 80 series (standing for Sisley And Mistrale) has been initiated by those two companies and will run at the same meetings as the Kart and Superkart series. Additional sponsors are being sought, and all in all, it looks like being a worthwhile series. Organisation is in the hands of Neil Hann and his Mistrale crew. More details when they come to hand.

Something  
to sell?

Take a  
mini-ad

### RAC News

We have just received notice of three important changes in the kart regulations:

- 100 National — 5 new engines homologated for use in 1980:  
BM K96/3 TT  
DAP T70TT  
Komet K55TT (reed engine)  
Komet K80TT  
Sirio ST51TT

- 100 Britain — 1 new engine homologated for use in 1980:  
Manx short stroke.

I SEE THEY'VE TOLD ROLLS ROYCE THAT THE RB2 ELEVEN COULD BE HOMOLOGATED FOR 100 NATIONAL IF THEY CAN GET THE PRICE DOWN BY TWENTY POUNDS.



- 100 Britain and Junior Britain

Effective immediately, hydraulic brakes are permitted on karts within these two classes.

- Junior Licences

At present, a Junior ceases to be eligible for Junior Britain or Junior National classes as from his or her 16th birthday. To alleviate the problem of Juniors 'going up' in mid-season, the following will apply as of January 1st:

*A Junior will be able to continue to compete in Junior events until the end of the racing season during which he reaches the age of 16, or to enter Senior events from the date of his birthday, should he so wish.*

### More 1980 Dates

We now have the dates for the 1980 Green Man and Road and Racing Racewear Championships.

April 6	Three Sisters
April 27	Fulbeck
May 11	Rowrah
June 8	Clay Pigeon
July 6	Felton
August 31	Wombwell
October 5	Little Rissington

The format shows a couple of changes from previous years, with rounds at Three Sisters and Felton replacing those at Rye House and Shenington.

The scoring system utilised for all classes will be that used in this year's Junior R&R Series — 5 rounds counting, which must include the last round.

Since our last issue went to press, we hear that the RAC 100 National/100 Britain Championships have been brought forward one week and are now 23/24 August at Rowrah.



The Bradford based Rank Hi-Fi concern, who manufacture Wharfedale speakers are sponsoring Alan King's Superkart efforts. The kart is affectionately termed 'Laser 1' after a new model speaker, but in reality is a Barlotti/GBRD Yamaha.

MANX ENGINE, recently rebuilt. Good runner. Also unused Goodyears and front Carlises. Deavinson 100 National frame, only needs few accessories for a complete outfit. £195 o.n.o. Tel: Day 01-248 2201, Eve: 01-440 7794.

SECONDHAND 250 BARLOTTI/YAMAHA £1200. Secondhand Lynx kart, 250 International. Choice of three, £350 each. Tony Smith Racing Developments. Tel: (0733) 45924.

KART FOR SALE, suit beginner £175. Also 250cc Kart, £225. Tel: Hinckley 30170.

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### Fill in the subscription form on page 52

ONE ZIP SHADOW 79GT, black, immaculate. Also two fully tuned TKM FF99TTs complete. One factory selected, fully modified, Wright prepared and one standard fully tuned motor. Also a full set of wets, sprockets, chain, carbs., and two spare sets of front coded German Goodyears, 450 x 5, and 350 x 5. Probably one of the fastest National outfits in Scotland 'when allowed'. Sell, split or p/ex. — offers. Duncan White, Scourhead, Barrhill, Ayrshire. Phone: 0465-82-300.

AMERICAN STYLE TOOLBOX R.R.P. £93 plus. Buy this for £70. Tel. Epsom 41385.

ZIP SHADOW GT, new stub axles, brake pads, K88, motoplat, bored carb. Just overhauled and run in, £325 o.n.o. Potters Bar 42320.

RICHARD DEAN has for sale his 210 National outfit ready to race, £695 including set of wets, spare exhausts, sprockets etc. Spare engine £295. Tel. Ripley Derbys. (0773) 42191.

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BARLOTTI CLASS 1, Briggs & Stratton motor, suitable for boys six years old and upwards. £90 ono. Phone Hoddesdon 60909.

BULTACO 250 ENGINES for sale. One at £160, one at £140 ono. Interested? Phone Ralph, day Cambridge 63215, evenings Histon 3264.

UPTON MANX for Britain (Junior or Senior), 48.3 bore, complete with transistorised ignition and engine mounts, £150. Naphill (024-024) 3890.

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WHY NOT TRY OUR KART SCHOOL? Use full race 100 cc machines. Theoretical and practical tuition given. Prices from £20 per day. Courses take place at Tilbury Kartway, Dunlop Road, Tilbury, every Saturday.

For further details send SAE or ring Sisley Kart School, 6 Manse Parade, London Road, Swanley, Kent. Tel: (0322) 67121/60571 Telex: 8955203 SISLEY G

JUNIOR BRITAIN ZIP EURO 78/PARILLA. Trani, regulation Carlises. Engine like new, only used as spare during season. Complete outfit as raced in R&R Championship. Reason for sale — moving to Junior National, £300. Norwich 714179.

ZIP SHADOW, YAMAHA TD3. Engine fully tuned, as used to finish third in 79 World Cup. Complete with all bodywork, plus Bridgestone and Dunlop slicks. Must sell, hence £895. Contact Graham Roscoe on 061-633 4782 (Eve. only).

PARILLA TT22, Paul Deavin tuned, carb., exhaust, motoplat, 48.5 bore, £220. Martin Leach 037-45-50248 (Essex).

TWO SPRINTS RS106, ex Simon Wright, any tyres £300. One Sprint RS106 with Bridgestones, £300. One Zip Shadow 77GT/Upton Manx, 50.8. Ex. condition, £350. One Sprint RS101, new tyres/rims, £175. One Sprint RS104, 5th R.A.C. 100 National Champs 1979, £250. One Sprint RS104/DAPT70TT, Simon Wright prepared, £450. One BM Europa/BM Sport, Simon Wright prepared, £475. One Barlotti 210 chassis, drum brakes, good condition. Suit beginner, £160. One Zip Shadow 210/Upton 4 port, P.H. prepared. 1st Kimbolton 4-11-79, £475. One Sprint RS250, ex Peter Haywood (1st Cadwell, 210, Sept. 30th), £400. One Sprint RS250/Yamaha, fairing, wing, side tank, spare chassis, £1,000. One Zip Shadow 250/Zip Yamaha, will split, £900. One Zip Shadow/Bultaco 250, ex Tony Missin, immaculate, very fast, £550. One Zip Shadow 210. Little used, immaculate, £375. End of season Team equipment sale includes six TKMs as used by Simon Wright, lots of used tyres etc. (including 049 Dunlops). Four 210 Upton bottom ends as used by Will Hoy and Peter Haywood. Several used Class 1 motors in stock, all prepared and full serviced by Simon Wright. Phone Peter Haywood or Simon Wright at Peter Haywood Ltd., 51 Ermine Street, Huntingdon, Cambs. Tel: (0480) 53492.

ZIP SHADOW 250 with side tank and fairing. Used for one run on Jersey Hill Climb only, £525 plus v.a.t. Zip Shadow 78 fitted new chassis and many new parts, £225 plus v.a.t. Suzuki T250 engine, Merlin tuned with Femsa, Mikunis etc., £200 plus v.a.t. DAP T72 fully tuned, less motoplat and carb., standard bore, £300 plus v.a.t. Phone Burgess Racing, 01-801 7402.

### Photographs

Photographs by Dave Smith have been a feature of Kart and Superkart through the past season, but for every one published, ten aren't. Your photograph could be one of the other ten. If you've raced at Cadwell, Donington, Morecambe, Wigan or Oulton this year, I could have a photograph waiting for you.

To find out, give me a call on 061-499-1251, or write to 1 Sandhill Walk, Manchester, M22 6GP. Display mounted on exhibition board, they'd make an ideal gift for Christmas!

GOFF MUSTANG/YAMAHA 125YZ with motoplat ignition. Used ten meetings on short circuits. Ready to race, £525. Also Yamaha 125Rs, part tuned, motoplat ignition £135 o.n.o. Tel: Cambridge 358025 Evenings.

TWO BRITAIN T70s, many trophy winners, M.H.K.C. Champion 1978. Motoplats, tillotsons, exhausts, mount. One has new rod plus many spares, £275 (will split). Also Garelli Trials Tiger Cross, 50cc with spare engine, £100 o.n.o. Tel: Chris or Ray on Methley 425.

PARILLA SS20, fully tuned, six months old, complete £250. Also SS20 Special, extremely fast £350. Both engines 48.2 and completely rebuilt. Plus 1978 Taifun rolling chassis, £125. Some spares. Tel: 01-979 1352.

ZIP 210 UPTON—4 port, Peter Haywood prepared engine. Discs, motoplat, 34mm Amal, mechanical pump, Omega piston, tools, spares. Won many trophies. £350 o.n.o. or consider exchange for 125cc kart engine. Tel: Wellingboro 681150.

BARLOTTI/W.K. YAMAHA (Latest spec.) 250 Int., new Bridgestones, new wets. Wings front/rear. Very competitive. Some spares and racing suit. £1,295 o.n.o. Tel: Kineton 640268.



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WANTED KART 100cc to 250cc, £75 to £200. Hinckley 30170.

KART FOR SALE, £250 with spares. Tel: (0455) 30170 anytime.

CHAMPIONSHIP STANDARD NATIONAL EQUIPMENT, SS20TT (Not for boys!) £250. Modified tillotsons £7 each. Dozens of tyres, wets, slicks, coded. Also Bridgestones, Dunlops and miscellaneous equipment, etc. etc. Ring John Altkenhead on 01-697 1805 (day only).

210 ZIP SHADOW 79/APV MOTOR, Oulton winner, many lap records. One of the very fastest. Exactly as raced £1,100 or split. Also spare motor, brand new fully tuned and prepared, and two new barrels to same spec., unused. Phil Ansell 0253-868765.

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WANTED TO PURCHASE, cheap go-kart for beginner. Runner or non runner. Southend 522946.

BM EUROPA ROLLING CHASSIS £285 o.n.o. and Sprint 104 rolling chassis £250 o.n.o. Both only six months old and in excellent condition. Also DAP T70TT'd and BM sport long stroke, race prepared by Simon Wright. Both quick and reliable, only £225 each, or special price if complete with chassis. For more details telephone Swindon (0793) 37751 or 36501.

ZIP/ROG. HALL 210, recent rebuild, ready to race, plus wets. Need I say quick, £625. Phone Spalding 820342 after 5 p.m.

SS20TT ported and fully tuned, 48.5, recently serviced by Ferrari. Bill for last service £97 with new rod, piston, bearings etc. Comes complete with tranny, carb., exhaust and mount. £310 o.n.o. Tel: Wickford 2854.

MUST SELL: COMPLETE 210 OUTFIT. Fast Upton engine, just rebuilt. Rebore, new piston, head, crankcases etc. On immaculate Barlotti chassis, only four meetings since complete rebuild around new frame and many new parts. Appleby discs, German Goodyears, fairing etc. Many good placings this year. Also included all spares; tyres, wheels, gearbox, carb, coils, sprockets, jets, complete set of wet tyres, stand, leathers etc., etc., £725 o.n.o. Also complete 210 Upton engine, also rebuilt and fast, complete with exhaust, £225 o.n.o. Kevin Jones 01-778 6868 evenings.

ZIP/MANX CLASS 1. Motoplat, airheart, overhauled, many new parts, ready to race, £275. D. Bagshaw, 3 Huncote Road, Stoneystanton, Leicester. Sapcote 2220.

LANDIA ASTRO 1979 — fantastic kart! Two SS20TT motors, one SS20. Recent rebuilds (logbook kept on each one). Loads of spares and equipment. 01-874 0161 daytime. Make me an offer!! Will split.

210 ZIP SHADOW 79. Ten races only. Maintained irrespective of cost. Side tank, German Goodyears. Motiv exhaust and spares. Very competitive outfit. £625. Tel: evenings 01-648 8076.

## Terry Edgar

is selling his

DAP 79GP chassis with two DAP T72 engines Sprint 106 2 bearing chassis/Sirio ST51 Sprint 104 chassis/BM short stroke 3 port TT engine  
Zip Shadow/Komet K78TT  
All karts complete with Bridgestone or Dunlop tyres.  
Can be tested at Rowrah circuit.  
Phone 094686 607 Daytime  
094686 473 Evenings (Cumbria)

JOHN HERBERT'S actual British Championship winning motors are for sale. Two SS20TTs, complete with all accessories and which have been maintained regardless of cost, plus one Komet K88TT, very special internals. We also have available new and secondhand Komet K80s, suitable for next year's National Class *plus* many secondhand Bridgestones, Dunlops, slide carbs., etc. etc. Phone Sisley Karting (0322) 67121/60571.

## In a Word . . .

Regular columnist Chris Merlin has just returned from a stay in the U.S., but due to the length of his stay, *Mainly Merlin* does not feature in this issue. But do not fear, our man will be back next month with some rather interesting conclusions about life on the other side . . .

This month we welcome guest columnist Paul Carr who takes a look at the 100 National year.

The Bridgestone Kart Grand Prix, watched by over 50,000 spectators at the Toyota U.S. Formula One GP at Watkins Glen was won by Mark Dismore, running a traditional 'C' Open machine — two nitro-burning 125cc Komet K99s. Featured 'names' at the event were the then World Champion Lake Speed and Mario Andretti's 17 year old son Mike, both on Superkarts. Both went out with mechanical gremlins.

Any English Superkart drivers contemplating taking in any of the French events next year must register with the Pro Kart Association, 24, Rue Choron, 75009 Paris, France, who will let you know details.

They would like you to send details of your name, address, club, age, team or sponsor, results obtained, and a 'head and shoulders' photo of yourself, all for publicity purposes.

A new \$60,000 circuit is about to open near Geelong, Australia, combining both sprint and road-race circuits. Their grand opening meeting is on December 9th and combines both sorts of racing.

The whole thing is part of a multi-million dollar sporting complex which includes a horse track, greyhound oval and driver education facility.

November 3rd and 4th an International meeting was held in Spain at the 100-m circuit near Cambrils on the Costa Brava.

Although invited, Koene and Senna da Silva were not present and the meeting was convincingly won by Jose Bisquert (DAP/DAP) from Carlos Abella (Birel/Parilla) and Alfonso Garcia (DAP/Parilla).

The rearranged Spanish Championships will now be held at Cambrils on 15/16 December.

RAC Karting supremo, Robert Langford, has sent us a clipping from the Australian 'Racing Car News' magazine which gives details of a new driver doing well 'in the 2500cc Superkart ranks'. We know they like to do things in a big way out there, but good grief . . .

## Herbert Wins Case

The tribunal convened to hear the protest by John Herbert against Simon Sutton, concerning the outcome of the RAC Junior National Championships met on November 1st and the outcome poses an interesting precedent.

Proceedings are probably best described by quoting from the official RAC press release:

*The Tribunal have heard that Comp. No. 84, John Herbert, apart from one short period, led this race from the start until the eleventh or twelfth lap of the twenty lap race when kart No. 84, Simon Sutton, driving close behind him, for some reason touched his kart from behind causing Herbert to spin and lose the first place he had held for many laps.*

*There is no evidence submitted to the Tribunal as to why contact occurred; it has been suggested it could have been an error of judgement. In fact Simon Sutton himself stated in evidence it was an accidental touch. It is the Tribunal's opinion that no advantage however should be gained from such an error of judgement. Simon Sutton gained such an advantage from this error of judgement and was declared the winner of the race. The Tribunal find this is against the laws of natural justice.*

*The Tribunal finds Simon Sutton guilty of contravening GCR 160 (Vi) in that he was responsible for contact with another competitor who was on his normal line and to which that competitor had prior claim.*

*Simon Sutton is therefore excluded from the results of the Competition. The protest of Comp. No. 78 John Herbert is upheld and the protest fee is ordered to be returned.*

While congratulating Herbert's representatives on the outcome, it is to be hoped that their success does not promote a series of 'we was robbed' protests from competitors accidentally knocked out of important meetings. It is per-

Plans are well under way for the now annual New Zealand International series — 3 meetings from 2nd to 10th February. Entries at present include Cathy Muller, Terry Fullerton and hopefully Mike Wilson, plus top Australians Pizarro and Heath.

Prize money is quite reasonable, and the organisers would be interested to hear from any other Europeans interested in going out — it's a super place to be on holiday whilst we're all freezing to death here.

Anyone interested should contact this office for further details.

Mistrale Racing will be backing ex-Junior Andy Clark in 100 National in 1980. Clark finished second in the RAC Championships and

haps worth remembering that there is a world of difference between an incident such as this, where one competitor is accidentally knocked *directly from behind* and the incidents so often seen when an overtaking competitor is half way alongside his opponent.



John Herbert was belatedly presented with his RAC Championship trophy at the R&R prize-giving at Donington.

We should perhaps commiserate with Simon Sutton, who by word of the law finds himself completely excluded from the results of the Championship, when perhaps the sense of fair-play might have seen him relegated to second. Finally, and happily, it must be said that Sutton and his family accepted the decision in the best possible way and we can only endorse the praise that has gone their way for doing so.

Revised result: 1979 RAC Junior National Championship

1st	John Herbert	Kestrel/Parilla
2nd	Andrew Clark	Sprint/Hewland
3rd	Mark Lovell	Zip/TKM
4th	Tony Ripacandida	Zip/Parilla
5th	Mark Shaw	Zip/Parilla

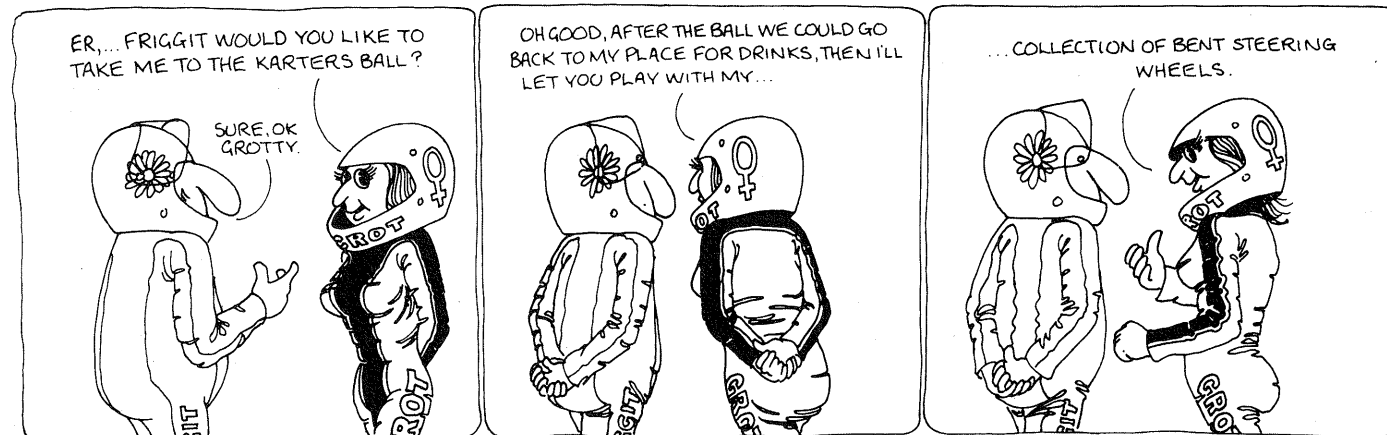
will run BM/BM equipment alongside Neil Hann, who will however continue with his BM/Hewland set-up.

Another ex-Junior, John Stanton is moving up, this time to 100 International. The local Morecambe Junior Champion will be backed by Bike & Kart of Liverpool.

Anyone at Daytona had better not hassle Martin Hines too much. He's been befriended by a recent purchaser of Superkart equipment and the other day he sent his business card over — Buddy Clark, Clark-Gandon, Martial Arts, Bodyguard and Investigative Agency. Their motto? — 'Need help? Dial a black belt!!'

