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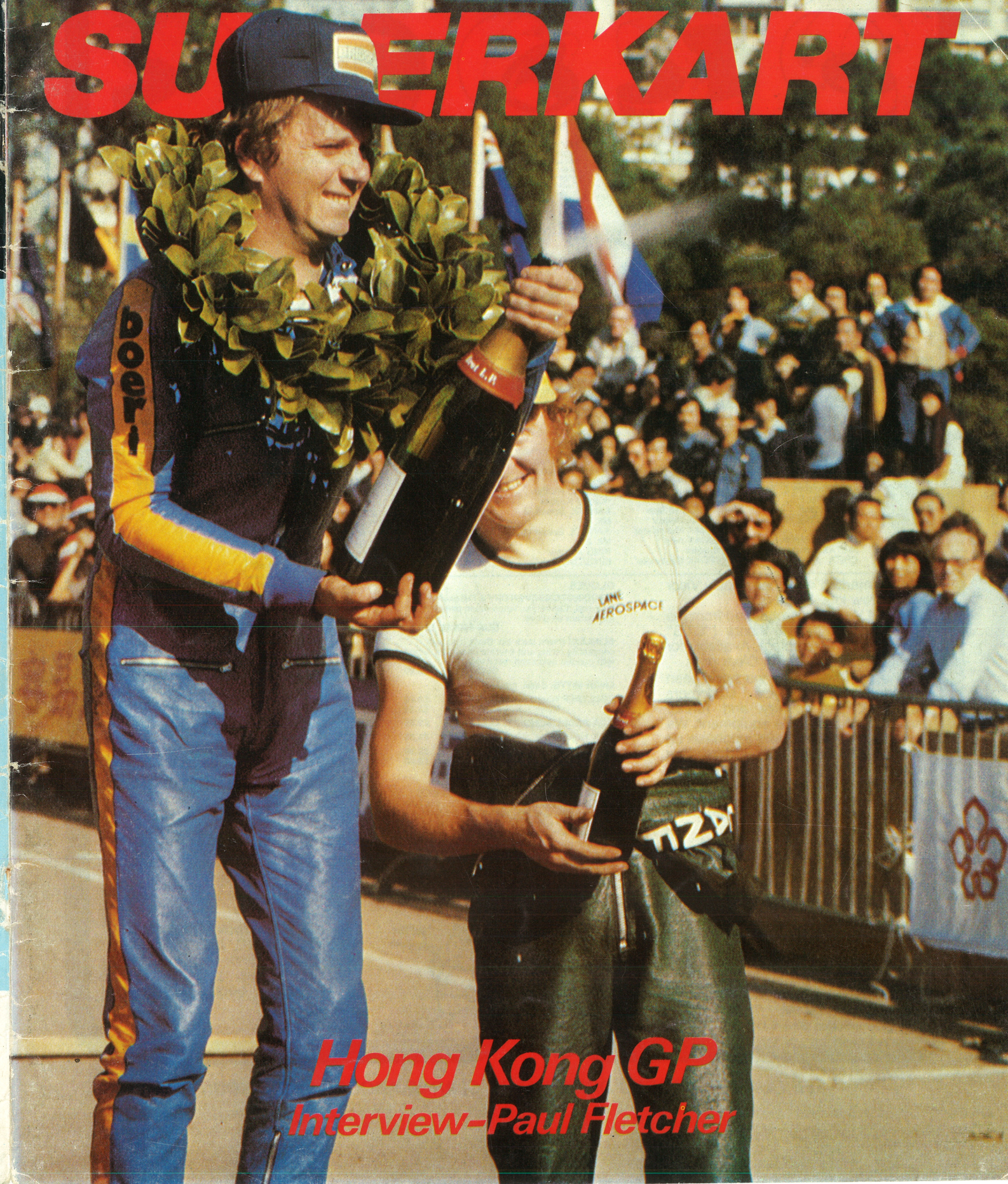
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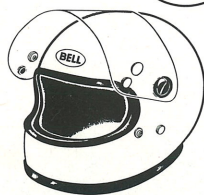
Hong Kong GP
Interview - Paul Fletcher

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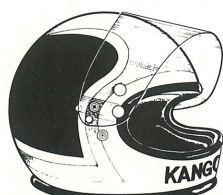
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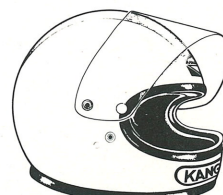
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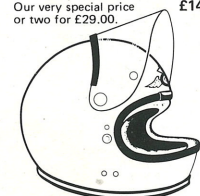
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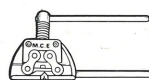
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America has always gone very much its own way with its approach to motor sports — including karting, and whilst virtually every other non-European karting nation has now been converted to the European style, the States has stuck very much to the "American Way".

As a result, the States has over recent times led a somewhat isolated karting existence, broken only by spasmodic, generally unsuccessful forays to the World Championship (Lake Speed's surprising win aside, of course).

But the signs are that things may be just about to change. Faced with a declining interest in its big capacity classes, the World Karting Association (one of the two US governing bodies) has constituted a 250cc Superkart category and in a brave step, has incorporated European - style regulations en masse, hoping no doubt that this will stimulate trans - Atlantic competition.

The first, critical steps take place as we go to press, with two or three of England's top Superkart pilots about to take the Americans on, on home ground — the ultra - fast Daytona circuit. The outcome of this meeting could so much affect the possibilities of future worldwide competition in this class — probably the most appealing of all to the general public. We hope the Americans like what they see ...

CHRIS LAMBDEN

FRONT COVER:

Moment of celebration for Sweden's Lars Forsman, having just won his second Asian event within 6 weeks. The Hong Kong meeting is held against this unique backdrop in Victoria Park, right in the centre of Hong Kong's commercial area and provides an atmosphere of its own. Partially hidden is 3rd placed Alan Lane. (Photo: Steve Carvill)

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January 1980

KART AND SUPERKART

Monthly

013

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NEXT MONTH:*

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

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JUST HEARD

New Engine Homologation

Over the first two weekends of December, the homologation of engines by the C.I.K. for 1980 took place. Although there was nothing startlingly new, most manufacturers have introduced slightly revised models.

On the home front, both TKM and Zip had engines up for homologation. If you remember, both these companies were somewhat questionably dealt out of the International homologation stakes last year, so in the main their's was a second attempt at registering the same engines as last year. So Zip put forward the Zip 48, and TKM the FF99 and FF99TT, all as currently being run in the U.K. However, TKM also put

forward a third, completely new engine, the L90TT, specifically for the International class.

The L90TT features a beefed up bottom end in comparison with its predecessors. The crankcases are new and are expected to be stronger as well as absorbing more engine vibration. There is now no provision on the front of the cases for a pulse pump as in the previous models. The crankshaft is also revised, with differing balance factor. As in the FF99 and FF99TT, the 48mm x 53.8mm bore and stroke are retained. A new rotary valve cover is utilised, and there are detail changes in the cylinder porting.

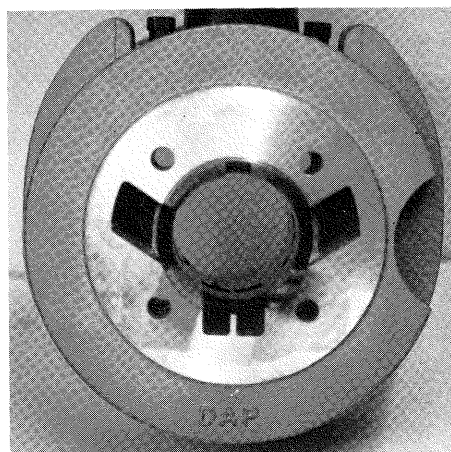
From Italy comes one new DAP engine, plus a brace of revised Parillas from I.A.M.E.

The new DAP engine is the T74. Externally identical to the T72, the engine sports a four transfer barrel as its most interesting new feature. The two extra transfers are in reality a slightly widened TT port, with a bridge in the centre. This front porting arrangement leaves the crankcases as one port and begins to split into two as it moves up into the barrel itself. The bridge obviously allows scope for much enlargement of the 'two' front transfers if necessary.

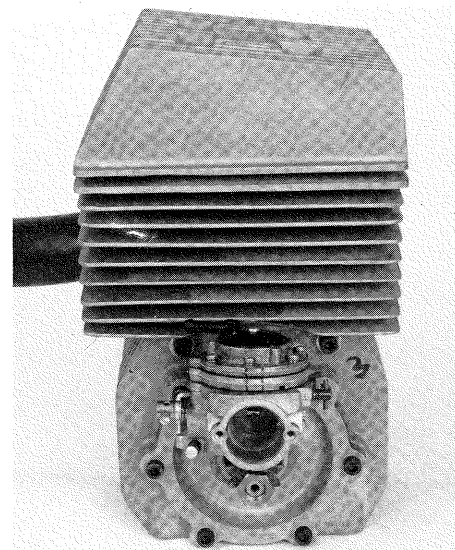
Based on developments on the T72 over last year, the T74 has a revised crankshaft assembly, with lightweight nylon crank stuffers, which in effect alters the balance of the engine. The production engines are expected to utilise a new knife edge type rod, but the sample engine we saw had the machined down girder type as used by the factory in the latter part of last year.

From I.A.M.E. there is the BM/Atlas 15TT reed engine, the Parilla TT25 reed, and the Parilla TT27, which is said to embody the best features from both the TT22 and TT23.

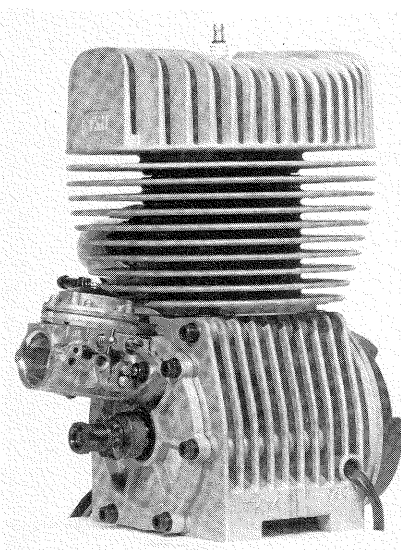
This homologation is seemingly not of too lengthy duration, as another is apparently due in August, effective as of 1st September. As this is only a matter of days before the World Championship, we could well be in for an interesting 'prototype-filled' event. The word is that I.A.M.E., for one, expect to homologate 4 brand new engines at that time.



The big change in the DAP T74 is to a 4 transfer layout. As can be seen, it really entails a widened, bridged TT port.



Two more British manufacturers now have engines homologated for International use: left, the Zip 48 and right, the new L90TT, one of three engines put forward by TKM.



In a Word . . .

- We now have the venues for the 5 French long circuit meetings this year — and what a thrilling set of venues they are! Two races are set down for Folembay, with one each at Croix en Ternoix, Bugatti (Le Mans) and Nogaro. The Bugatti meeting is due to take place on the morning before the 4 pm start of the 24 Hour Bike Race, and should therefore be witnessed by an absolutely huge crowd!

- All sorts of news is emanating from the Bedfordshire TKM factory these days. The company will be running two official 'works' drivers this year for the first time. Alan Gates will represent the marque in 100 International, while the 100 National challenge will be led by Paul Carr. Both will have the best in TKM's products behind them, and in fact Carr has already carried out limited testing.

The Turneys also hope to offer some form of assistance to some of the more successful TKM engine users.

- Hot on the heels of this news comes the news that TKM are to join the seemingly never-ending list of new kart constructors. They hope to have something on the road late this month, which may well be used by the 2 drivers above if it proves satisfactory. In the meantime, we know that Alan Gates has bought a Birel. There are also rumours of a TKM 'slide' carburettor.

- Australia's International series, consisting of 3 meetings, takes place in early March. The series kicks off with the DAP International Kart GP at Orange, N.S.W. on March 1/2. DAP of Italy are sponsoring this event to the tune of 5,000 dollars (approx. £2,500), with karts, engines, and magnesium accessories making up the prize list.