BY BARRY FOLEY

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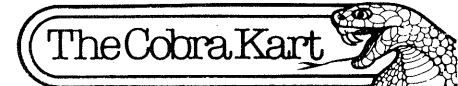
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continued . . .

scored good points all day. In the last heat once again it was Foster-Jones over the line with Kevin Warner in second, David Wright in third, but Beccles with Lovell, Chenery and Beaumont scored the points that won them the meeting. A well deserved win by the Beccles Juniors – a really good team effort. I was very impressed by the driving of Lovell, Wilson, Wright, Warner, Foster-Jones and Sorenson. They are quick drivers, and you expect that from them, but Nicholas, Dart, Duncan, Tring, Blessed, Beaumont, Chenery, Lincoln, Stear, all these lads did their clubs proud – a tremendous effort by all Juniors.

HEAT WINNERS

1st Heat	Per Sorenson
2nd Heat	Gary Foster-Jones
3rd Heat	Gary Foster-Jones
4th Heat	Gary Foster-Jones

100 NATIONAL

With some of our regular National faces missing, this was a good chance to bring in some new blood in Till, Gaylor and Thomas, and how well these boys did. Ken Minter was on loan to Borders for the day (my first mistake!). Borders looked very strong on paper and showed it in the races.

Adrian Fuller led the 1st heat for three laps until he got involved at the end of the straight, and it was Mick Bacon that took the flag for Beccles with Lewis Marsden, Mark Gaylor, Gary Till, Adrian Fuller, Barry Peary, Ian Beaumont and John Knell following in that order. Gary Till made sure of the 2nd heat with a smashing drive, leading from start to finish. But Marsden, Edwards, and Peary scored well for Borders. Mark Gaylor was well up, Bacon, Townsend and Perry doing well for Beccles, Tim Davey, Steve Chittenden and Chris Callingham were scoring valuable finishing points for the L.K.C. Lewis Marsden and Barry Peary did the 'one-two' for Borders in the 3rd heat, Gary Till and Tim Davey in 3rd and 5th spots, John Knell in 5th, Beaumont and Townsend following John. Chittenden 'blew-up', Graham Thomas, and Adrian Fuller coming from the back to finish

Junior David Wright (Borders) does his best to fend off Gary Foster-Jones. (Photo: D. Callingham)



Knell, Chittenden, Edwards and Campbell – close formation 100 National racing. (Photo: D. Callingham)

in the points. At this point things looked about level between Borders and the L.K.C. with Beccles not far behind – the last heat would decide it.

Mark Gaylor won the 4th heat, and what a wonderful drive he had, with Marsden, Peary and Edwards 'breathing' down his neck for 12 laps – a truly great race. Mick Bacon did well for Beccles, and Gary Till, Tim Davey and Adrian Fuller had a very good race. Callingham, Thomas, Knell, Minter, Townsend and Campbell scored consistently all day for their clubs. Borders K.C. won by the slim margin of 28 points, NOT A LOT, but just enough. It all hung on the last heat. A very good day's racing from all the clubs – extremely close with plenty of good humour in pits.

HEAT WINNERS

1st Heat	Mick Bacon
2nd Heat	Gary Till
3rd Heat	Lewis Marsden
4th Heat	Mark Gaylor

210 NATIONAL

Being involved with the 100 Nationals and Juniors all day I didn't have a lot of time to watch the class fours, but here is a rough assessment of what I saw. By the way, Bill McDougall of the L.K.C. was 62 years old today – he is a truly remarkable karter. Even after all these years he is still as keen as ever, *happy birthday Bill*. Throughout all the heats Colin Mills and Roy Randall were in the first three. Colin Mills scored consistently, and Derek Avery a tower of strength all day. Bill Longden in my opinion was outstanding for the Borders Club, David Brester caught the eye more than once, but at the end of the day, it was the L.K.C. who won by 77 points, with Borders 2nd and Beccles 3rd, a full grid and always competitive.

125 NATIONAL Beccles K.C. v. London K.C.

We were low on numbers, so we borrowed Phil Chatterton, who did us proud. A good driver this lad, but after switching Terry Arnold to the 210 grid, we were no match for the power of Rushforth and Carter – they have a superb 125 National team at Beccles. I should reckon, that in depth, there is nothing to touch them in the country, anyway that 'lousy' lot from Beccles won by 211 points – terrific performance, full of outstanding drivers.

Well that ended another happy weekend in Norfolk. We have been involved with Beccles for a few years now with the team racing, its a meeting you just don't miss. We look forward to seeing Borders and Beccles at Tilbury next year, and all my mob look forward to visiting the Borders K.C. next year. I have no doubt in my mind that when I talk about 'family karting', 90% of the drivers in this country don't know what I am talking about, but I am sure that the lads from Borders have now been truly 'converted'. It was nice to see all the drivers turn up with their wives and families. To me it was a pleasure to be in your company. I would like to say from all at the L.K.C. and B.K.C. to Ian Rushforth and Peter Carter and all the lovely people at Beccles who made this super weekend possible, a big thank you, because this is what karting is all about – enjoying yourself.

Jock Mailer



Forsmann splashes to a one million yen win in the Japan Kart Grand Prix, maintaining a small margin over team-mate Wilson. Next in line on the streaming track is Kusakabe, eventually 5th.

# A Little Damp in Sugo

Sweden's Lars Forsmann takes the 1979 Japan Kart Grand Prix in typhoon conditions. Mike Wilson a close second after perfect heat results. Lane and Fullerton retire. Sugiyamas superb third with Yamaha engine.

Story: Chris Lambden

(Information and photographs kindly supplied by 'Japan Kart', the leading Japanese Karting magazine.)

The annual Japan International Kart Race is growing in stature rapidly. First run in 1977, the event has now been given the title 'Grand Prix' by the Japanese Motorsport governing body, the J.A.F. Next year the C.I.K. Asian Open Championship title will be conferred on the meeting.

The 1979 Asian Kart Grand Prix attracted a much greater European entry, with defending Champion Toni Zoserl (Austria) heading the list. From England came Alan Lane, Terry Fullerton and Mike Wilson; France, Cathy Muller and Marc Calvayrac; Sweden, Lars Forsmann; and Switzerland, Heini Sutter. Hawaiian residents Mike and Doug Ward represented the U.S.A., while John Pizarro and Marlene Dean flew the Australian flag. These entries were backed up with Japanese and other Asian drivers, notably Sugaya (5th at Estoril), Sugiyama, Noda, and the Suzukis!

Testing began as early as the Tuesday before, but as the machines circulated, several frustrated drivers were pacing the pits with equipment held up in transit or customs. Australian Robbie Hunter – 10th at Estoril – discovered his equipment had still not left England, and seeing the problems that others were having with customs, rang through to cancel the shipment and scratched from the meeting.

Worst affected was undoubtedly Fullerton. He had carried a couple of engines with him, but his karts were stuck in customs as the morning of timed practice arrived. Scrutineering came and went and a drivers meeting was called to discuss the situation. Word had come that the karts would be there late in the day, so Terry volunteered to accept last qualifying spot if he could scrutineer his equipment when it arrived. Three drivers objected, and things were only resolved when Oscar Sala very sportingly agreed to loan him Forsmann's spare Birel. With barely time to complete the 3 practice laps required, he would do timed practice on a rebuilt engine still needing running-in . . .

## Timed Practice

Timed practice that afternoon was run in dry conditions. As reported in *Just Heard* last month, Bridgestone produced a qualifying tyre along with Dunlop, and so not surprisingly, the lap record of 53.63 seconds was broken by ten drivers, the top 4 setting their time on the first lap:

1	Mike Wilson	(GB)	52.55
2	Yoshiyuki Suzuki	(J)	52.71
3	Alan Lane	(GB)	53.05
4	Toni Zoserl	(A)	53.06
5	Yasutoshi Sugaya	(J)	53.23
6	Cathy Muller	(F)	53.32
7	Shigeo Sugiyama	(J)	53.45
8	Lars Formann	(S)	53.53
9	Shinichi Mochizuki	(J)	53.58
10	Aguri Suzuki	(J)	53.63
47	Terry Fullerton	(GB)	64.61

## Qualifying Heats

As at the World Championships, the field are split into 4 groups, who each compete once against each other group.

Heat One: An easy win for Mike Wilson, going away from Sugaya and Muller. More trouble for Fullerton – disqualified for jumping the start. Good drives from midfield by Ooki and Noda for 4th and 5th. Run in the wet.

Heat Two: The track starts to dry. Forsmann coasts home well clear of Kusakabe. Lane gambles on very soft slicks, but they are too soft and after two laps he fades away to 7th. Toshio Suzuki pushes through from 10th to 4th. Zoserl in trouble with carburettor problems – slips to 20th.

Heat Three: Track now virtually dry. Suzuki scores a win for Japan, from Lane and Noda. Cathy Muller slips to fifth.





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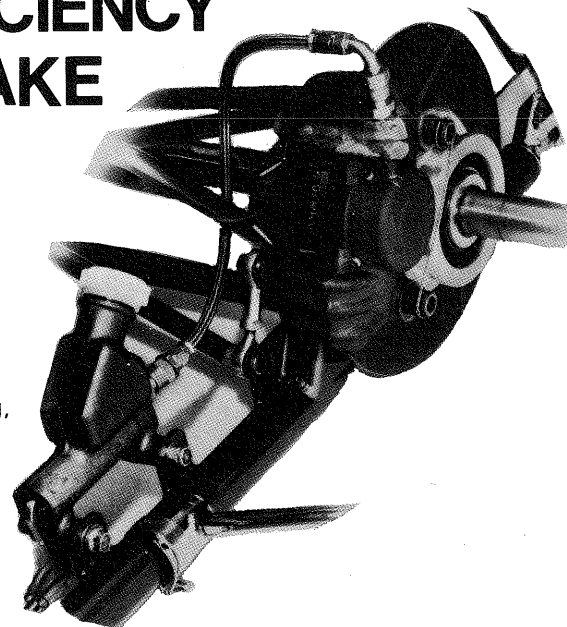
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TRADE AND EXPORT ENQUIRIES INVITED

continued...

The full results of the meeting were as follows:

### Junior Britain

1st	Colin Lakin	Sprint/T70
2nd	Andy Cox	

### Junior National

1st	Mark Hood	Lane/K88
2nd	Malcolm Russell	Zip/Parilla

### 100 International

1st	Chris Hunt	Corniche/TKM
2nd	Gary Simpson	Sprint/Sirio

### 100 Britain

1st	Charlie Goff	Ambassador/T70
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### 100 National A & Roy Haywood Trophy

1st	Jason Thirley	Zip/Parilla
2nd	Dave Lees	Sprint/K88
3rd	Ken Dent	Mamba/Parilla

### 100 National B

1st	Pete Newman	Cobra/Parilla
2nd	Andy Saville	Taifun/TKM
3rd	A. Lucas	

### 210 National

1st	Paul Bishop	Sprint/Upton
2nd	Rod Bettis	Zip/Villiers

### 250 National

1st	Doug Hall	Barlotti/Bultaco
2nd	Barry Dale	Barlotti/Bultaco

Phil Hunt

## Wombwell

### Junior Britain

From the start of the Junior Britain races, Simon Tring, complete with a new Hewland Arrow engine set the pace. He had a superior power advantage and drove very sensibly to win the final, chased home by Chris Marsh and an ever improving Simon Blessed.

1st	Simon Tring
2nd	Chris Marsh
3rd	Simon Blessed

### Junior National

David Wright had been the most successful driver during the heats and claimed pole for the final. As expected he shot off into the lead but it was short lived (approximately 600 yards short!) as on the return leg down the straight his motor disintegrated and he handed the lead to a hard charging Mark Wilson. However on lap three he was being pressed by the dicing duo of Richard Dean and Nigel Mitchell but alas a coming together soon eliminated this threat to Mark's lead. David Goldsborough and Neil Douthwaite moved up to second and third and this is how the position remained until the flag.

1st	Mark Wilson
2nd	David Goldsborough
3rd	Neil Douthwaite

### 100 Britain

Local 100 Britain driver Chris Stoney with Hewland power proved too quick for the remaining drivers in this class. He won the final with ease, but spectators were well entertained by the dice for second and third between Dave Smith and Eric Smith, Eric doing exceptionally

## CLUB SCENE



Nigel Mitchell hounds Mark Wilson in the early stages of the Junior National final (Photo: D. Tarbotton)

well considering this was his first race off Novice plates.

1st	Chris Stoney
2nd	David Smith
3rd	Eric Smith

### 210 National

The gearbox class would not be the same without the presence of Bill Longden. His enthusiastic manner is a fine example to others, and usually his equipment is extremely reliable. Today however, his luck was out and although he struggled to hold down the lead in the final, a mechanical problem caused his retirement. This allowed Chris Anderson (now on a Zip frame), to move up the field and inherit the lead on lap six. Gary Hill and Phil Jackson had a good dice for second but Gary proved his mettle with a smooth drive to hold out Phil. Malcolm Ferris completed the top four.

1st	Chris Anderson
2nd	Gary Hill
3rd	Phil Jackson

### 100 National

Two full grids ensured again that the racing would be exciting and so it turned out. Competition is always fierce in this class but in the South Yorkshire area we have three big engine tuners – Mills, Fletcher and Wilson – which

adds even more rivalry amongst competitors. A surprise pole man for the final was Barry Peary, who against all odds had impressed with his Peary-tuned TKM. He was surrounded on grids 2, 3, 4 with DAP/JM engine users, Edwards, Barrass and Elliot (stepping down from Internationals). From the start Peary took the lead and held out the others. Edwards was applying pressure and looking for a way past. Lap five was when Edwards outbraked Peary after the main straight and then started to pull away. From this point Peary slipped back and Barrass and Elliot held second and third. Nicky Fletcher was having a good day and was holding out an on form Lewis Marsden. B final qualifier Craig LeClere was slicing through the field well and drove well to finish sixth. So the race ran out its distance and Nigel Edwards took the chequered flag with his usual smooth driving, followed a little way down by Trevor Barrass and Peter Elliot. A convincing victory for DAP/JM drivers. Fourth was Nicky Fletcher (F.R.E.D.), fifth Lewis Marsden (Wilson) and sixth Craig LeClere (F.R.E.D.).

1st	Nigel Edwards
2nd	Trevor Barrass
3rd	Peter Elliot
4th	Nicky Fletcher
5th	Lewis Marsden

## Beccles v London v Borders

The end of October and the middle of March has become a ritual for the Beccles and London Kart Clubs to run their team races, only this time the Borders K.C. had joined us. You know the lot I mean – Nigel Edwards and all that 'Hairy Mob' from the North!!! Anyway let's start the story as we normally do at the 'Wild Duck Holiday Camp' in Norfolk. The Beccles K.C. lay on this holiday camp for these team events – beautiful chalets for a couple of quid each, a meal for a pound and a super disco and bar in the clubhouse. I know all my mates in the Borders Club were very impressed with the whole set-up, the hospitality was really overwhelming – we had a baby-bottle drinking contest which Steve Chittenden won in fine style. He must have been getting some secret practice!!! With the evening drawing to a close, it was off to kip and 'sleepies' before the 'Battle Royale' took place the following day.

On arriving at the track on the Sunday morning I found that the L.K.C. were 3 Juniors and one National driver short – 'Promises, promises,

promises'! Never mind, I thought, let's do our best with what we've got. The racing started with the Juniors.

### JUNIORS

All day long the Juniors really rose to the occasion, lapping just under 20 seconds – they were the quickest grid at the meeting. Kevin Warner was leading the 1st heat until he got into a shunt, which let the little Danish Junior Per Sorenson into the lead with Gary Foster-Jones on his bumper during the last few laps. David Wright, Mark Lovell, Mark Wilson, Steve Dart (Steve had a great meeting – you done us proud, son) following home Per Sorenson in 2nd. Mark Lovell was well up in both. David Wright and Mark Wilson were having first class races for the Borders K.C. Kevin Warner was driving well for the L.K.C. as was Colin Nicholas and Colin Duncan, both scoring valuable finishing points. Alistair Allan and Andrew Chenery were consistent for Beccles and Gary Beaumont



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continued . . .

Heat Four: Muller revitalised, passes Forsmann to win. Aguri Suzuki charges to third from mid-field. Zoserl up to 9th, from the back. Noda blows.

Heat Five: Wilson and Forsmann 1-2. Zoserl up to third from mid-field. Fullerton 8th, from the back row.

Heat Six: Wilson coasts in again, well clear of Mochizuki and Lane, up from mid-grid. Fullerton up to 4th. Sutter's best heat realises 6th. Pizarro's third steady heat — 8th.

## Race Day

Sunday 7th October, and the Sendai district was in the grip of a typhoon. The rain lashed down as the grid formed up, positions of course determined by the overall heat results.

M. Wilson (GB)	L. Forsmann (S)
C. Muller (F)	T. Suzuki (J)
A. Lane (GB)	T. Kusakabe (J)
S. Mochizuki (J)	Y. Lee (J)
M. Yokozawa (J)	F. Masuda (J)
J. Pizarro (AUS)	M. Noda (J)
Y. Sugaya (J)	T. Zoserl (A)
A. Suzuki (J)	T. Sakata (J)
M. Ward (USA)	T. Ishi (J)
J. Shirakuma (J)	T. Fullerton (GB)
S. Sugiyama (J)	Y. Ino (J)
A. Tanada (J)	Y. Yamada (J)
T. Ocki (J)	H. Sutter (CH)
M. Hyodo (J)	N. Asai (J)
M. Muto (J)	S. Moromito (J)

It took three rolling laps before the field was in any semblance of order, but already Alan Lane was in distress and he made only a few yards beyond the flag before his engine died completely, his regular rain funnel unable to cope.

Mike Wilson took the initiative immediately but half way round the opening lap Forsmann ducked through. Toshio Suzuki was also out, and with Muller making a bad start, it was Kusakabe, Mochizuki, and Yokozawa who flowed through next in line. A small bunch — Zoserl, Muller, Pizarro, Noda and Sakata — circulated next, in a ball of spray.

Fullerton was making rapid progress and during the first 5 laps picked off kart after kart to move into third place, and seemingly with a chance of catching the leading pair. However, his race ended 3 laps later when the ignition stator fell off . . .

Zoserl now held third, but spun his way back to tenth. Sugiyama, an 11th row starter, was now in an amazing third place, displaying tenacious wet weather ability as he battled with Kusakabe. Behind them, the field were strung out — Muller, Masuda, Zoserl, Noda, Ward — with only the Austrian showing signs of progressing.

30 seconds to go — love the wet weather gear . . .



The start was well spaced out, with some engines already half drowned.

Sugiyama was the star Japanese driver, pushing his Yamaha RC100A to third from grid 22.



Forsmann continued to maintain his slim lead over Wilson — maybe Mike was waiting for him to drown! — as the race entered the closing stages. Zoserl was now fifth, and the only remaining question seemed to be whether he could catch the two Japanese. With a superb last two laps he caught Kusakabe, but Sugiyama was too far away . . .

1st	Lars Forsmann	Birel/Parilla
2nd	Mike Wilson	Birel/Parilla
3rd	Shigeo Sugiyama	Yamaha/Yamaha
4th	Toni Zoserl	Birel/Parilla
5th	Takayoshi Kusakabe	
6th	Cathy Muller	
7th	Masaru Noda	
8th	Michael Ward	

## Bits & Pieces

• Lars Forsmann collected a million yen for the win (£2,000 approx.) with Wilson earning half the amount for second. Oscar Sala could afford to smile as well, with a Birel 1-2.

• Forsmann's joy was complete when, with Masuda and T. Suzuki as 'stand-ins', Sweden won the team race and a further ¥210,000 pocket money. Close behind for second (only ¥150,000) were the British team, highly fancied, but handicapped by Alan Lane's continuing water problem.

• Surprise! Cathy Muller annihilated a field of 16 to win the Ladies International Race.



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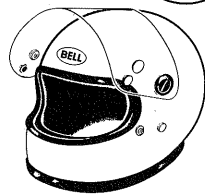


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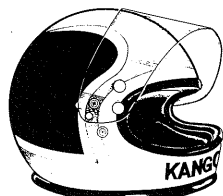
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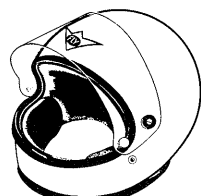
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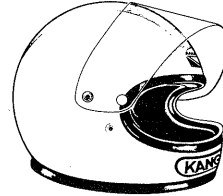
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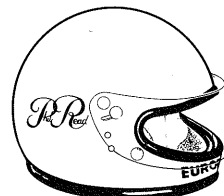


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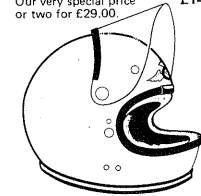
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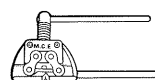
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## CLUB SCENE

continued...