Round two will be at Sydney's Oran Park, with sponsorship from CIG to the same value, with Geelong, Victoria hosting the final meeting.

World Champion Peter Koene and his brother Fred are definite starters, along with globetrotting Cathy Muller, and the organisers hope to have Mike Wilson in attendance as well.

Any other European drivers interested in taking part in this 15,000 dollar series should contact Paul Ardill, P.O. Box 1291, Orange 2800, Australia. Tel. (063) 624661.

- The Wombwell club are running a sponsored 'push' at their January 13th meeting to raise track re-sealing funds. The Committee are to push 'big Pam', seated in a 100cc kart, around the circuit for one hour continuously. (Who is 'big Pam'? — the mind boggles...)

- A new club, with 'social' interests mainly at heart has been formed in Liverpool. It now meets every Thursday at the Pipeline Social Club, Ogdens Ltd., Boundary Lane, Liverpool at around 8.30 pm, with films and talks on the menu. For more information, contact Paul Grice at 'Bike & Kart' (ad. elsewhere).

- Dunkswell Club are to run a meeting this year on the famous Plymouth Hoe, a large tarmac expanse in the city. Sponsored by the local independent radio station, Plymouth Sound, the meeting is scheduled for 15th June, on what should be a 650 metre track.

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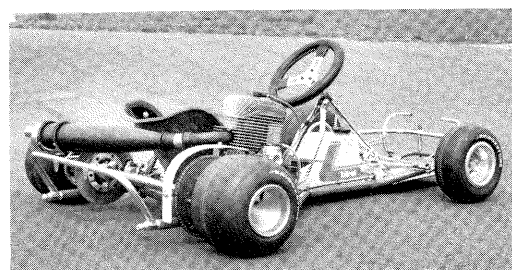
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Banff

As can be seen by the photo, our club ended the season in fine style at our annual dinner-dance. A great evening was had by all and the club wish to take this opportunity to thank Martin and Lindy Hines for presenting the trophies, along with Mr and Mrs Carling from the Regional Council.

It was indeed reassuring for Scottish karters to see Martin support us in such fine style - 500 miles is a long way to travel for a night out and believe me he made the most of it!

The race meeting next day was well supported by an enthusiastic band of competitors, complete with sore feet and blood-shot eyes! As it was the last meeting of the season and all the major trophies had already been won, the racing on the whole was easy going, (all mistakes being attributed to the night before!!).

More news for Scottish karters in next month's report! Haste ye back Martin! (You're not a bad pool player either!)

RESULTS OF THE DAY

Junior Britain

1st Andrew McLean	Zip/T70JM
2nd=Kevin Doherty	Sprint/DAP T70JM
Brian Ewing	Sprint/DAP T70
4th Marc Abbot	Kestrel/Parilla

Junior National

1st Elaine Buchan	Zip/Arrow
2nd Paul Williamson	Zip/Parilla
3rd Gordon Vass	JKS Zip/Turney
4th Niall Smith	Zip/K77

100 National

1st Andrew Buchan	Zip/Arrow
2nd Ian Simpson	Sprint/Arrow
3rd Gordon Murray	Kestrel/SS20
4th Kenneth Graham	Zip/K88
5th George Douglas	Mamba/Arrow

210 National

1st= George Bett	Barlotti/Bett Villiers
Robert Grubb	Sprint/Upton PH

Scots Corner

At the A.G.M. of the Association of Scottish Kart Clubs held at Aviemore on 11th November 1979 the following matters were agreed:-

Scottish Championship
To be a two day meeting with 4 heats and a final, held at Banff in late August or early September. To be eligible for the Scottish Championship, competitors must be of Scots birth or have resided in Scotland for six months prior to the meeting. There will be a suitable social function organised in connection with the Championships. Trophies will be presented after the meeting.

Drivers' Registration

Fee increased to £2 per driver. No fees for Juniors who still have to register.

Entry dates for meetings

Entries to be in by the Wednesday before the date of the meeting. No late entries accepted. Entries can be phoned in provided entry forms follow.

Blue Flag

The use of the blue flag to be left to individual clubs.



3rd Roy Gallant	Zip/Villiers	100 International	1st Colin Robson	Sprint/TKM
4th Alister Fraser	Blow/Upton	2nd Gary MacRae	Sprint/JM DAP T72	
5th Alister Baillie	Blow/Upton			
125 National		250 International		
1st Gordon Petrie	Star/Rotax	1st Sandy Dalgarno	Lynx/GBRD Yam.	
2nd Gavin Nicholson	Zip/TVM Yamaha	2nd Bevan Fraser	Zip/Zip Yamaha	
3rd= Paul Cook	Zip/TVM Yamaha			
Ian Nicholson	Zip/TVM Yamaha			

Jenny Taylor

Tibbenham

Unfortunately Ian Brookes, our regular reporter was unable to be with us for the November meeting so this report may not be up to the usual standard. But knowing how you like to see your names in print - here goes...

A wet track, fresh breeze and persistent drizzle greeted the drivers brave (or mad) enough to attend the meeting at Tibbenham. Only half of the 100 National entry turned up so we only had one grid instead of the normal two in this class. The 125's and 210's were combined so with four heats to get through in each class the slick presentation (especially when it's wet) of the Norfolk & Suffolk Kart Club moved into top gear and we were away.

Junior National Ray Lincoln grabbed the initial lead in heat one but instead of turning at the first corner he carried on up the pit road, with a seemingly jammed throttle. This left Nick Palmer in front where he stayed to lead Francis McEwen-King over the line. Lincoln made up for the first heat by leading heat two from flag to flag. Andrew Chenery held second until lap eight when he was passed by Palmer. Heat three was led by Palmer for four laps. Chenery took over for the next four until being repassed by Palmer. However, Lincoln in determined mood, moved through well to take the lead on the last lap. Lincoln made it a hat trick of wins by leading the last heat from flag to flag ahead of Palmer and McEwen-King. Fittest man on the track must have been Mr. Palmer who was kept busy at the pit corner restarting the victims of spins...

100 National Heat one was a flag to flag win for Gordon Chenery. Robert Smith came second with Mick Ashton third after Derek Calver had been excluded for having a semi attached carb cover following a first bend nudge. Miles Townsend performed something of a miracle in this heat when he went from sixth to first through the first bend without touching another kart after his throttle had stuck wide open. His race finished a few yards further on when he spun. Miles also led heat two until his chain came off on lap nine letting

Chenery through for his second win. All eyes however were on Bob Kett, Calver and Smith who were having a tremendous bumper to bumper scrap. Smith sneaked inside Calver and then Kett to claim second with Calver going under Kett at the pit corner to take third on the last lap. Heat three was third time lucky for Townsend as he led all the way from Smith and Calver. Another flag to flag winner in the last heat. This time it was Smith who led off the front of the grid. Calver held second until he was passed by the flying Townsend on lap eight. Fourth place went to Mick Ashton who had driven very consistently all day resulting in a deserved second place overall.

125/210 A flag to flag for Mick Meadows in heat one with Roger Barrington second and 210 driver Gerald Williams third. Heat two and this time it was Barrington's turn to lead all the way from Meadows and Davis. The tables were reversed again in heat three with Meadows leading Barrington and J. Davis to the flag. I thought it was going to be all change again in heat four as Barrington led from - yes you've guessed it - Meadows. However Mick dropped back on lap two and retired. Williams inherited second only to be passed by Davis on lap three but regained it again on lap eight to finish behind Barrington.

Phew, well there you have it. I'll just put some water on this red hot typewriter and then I will do the results. Come back Ian...Please.

RESULTS

Junior National	
1st Nick Palmer	Zip/F.E. TKM
2nd Ray Lincoln	Corniche/F.E. TKM
100 National	
1st Robert Smith	Zip/Parilla
2nd Mick Ashton	Corniche/F.E. K88
3rd Gordon Chenery	Corniche/F.E. TKM
125 National	
1st Roger Barrington	Zip/Yamaha
210 National	
1st Gerald Williams	Barlotti/Villiers
	Derek Calver

In a Word . . .

• In line with increasing costs and all the other usual reasons, Kart and Superkart must from this issue, increase its price by 5p, to 55p. However, subscription prices remain unchanged. So if you wish to get your K & S first, and at the same time get your copy at the 'old' price, fill out the form elsewhere in this issue.

• Due to his overwhelming business commitments, Part 3 of Peter Inchley's dyno-tuning series does not appear this month. However, be sure that this interesting series will continue next month.

Similarly affected is Hines Quarter, and with Martin's current extended trip to Daytona, Australia, and New Zealand preventing him contributing next month, we hope to have a surprise guest columnist for you.

• In the off-season, kart driver's minds turn to other things, and in the case of Dave Buttigieg and Carolynn Grant-Sale it is marriage. Dave and Carolynn are due to wed on 5th January - we wish them both well for the future, both on and off the circuits. But who on earth chose Nigel Smith as BEST MAN... Should be a riot! Further congratulations, to Malcolm Turner, who is tying the knot as we go to press.

• An interesting sideline to the recent Hong Kong GP, was a 'mechanics race'. Each team - one driver and two mechanics - had to change wheels, fill up with petrol, and complete a lap - or something like that, in some sort of order. The novelty event was won convincingly by Mickey Allen's team, which must prove something! Nice to see a bit of light relief at such a big money meeting.

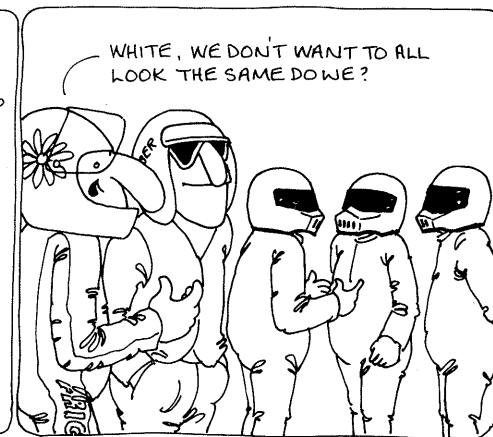
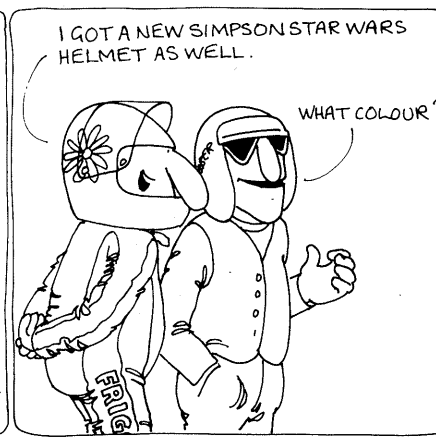
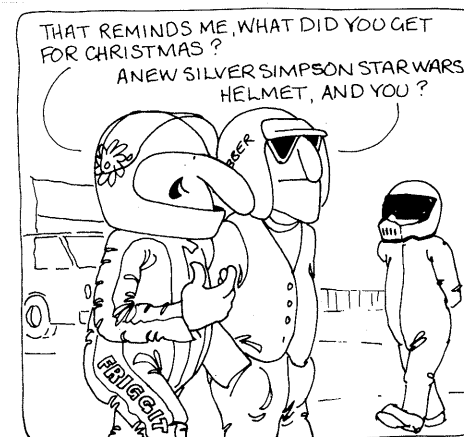
• We hear that Gartmore Unit Trust are increasing their involvement in Superkart racing this year. They will continue to back Peter Haywood's Huntingdon based team, but on a considerably increased scale than their 1979 sponsorship.

Two 250 Superkarts will be run, for the Hoy brothers, Will and James. Peter Haywood will return to the 210 category. The team also hopes to field a 125 entry occasionally. Will Hoy was of course right at the forefront of the 210 battles in 1979 and could pose a serious threat to the Superkart establishment.

The team, under the management of Kevin Broadhurst, hope to do all the major U.K. events, plus the 5 French meetings and are currently fitting out a Mercedes 608D transporter to their requirements.