### Results

#### Junior Britain

1st	Andrew Bundy	Barlotti/Hewland
2nd	David Pope	Deavinson/GP14L
3rd	John Glanvill	Zip/TKM

#### Junior National

1st	Per Sorensen	Dino/SS20
2nd	Steve Setterfield	Zip/SS20

#### National Novice

1st	Vince Kelly	Deavinson/SS20
2nd	Martin Uden	Deavinson/SS20
3rd	Steve Francis	Zip/TKM
4th	Gerrard Cox	
5th	Richard Butler	Zip/K88

#### 100 National

1st	Wayne Homer	Deavinson/SS20
2nd	Gary Prior	Zip/SS20
3rd	John Wellsted	Zip/Z48
4th	Mark Gailer	Deavinson/SS20
5th	Lee Crane	Cobra/SS20
6th	Gary Till	Zip/TKM
7th	Brian Snelling	Deavinson/SS20
8th	Mike Pickup	Deavinson/SS20
9th	Mark Sayer	Deavinson/SS20
10th	Steve Bridgeman	Deavinson/TKM

#### 100 International

1st	Gary Ward	Deavinson/TT22
2nd	Carl Kilbey	Deavinson/Sirio

Alan Kilbey

## Tilbury

The weather men had fortunately picked Sunday, October 14th as the day that they got their sums wrong, because a not too promising forecast and a damp early morning were followed by a sunny Autumn day, ideally suited to karting and with an entry of 140 drivers, that was just what was needed.

#### 100 Junior Britain

A prompt start to the racing was made and heat one of the Junior Britain Class got off to a brisk start. With a grid of 18 drivers no one was going to get an easy ride. Robbie Childs was the pace setter in this event and with two heat wins and a fourth assured himself of pole position in the final. However, with that most promising little driver Piers Hunnisett on 2 and Tilbury stalwarts Steve Brogan and James Chitty on 3 and 4, it could still be anybody's race. In the event there were no upsets and they finished in starting grid order.

1st	Robbie Childs
2nd	Piers Hunnisett
3rd	Steve Brogan

Piers Hunnisett sportingly donated his prize money to 4th placed James Chitty and an anonymous donor gave a special prize to Adele O'Hara who was having her first race.

#### 100 Junior National

With the growth of Junior Britain there has been a decline in the Junior National entry, but the L.K.C. has always managed to produce fast youngsters, so that the drop in numbers has not meant a drop in quality, these lads are all triers. Per Sorensen, the flying Dane won the first heat but failed to finish the second so that the



Robbie Childs led the Junior Britain final all the way from pole (Photo: D. Callingham)

showing well, the result of the final was by no means a foregone conclusion. The B final saw Chris Callingham on pole with Dave Tebbutt on 2, Craig Booth on 3 and Roger Moth, who seems to make a speciality of qualifying through B finals on 4. Chris took the lead as the flag went up, but appeared to be a bit race rusty after his Rye House accident, allowing Dave Tebbutt, Craig Booth, Roger Moth and Paul Dennis to pass him. These four qualified for the A final. The A final started in its usual tense atmosphere. Mark Tredwell made his usual slick start leaving the rest of the field led by Gary Prior, Wayne Homer and John Aitkenhead to fight it out, and fight it out they did. The result was an exciting race with everyone giving their all. Gary Prior and Wayne Homer unfortunately came together on lap five, ending their chances of a major placing. Meanwhile Roger Moth and Dave Tebbutt were working their way forward from the back of the grid. Lee Crane and Mark Sayer having been promoted to 3rd and 4th position after the Prior-Homer incident hung onto these positions until the end when the final placings were

1st	John Herbert
2nd	Per Sorensen
3rd	Steve Settersfield

A consolation prize of £5 was awarded to Andrew Stapley.

#### Gearbox Classes

The Class IV field was made up of an interesting mixture of 210s, 250 Nationals and 250 Internationals. It was decided in the interest of time saving to combine all classes into one heat, which caused some consternation in the lap scoring department! But our ladies managed to sort things out and awarded pole position in the 210s to Roy Randall, 250 Int. to Mick Bonny and 250 National to K. Ramage. Once again the pole men held their first places in the final, the results being

210 Nat.	1st	Roy Randall
	2nd	Colin Ling
	3rd	Gary Parker
	4th	Colin Mills
250 Int.	1st	Mick Bonny
250 Nat.	1st	Kevin Ramage

#### 100 National Novice

The 100 National Novices gave us their usual interesting heats and final with lots of honest endeavour, lots of 'coming together' and lots of cheering from their enthusiastic supporters. The trophies were taken by

1st	James Dudley
2nd	Terry White
3rd	Mark Harvey
4th	Alan Prestbury
5th	Gerrard Cox

#### 100 National

The 100 National event was, as usual, very well supported with a grid of 48 drivers necessitating six heats. Mark Tredwell was of course expected to do well on his home track, and duly obliged, but with Gary Prior, Wayne Homer, John Aitkenhead, Lee Crane etc., all


## Nuthampstead

The October meeting at Nuthampstead included the first of two rounds of the Roy Haywood Memorial Championship for 100 National. The overall winner of this Championship will receive a trophy presented to the Club by Mrs. Haywood in memory of our late President.

After three heats and three wins, Dave Lees seemed to be heading for victory in Round One, but his motor ground to a halt while he was leading the final heat, allowing Jason Thirley to take the flag in that heat – and overall first place. Dave's points from the first three heats were enough to take him to second place while a consistent day's driving saw Ken Dent into third. The fourth trophy went to Martin Tyrrell who picked up the pieces after coming in last in heat one.

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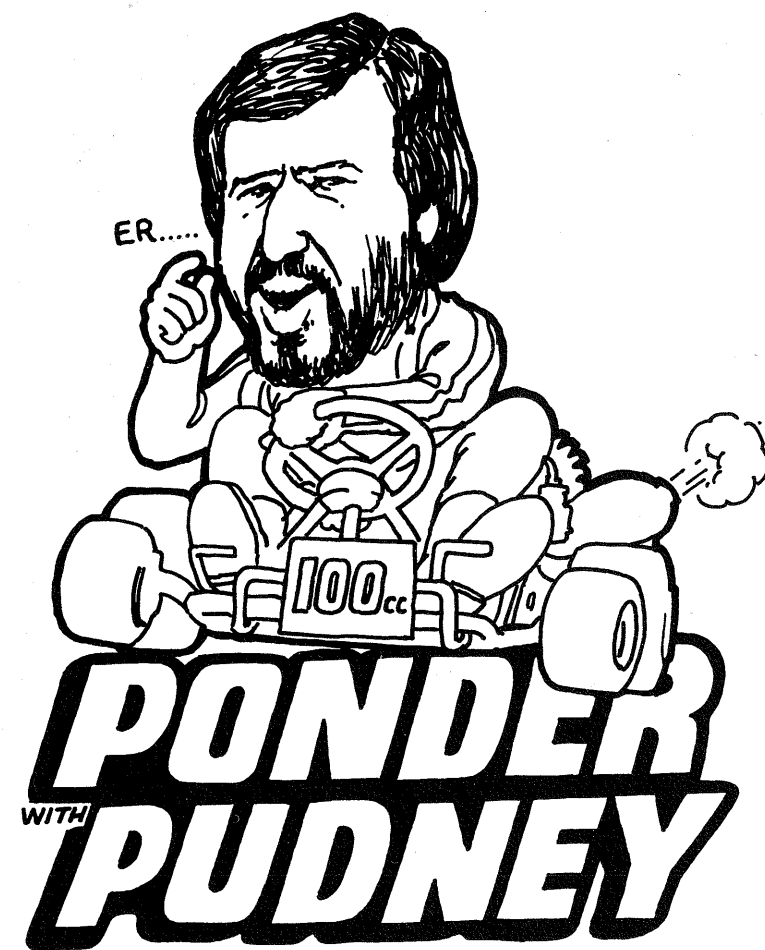
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**on: Kiwi ingenuity**

**Front wheel brakes**

**How not to get to the World Champs.**

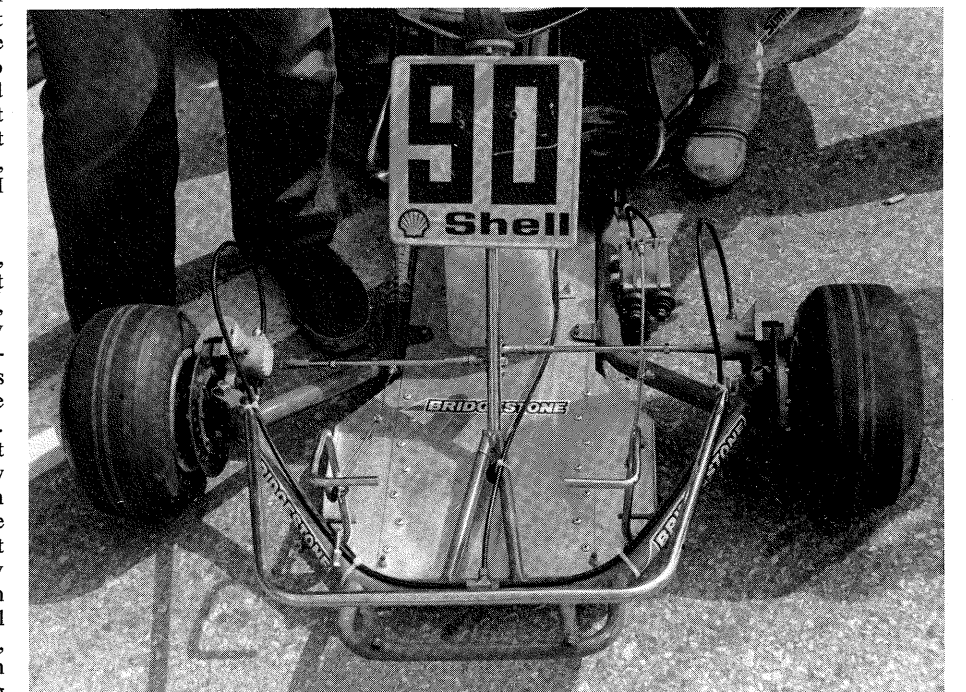
**The top nations in the World Champs.**

Firstly I must start off by mentioning that if my last column seemed a little disjointed and not my usual brilliant, witty and flowing style, you are dead right! because I WAS CENSORED. I know it used to happen with my last magazine, but from good old Uncle Chris and *Kart and Superkart* it's just not cricket! Seriously though, Chris did have to knock a few bits out, where I delved rather too deeply behind the scenes at Estoril to reveal some things that would have caused just a little too much embarrassment to certain parties and I also went a bit overboard by revealing too much of Mr. Fullerton's secret tweaks. Anyway, that's life, but if you do want to hear about the naughty censored bits, approach me at a meeting and for a small fee I may just be bribed to tell you!

As you know, our esteemed Editor Chris, although holding a British passport, has spent the vast majority of his life in New Zealand, endowing him with that rather pleasant twangy accent. Perhaps as a result of Chris's involvement in British karting, many New Zealanders have made the pilgrimage to our shores to see how British and European karting works. Superkart followers may have noticed that Martin Hines has acquired a couple of new mechanics, namely Graham and Russell, both Kiwis on extended leave from home. Whilst the likes of Graham and Russell and their attendant families and friends have greatly enhanced my social life (!!) they have also brought with them a touch of 'Kiwi ingenuity'. Over here we are all rather spoilt by the ready availability of karts, engines and spare parts, virtually every area in G.B. being within reasonable access of a karting

supplier. Not so back in New Zealand where if a part breaks or you want a new kart you cannot just go out and buy it (due mainly to prohibitive import restrictions). Nine times out of 10 you have to make it from scratch. This of course means that Kiwi karts often feature little

*The front wheel brake system on Sugaya's home grown kart, which looks decidedly like a Birel...*



tweaks which the home builders have thought of and which are not featured on our mass-produced British karts.

Now some of these 'tweaks' have already started to feature on Martin's kart, and although I'm not about to give any secrets away, Martin's Silverstone chassis featured a relatively small modification which must have given him a considerable advantage, but which no one, but no one, else had thought of. The only clue I'll give is that it would suddenly dawn on you what the mod was if you just stood and looked at the kart on the grid, preferably with Martin in it. Now if that's got you guessing, too bad, 'cos I ain't going to tell you any more.

One thing 'revealable' however is the fact that if you put any works Zip, whether 100cc or 250cc, onto level ground without the drive attached and give it a small push it will roll for ever, so freely do all the moving parts spin. Now it may be a very simple and logical thing to most people to make sure the back axle etc. spins freely, but how many of you out there do forget about this most simple, but time consuming, aspect of preparation?

Having raved about Kiwi ingenuity, Martin hasn't won anything major since his New Zealand mechanics started, so perhaps I should shut up!!

And so to Estoril. Obviously the greatest talking point there was the performance of the likeable Japanese, Sugaya. Although it has now been 'exclusively' revealed that Sugaya did have some rather demon tyres for that freak timed practice, his performance in the racing on 'normal' tyres was very creditable, bearing in mind his lack of top class European racing experience. The fact that he achieved his 5th place on a home brewed kart equipped with 4 wheel brakes to boot was all the more creditable.

By now my theories on front wheel brakes are well known and I simply cannot understand why, given the proof that they can work in international competition with a driver of no more than reasonable ability, every 100cc kart manufacturer in the country is not busily experimenting with them. The advantage of front wheel brakes, apart from the obviously improved braking, is that in my opinion you are at all times more stable on the track. With a



continued. . .

conventional set-up you all know how easy it is when you are a little sideways or 'set up' for a corner to be knocked into a spin and all you 100cc drivers have suffered it. The joy of a front wheel braked kart is that you can take a really heavy knock from a competitor and although you may be slowed, 9 times out of 10 you won't spin. This advantage is compounded in wet or slimy conditions. Now I really do think it's right, because I've raced both 4 wheel braked and conventionally set up 100cc karts, albeit in the old pre Goodyear tyre days.

Where many people go wrong however is in their belief that you should be able to outbrake people anywhere. This is not so, because you really need a fast straight into a tight hairpin, a la Rye House back straight or Tilbury pits hairpin, to gain any real advantage, not the ultra fast flick-type bend found at the end of the main straight at Estoril. From my experience, Sugaya did not gain any outbraking advantage at Estoril, only an advantage in stability. In fact one only had to show one's nose to Sugaya in that braking zone and he would concede the corner!!

I went for a chat with Sugaya ('Yasutoshi' to his friends!) about my braking theories, but found that his English was about as good as my Japanese! So we fell back on (if you'll excuse the pun) his crazy Japan domiciled, French-Canadian interpreter. This guy, who had an incredible name that I forgot to make a note of, had a permanent smile on his face which even the rudest of Portuguese could not wipe off. Wearing a Bridgestone jacket and hat with the peak folded back, he wandered round the pits smiling at everyone, looking for all the world like Jack Lemmon playing a nutcase. During the racing he would follow Sugaya's progress with so much enthusiasm that anybody standing near him would gradually be forced away as he leapt in the air when Sugaya overtook someone or collapsed to the ground holding his heart when Sugaya lost a place. In the third final Sugaya's gradual demotion down the field was accompanied by frenzied screaming and throwing to the ground of lap charts which were leapt up and down on in an amazing fit of despair which nearly brought all surrounding team managers to tears of laughter. For all this, he was a nice guy and if you look closely at photos taken on finals day you will see he even got Sugaya to put a *Kart and Superkart* sticker on his visor!

It is of course normal practice for the Sprint mob to experience some sort of terrible problems getting to the World Championships. This year however the British contingent experienced no problems, leaving them instead to a regular world class competitor from Switzerland — Marcel Gysin, better known and 'loved' for taking Terry off in the World Championship finals last year. The story has a moral which any British drivers thinking of travelling abroad for the first time would do well to heed.

Anxious to make sure everything was shipshape for his trip to Portugal, Marcel rang up the Swiss equivalent of the A.A. to make sure what documents were needed to take all his equipment out of Switzerland and into Portugal via France and Spain then back again. He was assured that he would need just one carnet, which was duly obtained. Everything went well until he reached the Spanish frontier, where the border guards informed him that the carnet he held was totally invalid and not only did they refuse to let him through but Marcel and his van were locked up in a wire fenced compound, complete with armed guards and dogs where they lingered for 2½ days. In the end after frantic pleading, and on payment of a huge fine, the entourage were allowed out of captivity, not into Spain, but back into France. They drove the 1500 kilometres back to Switzerland to get the proper A.I.T. carnets, when they arrived at the relevant office in Geneva, after a flat out drive, at 5.05 p.m., 5 minutes after the office had shut for the night! With funds running low and home a long way away Marcel had no choice but to sleep in the van which as it was had been his quarters for the previous 2 sleepless nights.

The new carnet was easily obtained, the Swiss A.A. saying 'My God, whoever gave you the other one — it's all wrong!!' Marcel restrained himself from killing the bloke behind the counter and started the long drive all over again. This time he chose a different border crossing into Spain, but the customs were wise to him and were waiting! They would only let him in as long as he guaranteed, again against a deposit, that he would be into Portugal within a certain number of hours. This stipulation necessitated a headlong dash across Spain at breakneck speeds. Well Marcel obviously did reach Portugal (how he got home again is perhaps another story!) but with little testing he had the most disastrous Championship, not even making it through to the finals, so all the effort was wasted. The 2 morals of this story are; always check and double check your paperwork before leaving G.B. with any equipment, and secondly if the Gods are against you, sometimes it's better to just give up!



Marcel Gysin — should really have stayed at home!

In the front of the programme at Estoril was a list of previous winners and place-getters, dating back to 1964, which made very interesting reading and for that matter disproved some of my theories! For instance, last month I said that the Italians had too temperamental a nature to prepare and set up a kart properly in the heat of competition yet they are easily the most successful nation with regard to positions achieved in the World Champs, with 6 wins, 4 seconds and 2 thirds. As the years have passed, so has the Italian dominance and in fact since the departure of Rovelli, they have not featured at all. They have however produced the only woman World Karting Champion, namely Suzy Raganelli, back in 1966. She was of course the daughter of an extremely wealthy man, a la Rovelli and De Angelis, but she could drive a kart! — best illustrated by the fact that one Ronnie Peterson was third behind her in 1966. She wasn't bad looking either . . .

Working on a simple formula of 3 points for a win, 2 points for second and 1 point for third, the Italians have achieved 28 points with 9 different drivers. The next best place country is Belgium, with 18 points, but all scored by one driver — the legendary Goldstein, who in his 10 years active career knocked up 5 wins plus a second and third position, an incredible achievement which puts him straight into the Hall of Fame so far ahead of the rest as to be quite silly.

Applying the same points rating finds Britain in third spot with 14 points from Terry Fullerton's '73 win, 3 second places (Ferris in 1970 and Allen in '69 and '77) and no less than 5 third position finishers (Mickey in '68 and '71, 'Grandad' Fletcher in '69, Steeds in '72 and Lane in '75). Equal fourth in the table are Germany and Sweden, with 10 points each, Germany from 5 second places, Sweden from a win (nice guy Nilsson in 1968), 2 seconds and 3 thirds. Equal sixth come Holland and Switzerland (YES!) with 5 points each. Switzerland got a win back in 1967 at Monte Carlo from Rossi and a second from Hagenbuch (now the Swiss team manager) in 1973. Before this year the best Holland could do was third in 1965, so 1979's result was incredible for that country.

Strangely, the honours over the 16 World Championship years have been shared by only 11 countries (10 if you discount South Africa, for whom the German Peters raced into third position in 1973) and 3 of those countries, namely the US, Austria and Brazil have only 'arrived' in the last 2 years. Amazingly, France has never had a single driver in the top 3!!

Next month: More nostalgia, with an analysis of the top drivers of the last 16 years — with some surprises. Plus the current British 100 International 'ratings' and stars of the future.