A full official announcement of the teams plans is expected in the next week or so.

FRIGIT



More From The RAC

New Engines

In addition to the new 100 National engines listed last month, we have now been advised that the following other classes have new engines allowable;

125 National	Hiro MR 1
	Honda GP 125

250 National	Honda CR 250
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Price Limits/Log Cards

The following class price limits have been set for engines this year:

Junior Britain and 100 Britain	£200*
Junior National and 100 National	£230
250 National	£700

(* includes electronic ignition, carburettor and exhaust)

The log card system for Britain and National 100cc classes is discontinued.

The chassis price limit for Britain classes has been raised to:

£285 in kit form
£305 assembled

Restrictors

As of 1st January, Britain class restrictors shall be a 3mm flat plate between the carburettor and engine, containing a hole with parallel sides and a 19mm bore through which all the mixture must pass. In all other respects, the engine must remain as homologated except for the latitude allowed in the regulations.

In a Word . . .

• The British Womens Racing Drivers' Club 1979 Kart Sport Championship resulted as follows:

1st Margaret Dell	66.5 pts (best 10/16)
2nd Sue Cox	65.0 pts (best 10/17)
3rd Joanne Fabby	25.5 pts (best 5/5)
4th Carolynn Grant-Sale	14.5 pts (best 5/5)

The Championship is run on a system whereby the entrants gain points for placings in the classes they race in, with scale of points proportional to the entries in their particular class at any one meeting. Potential B.W.R.D.C. Champions should write to Margaret Dell, 43 Salcombe Road, Ashford, Middlesex, for membership forms and Championship rules.

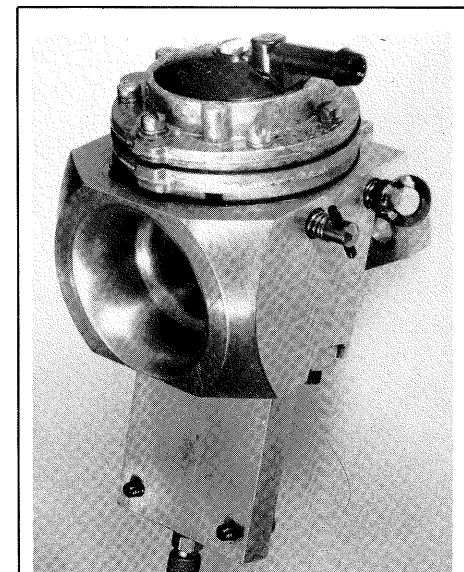
• Chasewater also have a new Competition Secretary: Mrs Maureen Cotterill, 1 Mill Lane, Little Aston, Sutton Coldfield, West Midlands.

British Teams/C.I.K. Championships

Anyone wishing to be considered for selection in any British team or for any C.I.K. event must submit their name to the RAC British Motor Sports Council by 1st March. Application forms are apparently to be sent out with 1980 competition licences.

250 National and International

'From 1st January, at long circuit events, the kart as raced shall weigh in at the end of the event without driver at a minimum weight of 120 kg.' Since receiving notice of this regulation, it appears that the figure has been reduced to 115 kg. It is also not clear whether this regulation supercedes or will be enforced in conjunction with the regular minimum all up weight (kart plus driver).



Following on from the undoubted success of the Swiss-made slide carburettors (see our exclusive article elsewhere), Redhill Racing are about to produce a British-made model. The prototype carburettor (above) has been tested by Martin Homewood already. Production is now under way, with the first batch expected at any time.

Mark Barnard of course has a fine reputation for preparation of Tillotson carburettors and so the as-yet-unnamed Redhill slide carb should prove competitive. More details when they come to hand.

• Hemswell are changing their meetings to the third Sunday each month, commencing 20th January. The Competition Secretary is now: Mrs C. Gow, 23 Chaple Road, Broughton, nr. Brigg.

BY BARRY FOLEY

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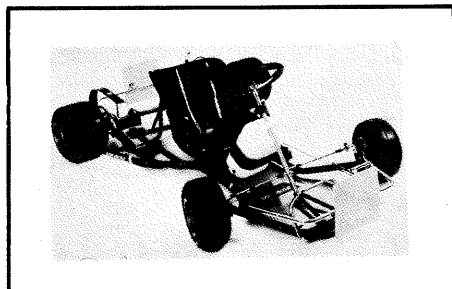
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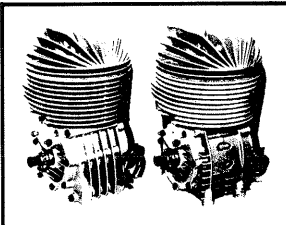


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DAP MOTORS FOR ALL CLASSES. BRITAIN,
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With Carb, Motoplat &
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but readily uprated
should you change class.

T70TT

New stocks just in of this
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Developed from the
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DAP T70TT Ex factory motor,
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Recently rebuilt. 48.5 bore. £300

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Fully tuned and prepared, and
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DAP T80 5 port, 50.9, modified
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Engines marked with an asterisk (*) have been tuned and maintained on
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Terry Edgar. 50.1 bore, and com-
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KOMET K88 5 port TT, 51.00,
modified engine c/w Motoplat
ignition £165

All accessories -- chain, racing oil,
plugs, carbs, tyres etc. Time and ad-
vice gladly given if you are about to
start karting, or need help choosing
new equipment.

Hemswell

As the year came to an end, the Borders K.C. were blessed with fine weather, and excellent racing. The Juniors kicked off the meeting, Mark Wilson and Tim Sugden having some fine scraps throughout the day. Two drivers in Britain classes managed to win all their heats, as well as the finals - Chris Stoney of Castleford and Simon Tring (J.B.) of Lincoln, Stoney's new UFO kart suiting Hemswell to a tee.

In the International class, Peter Elliott of Sheffield came out on top, after a good dice with Barry Peary. Elliott was lucky to finish due to a slower driver ignoring a blue flag, and cutting across the fast-moving leader.

The gearbox class was split into two, 210 Nationals racing alone, whereas the 250s were placed in front of the 125s. Regular drivers in 210 National were noticeable by their absence - maybe the cold weather has kept them at home. Novice drivers seem to get quicker, C. King and P. Ellis following the red plates of S. Hodges home. Ex 210 driver Richard Dean (I thought he was entered as a JUNIOR at first, 'til it was found there were two R. Deans!) won every 250 race he came out in. How about more 250s making the journey to Hemswell. Another ex 210 driver has made the switch to

125, Steve Rawson, picking up the 125 pot with his new Chat Yamaha.

In October the Borders K.C. were invited to take part in team racing against the London K.C. and Beccles K.C. As this was our first team race, many of our drivers had to learn the art of team racing. The 100 National team managed to win their section, with 210 National finishing second to London. All members of the club would like to thank the organisers of the Beccles club for a great weekend, which we hope to repeat at Hemswell during 1980.

Results

Junior Britain

1 S. Tring Sprint/T70
2 K. Thorpe
3 S. Banks Zip/T70

Junior National

1 M. Wilson DAP/TKM
2 T. Sugden Sprint/T70
3 R. Dean Sprint/SS20

100 Britain

1 C. Stoney UFO/Arrow
2 S. Gill UFO/T70
3 E. Smith Zip/Arrow

100 National

1 P. Elliot Zip/T70
2 B. Peary Sprint/TKM
3 M. Mulhearn Sprint/Parilla

FOR SALE Butty's Rapid Movements Zip/
Yamaha £1175.00 ono. Phone 0703 612858.

BLOW HUSTLER II 210 rolling chassis. Very good condition. This is a competitive chassis, 2nd in Kimbolton Championship until retirement. Complete with spare wheels and wets, £160. Dave Senior, Bedford 48531 evenings.

ZIP SHADOW, 250 TD3 Yamaha, Merlin tuned superkart. Side tank, centre tank, rev. counter, Bridgestone tyres etc. Complete and in good condition £950. Tel. 0943 461041.

BM FK96/3 50.9, latest crank, Motoplat, carb. and mount. Also Corsair T80 spares - rings, piston, seals and gaskets, cev mag., all never used. Also helmet, leathers and Westover boots. Hesketh Bank 2214.

ZIP EURO 79/DAP T70 Britain outfit. Everything absolutely immaculate as only four months old. Three trophies in six meetings. Quick sale required hence £315 ono, or if split chassis £190, motor £125. Phone Blewbury (Oxon) 850748.

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All prices include VAT and Postage. Send
Cheque or Postal Order to:-
4 Moyne Road, Conlig, Co. Down.

CLUB SCENE

210 National

1 S. Hodges Blow/Upton
2 C. King Barlotti/GBRD
3 P. Ellis Blow/Upton

250 International

1 R. Dean Zip/DMA Yamaha
2 T. Harrison Zip/Yamaha

125 National

1 S. Rawson Barlotti BB/Chat Yamaha

Chris Anderson



Richard Dean dominated the 250 racing at
Hemswell - how about some opposition!
(Photo: C. Anderson)

DEAVINSON SPRINT/K77, disc brake, Moto-
plat, rebuilt, new carb., plus extras, £250.
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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

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210 BARLOTTI UPTON. Motiv and German Goodyears, Carlisle wets on rims £460 ono. Upton exhaust £10, pair US Goodyears 11x3.50x5 £8, pair 25mm rear hubs £8, AC axle pump £6, Bell Star 2, 7/4, £25. Phone 01-223-2723.

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ZIP K77TT SEVEN PORT ENGINE. Motoplat, bored carb., just rebored and rebuilt. Lots of spares, £275. Spare engine and wets for an extra £75. Also K88 with Motoplat, carb. and engine mounts, £150. Lot more for sale. Phone Folkestone 42627.

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INTERNATIONAL CLASS Sprint RS 106cm, 3 bearing, £190. Sirio ST50TT, 50.1, Deavin tuned, unused since rebuilt, £300. TT22, 48.0 bore, Deavin tuned, very quick, £280. Selection of tyres including wets. Tel. Gerrards Cross 82646. NATIONAL CLASS Sprint RS, 3 bearing, £170. SS20TT, fully tuned, 48.5, £240. K88TT, 51.1, just rebuilt, £150. K88 5 port, Turney tuned, 51.2, just rebuilt, £150. All engines for both classes with carbs and exhausts. Tel. Gerrards Cross 82646.

continued...

Aussie Road Champs

The Australian 'Superkart' season drew to a close with the running of the Aiwa Electronic's sponsored 1979 National Road Race Championships. This was the culmination of what could be best described as a mixed season. On one hand we saw sponsorship up, recognition and acceptance up and competition super keen. Yet on the other hand entry lists were down, particularly in the 250 Superkarts and we had a rash of nasty accidents topped off by serious rifts in the sport's hierarchy.

Despite in excess of five thousand dollars in prizes 'The Nats' could only attract 100 or so entries, a poor reflection of the hard work and top promotional effort put in by the organisers, the Road Racing Kart Club of NSW. The Amaroo Park Motor Race Complex with its road, hill climb and motocross circuits, nestles in a natural amphitheatre on Sydney's North-western outskirts. The 2 km road circuit is cut out of the valley and combines steep gradients and rock face cuttings that allow little room for error, as witnessed by the recent karting fatality in practice for this event.

As a sign of the times, no acceptances were received for the non-gearbox 100cc classes, leaving just three gearbox classes, the 125's, 250 Nationals and the 250 Internationals to vie for this year's honours. Many supporters of road racing have wished for a clearer definition between the two sections of karting in Australia and believe that 'long' circuit racing should be the sole domain of the gearbox machines.