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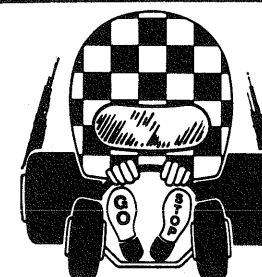
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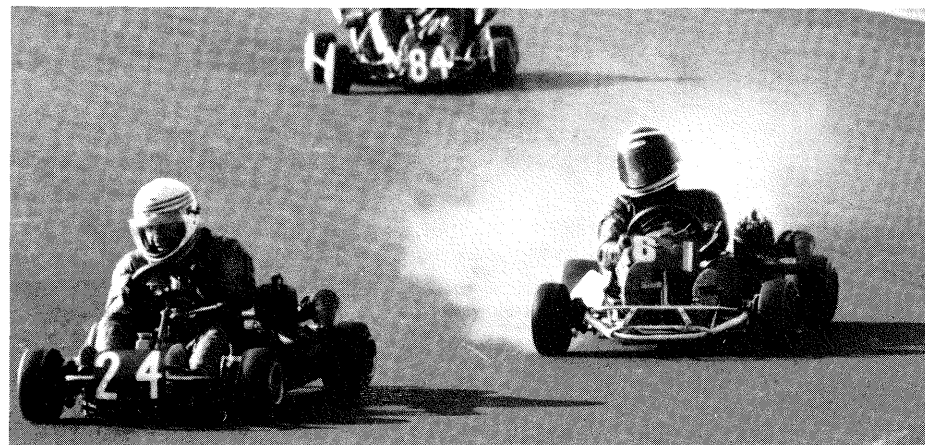
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# CLUB SCENE



**continued...**

**210 Nationals**  
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Val Lee

## Junior Scene

Things are starting to quieten down a bit now. With all the summer tracks closing for their winter break, its back to the few clubs that race all the year round for your winter races — we are very lucky in the South with Rye House, Tilbury and Blackbushe racing all year round. It's this time of the year that Club Championships are decided — it is not easy to win a Club Championship at Rye or Tilbury, as points are awarded for the whole year's racing, and it's always very fierce competition, especially the last two meetings. At this moment Stephen Settersfield looks like lifting the L.K.C. National, and Gary Foster-Jones looks favourite for Rye House, but who knows, it could all change on the last meeting.

I know what you are going to say when you read about October's winners. 'Oh Jock, not the same old names again!' But the *truth* of the matter is, it's the same drivers that are picking up the pots, and until some new faces come to the front, I don't see it changing for a long time. Anyway here goes: John Herbert was first across the line at the 'pot of gold' at Tilbury, then followed it by a comfortable win at Surbiton the following week. Kevin Warner won three heats and the Final at Clay Pigeon, Simon Sutton lifted first pot at Fulbeck and Gary Foster-Jones was the top boy at Beccles. Mark Thomson won at Felton with Nigel Davidson and David Goldsborough following him home. The second spot for young Davidson was enough for him to win the Club Championship — that is a good result when you consider his Dad is his mechanic!!! (Private joke). Terry Stamper, David Hillcroft and Richard Burr have been very consistent in the North in the Britain Class, getting results all year.

I have just arrived back from a very wet Rye House meeting and apart from the deplorable conditions, we had some remarkable racing. In the Junior Britain grid, Lee Crammer had a superb drive to win by a mile (he's definitely a future International, a real little cracker).

Robbie Childs always drives well and he held the second spot. The real 'find' of the meeting to my mind was John Glanville. Great potential — watch the name Glanville, because this little chap has 'arrived'. Stephen Dart, James Chitty and Steve Brogan all had their moments. The Junior Nationals was a fiercely fought contest between Simon Sutton, John Herbert, Per Sorenson and Gary Foster-Jones, but in the Final in atrocious conditions, Simon annihilated the National grid, winning by about a third of a lap. You would think he was racing in the dry — very impressive. John Herbert was second and Gary in third spot. It was nice to see young Shaun Egan down from the North (it wasn't your day son), and a young Novice by the name of Peter Christmas, who had a great day's racing, making five on the final grid. For a Novice National that is indeed an achievement. Keep it up son, and you might get a nice *Christmas* present (did you get that?). There I go again, cracking more of those 'Mailer side-splitting funnies!!!'

One story that was not so funny arrived back from Fulbeck concerning the Junior National who got into a shunt on the main straight, did six cartwheels, went ten feet in the air and landed on his back in the middle of the track. A very hairy accident! Ninety nine per cent of daddies would have been concerned about their sons in a situation like this, but you do get the odd bod, don't you! On getting back to the pits Dad thumped him!! Charming, isn't it! I will advise this daddy — the little chap you are looking at today will in a couple of years likely be about 5ft 10ins tall, weigh about twelve stone, and then one day you will find he won't take any of your 'treatment' and that's the day you come unstuck mate!!! Once again I say if you don't enjoy it, don't do it — it's only a sport, isn't it!!!

Well the Junior Nationals have at last got their No. 1. After 7½ hours of witnesses etc., the

Tribunal at the R.A.C. decided to award John Herbert first place, and took Simon Sutton's name off the list of finishers, which I thought was a bit cruel. I don't have much to say about protests and Tribunals — having been in karting for 6½ years now, I personally have *never* put my hand in my pocket and never intend to, but that's the way I tick. Over the years I have watched both my sons break legs, arms, go through fences etc., and seen them involved in dozens and dozens of shunts, but I have always believed that races are won *on the track*. At any Tribunal someone wins and someone loses — in this case it was Herbert 1, Sutton 0. I find the whole thing very sad — I wouldn't wish any father and son to go through what the Herberts and the Suttons did.

Anyway, I spoke to young John at Rye and the only advice I gave him was 'when you get a good hiding on the track, walk away with a big smile on your face.' It's John's name that goes into the history book and I am sure that he will carry the No. 1 with the same dignity that both Grice and Brown did when they were the No. 1. Anyway son, good luck. As I have said before, both you and Simon in my book are the No. 1s in this country.

I do think it's time that some Clubs in this country got their P.R.O. sorted out. How do they expect to get bigger entries at their meetings, if they don't let drivers know what's happening at their track. It's the same few Clubs who write race reports, so come on Clubs, let's hear what's happening round the country.

We seem to have lost a few R.A.C. Stewards this year — disillusioned perhaps? I would think so. Whatever the reason, it's not a healthy one — the sport is desperately short of officials, both at R.A.C. and Club level. It's beginning to get very serious — no officials, no racing! Makes you think, doesn't it. I was an R.A.C. Steward once! — for 5 weeks! I will tell you about it one day. It's a scream!

I must stop now. All I can say to all my friends from North to South, East to West, is *long may your lum reek!* — or translated into English, 'good health and happiness' and my sincere best wishes for a merry Xmas and a happy New Year.

Jock Mailer

## Rye House

The Welsh have theirs, the Irish theirs, the Scots theirs and now at last the English have their own! ... what you may ask? The answer is, of course, their own 'Championship'. On a fine day on Sunday October 7th 1979 that home of the majority of 100cc British R.A.C. Champions, Rye House Kart Raceway, staged 'The All England Championships' promoted by the Hoddesdon K.C.

We hope this will be the forerunner of many more 'All England Championships' and with luck a sponsor will be found for 1980 to make the event even more prestigious. Congratulations to all the winners and many thanks to our regular officials, whether ill or well! Keep up the good work. Regretfully, St. Johns were required and one driver was taken to hospital with suspected cracked ribs. I hope he is soon well.

May I remind all club members club fees are due as from the 1st January 1980 and as the first event in the Club Championship is on January 6th, your fees must be paid prior to this to qualify for points.



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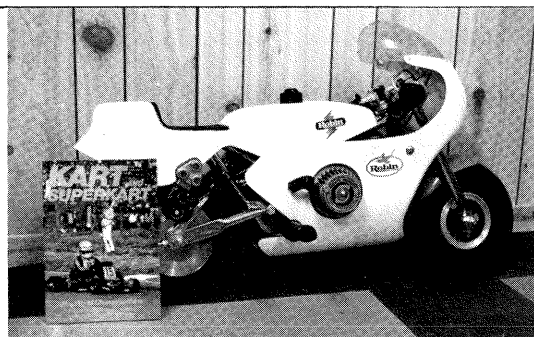
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## Mondello

The Irish Karting Club wound up their 1979 season with a highly successful two-day meeting at Mondello Park on the 6th and 7th of October. Saturday's racing featured a round of the 250cc International North/South Championship. The big race on Sunday was the Annual 'Race of Champions', again for 260 Internationals. All classes were catered for, and a very liberal amount of trophies were on offer. Three races were run for each class, with the best two results to count. In case of a tie the third race result decided the issue. This arrangement did nothing to make the lot of the scorekeepers any easier, but Ethna Rodgers and her team coped admirably as usual.

The weather on Saturday never looked very hopeful, and at noon it started to rain. By the time racing got under way at 1.30 it was coming down in earnest. In spite of this racing was good. The juniors started the racing as usual, and while all classes had their own races in the beginning, as the rain got heavier it was found necessary to combine Junior Britain with Junior National, 100cc National with 100 International, and so on. This measure helped to get through a very heavy programme.

On both days the International classes - 100cc and 250cc provided the best and closest racing. On Saturday Raymond Lyons was down from the North with his very potent, and practically unbeatable Zip/Yamaha. Austin Bishop of Dublin was the only one to give him the slightest trouble, and driving in relaxed and unflurried style Lyons won the premier trophy on the Saturday, with Austin Bishop, Brian Beattie and Denis Bruen filling the minor places. It is worthy of note here that the Irish Karting Club have devised a new National Suzuki class to coax the many Suzuki karts out of hiding. They race on standard tyres, and start behind the 250 Internationals. On Saturday Wesley Cairns brought his very quick Suzuki, and in the wet conditions, not only stayed with the Yamahas but in two of the races finished in the first three.

On Saturday fourteen year old Hugh Dunne elected to race with the Junior Nationals, no doubt with a view to carrying off the bigger 100cc International trophy on the Sunday. As expected he won the 100 National Class on the Saturday, and was all set for Sunday. Saturday's results were as follows:

**100 Junior Britain**  
1st Gary Jordan N. Ireland  
2nd Adrian Watson N. Ireland  
3rd Hugo Mansen N. Ireland

**100 Junior National**  
1st Hugh Dunne Newbridge  
2nd Percy Jordan Belfast  
3rd Alistair Kirkpatrick N. Ireland

**100 National**  
1st Richard Cox N. Ireland  
2nd Ken Fitzpatrick N. Ireland  
3rd Paul Fullerton N. Ireland

**100 International**  
1st Richard Smyth Belfast  
2nd Tommy Rodgers Belfast  
3rd Stephen Quinn Portadown

**125 National**  
1st Terry Wilkinson Newtownards  
2nd Wesley Cairns Lisburn  
3rd Val McDowell Antrim

**210 National**  
1st Joe Crawford Ballymena  
2nd Donald Crawford Ballymena  
3rd Andy Delaney Kilkenny

**250 National**  
1st Brian Hull Belfast  
2nd Des Robb Ballymena

**250 'Suzuki'**  
1st Wesley Cairns Lisburn  
2nd Stephen Kelly Dublin  
3rd David Parkinson Manchester

**250 International**  
1st Raymond Lyons Hillsborough  
2nd Austin Bishop Dublin  
3rd Brian Beattie Maze  
4th Denis Bruen Dublin

### Sunday

As if to make up for the misery of the day before, Sunday's weather was bright and sunny. There were clouds about all day, but the weather held fair. There was an even bigger entry than on the Saturday, and while Raymond Lyons the Superkart star of the Saturday had not stayed, there were a few more 250 International drivers present, plus a couple more to swell the Suzuki numbers. As on the Saturday there were three races in each class, the best two to count.

**100 Junior**  
1st Gary Jordan N. Ireland  
2nd A. Kirkpatrick N. Ireland  
3rd A. Watson N. Ireland

**100 National**  
1st C. Cartwright N. Ireland  
2nd C. Duncan N. Ireland

**100 International**  
1st Hugh Dunne Newbridge  
2nd K. Fitzpatrick N. Ireland

**210 National**  
1st John Brennan Kilkenny  
2nd John Cupples Belfast  
3rd Bert McWilliams Portrush

**125 National**  
1st Wesley Cairns Lisburn  
2nd Terry Wilkinson Newtownards  
3rd Billy Graham Bangor

**250 National**  
1st Des Hall N. Ireland  
2nd Tim Allen Portadown

**250 'Suzuki'**  
1st Peter Deery Monaghan  
2nd David Parkinson Manchester  
3rd Ian Gray N. Ireland

**250 International**  
1st Austin Bishop Dublin  
2nd John Buggy Dublin  
3rd Jim Deery Monaghan  
4th Alan Kelly Dublin

David Glennon

## Chasewater at 3 Sisters

Chasewater Kart Racing Club had a busy October month. As well as their normal Club meeting on 14th October on their own circuit, Brownhills, they also ran a meeting at the purpose built track near Wigan, Manchester.

Preparations for Chasewater's meeting at Three Sisters Arena, Bryn, near Wigan started after practice on Saturday and many thanks to all who helped and in particular Eric Callow for supplying the rope! Despite a last minute lack of officials due to illness our grateful thanks go out to all the band of helpers from numerous clubs within the North West Karting Association, who willingly gave of their time without whose help the meeting would not have got off the ground. Particularly to Richard Price for his efforts in securing the services of the Marshalls who were superb! This was Chasewater's first meeting at this purpose built track and we were very lucky in securing the sponsorship of the local Alfa Romeo dealers, Westune Limited, who put on a superb display at the entrance gate which attracted considerable attention both from spectators and the kart drivers themselves.

The early birds arriving at the track were met with the circuit shrouded in mist and haze. By the time the rest of the drivers trickled into the arena the sun was trying hard to come through - and through she came!

It seems a fitting reminder that one of Britain's oldest Clubs, established some twenty or so years ago, should have an entry from one of the founder members - George Bradbury, affectionately known as 'Mad Brad' - to race on the newest circuit. 'Brad' considers himself to be one of the first ever to ride in a kart, in fact talking to him he recalls sometime in 1952/53, when he was still Stock Car racing, a 'Lawn Mower' type kart was being run around

the pits, and, of course, 'Brad' being 'Mad Brad' had to have a go. Again at a demonstration at Silverstone, which attracted huge crowds - 'Brad' had a go and got the bug!

Our next meeting at Chasewater is on December 9th.

**LATE NEWS!** Chasewater has a meeting schedule for 20th January 1980 at Three Sisters Arena, Bryn, near Wigan. Entry Forms and Regs. from Comp. Sec. Mrs. M. Cotterill, 1 Mill Lane, Aldridge, West Midlands WS9 0LZ.

### RESULTS

#### Junior Britain

1st Jeremy Cotterill  
2nd Mark Beddall  
3rd Phil Foster Jnr.

#### Junior National

1st Jonty Millward  
2nd Tony Hesketh  
3rd Tony Slade

#### 100 National

1st Craig Leclare  
2nd Roy Cotterill  
3rd Nicola Fletcher

#### 100 Britain

1st Brian Pickles

#### 100 International

1st Paul Jackson  
2nd David Button  
3rd Mark Nuttall

#### 100 McCulloch

1st Mike Cowsley  
2nd Roy Sainsbury





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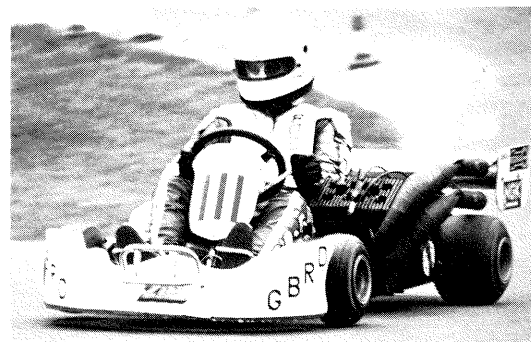
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# End of the Road

**Bohlin scores a narrow win on his home track, with Elmore, Hines, and Buttigieg tremendously close for the places. Final major Superkart race of the year at Jyllands Ringen, Denmark.**

October 3rd and the biggest party yet left Harwich bound for Jyllands Ringen in Denmark. It is the last major 250 meeting of the year and this year for the first time races were incorporated for the 125 category. From the moment you step onto the superb Danish ferry you notice the friendly, relaxed atmosphere — indeed many go to the meeting just for the social side and not to race, such is the hospitality of the people!

Jyllands Ringen is probably the best car racing circuit in the world for karts — requiring a combination of horsepower and driving ability to go well. This year the 250 entry was superb, with entries from all the major teams: Buttigieg (Tony Smith), Hines and Elmore (Hermetite Zip), Pedersen (PVP), Kerkhoven and Stylin (GBRD), Lending (Dino Denmark), Bohlin (Star), Griffiths (Motive), Rodgers (PDS) and Calvin Fish.

The racing was held over two races on the Sunday, with timed practice and qualifying the day before. The top 30 from timed practice go straight through to Sunday's racing, but the remainder do a qualifying race from which the first 10 go through to Sunday.

Fastest in timed practice was Bohlin, who always shines at Jyllands Ringen, followed by Buttigieg, with Hines, Elmore and Fish well up. The two to watch in the qualifying were Kerkhoven and Rodgers, and from the flag the latter went to the front where he stayed. Kerkhoven charged through to second and qualify, as did Clark in sixth. Among those to miss out was Griffiths who had brake problems with the Motive.

With the front rows of the grid containing Bohlin, Hines, Elmore, Buttigieg, Stylin, Fish and with Kerkhoven and Rodgers to come from the back, the two finals promised plenty.

Hines and Elmore leapt to the front of the first final and put on a nose-to-tail display of team driving, with Elmore trying everything, including almost taking down the pit barrier, to get past. Bohlin and Buttigieg were in their slipstream, while further back Petersen gradually pulled clear of Tinghoj. The leading four eventually crossed the line almost side by side, with Bohlin sneaking right alongside Elmore to tie for second.

1st	Martin Hines	6 min 15.85 sec
2nd=	Paul Elmore	6 min 16.15 sec
2nd=	Lennart Bohlin	6 min 16.15 sec
4th	Christer Johansson	6 min 16.79 sec
5th	Dave Buttigieg	6 min 16.96 sec

Before the second race, a few changes in gearing were made and in Bohlin's case it showed — he smoked off the line never to be headed, pulling clear of the battling trio of Hines, Elmore and Buttigieg. Half way around lap one and Fish suddenly dropped back, nearly knocked off the

track by Bohlin's team-mate who flew off the circuit.

As Bohlin eased clear, Buttigieg was pressuring Elmore and Hines, but the order remained unchanged until three laps from home when they came across a back-marker. Bohlin was through, but Hines was baulked and as he slid wide, Elmore and Buttigieg flashed through. Buttigieg really had the bit between his teeth and set a new lap record of 45.48 seconds as he tried to relieve Elmore of second. It was not to be, and Elmore crossed the line a length clear, but some 2½ seconds down on the leader.

1st	Lennart Bohlin	6 min 12.00 sec
2nd	Paul Elmore	6 min 14.47 sec
3rd	Dave Buttigieg	6 min 14.76 sec
4th	Martin Hines	6 min 14.92 sec
5th	Poul Petersen	6 min 17.07 sec

The overall classification is decided by adding

the times recorded in the two finals, giving the following final result:

1st	Lennart Bohlin	Star/Yamaha
2nd	Paul Elmore	Hermetite Zip/Yamaha
3rd	Martin Hines	Hermetite Zip/Yamaha
4th	Dave Buttigieg	R.M. Zip/Smith Yamaha
5th	Poul Petersen	Dino/Yamaha

When it comes to 125 racing, it appears the British still have something to learn, as the racing was dominated by the Norwegian, Swedish and Danish drivers, many using water-cooled Rotax engines. Ralmus, Risto and Mortensen were the leading contenders, lapping only 3 seconds slower than the 250s. In both races, these three, plus Dahlmann, Bjergkvist, and Kainulainen who went away from the bunch, with little overtaking in either event.

1st	Arne Ralmus
2nd	Laine Risto
3rd	Bjarne Mortensen

Fastest lap, Ralmus — 48.42 (record).



Bohlin discusses whether to change the gearing or not, between the two races — he made the right choice!

The winners rostrum, l to r: Elmore (2nd), Bohlin (1st), Hines (3rd).