Results

80cc Class

1st Ross Gray	Futura/Yamaha YZ
2nd Lindsay Roberts	Futura/Yamaha YZ
3rd Russell Atkinson	Tony/Suzuki RM

125cc Class

1st Ian Connelly	Continental/Suzuki
2nd Paul Stebbing	Ans Hellcat/Yamaha
3rd Peter Cornelius	Bug/Yamaha

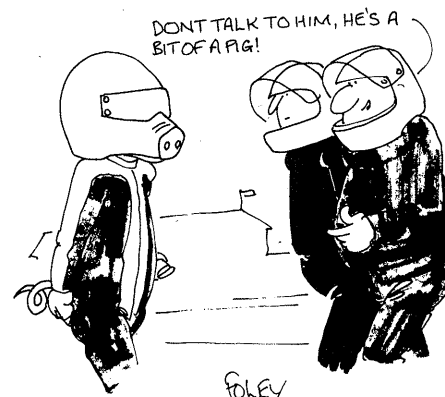
250cc National

1st Bill Wallace	Zip/Yamaha YZ
2nd Barbara Harmer	Zip/Sachs
3rd John Hill	Ans/Montessa

250cc Superkart

1st Eric Barnes	Zip/Yamaha TZ
2nd Dick Fereday	Zip/Yamaha TZ
3rd Steve Bell	Zip/Yamaha TZ
4th Gary Dawson	Zip/Yamaha TZ

Barry Beckman



Karters at FF Festival

The Formula Ford Festival is held in November each year at Brands Hatch. This year's event had a distinctive karting atmosphere about it and despite persistent rain throughout the meeting, provided excellent racing, with ex British Junior Team member Terry Gray finishing a strong second behind seasoned campaigner Don MacLeod from Scotland.

The 'Festival' is always held at the end of each season and gives the drivers from all the varying FF Championships a chance to meet each other, in a 'knockout' competition. It is this knockout aspect of the event that gives it its karting flavour, as after the Saturday timed practice session, the 192 competitors were divided into 8 qualifying heats, progressing through Sunday's quarter and semi-finals to the big 15 lap final.

Gray earned the outside slot on the front row. As the tension mounted and the rain continued, Terry led the field around to complete the first lap. However, experience was finally to tell and 1973 winner MacLeod drove through to lead from lap two with his own 'Sark' manufactured car.

Further karting flavour was provided by the large number of ex-kart drivers taking part. Brazilian Roberto Moreno, a former National Champion, was a front runner, finally spinning out of fourth to finish eighth, just ahead of ex Belgium kart team member Didier Theys.

Fernando Ribiero, another ex-Brazilian karter just missed qualifying for the final as did other British drivers on the move from karting such as Ashley Ward, Rob Creswell, Julian Bailey and Tim Davey. Also performing well at the meeting were Tim Lyons (ex club karter), one time Junior Dave Scott, Andy Nicholas (former Tilbury Club Champion), Martin Holman, and South African Guy Dormehl who actually won the Dunlop 'Star of Tomorrow' Championship for novice FF drivers.

With 3 ex-karters — Gray, Moreno and Theys — in the top 10, the spectating public were able to see how important karting can be as a source of future car racing champions.

The most recent FF debutant, Davey, was running a Lodge Corner Agencies hired car in a one-off deal, with backing from Sisley Karting and secondary backing from Interkart of Highgate. Tim hopes to emulate the success of Terry Gray in this formula and is currently looking for sponsorship to secure a competitive car for this year.

It is now clear that whereas once an aspiring Formula One driver would have chosen Formula Ford as the first rung on the ladder, nowadays car racing 'afficionados' must recognise karting as the springboard for a successful career.

Argal Varney

A Helping Hand

At the bottom of an advertisement in Auto-sport Magazine congratulating Terry Gray on winning the Townsend-Thorenson Formula Ford 1600 Championship, was a word of thanks to Bill Sisley, 'who helped Terry to start his racing career'. This year Sisley is helping another talented ex-karter, 19 year old Martin Holman, who has made an impressive debut in Formula Ford.



Martin Holman, Formula Ford debutant, with assistance from Sisley Karting. (Photo: D. Smith)

Most of you will know of Bill Sisley through his Class One interests, or the Sisley fun karts and cars, but how many realise that this is the kind of guy any racing driver would like to find under the Christmas tree? Bill's business interests revolve entirely around karts, but as an ex-mechanic for Tony Brise, he has many contacts in motor racing, which helps with his other interest — helping up and coming young drivers enter the world of motor sport.

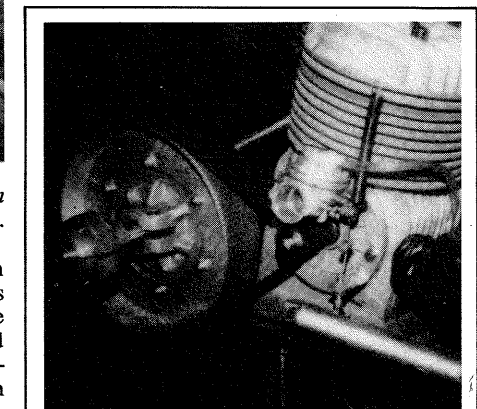
Bill is one of quite a rare species these days — someone who is honestly interested in helping, who will take a chance on an unknown that he reckons will make the grade. He is also resolved to show motor racing the wealth of talent that is waiting in kart racing circles, and gaining recognition for their skill. As Martin Holman says, 'Bill's just an enthusiast, really.

He likes to see kart drivers do well'. Bill himself says that he provides assistance for whoever he feels is a star of tomorrow, '.... for the pride of achievement, and out of enthusiasm for it all'.

On the difference between karts and Formula Ford, Martin commented, 'The driving of the two is completely different, but where karting really helped me was in learning how to race against opposition — tactics and so on. I would say it's definitely a good idea for anyone who plans to be a racing driver to start in karts'. Taking a look at some of the past and current World Class drivers who started their careers in karting, one can only agree that it does seem to work!

Our final question to Martin was to ask if he is enjoying his first season in Formula Ford. His answer? 'I love it. Just love it'.

A. Sidarov/D. Smith



From Rolf Carigiet in Rumlang, Switzerland, comes news of a belt drive conversion, currently being tested by PCR. This sort of system has been used for some time by clutch driven 100cc engines in the USA, but this is its first appearance in Europe.

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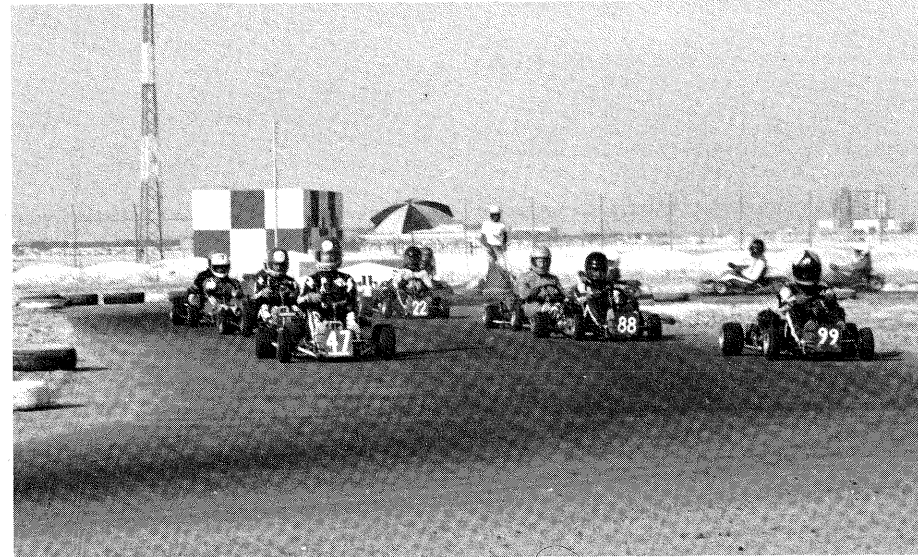
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CLUB SCENE



Rolling lap for the 100 National final out in Dubai — Willey (47) and Kashkoush (99) head the field. Looks hot, doesn't it?

continued...

The individual saw each country well represented in the final, after three heats and a repercharge. A grid of 16 (maximum due to pushers available!) saw Willey of Dubai on pole, Kashkoush (Kuwait) second, followed by Dion (Dubai), Abdullahad (Kuwait), Breadmore (Kuwait), Tegerdine (Oman), Claydon (Dubai), and Perara (Oman). Two rolling laps saw a clean getaway for the front four, who quickly pulled

away from the field. Kashkoush took Willey under braking before the hairpin, and from then on the front four stayed only inches apart for the whole race, but couldn't make any headway on each other. So Marvi Kashkoush ran out the 1979 Marlboro GP winner, followed by Willey, Abdullahad and Dion.

The Ladies race, as always, proved exciting, if only because half the field are not the most experienced karters! The battle for first place between Janet Cooper (Dubai), Edith Kashkoush (Kuwait) and Clews Everard (Oman) was resolved on lap 6 when tail enders had to be

lapped, and Cooper got away cleanly. Clews Everard was so intent on going fast she forgot to take one vital corner, but having restarted (with a little help from her friends!) maintained her third position.

As always, the last race of the day is to repay Marshals and sponsors for their efforts, and a chaotic 'celebrity' race saw a Dubai Air Force Pilot win (some similarity to karts?) Wiles of Castrol second, and after a tremendous 10 lap dice, Stan (the Commentator) Robinson beat Keith (Mr. Marlboro) Barden for third place, some eye witnesses said, by a nose.

So, after a great day, a lot of effort, (try getting 15 visas for countries in the Middle East!) and some fantastic racing, competitors returned to their respective countries to work on karts for the next big one — the Middle East Championships — to be held in Kuwait in February. That's off season for England, so if anyone would like a taste of Middle East Karting, they are welcome — we'll even get the visas for them! Ask Guy Tipping, who came last year — we really enjoy our karting!

Results

100 National

1	Marvi Kashkoush	Zip/Arrow
2	Paul Willey	Zip/K88
3	Farid Abdullahad	Zip/Arrow

Ladies

1	Janet Cooper	DAP/T81
2	Edith Kashkoush	Zip/Arrow
3	Clews Everard	Zip/Zip

Team

1	Kuwait	112 pts.
2	Dubai	72 pts.
3	Oman	42 pts.

year. Remember, no clubs, no racing.

Junior Scene

Looking at November's results I think I can safely say that it was 'H' month — or to put it another way, the month that Derek Higgins destroyed all the Nationals from North to South! A remarkable month, starting at Tilbury where he took the flag with a big smile on his face, followed home by Stapley.

Off went the circus to Sherington where Derek was the top dog over Warner and Foster-Jones. The following week, Fulbeck — guess what happened. Yes, you've got it. The first three were Higgins, Sorensen, and Warner. If this is boring you, don't worry — there is more to come!

I've just returned from the Rye Turkey Trot meeting and a great four-way battle. The result? Higgins, Herbert, Sutton and Foster-Jones. So it was four on the trot for D.H. — tremendous driving in anybody's book.

That final at Rye was really great stuff. The level of skill shown by the four in taking care of the back markers that were lapped was of the highest standard. I have the greatest admiration for the way our leading Juniors manage it. All those split-second decisions at full bore is amazing in those so young.

Back to Rye, and young Mitchell from 'up North' more than held his own but had a problem in the final. Malcolm Russell is beginning to put it together well — someone else to keep an eye on. In the Britain Class, Steve Dart, Steve Brogan, Jeremy Cotterill, and Lee Cranmer were all competitive. John Glanville (I've told you about him), Robbie Childs and James Chitty had some good racing with Simon Collins, Martin Prior, Andrew Bundy and Paul Dryden right in there. But in the final it was

Cotterill who picked up the turkey, with Prior second and Cranmer third.

Mustn't forget Camberley, where young Studer is still picking up the first place pots — a good little driver.

Our two local club championships have been decided. As I predicted last month Gary Foster-Jones has picked up the cup at Rye, with Steve Settersfield taking the LKC title. Simon Blessed is the new Club Champ at Wigan — a good result my little friend (about time!).

In November there were 26 Junior Britains on the grid at Tilbury and 27 at Rye. Fantastic! What's the reason? More lads coming into the sport? I don't really know. My theory is that now the Road & Racing Championships are over, the lads are drifting back to their club racing. This is all very nice for the winter, but what happens in March when the Championship circus gets on the road again? Now all the series are great in that they bring all the top liners together, but with all this going on, clubs get smaller entries and that is not healthy. The whole idea of running a club is to attract good entries, get some money in and improve the facilities at the track i.e. resurfacing, club house, toilets etc. That's not feasible when you're losing a third of the entry to the Championship series.