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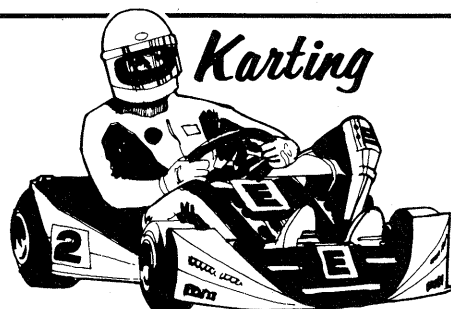
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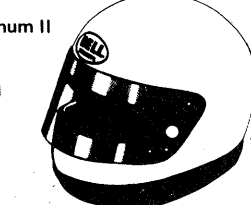
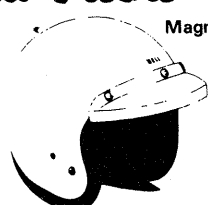
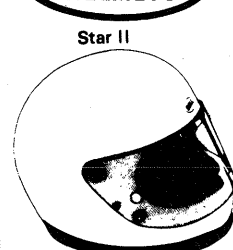
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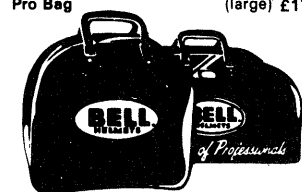
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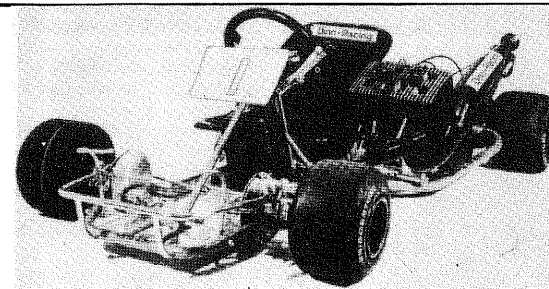
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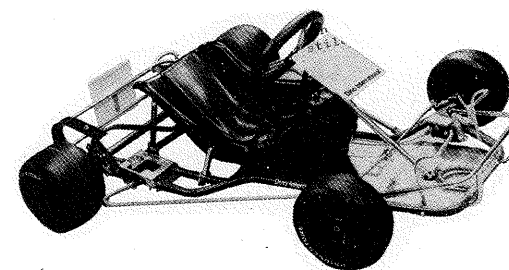
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The 'Barrington' Trophy		
1st	Peter Tippell	Team Osel Lancer/Zip Yamaha
2nd	Calvin Fish	Car Time Dino/ Zip Yamaha
3rd	Paul Carter	Lancer/Carter Yamaha

Although sharing the same grid as the Super-karts, the 250 singles were enjoying a ding dong all of their own. Doug Hall with his Brookhouse Bultaco took two heats to put himself on pole while Mick Beaumont achieved success in the other heat. Not to be discounted also was Tony Missin who was always in contention. Hall took an early lead in the main race only to be taken by Missin on lap two. The order of Missin, Hall and Beaumont lasted until mid-distance when Hall took over from Missin with Beaumont maintaining third. By the end the order had not altered and Doug Hall took the East Anglian title in fine style from Missin and Beaumont.

The 'Beaumont' Trophy		
1st	Doug Hall	Barlotti/BHR Bultaco
2nd	Tony Missin	Zip/Bultaco
3rd	Mick Beaumont	Zip/Bultaco

Apart from David Goodge's win in the opening heat of the Juniors, the remaining heats were all taken by Gary Foster-Jones. But that doesn't mean to say he dominated the proceedings for lurking in the wake of these youngsters were the equally talented pair of John Herbert and local ace Mark Lovell. The final promised so much and we were not to be disappointed. From the gun we got straight into what was to be the best race of the day. For the threesome of Foster-Jones, Herbert and Lovell on BM, Kestrel and Zip chassis respectively were really at it and for twenty laps they ducked and weaved to gain advantage and in doing so thrilled the large crowd from start to finish. This really was Junior racing at its best. So after a memorable tussle the order was Foster-Jones, Herbert and Lovell and all I can add is thanks lads you all deserved to be Champion. Mark Bailey easily took the Junior Britain title, winning heats and final.

Cheshire at 3 Sisters

On Sunday 30th September Cheshire Kart Club paid their second visit of the year to the Three Sisters circuit, Wigan. A reasonable entry of 101 drivers signed on as the meeting had been organised at short notice. However the smaller than usual entry enabled the Club to run three 10 lap heats and 15 lap finals. The weather was overcast and cold, but thankfully the day stayed dry. With the final race over by 5 p.m. prize giving was able to start at 5.30 p.m. prompt. The trophies were presented by the Club's Competition Secretary Mrs. Gillam. A special award of a Kit Bag was presented by Bike and Kart of Liverpool to the best non-trophy winning novice in the opinion of a panel of judges. The winner was Junior David Yates from Warrington who drove very well all day. Finally thank you to all the officials, helpers and first aid personnel for helping to run the meeting so smoothly.



In the 125 National category, Paul Carter was in the battle until he came off worst during a 'coming together'. (Photo: Dennis Callingham)

The 'Crisps Motorcycles' Trophy		
1st	Gary Foster-Jones	BM/Parilla
2nd	John Herbert	Kestrel/Sisley K88
3rd	Mark Lovell	Zip/Wright TKM

The 'Beccles' Trophy		
1st	Mark Bailey	Zip/Parilla

The sheer competitiveness of the 100 Nationals was all too apparent for we had three different heat winners in Terry Harris, Lee Crane and Gordon Chenery. Pole went to Crane while alongside him was Harris with row two made up of Chenery and Mr. Consistency - Tony Campbell, who was as usual ever there just behind the leading positions, maintaining his quest for the OSEL title and the cheque for £100. Crane lost no time from the start of the final in quickly establishing a dominant lead on his Sisley backed Cobra - indeed he really wasn't in any trouble throughout. Behind Crane were privateers Harris and Chenery, while Thomas, having his first meeting up in seniors, was fourth. Next came Campbell and picking his way through from the rear

was Gary Till. Melhuish too was in evidence throughout. By three-quarter distance Crane was comfortably in the lead with Harris, Chenery, Thomas, Till, Campbell and Melhuish filling the next six places. Lap sixteen saw Chenery fall out and two laps later Thomas went missing, so by the finish Crane was Champion ahead of a delighted Harris with Till third, Campbell fourth and Melhuish fifth.

The 'Euro-Pack' Trophy		
1st	Lee Crane	Cobra 79/Parilla
2nd	Terry Harris	Mamba/K88
3rd	Gary Till	Zip/TKM

The presentation of the truly fantastic trophies brought to an end the successful inaugural East Anglian Championship. The meeting was watched by a record crowd and our thanks must go to our generous sponsors who supplied the main awards. An additional thanks to Mark Tredwell who because of injury had to withdraw his entry but did however present a £10 award to the highest finishing non-supported driver, this being Terry Harris.

IAN RUSHFORTH

RESULTS		
125 National		
1st	Derek Price	Sprint/HPM Honda
2nd	Keith Bisp	Barlotti/K.R. Maico
3rd	Ian Shaw	Barlotti/Yamaha
250 National		
1st	Tony Draper	Star/Wood Bultaco
2nd	Philip Daley	Blow/Bultaco
Junior National		
1st	Richard Dean	Sprint/Parilla
2nd	John Rodgers	Zip/K77
Junior Britain		
1st	Phil Foster jnr.	Zip/Mach 1 Hewland
2nd	Wayne Smith	Zip/TKM

210 National		
1st	Tony Suthers	Goff/Quantom
2nd	Jim Dickinson	Barlotti/JDS
3rd	J. Burnes	-
100 International		
1st	Wayne Bray	Cobra/Parilla
2nd	Adrian Wolfenden	DAP/K80
100 National		
1st	Andrew Fairless	Sprint/SS20
2nd	Eric Crook	BM/TKM
3rd	John Coates	Sprint/Delta TKM
250 International		
1st	John Dixon	Barlotti/LDR Yamaha
2nd	John Ashe	Star/NW Yamaha
3rd	David Squires	Star/Yamaha

Mike Barratt



Demonstrating what he had learned (and obtained!) at the World Championships, Martin Homewood floored the field and won easing up.

As it began...

Martin Homewood finishes the season as he started, with a good win. Alan Gates shows he means business for next year with a fine second. Roy Austin backs up his Sherington performance with third. Warner and Bailey wrap up R & R titles. Reports: John Pudney and Peter Wardle (R&R) Photos: Chris Lambden

It's always a pleasure to journey through the Cotswolds to the picturesquely situated track at Little Rissington, because not only is it well situated but it is also an excellent track for racing, offering many opportunities for overtaking. Added to this, the ever friendly, enthusiastic and helpful organisers make any visit worth the journey. Not only had the Bromsgrove club attracted a good entry of 37 100 Internationals, but they were also coping with 42 Junior National entries, 40 Junior Britains, 86 (yes 86) 100 National entries and 47 210s - a grand total of 252. The fact that they managed to cope with such a vast entry so easily with so few problems is fine testimony to their organisational capabilities. May we wish them every success in their current negotiations to try and secure the future of the track, which would then surely become one of the premier circuits in the U.K.

Most of the top runners were present at Riss, with the exception of Mickey Allen who with the Championship already tied up did not bother to enter. Alan Lane, Terry Fullerton and Mike Wilson (sic!) were away in Japan so at least some of the lesser mortals had a chance to show their mettle for a change. Chris Needham surprised myself and many other people by arriving at Rissington in second position in the Championship - just!! Before the final, Chris was very philosophical about his second place as Messrs. Jackson, Coyne, Spencer and Homewood were very close, both in the points ratings and on the grid. After some really fabulous racing in the heats, especially the early ones which were run in slightly damp conditions, we all suffered a rather boring 'B' final which allowed Mailer, Grice, Cooper and Patton into the 'A' final and proved to Martin Smart that he really should have stayed in bed. He shed yet another chain within a few feet of being pushed off (ask the Mistrale team about it some time - Ed.) to end an utterly disastrous day and, for that matter, season! The final had all the ingredients of an excellent race with John Gravett, easily the fastest man on the track, on pole position, flanked by Martin Leach, who was giving the new ART split-kart a fairy tale debut. With Alan Gates and a 'hungry' Chris Needham on

the second row plus the equally hungry Dougie Spencer and Dave Coyne together about mid-grid with Homewood behind them the first few laps were guaranteed to be pretty frenetic. Predictably, Gravett shot straight into the lead ahead of Leach, Gates, Needham and Simon Wright, but as poor Grandad Fletcher was nudged into a spin at the hairpin, so poor Chris Needham's chances in the Championship were sacrificed when his Parilla expired on him. Roy Austin was coming through the field rapidly as were the flying trio of Underwood, Spencer and Coyne, and when Leach's fine second place was stolen from him when his motor seized, Austin inherited third spot, behind Gates and Gravett. Jackie Brown was in fourth spot at this stage, on his self tuned Zip motor, but he slowly dropped down through the field to retire before the end of the final. Simon Wright had another of his strange accidents when he clipped one of the innocuous looking plastic barrels which line the track with his nearside rear wheel and bent the axle. Simon obviously didn't realise that the barrels are filled with cement to keep them in place!! As Simon chucked away fifth place, so John Gravett who had opened up a handy lead, drove gently onto the grass to retire, a broken piston believed to be the culprit. So it was all change at the front! As Martin Homewood closed remarkably quickly on the leaders, so Austin saw an opportunity to nip past Gates to lead his second Green Man final of the year. The terrible twins, Spencer and Coyne, were up into fourth and fifth places and were followed by Roger Mills, Paul Jackson and Biff Harris. As Dave Evans retired with a loose exhaust system, so Homewood overtook Gates on the start/finish line for second position and in a couple more laps displaced Austin for the lead. The battle for second spot was not over yet however, for Austin's Dunlops were going off, or perhaps he was just getting plain tired. Either way, Alan Gates closed right up on him. A





continued . . .

slight mistake exiting the hairpin on Austin's part gave Gates the opportunity he needed and he was through.

And so the race ran its course, Martin Homewood stroking home to win after a fine drive (perhaps aided by tyres not available to everyone, on which more later!). He was followed by Alan Gates then Roy Austin, proving once again in both cases that you don't have to have a huge budget to do well in 100 International — it just helps! Fourth and fifth were the inseparable (at least on the track) Doug Spencer and Dave Coyne, whilst Paul Jackson managed to overcome Roger Mills for sixth spot and some incredibly valuable extra Championship points, as he clinched second position in the Championship by just one point from Homewood. Seventh, as mentioned, was Roger Mills, followed by Biff Harris, Paul Knapfield and Roy Mailer.

1st	Martin Homewood	Birel/Parilla
2nd	Alan Gates	Zip/TKM
3rd	Roy Austin	Sprint/Parilla
4th	Doug Spencer	Sprint/Sirio
5th	Dave Coyne	Sprint/Sirio
6th	Paul Jackson	Lane/Parilla

#### Final 1979 Championship Positions

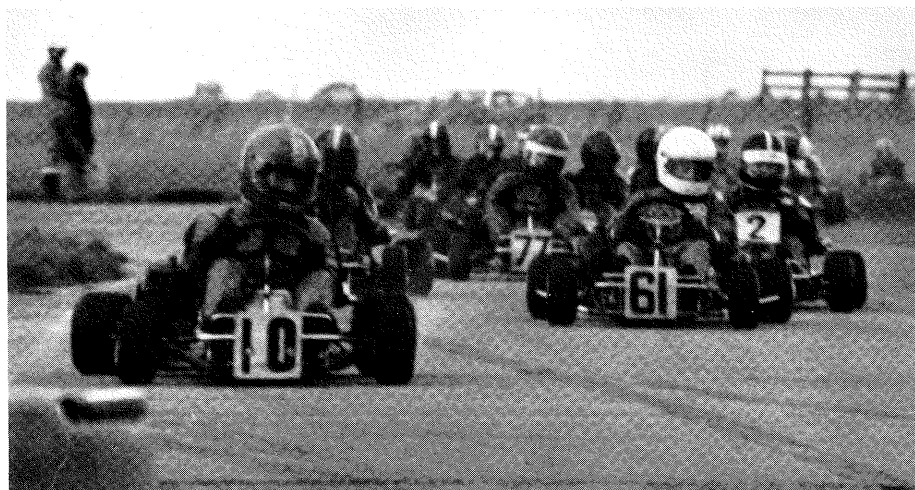
1st	Mickey Allen	578 points
2nd	Paul Jackson	525 points
3rd	Martin Homewood	524 points
4th	Doug Spencer	514 points
5th	Chris Needham	508 points
6th	Dave Coyne	503 points
7th	Roy Mailer	502 points
8th	John Mills	498 points
9th	John Gravett	486 points
10th	Simon Wright	486 points

#### Behind the Rissington Scenes

ALAN GATES was, believe it or not, still using the same old standard Bridgestones he used at the British Championships. A frantic search around the pits could produce no new ones so the old soldiers were used once again. One wonders what Alan will achieve with a decent set of tyres!!! Tyres did not seem to be that important at Rissington perhaps because there is no Saturday practice — only a short one on race morning — so everybody just races on what they have got.

TYRES however did play some part in Martin Homewood's win as, despite protestations to the contrary, he was using a set of 'World Championship' Bridgestones. Although the team had painstakingly taped over the compound markings, the yellow 'scrutineering stars' indicating 'Estoril' tyres, were overlooked!! . . . Immediately after the race PETER WARDLE was to be seen negotiating for Mark Barnard tuned Parillas to replace their existing ones . . . Rumours were also flying that HOMEWOOD would be going with the ART team to Hong Kong to drive the 'split kart' following recent tests at Clay Pigeon.

The debut of the SPLIT KART obviously must have been more than pleasing to Peter Wardle, who has gambled a lot on its unique construction. However, judging by the way it performed and the amount of enquiries Peter was receiving in the pits about it, he must be on to a winner . . . PAUL JACKSON, like PAUL FLETCHER and BIFF HARRIS, was trying a Hewland engine, but whilst Grandad and Biff persevered with theirs, Paul took his off early on in the day to revert to a trusty Parilla with which he says he will now stick . . .



In the gathering gloom, John Gravett (10) heads the rush down to the hairpin on lap 1. Fanning out behind are Martin Leach (61), Alan Gates (2) and Simon Wright (77), with Chris Needham half hidden by Gravett.

Late 'find' of the season? Roy Austin has shown surprising pace in the last two rounds of the Championship.



British team member Homewood was absolutely flying during the middle laps and moved rapidly to the front, passing Austin and Gates (2) on consecutive laps.



## 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.

## Full of Eastern Promise

The East Anglian Championships were an undoubted success — only one title going to a local entrant. Wins to Peter Tippell, Lee Crane, Gary Foster-Jones, Will Hoy, Doug Hall and Peter Hall.

An interesting entry was assembled for this the Beccles Club's first National meeting at Ellough Airfield.

In 100 National, top runners Gary Till and Sisley backed Lee Crane were present. Of the local lads Ian Beaumont was now Kestrel mounted having borrowed his father's chassis for the day, having found his previous chassis not to his liking.

Tony Campbell had come with two things to achieve for he not only wanted the East Anglian title but as current leader of the OSEL club series he needed a good position to take the title in this the last round. Gordon Chenery was also another possibility.

A new kart project was using this meeting to gain valuable race testing. The new Monaco 80 was piloted by designer Steve Cartwright and featured well-tryed design principles. It certainly seemed to perform well and the team were well pleased with progress so far. I'm told it is to be priced around £310 in fully assembled form.

The Junior field had some real class in it — current Junior Britain Champion Mark Bailey, Gary Foster-Jones, John Herbert and Mark Lovell looked set to make it a real fight.

Will Hoy was undoubtedly the star entry in the 210 National Class, while in 250 National, Tony Missin was looking for better things after his great start to the season had turned a bit sour in recent months. Mike Beaumont and Doug Hall however had their sights fixed firmly on the title also.

The 125 National grid looked really good with a great variety of engine power on show. Paul Carter with his very quick Aspes was the man to beat, having dominated all previous meetings at Ellough. Rotax mounted Peter Haywood and Peter Tippell were contenders while Yamaha mounted Peter Hall and Roger Barrington had a look of success about them. The Lone Honda of Boyd Barrington was looking menacing as he was later to prove.

The Superkarts, although eight in number, had no shortage of interest with local aces Peter Tippell on his Osel backed Lancer/Zip Yamaha and British Team member Calvin Fish on his ingenious Car Time sponsored Dino/Zip Yamaha. Paul Carter was having an outing too on his father's Lancer/Yamaha which contained a very definite Italian connection under its heads, thanks to dad's technical wizardry.

Battle commenced with the 125 Nationals and throughout the heats it became evident that true to form Paul Carter was indeed the man to beat, winning two heats. Peter Hall took the other heat and with two more second places was alongside Carter for the final. Completing

the front row was Peter Haywood. Just behind on the second row was Boyd and Roger Barrington and Peter Tippell.

As the final got under way Hall got a flyer followed out of the first corner by Peter Haywood, Roger Barrington and Paul Carter who had missed out on the start, a rare occurrence indeed! Tippell was fifth and Meadows sixth. On lap three Boyd Barrington started his climb through the field by taking Meadows. Then three laps later Roger Barrington fighting off strong pressure from Carter, left his opponent a slight chance at paddock bend and the resulting attack by Carter ended in an innocent coming together — unluckily Carter came off worst, spinning away any chance. Meanwhile up front Hall was proving a difficult nut to crack, but Boyd Barrington was making headway by first catching Tippell, then his father Roger and setting his sights on Haywood who for eight laps had chased Hall. Haywood was soon to leave Boyd to chase Hall as Haywood had a mishap and dropped back to seventh.

From here on in, try as he may, Barrington could not get past Hall who took the flag for a fine flag to flag victory. Third behind Boyd Barrington was Tippell who had passed Roger Barrington with a late surge.

#### The 'Mortem Office Supplies' Trophy

1st	Peter Hall	Zip/Yamaha
2nd	Boyd Barrington	Zip/Honda
3rd	Peter Tippell	Team Osel Lancer/Rotax

Right from the start of the 210 National event, Will Hoy was where one might expect him to be — at the front, but by lap seven of heat one his trouble began and he was not to appear again

Mark Lovell mixed it with the regular hot shoes in Junior National. (Photo: Dennis Callingham)



on the lap sheets until the final. With Hoy in trouble Winkworth made good use of his chance to gain pole position with two firsts and a second, alongside him was local ace Ken Austin with Alan Barber completing the front row.

Austin took the lead in the final followed by Winkworth, Barber and right from the back Hoy was starting his charge in fourth place. Lap two and Hoy was now up to third then second on the next turn around. Austin was hanging on but had to give best to Hoy on lap six, only to drop out on the next lap leaving Hoy to further increase his lead over Winkworth in second and Barber third.

The order remained until the flag with Hoy the victor by a substantial margin — indeed he started lapping back markers just after half distance of the twenty lap final.

#### The 'Shoestring Racing' Trophy

1st	Will Hoy	Zip/PH Upton
2nd	Ray Winkworth	Barlotti/Upton
3rd	Alan Barber	Zip/Upton

What a mixture of fortunes we had thrown up in the 250 Superkart section — three heats, three winners. Carter took the first, Tippell the second and Fish the third. Although things seemed balanced between the heat winners, I think in fairness the real battle in the final would be between Fish and Tippell.

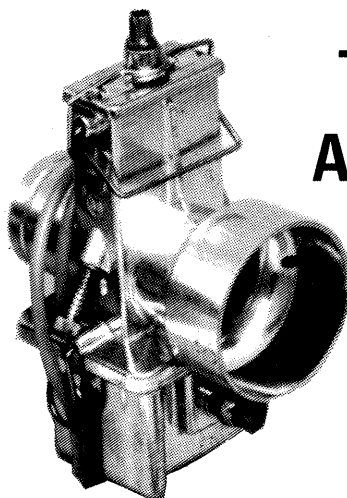
Sure enough this was the case and from the line Tippell on pole was somewhat slower away on the OSEL backed Lancer and as they charged towards the bottom bend he was third, but by leaving his braking late enough and taking advantage of space on the inside he managed to get the lead on the exit, followed by Dino mounted Fish, Lancer mounted Carter, and Harvey. Tippell and Fish then proceeded to pull out a lead over the rest with their superiority now beginning to show. By mid-distance the gap between leader Tippell and British teamster Fish had widened.

Then as the race looked set to end this way Fish tried one last attempt to haul himself back again by closing on Tippell but the leader was not to be troubled and in the closing laps Tippell gained again a healthy lead to protect himself to the finish. Behind second place man Fish, in third place, was Paul Carter.





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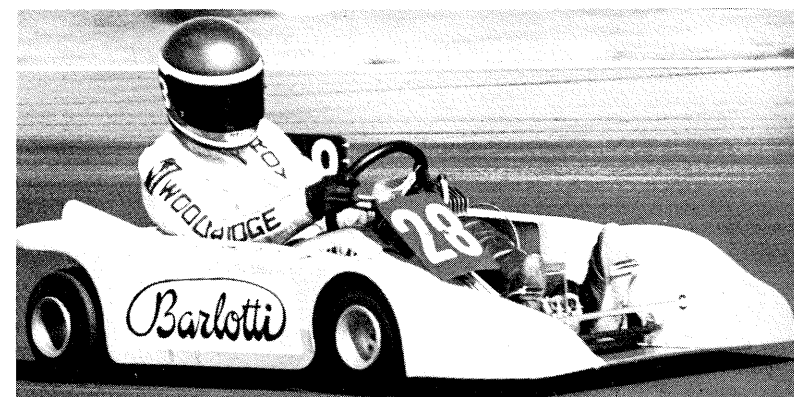
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continued . . .

JOHN GRAVETT must have been bitterly disappointed. As previously mentioned, he was visibly the fastest person on the track in his heats and I am quite sure that had he not blown up even Homewood would not have caught him . . .

MARTIN SMART ended a disastrous season with another terrible meeting as he could not stop flipping chains! But one way or another, win or lose, he was going to go out with a bang, as he ran the controversial full undertray on the works Zip in all his heats. Should he have finished at all well up, there would seemingly have been a rash of protests about the tray . . . Consolation to the MISTRALE TEAM however must have been NEIL HANN'S runaway victory in the incredibly well supported 100 National race . . .

CHRIS NEEDHAM must have been sorely disappointed to lose any chance of retaining second place in the Championship with a blown engine when so well placed on the grid for the final. But at least he has shown what he can do and will attract a lot more interest from the likes of me next season, as will ROY AUSTIN, another privateer on a limited budget, who with his last 2 Green Man performances must be one of the 'finds' of the '79 season. Again, it will be fascinating to follow his progress next year . . . If I call Paul Fletcher 'grandad', what do I call BRUNO FERRARI, who at the tender age of 46 was having a go on the rather unique Mamba kart, with PCR engine. Bruno's choice of tyres for the kart was, to say the least, strange, but at least he was having a go and proved that he can still push start a kart on his own . . .

DAVID COYNE was having his last, last, race before going Formula Ford. At least that's what he said, but it wouldn't be surprising to see him on the grid of the first Green Man round next year . . .

JACKIE BROWN was using a self tuned ZIP motor on his new ZIP chassis, reckoning that he can see lots of tuning potential in the rather maligned unit. He can't be totally wrong as he did hold fourth position in the final before dropping out . . .

Poor PAUL KNAPFIELD terminated a grotty day by getting stopped for speeding on the way home . . . JUST NOT KOSHER, PAUL!!

Whilst Bailey disappeared, Adrian Mills hung on to second well, despite his terrible weight disadvantage.

## R & R Juniors

Sunday the 7th October dawned damp and misty. For the *Road & Racing Racewear* Championship contenders the last few weeks of increasing tension were coming to a head, and the atmosphere at Little Rissington was nothing short of electric. Due to the points system, the last round of the Championships were the key to who would take the crowns (or in this case a pair of brand new BELL STAR II Helmets). Even SuperMark wasn't safe as, if he finished 18th and Adrian Mills won, then Adrian could take the title.

The Junior Nationals were very much closer and all the leading drivers had spent hours working out the possible combinations — no doubt most of their homework suffering as a result — but the major question hung over whether Derek Higgins could succeed in winning with Kevin Warner finishing out of the top six. All in all a fascinating prospect, and as practice got underway the drivers set about their tasks with a very professional maturity, aided and abetted by their enthusiastic parents and friends.

In the Britain class the heats had left a front row consisting of a very determined Adrian Mills (pole) with Championship leader Mark Bailey alongside, and Peter Studer and Mark Beddall sharing row 2.

SuperMark left nobody in any doubt that he wasn't about to settle for 17th and the Title. This was his last major Junior Britain race before moving up to Junior National and he was determined to bow out in the style that we have all become accustomed to. He positively stormed away from the start into an immediate lead. For the first few laps Mills and Beddall clung tenaciously to his rear bumper, all three pulling slightly clear of Studer and Tim Sugden,



and in turn these two eased clear of a frantic struggle for 6th which included Neil Douthwaite, Jon Scott-Banks, Nick Crabtree and William Hewland, mostly in that order.

Peter Studer managed to pull clear of Sugden but couldn't match the speed of Mills and Beddall, all three running right through the race in that order in spite of the massive efforts of Mark Beddall to find a way past. SuperMark meanwhile simply disappeared into the distance yet again to complete his total mastery of Junior Britain this year by taking this race, and the Championship, with a maximum possible score to add to his RAC Title. Neil Douthwaite closed on Sugden, leaving a threesome behind which was initially led by Nick Crabtree, but he then got held up as Sugden's motor slowly lost power allowing Crabtree and Hewland to close up again. The centre corner, and Hewland powered up a place, taking Crabtree very neatly on the approach to the braking area, and this left a group of five drivers weaving and dodging for any slight gap, Scott-Banks having closed up again. Lee Cranmer, Jeremy Cotterill and Steve Dart were comfortably behind this lot, but dicing just as hard as anyone, and indeed every driver in the race was battling for the chance of moving up in the Championship.

Tim Sugden's motor was obviously beginning to be a real handicap, eventually to expire completely leaving William Hewland pressing on to try to close up on Studer, while Jon Scott-Banks found the pace of Crabtree and Douthwaite was a bit too frantic, dropping slowly away and allowing Nick to concentrate fully on the task of displacing Neil. Several times he tried to get by, only to be forced back as another of Rissington's fast bends approached and Neil held his line. Finally, in desperation, with only two laps to go, he tore down the inside under braking for the awkward left hander in the middle of the track. Neil yet again held his line and the inevitable happened,

Daytona here we come! Well it is all systems go for Daytona and anyone who would like to go has still got time to secure their place on the trip by contacting Ted Moore at Rapid Movements. Ted has arranged a special deal with airlines etc. that makes the trip a very attractive proposition. Very briefly, it will cost approximately £750 for a driver, mechanic, kart and spares to be flown to Daytona and back. This does not include hotels, food or drink. However, the cost of hotels, say a Holiday Inn of which there are three in the immediate area, is only £12 for a double room. From what I am led to believe food is very reasonable, and I am sure that drinks will not come too costly either, so all in all it could be a reasonable trip. If you have got the time you can just not afford to miss out as it will surely be a superb meeting, comparable only with the Grand Prix.

At the moment a number of people have shown interest in going but at the moment Dave Buttigieg, Calvin Fish and myself are definitely going. As the class has really just got underway in the States, it would appear that it is going to be very easy to sell the equipment there after the race, which indeed could make the trip fairly worthwhile from a financial point of view.

It has also now been confirmed that there will be five meetings in France next year. Fourteen meetings are planned in the U.S.A. and the most exciting news is that one will probably be a full Superkart meeting held at the U.S. Grand Prix West held at Long Beach early next year — that should really be something else. Plus there are the strong rumours that there will be meetings in Holland, Germany and Sweden, on long circuits. Added to the list of meetings we have in the U.K. means it is going to be a really hectic year. Incidentally the meetings at Snetterton have been changed from two to three. Although it is not the easiest circuit to get to, it is one of the fastest we race on — I am sure the first 100 mph average lap will be done in a kart there next year. Apart from this the circuit does have some superb facilities.

There are also three meetings at Jyllands Ringen, Denmark, next year with the one at the end of August being the European Championship. After the shambles the European Championship has been over the past two years, it looks as if we have got back to some form of sanity in this Championship again — there's not even a major meeting clashing with it next year!

After the latest trip to Denmark in October, when Bert Hesketh once again arranged a large contingent of British and Irish entries to go



over for the International meetings, I do wonder whether any of us could possibly stand three trips a year like that! Only those that were there know the sheer limits that the human body can be pushed to. It is said that the local breweries were all put on compulsory overtime the following week to replenish diminished stocks after a record weekend for sales. They were mystified by this completely, but we all know the reason! Due to my father's illness I had to fly out to the meeting on the Friday evening. (By the way he has now had an operation, is well on the way to recovery and will be back on the scene by the time you all read this. On his behalf, thanks for all the get well wishes from those of you who knew of his illness.) I was met at the airport by Roy 'Capone' Fish in, of course, a 'Roller' no less, with the brakes still smoking . . . We eventually got to the hotel, booked in and went straight out to a Disco down the road where the rest of the contingent were getting thoroughly 'you-know-what'.

At about 2.30 a.m. everyone reverted to the hotel where several of us endeavoured to persuade Calvin Fish to come out of his room. As he had obviously read my column some months ago when I discussed what had happened to Malcolm Turner in a similar situation, he decided it was safer to stay in there. After various pleas, we got him to open the door and he was then given a good spraying over with a well known brand of furniture polish. With this he dived inside and locked the door.

It was at this time that someone came down the corridor shouting 'Fire, everyone out'. Well, we all laughed and said 'Yes, that's an old one'. A minute or so later we were persuaded that it was no joke by going back to my room and finding flames lapping through the window! As we came running up the corridor, who should appear at one of the room doors in his birthday

suit, but Bert, who in his delicate northern tongue shouted 'what's all the \*\*\*\* noise about — some people are trying to get to sleep!' We explained it was not one of our normal disgusting outbursts, but the real thing. So Bert, like all of us, grabbed his loincloth and ran down the stairs . . .

The next problem was to get Calvin 'and acquaintance' out of his room, because when we went back and said to Calvin 'come out — the hotel is on fire', we got in return 'what do you think I am, stupid!' We eventually did however, manage to get it through and got them out. Meanwhile there were frantic scenes out the back as people tried to move all the transporters out, as it was by the garages that the fire had started. Amongst the pandemonium you could hear unending smart quips, like 'trust Hines to arrive in a blaze of glory', and so on.

By this time virtually everyone from the British contingent was outside the hotel — one noticeable character was Bob Clowes of Motivation, in just a long raincoat — lucky it was not 1980 Bob, as skirts are banned then. The rest of the Motivation team were on the top floor, aiming their suitcases down onto the sun canopies in true 'Towering Inferno' style!

By this time Bernie Orphan, who is now resident in Germany, already had the coffee going in true British Army spirit. Eventually were all given some refreshments by the Management as they got the blaze under control. The ironical thing about it all is that the fire was in fact arson and had been started by some unbalanced person who had taken exception to Roy 'Capone' Fish persistently parking his car immediately outside the front of the hotel in what was strictly speaking a no-parking zone. Can you believe it?

The rest of the weekend was basically just as exciting, but without the fire. One of our well known 'semi retired' karters — none other than Malcolm Turner — met a beautiful young Danish lady who I understand is now to become Mrs. Turner! I am sure I speak for all his friends when I wish them happiness and health — perhaps we will even see Malcolm out on the track again.

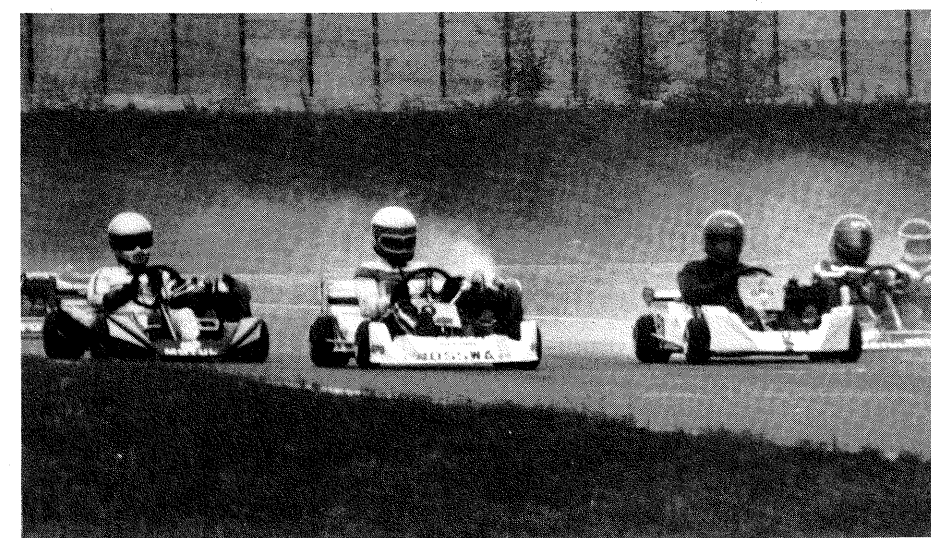
I would like to finish by offering a big thank you to the Banff and Moray Kart Club, on behalf of Lindy and myself, for the excellent hospitality shown to us at their Dinner and Dance, which was truly one of the best ones I have ever been to. It's such a pity that it was 600 miles away . . .

Finally to all karting friends and even 'enemies', a happy Christmas and a Zippering New Year — whoops, should not have said that — I mean a *prosperous* New Year. See you next year.

*Martin*



After the recent successful television demonstration at Folebray, there are five major events scheduled for France in 1980.





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The Junior National final. Higgins has just hit the front and slots in front of Sutton. Herbert hangs on in third with Stapley and series winner Warner further down the track.

both drivers coming to a frustrated halt. The pushers rushed over and Nick was first away, only to stop again after about 20 yards and leap desperately up and down while several people went past including Douthwaite. He finally got going again in 14th place which is where he finished, while Neil managed to stay just in the top ten. Jon Scott-Banks and Lee Cranmer filled 6th and 7th, while Nick Harvey having easily won the 'B' final had mounted a splendid charge up the field to 8th overall out of the 26 starters, just in front of Simon Blessed.

1st	Mark Bailey	Zip/Parilla
2nd	Adrian Mills	Zip/DAP
3rd	Mark Beddall	Zip/DAP

punted off. Paul restarted quickly and set about closing the gap to the tailenders, while Higgins moved smartly in front of Sutton and started to pull clear.

John Herbert sat right on Sutton's bumper and Andrew Stapley desperately hung on, able to stay just in touch without being able to offer a direct challenge. Warner, mindful of his Championship hopes, allowed a safe gap to develop just in case he got involved in someone else's accident. Herbert outraked Sutton at the centre corner, and a lap later Simon lost it at the dog leg. Stapley was forced to run round the outside while Warner ducked through on the inside to gain a couple of places and underline his earlier wisdom.

Just behind all this action a close threesome disputed what had now become fifth place, Ian Murphy, Gary Foster-Jones (competing just as hard in spite of having to wear a neck support after he had suffered an accident entirely disconnected with karting) and Mark Shaw, and they in turn led a rather lonely Nigel Mitchell, Wright, and a fast recovering Sutton. Paul South had already charged up to 15th place, sweeping past the slower runners with determined confidence, only to succumb to engine failure as the piston disintegrated in his Arrow.

Every now and then Derek Higgins had a quick glance behind him at Herbert, not apparently worried, more an 'I've got plenty in hand - how about you' sort of look which didn't actually help John too much, though he too seemed safely ahead of Warner and Stapley. Shaw moved to the front of his group more often than not, but then dropped back and lost touch as the edge seemed to go off his kart's handling.

Then drama - Herbert was missing! The only snag with Juniors is that they can be a bit

difficult to spot in the long grass, and I eventually saw John getting out of his kart right at the far end of the track, his engine having shaken loose from its mount which had eventually resulted in the chain flipping, cleanly wiping the carburettor off in the process. This left Higgins with a very comfortable lead, and he took the chequered flag having achieved everything he had to accomplish. Kevin Warner on the other hand was being pressed hard by Andrew Stapley, and, fearing the result of some desperate move, cheerfully waved Andrew ahead knowing that third was ample to take the Championship. Murphy, Foster-Jones and Shaw eventually resolved themselves in that order, while Simon Sutton managed to pick off Nigel Mitchell to climb back to 7th after his spin, followed through by Mark Lovell.

1st	Derek Higgins	Birel/DAP
2nd	Andrew Stapley	Kestrel/Komet
3rd	Kevin Warner	BM/Hewland

All in all this has proved to be a very exciting Championship in both classes, and the sheer maturity of the drivers in the final round, which could so easily have dissolved into a rough and tumble in lesser hands, actually produced some of the best Junior racing seen all year.

Plans are not quite finalised for 1980 yet, but rest assured that both classes will be enjoying an even better series, running directly alongside the Internationals again. Full details will be announced soon - WATCH THIS SPACE!

### Overall Championship Result

#### Junior Britain (Top 20 finishers)

Mark Bailey	600
Adrian Mills	550
William Hewland	501
Neil Douthwaite	494
Nick Crabtree	484
Jon Scott-Banks	480
Lee Cranmer	472
Simon Tring	462
Paul Dryden	462
Peter Studer	455
Tim Sugden	441
Jeremy Cotterill	418
Simon Blessed	414
Kerry Thorpe	404
Steve Dart	400
Paul Andrews	391
Joanne Fabby	388
Nick Harvey	350
Simon Collins	344
Steve Brogan	330

#### Junior National (Top 20 finishers)

Kevin Warner	575
Derek Higgins	565
Ian Murphy	538
Simon Sutton	535
Andrew Stapley	505
John Herbert	493
Gary Foster-Jones	458
Nigel Mitchell	456
Mark Shaw	454
David Wright	448
Mark Lovell	446
Paul South	440
Nigel Bruce	437
Shaun Egan	428
Richard Dean	402
Colin Douglas	394
Gary Ward	380
Gary Moynihan	380
Barry Benham	340
Geoff Page	304
Stephen Watson	304

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As the protagonists lined up for the start of the Junior National Final there was an air of surprisingly cheerful anticipation. Derek Higgins, his usual cheerful self, was sitting in what many people consider is the perfect spot - 3rd. John Herbert and Simon Sutton filled the front row, each quietly determined to have a real go, and Andrew Stapley, Paul South and Nigel Mitchell completed the first six. Championship leader Kevin Warner was only eighth following an engine problem in the third heat, but he knew exactly what he needed to do to retain his slender lead in the Series, having been carefully briefed by his team.