Well, what's the answer, Mailer? I could say I don't know, but I do! However I'm going to keep it to myself. All I would say drivers is by all means enter the Championship series, but don't forget to support your club — I think some clubs are going to have a rough ride next

I was doing a bit of business in Yorkshire the other day, so I thought I'd pop in on Brian Wilson at Wombwell and get a cup of tea out of him. And lo and behold, there it is — the WILSON kart! I'd heard rumours about it, and there it was. A first class kart, beautifully finished, with a lot of thought behind it. There are 18 on the circuits already and 10 going to Japan early next year. There is a 101cm for the Britain classes, a 103cm for National and a 105cm for International, all with the KP hydraulic brake.

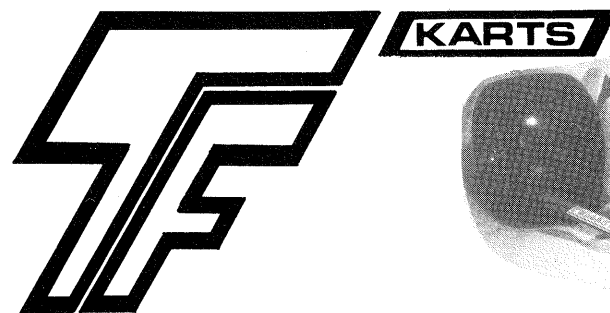
The Wilson empire now has a dyno installed and other assorted new machinery.

For every kart sold in the first three months of the year, he's giving away a helmet painted in the Wilson Racing colours — it's nice to see a dealer giving a little bit back, so I gave him 12p for my tea (which he took!) and left, convinced that you will see quite a few 'Wilson's' on the track this year.

I got a surprise the other week — I've been informed I am now a life member of the Northumbrian Kart Club. I was very flattered and accepted (thinks — somebody up there does love little Jock). I have many good friends up at Felton and will do my best to help the club in any way I can. You might think 'what can he do 500 miles away?' It might surprise you what a little Scots piano tuner can do sitting in London... Don't forget, I'm from the North — you can never change that! Keep your eye on Felton — there will be a lot happening there next year.

Jock Mailer





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Forsman makes his first move into the lead, plunging down the inside of Allen as they begin lap four. After two further exchanges of place, the Swede pulled clear to record an Asian double.

Score Two out of Two!

"Slick Swede is the New Karting King" (courtesy South China Morning Post!) or; Forsman makes it two in a row. Allen and Lane second and third. Wilson seizes when third. GB takes the team race.

Report: Peter Wardle
Photos: Steve Carvill

To see the impending venue for the CIK Asian Open Championship for the first time you could be forgiven for not quite believing it. British competitors particularly, brought up on tales of noise complaints at circuits apparently situated in the middle of nowhere, could be excused for viewing the majestic Hong Kong skyscrapers that overlook Victoria Park in amazement that the event was actually encouraged by the Hong Kong Urban Council. Can you see the Greater London Council running this in Hyde Park??

For many years the Hong Kong Kart GP has gradually built in stature. Kho Kiem An, heading a highly efficient team of officials and helpers of the Hong Kong Kart Club, succeeded in transforming an otherwise unpromising looking area into the venue for what is now recognised as one of the World's major karting events, in just three days. The organisation and spirit of co-operation that makes this possible is impressive. So is the prize money – at a total of 91,000 Hong Kong dollars (about £8,500) this is one of the richest events in the World, and easily makes up for any slight shortcomings of

the temporary nature of the track. This cannot be the sole reason for the superb International entry though by any means. Karting, almost alone now in the International motor racing spectrum, is still responded to as a challenge outside the concern of mere money. The World Championships are of necessity restricted in entry. Not so Hong Kong and there were many drivers present out to prove that they too ranked as World class competitors.

The potential of this meeting had been recognised some years ago by Mickey Allen and Paul Deavin, and the record book shows no less than five previous victories for Mickey, present again this year to attempt to make it six, including a run of three in a row. Doing their best to amend this situation was a truly magnificent entry from no less than 13 countries.

Looking down the list, Europe was represented by four countries. Britain (Allen, Doug Spencer, Alan Lane and Martin Leach, with Italian resident Mike Wilson completing the strongest contingent); France (European Champion Cathy Muller); Netherlands (Peter De Bruin); and Sweden (Wilson's factory team-mate Lars Forsman – also the winner in Japan a few weeks ago) with enthusiastic opposition coming from virtually every corner of the Pacific area.

Apart from the host entry from Hong Kong of no less than 32 drivers, itself notable for an area with no permanent track, Japan undoubtedly fielded the strongest challenge to the Europeans. In particular Yasutoshi Sugaya, fresh from his sensational performance in Estoril, and running with his own front wheel braked chassis, made it abundantly clear from the start that he was far from overawed by the challenge. A growing contingent of super-competitive teams from the Land of the Rising Sun, emerging now from the largest group of National Licence holders in the World, underlined that we are all going to have to take their involvement very seriously over the next few years and avoid the mistakes of the British Bike Industry who had the temerity to scoff at the early Honda appearances. Believe it – there will be a Japanese World Champion within the next three or four years. What was most notable, apart from Sugaya, was that the leading drivers, Masuda, Fukumaru, Kusakabe, Masaki and Noda, were all on European equipment. Even Sugaya was well equipped with some very fast Parillas that he had tuned himself. How long will it be before Yamaha make their presence felt Internationally?

Mike Ward and Steve Vera led the American challenge, Vera running with clutch drive which could prove interesting in view of the very tight nature of the track. Australia and New Zealand have become much more competitive at this level with small but select entries from both areas. Peter Dell and Les Brown headed Australia's team, running locally built PRO 100



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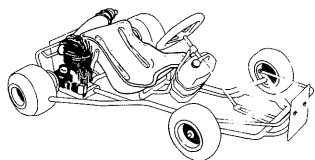
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continued . . .

chassis, while John Gordon, Warren Vining and Peter Day upheld the honour of New Zealand.

From elsewhere the Philippines, Indonesia, Malaysia and Singapore were amply represented, demonstrating the astonishing growth of karting throughout the World. Art Ingels didn't know what he was starting....

Thursday

With the circuit finally completed, grandstands and the magnificent SEIKO position board in place, and the paddock, basketball forgotten, now a hive of bustling activity, unofficial practice got underway only a few minutes late, just after 2 pm. At first the track proved very dusty and slippery and the leading runners had difficulty in getting below 45 seconds, compared with last year's late 41's. Most astonishing aspect of the circuit proved to be 'the jump' as the road came back into the main stadium from the tennis courts across a heavily cambered footpath. Every year the Council apparently promise to get this levelled, and every year it stays just the same. For those who hadn't known, there was an immediate need to raise seats which were being destroyed within a few laps...

One of the reasons for the lowly lap times became apparent in conversation with Mickey Allen who admitted that the track had been considerably tightened in places - notably going out onto the tennis courts and at the entry onto the start/finish straight. Mickey subsequently appeared for the evening drivers briefing a few minutes late looking quite pleased with himself, and the following morning everyone found they could knock over two seconds off their times on race tyres through the somewhat eased corners! This did prove to be something of a relief for most of the teams who were otherwise trying to work out how they could come up with some startling rear sprockets. Most settled for 10/92 or 93 (the biggest generally available) but Sugaya ran throughout the meeting with a 97 tooth sprocket and in retrospect we will go similarly equipped next year.

Friday

At first the Organisers, mindful of the watchful gaze of the CIK Steward, were insisting on scrutineering tyres before official practice in the morning, but a general move against this, due to the impracticality of selecting tyre compounds during Thursday, prevailed, and the karts were checked first thing with tyre marking held back until the lunch break. Even then there was considerable heart searching. Would 2 sets of race tyres be enough with the possibility of punctures? Was it worth gambling on good weather and not including a set of wets? Qualifiers???

Generally speaking, qualifying tyres don't achieve anything constructive and it is significant that this has finally been recognised in Grand Prix racing where they have been outlawed. All they do is increase the gap in qualifying between those with the political clout to get them and those that don't. The same teams would still appear at the front but everything would be closer and more representative of driver talent. The solution seems remarkably simple and would eliminate any need for the agonising decision in scrutineering by removing the need to limit tyre quantities. Mark only those tyres that are used in timed practice which MUST then be used in the first or main final. Think about it CIK.

Qualifying started promptly at 1.30 pm and Doug Spencer got things underway having been



Once he was clear, Forsman drove a fine leaders race, flicking through this fast S-bend on an economical, tight line.

drawn first from Group A, recording 43.40s on his second lap. For a while he led the order until Masuda knocked 2½ tenths off, but then things started to warm up as Mike Wilson stormed round in the first sub 43 second lap to record 42.78s. Hong Kong star Tony Lam scraped under at 42.99s and then it was Forsman at 42.75 for his first lap, followed by 42.69 on his second. Almost immediately all eyes turned to watch Mickey Allen stake his claim and they were rewarded with a first lap of 42.59. Could he improve still further? The answer appeared to be no as his second lap took 0.04s longer, but mindful of the possibility of noise penalties he lifted off slightly as he passed the noise meter. This nearly proved to be a very wise precaution, but more of that later...

Five more drivers did their bit and then it was Sugaya's turn. He was obviously very fast, engine screaming on his high gearing and the driver making every use of his extra brakes, his first lap setting a scorching 42.49s, and he followed this with a 42.32! Surely there was no

one left who could better this?

Strangely, just before Sugaya, the organisers had decided to change the system of only having one kart on the track at a time, and now there were up to three drivers on the circuit at once. This produced several near misses as flat out competitors were nearly baulked by an earlier runner returning slowly to the pits, and indeed Cathy Muller claimed she had been interrupted quite badly in recording 42.95s. Her protest was accepted and she was given another run, but this time only managed 43.03, having discarded her earlier time. You can't win them all...

Martin Leach next appeared, making a superb International debut with the ART 80 Split Kart by equalling Wilson's time of 42.78s on his first lap. Halfway round the second lap, and obviously going even quicker to challenge the leaders he took off over the jump and, landing awkwardly, finished up in the tyres, astonished at his first taste of Dunlop's 061 qualifying tyres!

The early stages saw a nose-to-tail scrap for 4th place between De Bruin, Lane, and Muller.



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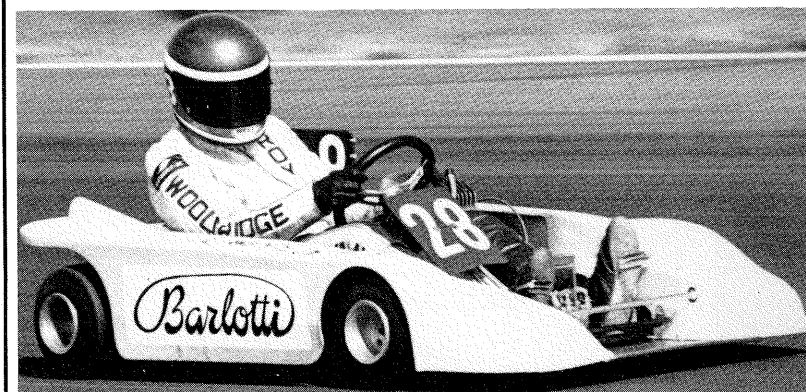
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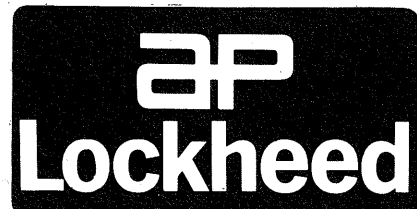
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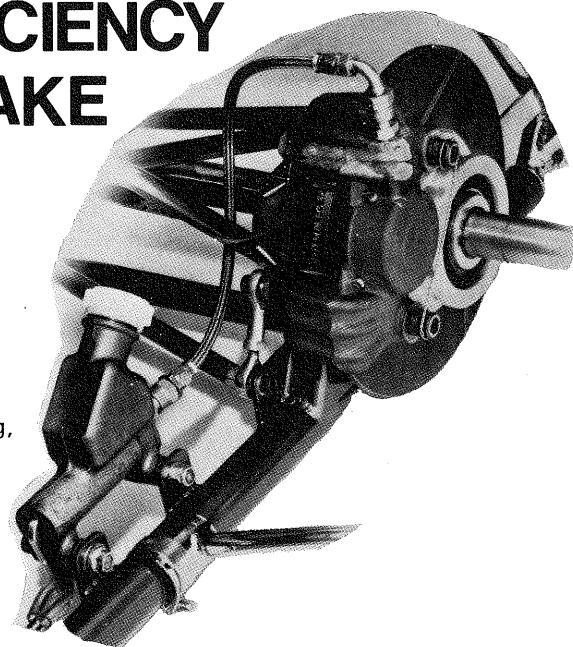
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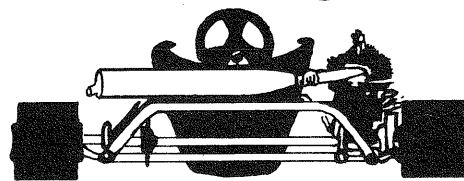
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Further back, the two other British entries, Doug Spencer (17) and Martin Leach (19) moved up through the field having their own private battle.