As they approached the flag the last opportunity to psyche the opposition came as each driver jostled for a good start. They were off! Tearing into the first corner it was Sutton in front, pressed hard by a tight queue headed by Herbert, Higgins, Stapley and Warner, a slight gap opening up to the next group as a coming together at the dog leg resulted in South being



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continued . . .

together with a relatively short expansion chamber system, which is the controlling factor in the maximum revs of the motor. The low exhaust brings the power in early and the effect of the short exhaust is to carry this torque as high into the range as possible, giving the effect of a very wide power band. In spreading the power this way and deliberately not tuning the pipe to coincide with the best breathing revs of the port, there is some inherent loss of cylinder pressure. Therefore the resultant power output becomes something of a compromise.

Having now touched on the control and effect which the exhaust can have on a motor perhaps now is the time to have a closer look at this magical piece of equipment, whose design tends to change with the seasons. There's always somebody of course with a better design than the factories . . . The principles of design and shape are clearly understood by today's technicians but as is the case with cylinder porting, the optimum designs (if they exist) are still being arrived at. A simple calculator can help one decide on the basic layout for the exhaust, but no doubt a final effort must be made on the test bed to trim the dimensions to give the best result. But gone are the days of Bultaco for instance who, when developing their very rapid (for the day) road racing engine, were prepared to have over 100 expansion chambers of varying dimensions for use on the test bed!

Let's once again attempt to clarify why an exhaust system is the shape that it is. I recently asked a karting friend of mine if he knew, and he replied 'something to do with back pressure isn't it? - helps to suck the exhaust out.' One hears every sort of explanation and expression, most of which hold as much water as a soggy brown paper bag!

The object of the system is initially to amplify an already existing pressure wave condition within the engine. If an engine is run without an exhaust at all, a natural power curve will result, albeit of low value. There will be an rpm figure at which the engine develops its best torque reading. This rpm figure is controlled and dependent entirely on the previously mentioned time area value for the ports - the exhaust port in particular. Now if the pipe can be designed to 'resonate' at an equivalent rpm, the torque figure produced will be greatly enlarged, possibly by 100%. The expansion chamber must really be considered to be an extension of the cylinder, but with both as a 'matched pair'.

How does the design help all this? There are three main effects. Firstly by helping to efficiently clear the cylinder of as much exhaust residue as possible. Secondly, by evacuating the crankcase via the transfer ports to as low a pressure as possible and thirdly by raising the pressure at the exhaust port just prior to the exhaust port closure. If we look at the process in slow motion, the first thing that happens is the exhaust port is opened to a volume of exhaust gas at high pressure. This slug of gas escapes into the port, and subsequently into the front of the pipe at high velocity, and being of high pressure when it reaches the front cone it is allowed to expand at a rate which is controlled by the angle of that front cone. This expansion takes place at a point when the transfers are opened. The fresh charge from the transfers, if designed correctly, will clear the cylinder but this incoming charge loses pressure very rapidly. However, the result of expanding the exhaust gas into the front cone 'sends back' a negative pressure wave which is effective in the cylinder and the outlet of the transfers. Thus, the crankcase pressure is encouraged to fall even further. The better the design of pipe and transfer period, the more likely is this pressure to fall to a lower figure.

With the transfers still being open, we want to maintain a condition where the pressure is held constant. The centre portion of the expansion box is divided to stabilise this situation by neither expanding nor contracting the exhaust gas. Now the piston is closing the transfer ports and continuing up the bore. By this action, if we did nothing about it, some of the fresh

charge would be forced out of the exhaust port. This is where the reverse cone plays its part. The exhaust gas has started to be compressed and the resultant returned high pressure (or positive pressure) wave creates a 'wall' of gas at increasing pressure at a point just before the piston closes off the cylinder. The result is that the gas in the cylinder is already compressed before getting the normal compression provided by the piston ascending the bore. This pressure is called the *trapped pressure*, and will often be as high as 1.6 times atmospheric pressure. It should be stressed that it is not merely the flow of the gas through the system which dictates this situation. It is more the release of a high pressure wave at exhaust port opening that is responsible for the positive and negative reflected pressure waves. The various lengths of the component parts of the expansion chamber are designed with the speed of sound of the exhaust gas in mind not the actual speed of the gas.

A simple formula to help one arrive at an overall length (in inches) for a system which will be accurate to 5%, is as follows:

$$\frac{\text{Total exhaust timing (degrees)}}{360} \times \frac{60}{\text{Chosen r.p.m. for maximum torque}} \times \frac{\text{Velocity of sound in gas (inches per sec.)}}{2}$$

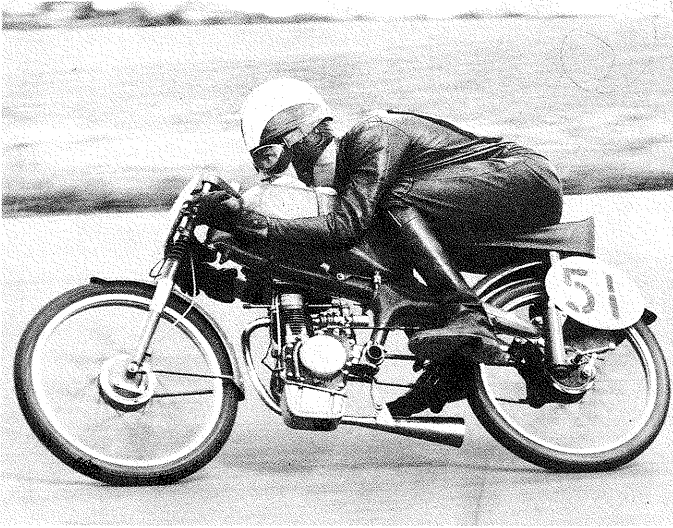
As previously discussed, the dependent factor is merely the exhaust port timing, with the transfer and inlet port timing shaping the torque curve and influencing the overall efficiency of the motor. The component parts and maximum diameter of the box must all be designed to best fulfil the required conditions in the crankcase and exhaust port as previously described, and hence the complete design of exhaust becomes quite complicated!

The tailpipe size, not previously mentioned, must be chosen to give the maximum benefit to the trapped pressure in the cylinder without the adverse effect on throttling the exhaust gas to the detriment of the overall scavenging of the cylinder. Too small a tailpipe will possibly have the result of increasing the maximum cylinder pressure with a resultant loss of top end power and/or piston seizure, together with a motor that comes in on the power band very sharply. In other words a narrow power band.

The latest exhaust designs tend toward bigger diameter boxes which seems to indicate that more use is being made of the transfer period in relation to that part of the chamber which reflects a negative pressure pulse. (A stronger negative pulse being reflected from a wider angle of cone.)

Development of the expansion chamber system will continue no doubt, but the principles will not change. Maybe one day someone will invent a way of adjusting all the component parts of the pipe while the engine is running! . . .

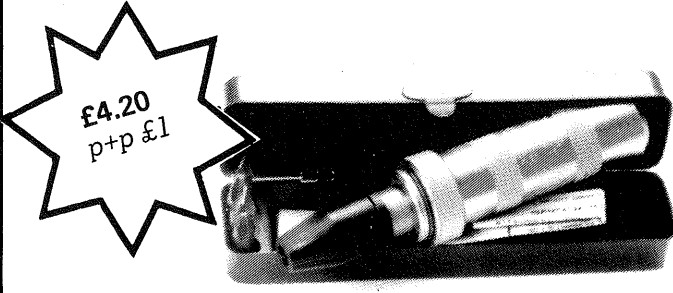
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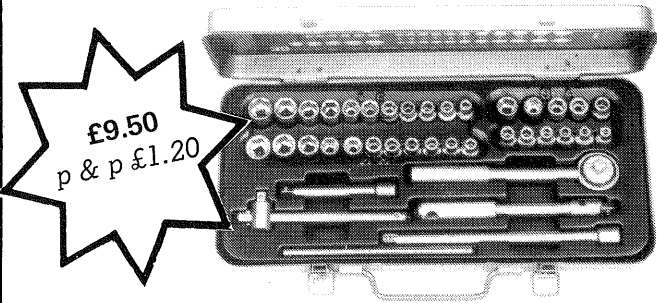
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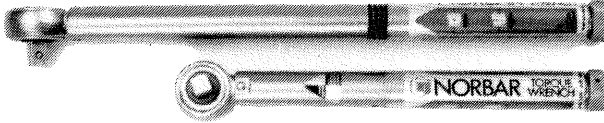
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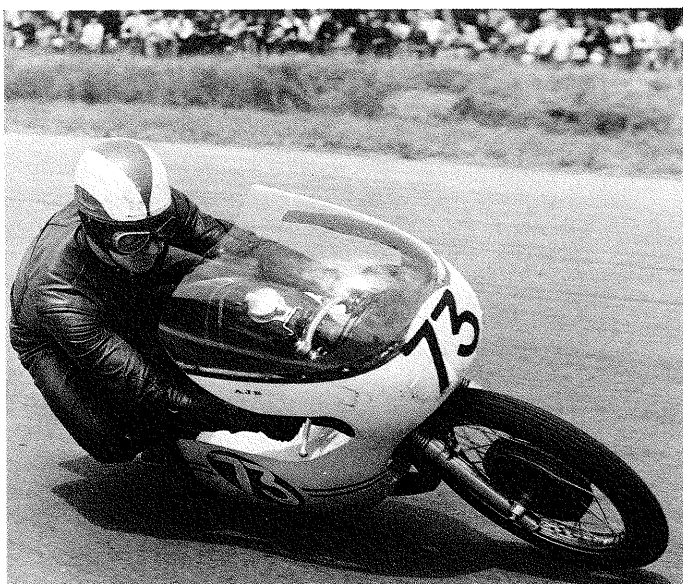
## Inch by Inch

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

By Peter Inchley

### Part 2

In the first article of this series we took a look at the basic workings of a test bed and generally discussed the definitions of torque and brake horsepower. This time we shall endeavour to see how the engineer lays out the motor and considerations he must give to the cylinder porting and expansion chamber.



*The author on one of his mobile test-beds – a works 250cc A.J.S., circa 1967.*

The layout will be dependent of course on the uses to which the motor will be put, whether it is motocross, trials or out and out racing. All these different requirements call for different power characteristics. A motocross engine to be good at its job has to have the ability to come on strong from very low revs in order to provide the drive out of corners, or to give instant recovery should the rider get all 'crossed up'. The motor must also be able to over-rev freely to avoid a situation where you may become forced to change up to maintain drive at a point where, in a very short distance, you know you are going to have to change down again for a corner or obstacle. This type of engine power is very similar to that required for Class 1 motors. Having only one gear and no clutch the motor must have no flat spots and be extremely free revving.

For out and out racing certain limitations on power band can be accepted, by making frequent gear changes, but the shape of the torque curve cannot be overlooked altogether. Refinements in the reed and disc valve engine are all aimed at providing better response at relatively low revs, with some inherent loss of torque in the case of the reed valve motor due to the obstruction caused by the reed valve itself.

So what do we consider when it comes to designing port sizes and expansion chambers. These two items, being the main components which dictate engine efficiency, concern the designer considerably. We shall look at the principles which result in the ports and pipe being the sizes they are.

We know that for maximum power from a racing engine we are attempting to arrive at the highest b.m.e.p. figure at the highest possible rpm figure, and to this end the ports will have to be larger than ports for a road or motocross engine. But what do we mean by large? What is the basis of measurement of a port and when does a port become too large?

It must be obvious that at any chosen rpm figure, and for any of the ports, we need enough time to pass the required amount of mixture through the port. The longer the port timing, the longer the time. This time element must be linked to the width of the port to some extent, as the wider a port becomes it can rightly be assumed that it will allow an easier passage for the gas. So really, we're talking about two factors – time (or port timing) and width. The two units combine together to form a value for the port which can be measured. This value is referred to as the *time area value* for the port and is measured in square centimetres x seconds. To bring this value to basis for all engine capacities we divide by the volume of the engine in cubic metres. Hence the value can be written down as follows:

$$\frac{\text{square centimetres} \times \text{seconds}}{\text{cubic metres}} \quad \text{or} \quad \frac{\text{cm}^2 \times \text{sec}}{\text{m}^3}$$

Unfortunately this value is not easily calculated. It is not found by merely multiplying the height by the width. The reason for this is simple, albeit the calculation is somewhat complicated! To understand this, imagine an engine to be running in slow motion and let's say the piston is just uncovering one of the ports. After a small amount of time a 'slice' of the port will be uncovered. After a further similar amount of time, a second slice becomes uncovered, with the first slice of course remaining open. Another slice then gets uncovered, in addition to slices 1 and 2 and so on. So perhaps you can see a build up situation occurring when it comes to calculating this value, and indeed a reasonably good calculator is needed to arrive at some understandable measurement. Naturally enough in this day and age most manufacturers will have all these values available, and will have their own ideas as to which is the correct one for a given port. So, it is the time area which determines the rate of flow through a port and not just the height or the width, but a combination thereof. Therefore, in setting out a motocross cylinder to rev potentially 25% less than an out and out racer, a time area value is chosen some 25% less. This value will determine the port height which is required to ensure maximum efficiency.

It must be said at this point however that many engines with somewhat different port configurations do appear to give similar power outputs, possibly confirming that several layouts are possible for an efficient motor, or also and probably more to the point, the designers have not yet reached an optimum design which cannot be improved upon. Every season seems to bring yet more power. When and if this day comes we can expect Yamaha, Suzuki, Rotax, Kawasaki etc. etc. to be using the same bore/stroke ratio, cylinder design, compression ratio, carb. size and so on. I wonder if they will be the same price! . . .

We've had a very scanty look at the basic considerations behind port sizes. There are of course exceptions to the pattern, and the 100cc Class is a notable one because of the extremely difficult task in producing good bottom end together with a motor which revs on very freely. This is achieved by using a lower exhaust port than one would like for maximum power,

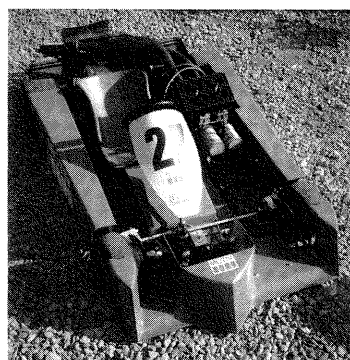


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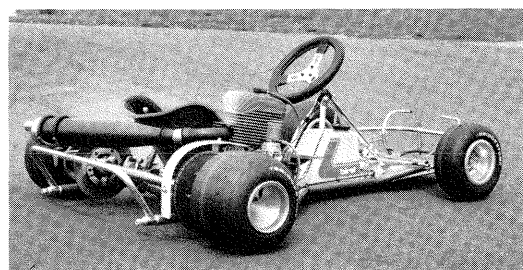
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# Carr Comments

Guest columnist leading 100  
National driver Paul Carr,  
reflects on the development  
of his category of racing  
during 1979.

Without any doubt 1979 has been a landmark in 100 National racing as a direct result of the prestige brought to the class by the *Kart and Superkart* series. For the first time top drivers have been brought together on a regular basis at vastly differing venues up and down the country, and for the first time they have been able to compete in a representative test of ability - something the two-day format of the yearly British Championships has never allowed.

The huge entry for the first round at Tilbury came as a surprise to many; an even bigger surprise was the failure of local heroes Tredwell and Homer to walk away with the first couple of places and perpetuate their mutual vendetta, and the realization that the series would create a much better atmosphere of competition than even the biggest local meeting. The points system which awarded high scores for heat scores as well as the final position was another major factor in the uniqueness of the series. Competitors had to think seriously about both equipment and driving, and this encouraged a professional blend of aggression and strategy more commonly associated with the International Green Man series. Consistency became the key to every driver's performance, and this aspect of the series gave long overdue recognition to those drivers who, while they failed to qualify for top positions, nevertheless represent the core of the karting world. It also brought into the limelight a few 'dark horses' who until now had been hiding away on their local circuits, and whose potential had attracted little publicity. Roger Moth's superb win and Tredwell's tempestuous drive through from the 'B' to take an impressive second place created an atmosphere of excitement and competition which characterised every round in the series.

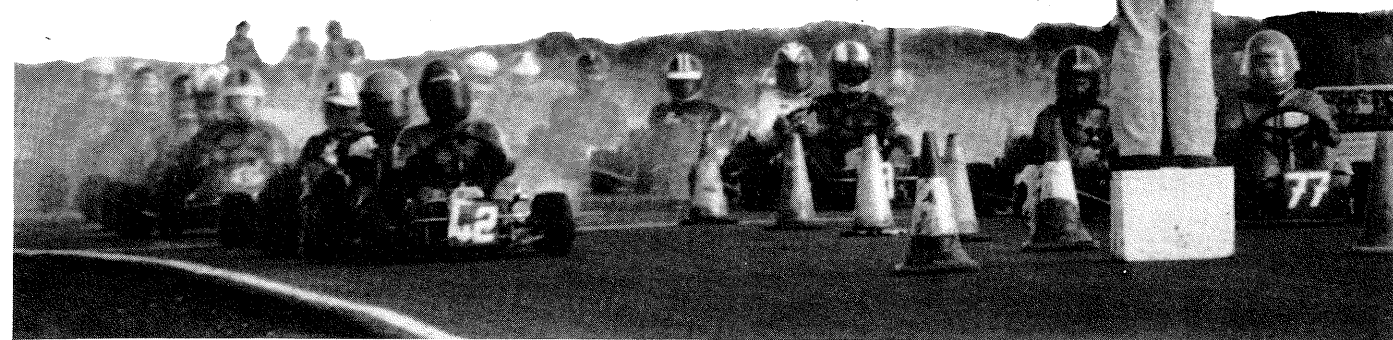
The Clay Pigeon round stands out in my mind as a classic. It saw the establishment of Tredwell's dominance on fresh equipment, the exit of Wayne Homer from Sisley Karting and subsequently from the K & S series, and 110% driving from Gary Prior, who is my personal top-rating National driver. As far as equipment is concerned, things appeared to be constant, with Parilla the only motor, Zip and Sprint the two most popular karts, shod with German Goodyear rear tyres and Super Slick fronts.

Nevertheless, those who were cunning enough to look more closely noticed that Neil Hann's Hewland was flying, only matched by Karl Murphy's TKM in a straight line. Several people opted for 3.50 German Goodyear fronts which seemed to work far better than Super Slicks towards the end of a race; a kart that was set up perfectly could make up for a slight lack of power. Slowly everyone was learning...

Shenington provided a memorable experience from my personal viewpoint, and it took several days for the success to really sink in. The key to that success, in my opinion, was the same in this round as in all the others. It lay in extremely careful tyre testing (and learning how quickly German Goodyears 'went off'); trying carb. after carb. until one was found that worked; playing with a new two-bearing Sprint; making the correct choice of gearing on the basis of past Shenington experience - and knowing that NOBODY was going to beat me! Shenington raised some further points of interest. Homer never entered, Prior and Davis retired early with problems, Hann's and Murphy's motors seemed even quicker, and Edwards and Bryant proved they had motors to match anything. More 'locals' succeeded in getting into the points at Shenington than at any other round (notably Wilkes, McGee, Christo and Owen) and this perhaps detracts somewhat from my own victory. It also raises the all-important question of the extent to which the K & S series succeeded in getting away from the British Championship image of the predictable local champion. Significantly the same half-dozen 'top' drivers came to the fore in every round, supporting the view that the cream always rises to the top and proving that the idea of the series had been lived up to by its design, even at this early stage.

So on to Blackbushe. This is a difficult meeting to comment on, since the result was so unpredictable. Edwards' victory - without knowing the track and with absolutely no testing or 'setting-up' - goes completely against what I've just said about preparation being the key to success and shows that talent, in the end, is still the most important ingredient. Tredwell had one of his less memorable meetings, and after leaving his spare Parilla at home, managing to oil a plug in one heat and lose a plug cap in the 'B' final, he settled for watching the final! Ross-Johnson was flying and Lee Crane was showing some of the class we had heard so much about and seen so little of, giving us a superb tussle with Bryant in the final.