A glance down the list showed only a couple of other drivers likely to make a significant impact on the leaderboard, Alan Lane and Peter De Bruin. However, just before Lane was due to go out, a relatively unknown Hawaiian-domiciled American, Mike Ward, set off. His first timed lap stopped the clocks at 42.61 - he meant business. His second lap simply left everyone open-mouthed as he cracked even Sugaya's time, scorching round in 42.26s, which placed him very firmly on the map.

This was as quick as anyone was to go, Lane offering his own brand of professional aggression to get round in 42.36 to take third, and De Bruin just pipping Leach and Wilson with 42.76. No less than a dozen drivers covered by a second, and the next twenty only covered by two seconds. Undoubtedly without the sticky qualifiers it could have been very much closer...

So everything seemed fine so far. Until, that is, the noise levels were published. The first that Alan Lane knew about it was the following morning when the official list of qualifying times, complete with noise penalties, was published on the Paddock bulletin board. David strolled over to have a look and couldn't find Alan's name. His previous affability disappeared

when he finally found it right down at the bottom of the Division II runners with a massive 51.2 seconds penalty added to his 42.36, having tipped the noise meter at 97.5 db's! Other drivers too had been penalised, Mike Wilson dropping 0.4s, Forsman 0.8, De Bruin 1.6s, and Leach 3.2s to drop him from 7th to 37th... Allen's foresight had seemingly paid off. Martin Leach was the first to visit Race Control the previous evening, having acquired a copy of the list hot from the Xerox copier and at the time accepted the penalty with good grace as it seemed a 'fait accompli'. The Lane contingent had already left the circuit for their hotel by that time.

Saturday

The weather was definitely improving as the weekend progressed and it was now in bright sunshine that a small party of penalised drivers led by Mike Wilson and Oscar Sala trooped over to where the noise meter had been stationed. Sala had produced an up-to-date CIK rule book, and with Mike acting as interpreter in his North Country brand of fluent Italian, some quick measuring ensued followed by a formal visit to Race Control.

It turned out that a simple mistake had been made. Instead of being 22 metres from the edge of the circuit, the meter had been placed 22 metres from the far edge (being misread as 'outside'). The result was that the noise levels were being checked at only 12 metres, and the CIK allowance of an extra 5db completely eliminated all of the penalties much to the relief of all concerned. Kho Kiem An was pleasantly apologetic, quickly posting official notification of the change, and this attitude was quite typical of the truly outstanding level of organisation achieved throughout this event.

The heats produced the usual crop of triumph and tragedy (disappointment really, but it doesn't alliterate...). Heat wins went to Allen (2), Forsman (2), both picking up 2nd places to tie on points, Wilson (1 plus 2 seconds), the other one going to Sugaya who also had a second in his credit, but, just having taken the lead from Mickey in his last heat, his motor let go dropping him down to 13th grid for the main event.

Ward who lost control halfway round the first lap of his first heat and failed to restart, picking up a third and fourth later to take 16th place, while both Spencer and Leach suffered engine problems in one of their races, Leach being particularly unlucky to totally destroy his best motor with only one lap to go in his last heat. Apparently 4 is the unlucky number in Hong Kong and the combination of having grid 4 for

every heat at the 13th Hong Kong GP had to have some effect!..

Sunday

So they lined up to contest the 1979 CIK ASIAN OPEN CHAMPIONSHIP as follows:

Forsman	(S)	Allen	(GB)
De Bruin	(N)	Wilson	(GB)
Muller	(F)	Lane	(GB)
Lam	(HK)	Kusakabe	(Jap)
Masaki	(Jap)	Masuda	(Jap)
Vera	(USA)	Gordon	(NZ)
Doo	(HK)	Sugaya	(Jap)
Ward	(USA)	Luna	(Phil)
Goseteng	(Phil)	Spencer	(GB)
Campos	(Phil)	Leach	(GB)
Fukumaru	(Jap)	Kho	(HK)
Punyashiti	(Thai)	Day	(NZ)
Poon W.	(HK)	Asai	(Jap)
Fu	(HK)	Lee	(HK)
Mak	(USA)	Tomsett	(HK)

As the minutes ticked away the huge crowd could feel the build up in tension. The TV and Radio commentators started their preamble, with the excellent meeting commentators (at least I assume the Chinese commentary was as good as the English one!) keeping a steady flow of information going out. None of the leading runners left any doubt that it was a straight win they were looking for, and Mike Wilson particularly had made it quite clear that there were no team orders in the Grana camp. He was set to take Forsman if he could. With over £2000 at stake his views were shared by everyone in contention. Out on the rolling lap and almost immediately Lane was in the pits for a plug change, restarting just as the leaders came round towards the start line. He made it out just in front of them, thereby preventing a start and ensuring at least one more rolling lap.

Through the first corner and it was Allen in the lead, Forsman leading a tight queue on his back bumper starting with Wilson, De Bruin, Lane, Muller, Kusakabe and the rest. Mickey pulled very slightly ahead on the next lap, driving right on the limit, but Forsman responded, closing up again and pulling the rest of the pack with him, while a slight gap started to appear between Kusakabe in 7th and Masuda 8th, but with Lane trying everything to move up and Allen valiantly fending off the constant attention of Forsman the leading seven stayed frantically together.

Going past to start lap five Forsman made his first attempt at the lead, diving inside Mickey at the end of the straight only to slide wide and let the original order resume. This leading pair then started to move a little ahead of Wilson who was busy fending off the attack from De Bruin and Lane. Allen was being forced to resort to everything he could think of to stay ahead, adjusting the mixture while keeping the door firmly shut on his attacker, and this was watched with interest by Wilson who had succeeded in easing slightly ahead of De Bruin again.

Having lost the immediate pressure from behind, Wilson then closed right up to Forsman but all was not well for Allen as a line of dark rubber was beginning to appear round his left front tyre, his gamble on a softer compound beginning to lose out. Seeing his increasing understeer round right handers Forsman tried again at the same place as before, this time successfully. However it became evident that Mickey's efforts to keep Forsman at bay had slowed them both because they immediately drew a few lengths ahead of Wilson, Allen able to stay right with Forsman. This had been Mike's swan song however, as a couple of laps later his engine seized just after the start line, forcing immediate retirement.



continued...

This left Lars Forsman comfortably ahead of Allen, if you can call half a kart length comfortable, while in turn the battle for third was far enough behind not to worry them. Cathy Muller though had closed up on Lane, and this combined pressure finally told on De Bruin who lost ground with a quick spin, restarting still in the top ten.

So with the race half run the leaders were pulling away, but Sugaya had effectively pulled up from his lowly grid and was now running sixth, closing on Muller, while Leach and Spencer (having dropped a few places at the start when his carburettor fluffed) were doggedly ploughing ahead and had improved to 14th and 15th. This was undoubtedly one of the hardest kart races I have seen, with virtually no one dropping out, and every position being disputed vigorously. And so it ran on.

Mickey Allen's tyre problem got progressively worse and he finally lost touch with Forsman who was then able to cruise to a smooth victory, and Lane, having appeared at one point to be in danger of being caught by Sugaya after he had passed Cathy Muller, got the message and pulled safely away to take third. Indeed Kusakabe and Masuda also got past for a splendid showing from Japan, leaving Muller in 7th and De Bruin 8th. Completing the top ten were John Gordon putting in a magnificent performance for New Zealand and the clutched Steve Vera. It was difficult to tell whether Vera had achieved any useful advantage from his clutch. It certainly sounded different with the engine revving freely out of the hairpins, but my impression was that he was losing in clutch slip any advantage in keeping the engine revs up. The general consensus held that at this track it was about level with the direct drive style, but on a European track it would be a disadvantage. Mike Ward finally finished 11th, and Doug Spencer and Martin Leach took 12th and 13th (Martin couldn't seem to shake off the unlucky numbers!).

Final Result, Hong Kong G.P.

- | | | |
|-----|--------------|----------------|
| 1st | Lars Forsman | Birel/Parilla |
| 2nd | Mickey Allen | Sprint/Sirio |
| 3rd | Alan Lane | Lane/Parilla |
| 4th | Y. Sugaya | Sugaya/Parilla |
| 5th | T. Kusakabe | DAP/Parilla |

After a pause while the very thorough post race scrutineering took place, the International Team event took the stage, and in this Britain had to be favourites being represented by Mike Wilson and Mickey Allen. Japan featured Noda and Sugaya; America, Vera and Ward; New Zealand, Vining and Gordon; Australia, Dell

Allen and Wilson paired up successfully to take the team race easily.



Mike Wilson was running a strong third, right with the leading pair until a seize saw him leave the race backwards at high speed.



and Stagbar; with the Philippines, Thailand, and Hong Kong completing the field.

Wilson decided he was going to win at all costs and tore into the lead which he was to hold virtually throughout. Mickey Allen starting well down the grid in the draw, immediately started to take kart after kart in his chase up the field and started his most eventful race for some time. Trying to storm past another kart (he thought one of the Japanese Team) he got forced off, finishing with the kart on its side in the middle of the track. He sort of fell out of it and persuaded it back onto its wheels, thankful that all of the following drivers had missed him, and was just about to pull the machine off the track having forfeited all chance of winning when he remembered that it was a team race! He quickly got restarted and began making up for lost time for all he was worth. After all there was more cash at stake...

In contrast to the main event, reliability was suffering on some of the hard worked karts, and one of these was Sugaya as his exhaust manifold gradually came away. Towards the end he had slowed quite dramatically, losing the brief lead he had gained when Wilson indulged in a quick spin on the tennis courts, and it became apparent that Mickey's charge could just take him up to Sugaya before the end.

Into the last lap and nothing was going to stop Mike Wilson. Vera for the USA was now a safe second, but his team mate was running very slowly trying to finish after his motor

seized. Round the last lap and Mickey was closing dramatically on Sugaya. Finally, going into the very last corner, he made it into third for a most impressive British Team win.

The Organisers' party on Monday evening proved a great success, rounding off a very memorable weekend which had proved worthwhile to virtually everyone in spite of the inevitable problems. Mike Wilson had had to rush back to Italy, leaving Mickey to take the Team Award, while Lars Forsman received a splendid ovation for his hard fought achievement. Surprise of the evening came right at the end of the awards ceremony when a special prize, donated by Mike Ward's father Harry, was presented to an astonished Martin Leach who had been voted the driver showing the most sportsmanship throughout the meeting. Amid some fairly ribald comments from the British contingent he collected a huge trophy, which was promptly whipped back to be engraved but not before we had discovered that of the several drivers listed, Martin was the first Briton to receive it. We must take a hand drill again next year to lend to everyone!...