The Clay Pigeon K&S round was a classic. Tredwell (42) leads the field away for the final, with the often underrated Terry Lilley (77) leading the outside row.

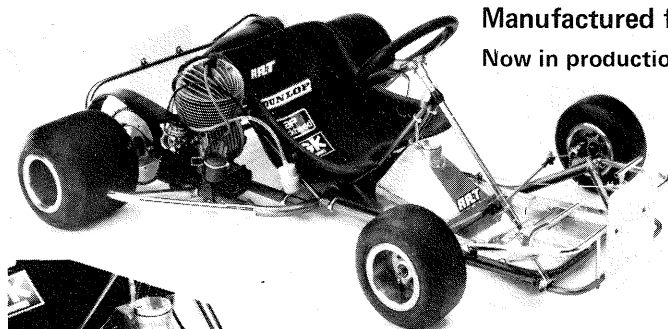


Since Wombwell was the week before the British Championships at Rye House, I expected to see everyone on Barlotti Monzas with K77's! However, competition was hotter than ever and Gary Prior was the only person to opt for his second-line equipment. By now most people had settled down to particular combinations of kart, motor, and tyres. Tredwell shocked everyone by using an extremely rapid Fullerton K88 in one heat, but reverted to his usual Parilla and showed both pace and consistency in the final, which was another classic. After Mark had pulled out a large lead, Neil Hann worked hard to catch him, pulling a long queue in his slipstream. Davis, with his tremendous cool, chose his moment masterfully and slipped past both Hann and Tredwell to win by a whisker. This prompted Terry Fullerton's remark that the quickest driver would not necessarily be the winner of the RAC Champs at Rye House. How right he was!

The Champs saw a complete contrast in atmosphere, attitude, and driving style. Even in practice during the week, karts were flying backwards through the air; people seemed to have gone crazy. So much for the human factor! On the technical side, 4.50 German Goodyears were vital, as they were definitely quicker than anything else; the abrasive nature of the track caused the rears to go off up to 0.4 of a second after as few as forty laps, with the ludicrous result that some people used as many as three brand-new sets for the racing alone. This, combined with the need for numerous sets for testing, emphasised the frightening expense of top National karting. This class has always been somewhat misleading by virtue of its low cost in relation to International, but in real terms the outlay is considerable. In particular, running costs for 'expendables' (tyres, chains, and so on), petrol and accommodation for each meeting entered, and engine rebuilds have risen out of all proportion to the initial expenditure on basic equipment. Therefore top-line National



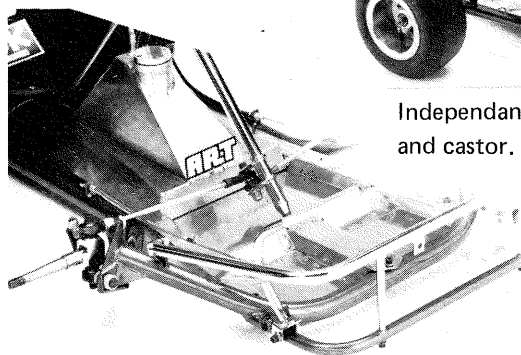
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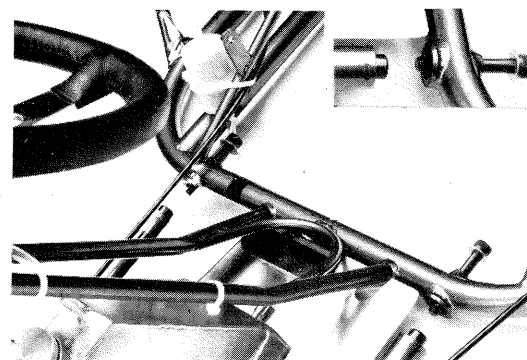
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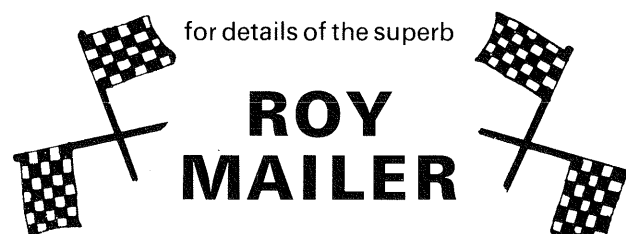
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## PROFILE

# Brian Heerey

It must have been one of the most desperately disputed races this season. Anyone lucky enough to have witnessed the wheel-to-wheel cornering, tyre-burning late-braking, and endless series of lunges and counter-dives out of the slipstreams will savour the memory. It was an unadulterated display of motor racing at its very best. For lap after 97 mph lap the laurels were within grasp of first twelve, and then six drivers. All the way to the flag little more than a favourable mood from Lady Luck prevented disaster intruding upon spectacle and triumph. And at the coveted chequered flag it was a fresh, new talent which snatched the honours: Brian Heerey.

That race was the 1979 210cc Grand Prix, fought to the bitter end around the fast sweeps and straights of Silverstone. In a nifty last-minute manoeuvre young Stockport driver Brian Heerey grabbed victory to collect the prestigious 'GP' plates as a fine culmination to a constantly competitive form that he has displayed throughout the season. At just nineteen years of age, Heerey has placed his name on the record books as one of karting's pace setters.

Born on January 25 1959, Heerey soon showed an interest in motor racing, and so it was little surprise when he turned his hand to kart racing. However, what is surprising is the rapidness with which the Stockport lad has made progress in the sport. Not until April 1977 did he first sit in a kart, and little more than two years later he is a leading 210cc pilot, consistently mixing it with the drivers of far greater experience on the grid.

With £80, Heerey made his debut in a 210cc Blow machine, and served his apprenticeship at the Chasewater track. After the first few meetings he was already displaying promising mid-field form, and so with the departure of his novice plates he made the move to a newer Bullitt chassis. Despite several wins at the local Morecambe circuit, Brain remembers the machine as having 'very bad handling on short-circuits', and so after nine months he purchased a Zip; the same mount which has carried him to his recent long-circuit successes.

The difficult Bullitt, allied to the 'hairy' Morecambe circuit, certainly permitted Brian to learn about the sport the demanding way, and this background has probably largely contributed to his present aggressiveness and daring brio. 'I was amazed at how easy it was when I first went to a long-circuit' he recalls, 'although then the racing didn't seem quite so close somehow.' Unlike some, Heerey is not just empty talk, and his claims are supported by his racing. His long-circuit debut, made at the tricky Oulton venue in late 1977, saw Heerey qualify on the second row of the grid. However, perhaps too eager to really add some impressive trimmings to his debut, his race ended at the first corner!

The new Zip was first raced at the 1978 World Cup, and on his local circuit Heerey had the chance to shine amongst the country's very best. After scoring a win in his first outing with the kart, in a heat, he went on to finish sixth in the final. The Villiers regulars were beginning to sit up and take notice of this new youngster.

The last one and a half seasons have seen varying shows of promise from Brian, with his efforts concentrated on the long-circuit meetings. Notable performances include the 1978 Grand Prix, and the recent British Championships at Donington, as well, of course, as his clinching of this year's GP plates. Ironically, his excellent third place in the '78 Grand Prix caused a great set-back to Heerey's progress. Whilst celebrating on the winner's rostrum, he was hit in the right eye by a flying champagne cork, and hospitalised for nine days, being forced to miss work off sick for no less than six months with distorted vision! Even after the chequered flag has fallen, motor racing is dangerous!

This year, of course, he has backed a third place in the British Championships with a claim to what is perhaps now the sought-after title in karting, so does not the time again seem ripe for another move in his rapid clamber up the ladder?

'Well, my ambition now is to have a couple of outings in 250 International before racing Superkarts fully next year. I'd really like to find a sponsor so that I can really have a proper go at 250s - maybe a partial sponsorship arrangement with Peak Revs - and then I suppose we'll just have to see how it goes after that ...'

If he is as successful amongst the Big Boys as he has been in the extremely close 210cc world? 'Formula Ford has always interested me. Yes, I'd like to try and get to Formula Fords.'

If the meteoric progress of Brian Heerey so far has been anything to go by, then surely he is marked for greater things. At just nineteen, the Stockport pilot certainly possesses the potential to either eventually shine amongst the 250cc International ranks, or even become another talented ambassador from karting to the grids of single-seaters. Assuming, that is, that he can survive the perils of his frequent visits to the winner's rostrum!

P.R.B.

*Brian Heerey leads around Woodcote on the way to his Grand Prix win. Next year, Superkarts for sure.*





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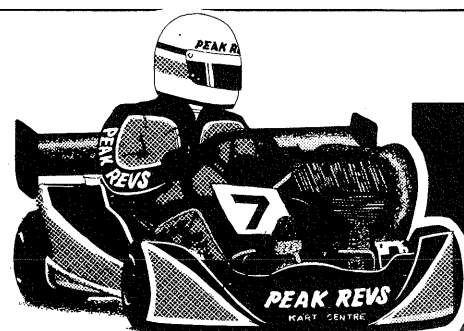


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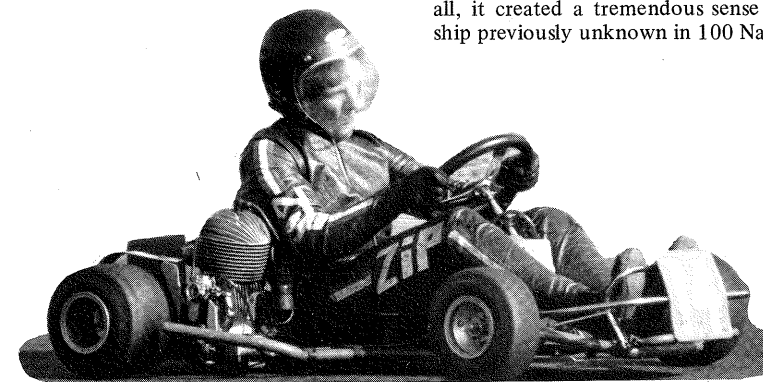
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karting works out to be far more expensive than would at first appear to be the case. Nevertheless, everyone competing seems to manage somehow, although financial help is clearly an advantage. Looking at the grid for the 'A' final at Rye House, those drivers with brand-new sets of tyres were, perhaps inevitably, those with some form of sponsorship to back them up. Were there any surprises? Three that must be mentioned are Gary Till and Mike Ballantyne on a superb second row, and - a little further back - Trevor Barras. Till's example of preparation and consistency complemented Ballantyne's fire and aggression, whilst Barras's power and ability gave him a well-earned placing. The actual racing, in my opinion, made this the finest 100 cc National Championship there has been since the 1973 Rye House event. Tredwell's and Davis's performances were nothing less than superb and Prior's drive from the back was truly amazing.



Gary Prior, now seemingly driving for Mark Tredwell, is Paul's pick of the current National drivers.

After such an incredible Championship meeting it was to be expected that the final K & S round would come as something of an anti-climax, but as the result was still wide open (any of the top four could theoretically have won) tension continued to build up. This was clear from the pensive look on Tredwell's face throughout the heats at Kimbolton. Many people were using their Championship equipment unchanged, although Davis had reverted from a Mailer-loaned Parilla to his works Zip engine. The final typified the class of racing maintained throughout the series, with John Knell's late charge into fourth place the only real surprise apart from the pace shown by Craig LeClere. Prior's win rescued what had otherwise been a rather unsuccessful season for him; Davis was as steady and relentless as ever. Tredwell pulled himself together for the final and showed a similarly cool approach, driving to score rather than to win. The outstanding feature of the series was its close finish - six different winners were produced from the six rounds, and several drivers remained in the running literally until the last flag fell. Above all, it created a tremendous sense of comradeship previously unknown in 100 National.

On the negative side, expense must be emphasised as an issue of real concern which has been brought very much to the fore by the on-going demands of such a series. I can't help but picture traders rubbing their hands with glee the week before a big meeting, knowing full well that they will sell umpteen pounds worth of tyres, chain, pistons, etc.; and I can't help but feel that a little less taking and a little more giving back into the sport in one way or another would help to keep karting (and in particular 100 National) a growing sport. Secondly, and as a direct result of the introduction of a major series, the quality of competition at local club meetings inevitably drops when people are 'saving' themselves and their equipment for the big events. This has important repercussions on the club side of karting - it has long been the case in International racing - and it gives every club the responsibility of providing attractive facilities and a level of competition which will attract the best.

As for next year - I feel things will be even better as far as the K & S series is concerned, with more rounds, different venues, and a slightly different scoring system. Generally speaking, the National class is sure to become more popular and more professional, and hopefully this will attract much-needed sponsorship. Rowrah will present a refreshing backdrop for the British Championships with the possibility of a strong bid from local boy Ballantyne. As for the established top-line drivers - so much depends on what happens in terms of preparation and the dealings of the 'silly season' that prediction is impossible. One thing's for sure; the same people will be there although the pack may be shuffled slightly differently. Any new jokers to challenge the aces? Maybe John Adolpho, Pete Christo, or Karl Murphy, with Wayne Homer, Roger Moth, and Mick Bryant sorting themselves out a little more successfully. We can but see - and I for one can hardly wait!

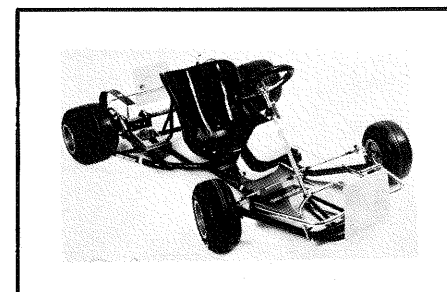
## MICK WORTH RACING ENGINES

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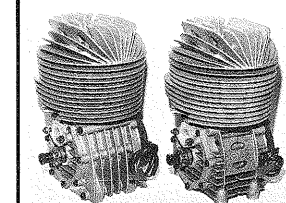
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DAP T70TT Ex factory Motor, complete with Motoplat Ignition. Recently rebuilt. 48.5 bore . . . £300  
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# Pudney's Portugal Pictorial!



The lady at the front of the packed open stand would NOT sit down and eventually a brawl broke out . . . Determinedly, she stood all the way through it!

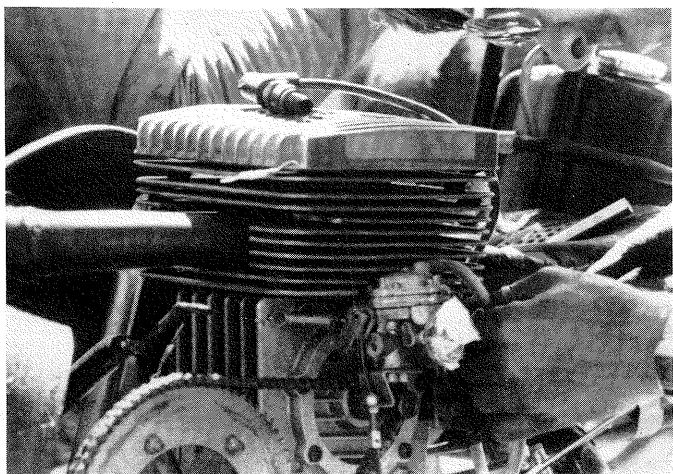


Tyres are the big factor nowadays – and these were only for the first day!



A man without the right tyres is a man with a problem – Martin Homewood during qualifying.

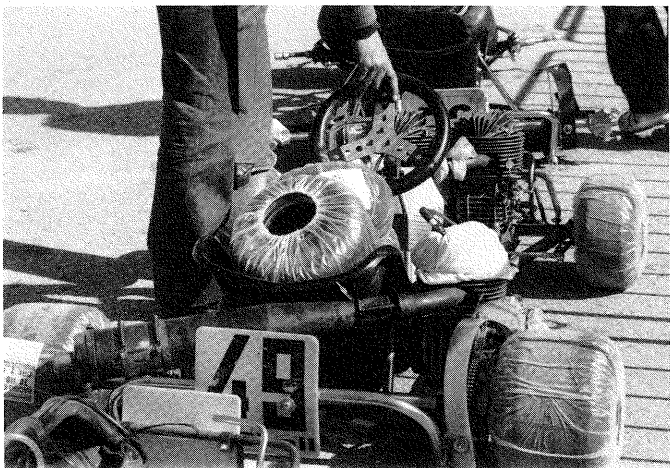
Amidst a flurry of people, Mike Wilson quietly awaits the start of the first final.



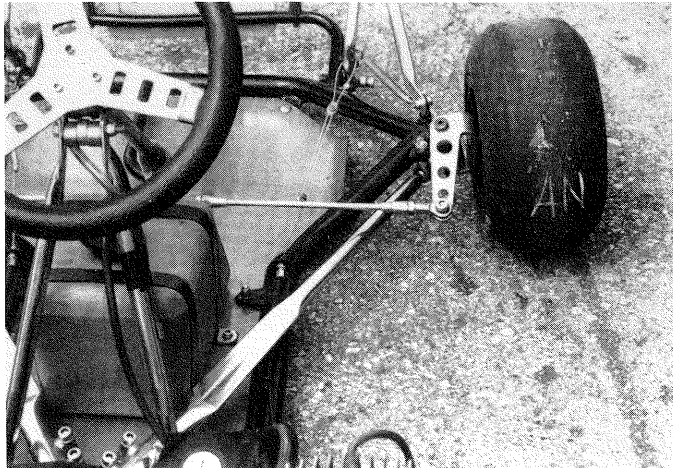
DAP T80 – Kojak model, with shaved head fins – they are normally an inch or so higher . . .

Behind the scenes both before and after the racing at the 1979 World Championships in Estoril.  
Photos: by John Pudney.

The smile tells it all – 1979 World Champion, Peter Koene.



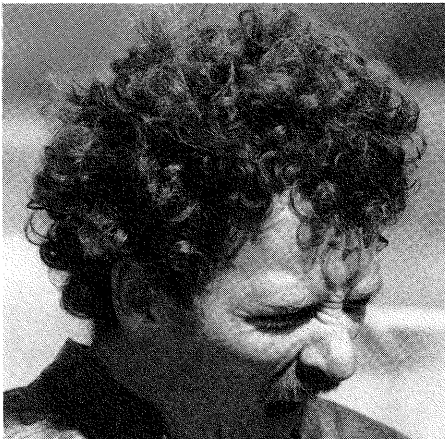
Scrutineering. 'You know who' winds them all up with plastic bags still on the tyres . . .



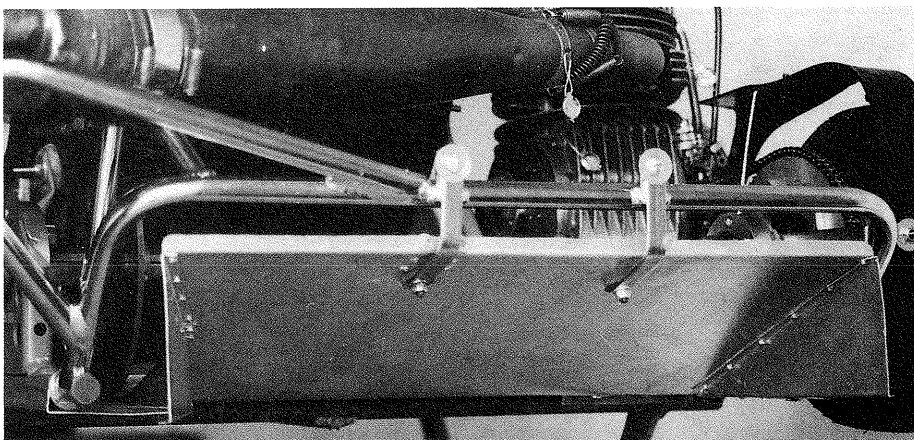
The Swiss Hutless chassis featured an interesting torsion bar system.



Marshalls were kept busy removing bales from the track during the windswept timed practice.



What do you think of it so far, Terry? . . .



The back end of Martin Smart's works Zip created a lot of interest, with the full length floortray . . .

Grana to Wilson – 'Guess what, we've put a bomb in Schurman's trophy! . . .'



C.I.K. President, Mr. Buser, held up the start of the last final for da Silva.