All in all, the Hong Kong Kart Club achieved a level of friendly but efficient organisation that would be a credit to any club in the World. The event deserves to flourish even further, and if only the Urban Council would get that path recontoured... We already have next year's event in our calendar - in ink. Can't wait!

CLUB SCENE

continued...

even our own amateur club photographer Paul Mair. There is very little doubt that interest has been aroused, with many new members joining our 200 strong members for 1980.

RESULTS:

Junior Britain

- | | | |
|-----|------------------|---------------|
| 1st | Jeremy Cotterill | (Aldridge) |
| 2nd | Mark Beddall | (Stroubridge) |
| 3rd | Steve Filkin | (Redditch) |

Junior National

- | | | |
|-----|-------------------|--------------|
| 1st | Jonathan Millward | (Birmingham) |
|-----|-------------------|--------------|

100 National

- | | | |
|-----|----------------|---------------|
| 1st | Roy Cotterill | (Aldridge) |
| 2nd | Simon Woolford | (Farnborough) |
| 3rd | Rob Cooper | (Gt. Wyrley) |



Formation flying in 100 International by Andrew Barkas (8) and Simon Grove. (Photo: P. Mair)

The clean brigade of annual trophy winners at the Chasewater Dinner & Dance. (Photo: West Midlands Press)



- | | | |
|-----|----------------|--------------|
| 4th | Graham Waldron | |
| 5th | Martyn Ankers | (Brownhills) |
| 6th | John Booth | (Stafford) |

100 International

- | | | |
|-----|---------------|--------------|
| 1st | Ricky Christo | (Birmingham) |
| 2nd | Simon Grove | (Warley) |
| 3rd | Peter Walker | (Burntwood) |

210 National

- | | | |
|-----|------------------|--------------------|
| 1st | John Ostins | (Sutton Coldfield) |
| 2nd | George Bradbury | (Walsall) |
| 3rd | Tom Thacker Snr. | (Cheslyn Hay) |
| 4th | Tom Thacker Jnr. | (Cheslyn Hay) |
| 5th | Chris Beards | (Walsall) |
| 6th | George Wright | (Tamworth) |

250 International

- | | | |
|-----|--------------|--------------|
| 1st | Bob Kennings | (Birmingham) |
| 2nd | Stan Harvey | |

125 National

- | | | |
|-----|--------------|----------|
| 1st | Peter Hall | |
| 2nd | Steve Rawson | (Ripley) |

250 National

- | | | |
|-----|----------|-------------------|
| 1st | Alan Cox | (Burton on Trent) |
|-----|----------|-------------------|

A trophy was donated by our Paddock Marshal Richard Price for the best Novice of the day and this went to 100 International driver Stephen Cowell.

I would like to take this opportunity of thanking all our officials for their dedication and tolerance in 1979 and wish all of you a very Happy Christmas and a safe years karting for 1980.

Val Lee

The Dinner and Dance

What a transformation! You can hardly recognise these clean, handsome looking fellows - without mud, leathers and helmets. This is one night in the year when you see the other side of folk! The evening went off without a hitch and after a meal of turkey with all the trimmings we had the speeches. The toast to the Queen was given by our Chairman, Mr. Peter Grove. Mr. Ivan Ankrett, ex-Secretary of the club, proposed a toast to the visitors and Mr. Doug Smith, representing our President. Mr. Jim Young of Tyre Services Great Britain responded on behalf of the visitors.

The winners for 1979 are as follows:-

JUNIOR BRITAIN - Mark Beddall
JUNIOR NATIONAL - 'Jonty' Millward
100 NATIONAL - Martyn Anker (has won this trophy three years in a row so retains it.)
100 INTERNATIONAL - Simon Grove
210 NATIONAL - George Bradbury
250 INTERNATIONAL - Bob Kennings

The Near Miss Award - Junior Britain driver - Carl Atkinson
Ray Smith Award - Sports Personality of 1979 - Val Lee

Surprise of the night was the Ray Smith Award - Sports Personality of 1979. This award is given to the person who is nominated by club members as giving time and talents in promoting karting, and has helped behind the scenes on race days - somebody who stands out in his or her efforts for the club. This years votes went to Val Lee for her work in promoting karting both locally and nationally and for work done at the track.

Dubai


Karting in the Middle East is presently enjoying a tremendous upsurge in interest. With well established clubs in Kuwait and Dubai, a new club in Oman, and a big club in Cyprus, the only problem is the mileage between the clubs! On November 2nd, Dubai hosted the first ever three way meeting between Dubai K.C., Ahmadi (Kuwait) K.C., and the Royal Oman Police K.C., and this proved a great success.

Sponsored by Marlboro, and with 36 karts entered, the racing was split into individual competition as well as team events for teams of 6 from each country, with Dubai fielding a 'B' team as well. Despite temperatures in the 90's, racing started at 11 a.m. with the first heats for the individual.

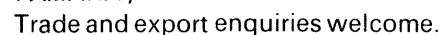
Racing is virtually standardized to RAC National Rules, in order to ensure close competition between each country. However engine and frame favourites exist, and Kuwait leans heavily towards Monteagle/Arrows, Dubai mostly Zip/T80's, and Oman Zip/Zip, with a few oddities existing. Kuwait soon showed that they were again favourites (having beaten Dubai 3 times in the last two years). Giles Cooper and Bob Prevost, usually front runners for Dubai, were soon sidelined with 5 seizures between them due to carburation problems, leaving Kuwait to pile up the points in the team event, although Willey, Clayton, Priestley and Dion scored sufficient points to keep Oman in third place, and Dubai 'B' in fourth. After 6 team races, the position stayed the same with Kuwait running out easy victors.

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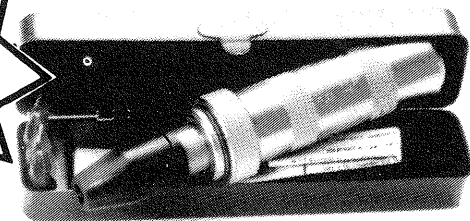
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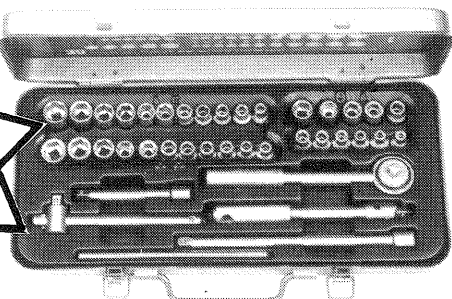
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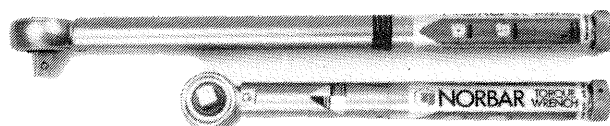
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CLUB SCENE

Tilbury

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.



Derek Higgins (37) won Junior National from Andrew Stapley (17), here showing great determination. (Photo: D. Callingham)

Gary Till earned grid 2 for the National final, but had the misfortune to spin on the rolling lap. (Photo: D. Callingham)



Once again the LKC were lucky with the weather on 11th November and an entry of 140 provided a fine day's racing.

The usual full grid of Junior Britains opened the proceedings in their enthusiastic style and after 8 hectic laps, the winner was Robbie Childs from M. Handyside and Graham Steer. Heat 2 and a change of fortunes with James Chitty winning, Lee Cranmer second and B. Lowensbury third. The final went to Childs from Cranmer, Steve Brogan and Piers Hunnissett. Best Novice - Darren Gibbs.

Fourteen Junior Nationals lined up for a tense final. Derek Higgins led away pursued by young Dane, Per Sorensen. Andrew Stapley was in touch in third with John Herbert charging up to fourth before his engine expired. Higgins continued his current impressive run to win, with Stapley inheriting second when Sorensen's engine went on the last lap. Gary Moynihan took third from Colin Nicholas.

100 National 'B' provided a win for Mike Beauchamp from Robert Smith and a very cool Nicole Turner.

Twenty one National novices thrashed it out, but in the end it was Mark Harvey who took the major trophy, with Andy Brown and Mick Mayer taking the places.

The gearbox entry was the usual mixture and resulted in wins for Jim Paffett (210), Brian Palmer (250 Nat.) and Mick Jackson (250 Int.)

Competition was as fierce as ever in the 100 National 'A' heats, with many top class drivers entered. Gary Till took heat 1 from Steve Tillett and Mark Tredwell. Heat 2, and Roger Moth (squeezing in as a reserve entry!) took it from Tredwell and John Aitkenhead. The final had a dramatic start when second pole man Gary Till came off on the rolling laps and couldn't regain his spot before starter Syd Harris had to let them go. More drama, at the hairpin, with several fancied drivers out. Twelve laps later, in the deepening gloom, Mark Tredwell crossed the line ahead of Tillett and Aitkenhead.

The LKC's usual interval entertainment was provided this time by some of the UK's leading speed skaters. Great stuff.

Dennis Callingham

helmets hidden, in a final attempt to achieve the accolade of CLUB DRIVER OF THE YEAR. I must emphasise that competitors only THINK about it - some even TALK - but none do it!

It was a good entry for November with the 250 Internationals showing signs of coming back to our new smooth circuit where a driver's skill can be shown off instead of the usual pure engine power. Our circuit is relatively small which restrains the potential 130 mph to a maximum of about 65-70.

By the time you read this article the 1979 winners for the year will have been presented with their appropriate awards to be held and displayed in the proudest position amongst perhaps many, many hard earned smaller cups and shields won during his or her karting experience at one or more of the circuits throughout the country.

I have written just a few articles on our monthly race meetings (actually 13 per year) and they have been accompanied by the odd photograph taken either by press people or

Chasewater

Dull, dirt, wet, cold, miserable - that's how the weather stayed for the duration of CHASEWATER KART RACING CLUB'S last official meeting of 1979, on November 11th. There was a slight change in temperature about mid-day - to the joy of all the Flag Marshals dotted around our circuit. The racing on the day was not to be exceptionally fast but it certainly was exciting as racing images slid from one side of the track to the other in a

desperate attempt to complete laps undamaged to accumulate valuable points. Of entrants all one could see was the occasional pair of straining eyes peering out from illegally raised visors in an attempt to sense accurate direction. All the glamour of colourful racing helmets, leathers, chassis etc., was today covered either by rain overalls, mud or just YUK! But they still seemed to enjoy themselves - and that readers is what it's all about.

This is the meeting of the year where competitors THINK of delaying tactics. The odd wheel being filled with lead instead of air, or

DAP

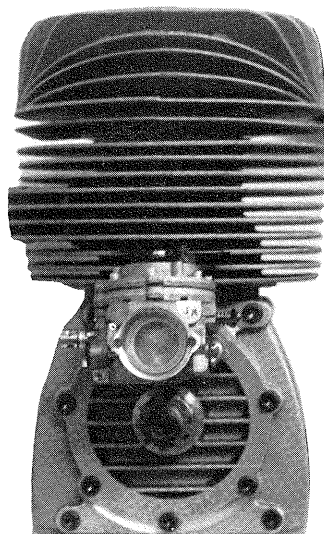


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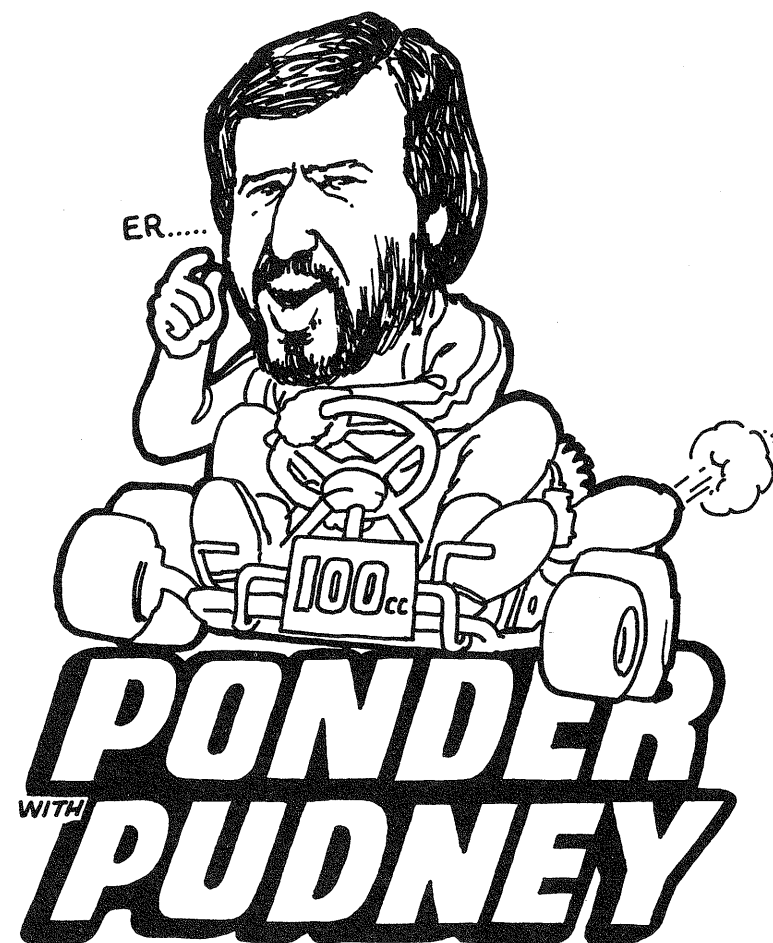
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ER.....



on: The best of all time?

Top 20 Part 1, including the "band of 4"

Before starting this month, I should like to wish all my readers (or should I say followers?) a belated Happy Christmas and a particularly prosperous, peaceful (and protest free!) New Year. Secondly I really must point out that I didn't actually take all the pictures attributed to me in 'Pudney's Pictorial' last month - those taken at the prize-giving were kindly shot by Vivian Daly (Derek's brother), who, even though he's Irish did manage to keep the camera in focus long enough to produce those interesting shots! Totally irrelevantly, Vivian and his team easily earned the title of friendliest team in Portugal and every visit to their pit was a pleasure. But for God's sake Vivian, change that chassis!!

In view of the fact that my last 'pondering' ended with a few facts and figures on the World Championships, which I happen to find very interesting, I thought I would continue into this month's column with a few more interesting statistics on the same subject. As you all must have realised by now, I have a bit of a fixation (to the point of paranoia!) on who is the best driver in his or her particular class. Going one stage further I thought it would be interesting, using the same formula as last time (i.e. 3 points for a win, 2 points for second and 1 point for third) to look back over the last sixteen years that we have had a true World Championship, to see which individual driver came out the best. I must admit that these results would be even more interesting if I could go a bit further down the finishing order, say to 6th position, but as my only point of reference is in ancient copies of various karting mags at present buried deep in cardboard boxes prior to our house move tomorrow, (Oh God, tomorrow!!) we will have to settle for the first three for comparison.

You don't exactly need a Ph.D. in mathematics to work out who comes numero uno - as mentioned last month, Goldstein is so far ahead of the rest as to be ridiculous. There are, of course, those people who reckon that Goldie's advantage was down to the fact that he twigged the value of tyre testing etc. before anyone else, as in fact he did! But for all that, he is irrefutably the greatest. Romy, our lovely Swiss correspondent, reckons that without the arrival of Bridgestones, which Goldie simply could not adapt to, he would still be winning World Championships!

Mickey Allen has had a marvellous domestic season and must take No. 1 spot for 1979. Highlight of his year must have been the British Championships, with a demoralising runaway win.



But what of the rest? Guido Sala, father of Oscar the Birel man and ex Italian team member, won the World Champs in 1964 and 1965, albeit when the competition was a lot less tough, so he gets 6 points along with Rovelli, who won in 1976 and 1977. But also on 6 points, from 2 second places and 2 thirds, is our own Mickey Allen. Now as Rovelli only won his 1976 title after a protest I reckon he doesn't deserve 3 full points from that year so he drops in my estimation behind Mickey. Fifth in the placings with 4 points is the German Carl Heinz Peters who achieved a second and 2 thirds, whilst there are a host of people tying for sixth and seventh positions from individual wins and second placings. Can't be bad can it that Mickey rates no. 3 in the World on my calculations, although I bet a lot of you are wondering who the hell is Guido Sala?

With regard to Great Britain as a World karting power, it is very interesting to note that in the 10 years from 1968 to 1977 inclusive, British drivers featured in the top 3 for eight out of the ten years and if it hadn't been for 'that bloke' Goldstein we would have had a British Champion in 1969 (Mickey) and 1970 (Ferris) as well as 1973. Still, life is full of 'if onlies' and to win you must be first past the flag and that's that!

And so to the part you've all been waiting for - my pick of the top 20 100 International drivers in Great Britain during 1979, plus an assessment of the promising guys to watch. If you think you misread that first bit where I said top 20 instead of top 10 you're wrong, because this time I'm really going to put my head on the line by picking the top 20 although I may hedge my bets a bit as you will see.

The very first thing to do before preparing the list is to write down without reference the names of the 30 guys who are in with a chance. That bit's easy. The next procedure is the difficult one - assessing 20 out of the 30 and putting them in order! To avoid attempted assassination, withdrawal of all advertising, or any other diabolical ploys the jilted ones may resort to, I am deliberately not going to reveal who was in the top 30 but didn't make the top 20! So anyone who feels left out may at least think he nearly made it!! Also, to save our Editor being 'heckled', I must make it clear that this is my own personal list and not a 'K & S policy document!' To hedge my bets, I have also star-rated the drivers, working on the principle that their position has been dictated by the sort of season they have had, but the star rating is my

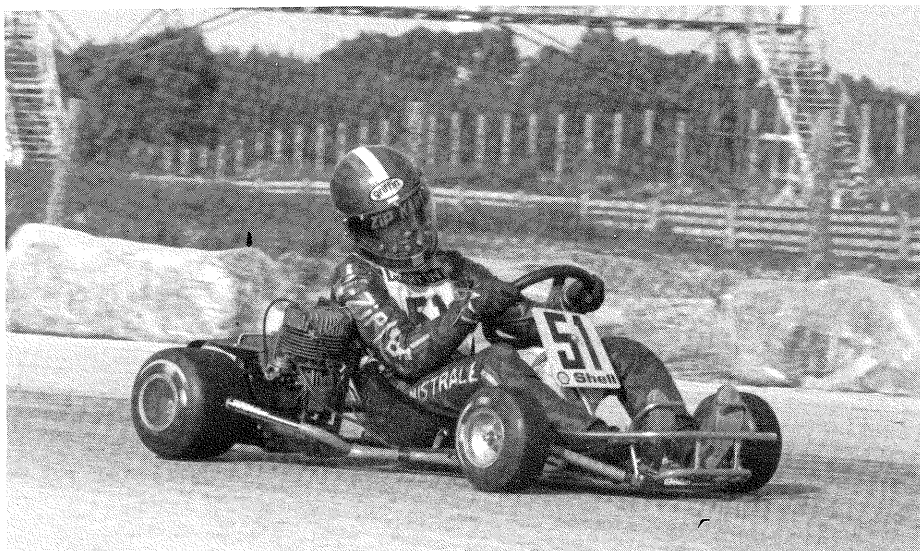
continued . . .

assessment of their individual ability. Due to space restrictions, only the top 6 will be covered this time – you'll have to wait until next time for the full, unabridged list...

- | | | |
|---|-----------------|------|
| 1 | Mickey Allen | **** |
| 2 | Terry Fullerton | **** |
| 3 | Mike Wilson | **** |
| 4 | Martin Smart | **** |
| 5 | Martin Homewood | *** |
| 6 | Doug Spencer | *** |

So there's the top few, with I hope a few surprises to come. Mickey simply had to be at the top. When one considers that of all the major British meetings he took part in last year he only failed to win one (or was it two?) and in so doing won the Green Man Championship and the British Championship, plus sundry other important events, then there can be no question of who is number one. That he failed to do well on his two trips to Europe (Jesolo and the World Champs) is in no way a reflection on Mickey's tremendous ability. At Jesolo I am quite convinced that had he been able to use Bridgestones from the onset, Mickey would have been right up there. As it was, after the racing got into its stride so did Mickey's Dunlops and towards the end of the meeting Mickey was lapping as fast as the quickest boys, but too late. Learning from the mistake of not enough testing at Jesolo and previous years' World Championships, the Sprint team arrived with bags of time to test in Portugal. It must have been very galling for them all to have to suffer the only real rash of mechanical misfortune this year at the most important event of the year, and to see Koene win on a standard set of Dunlop 049's must have really rubbed salt into the wound. But indisputably Mickey deserves his No. 1 slot, beating arch rival Fullerton down to second slot.

That Terry is the best British driver on the International scene cannot really be argued, a win in Jesolo and fastest lap at Estoril proving the point. Added to which he does have an incredible psychological advantage over other drivers, particularly abroad and it is nothing to see a reasonably good driver concede a corner to him when he really has no need. Sometimes however, I do worry about Terry, when I see him (as in the B final at Portugal?) still pushing his equipment hard with little easing up or choking even with the race in the bag. Then I wonder at the brilliance of his mind as in Jesolo, where seeing a potential threat in an IAME driver he was about to lap, he raised an arm in the air to attract the attention of officials who



In contrast to Mickey, Martin Smart had a terrible run in British races, but outlined his considerable ability with some scintillating European performances. With engine reliability, 'Smartie' could surprise a lot next year. (Photo: John Pudney)

could witness any attempt to take him off! Unpredictable is Terry. His British season just didn't really exist. He lost heart with the Rye House ban and then with the time and pressures involved in building up his new business, simply could not devote enough time to actual racing. At the British Championships he was just plain knackered, having driven back from Italy literally the day before. Still I think he's now getting himself sorted and should be the force to really reckon with this year.

At last Mike Wilson has got some racing in. Unfortunately his only British appearance was the British Championship at Felton, to stake his claim to a place in the British team. At Felton he showed that even suffering from race rustiness and injury, he is one of the very best, tugging up through the field to a superb 5th place after various tangles. It is sickening to think that he would probably have been World Champion now if it had not been for Schurmann knocking him off on the first lap, but at least Grana is now allowing him some proper racing, and with Japan and Hong Kong under his belt (and perhaps New Zealand to come), we may all be seeing more of Mike in England next year.

The easy thing about picking this top 20 is the top 4 – it's deciding the rest which is difficult! Martin Smart slots easily into No. 4 slot, joining the other three as the best in British 100cc karting. I think that Mickey, Terry, Mike and Martin are in a very special class of their own and although I hate to say it, cannot really see anyone joining or deposing them at

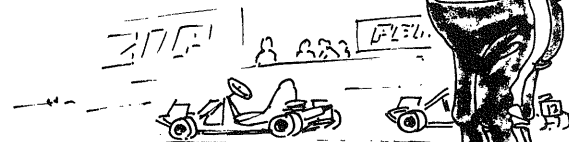
the moment, although if Alan Lane got his act together he might make it a top 5. Martin Smart has for sure had his worst ever season for reliability, absolutely everything going wrong, primarily with his motors. However when they have stayed together he has proved conclusively that he can mix it with the best in Europe. I know politics come into it, but would not Martin be better off with some other make of engine – I mean let's face it, he couldn't get much worse. When his BM's are in one piece they really do fly, but surely even the friendly and happy Mistrale team can only take so much? Let's hope 1980 turns out better for Martin than 1979.

The choice for No. 5 was frankly very difficult. After much deliberation I chose Martin Homewood because on relatively limited resources he has done a fantastic job this season. At the first round of the Green Man I had to check my programme to make sure it really was Martin Homewood. He was a new man. A change of chassis and engines, plus support from Mark Barnard and Martin was renewed. Tough but calm, aggressive and calculating, Martin showed he really meant business and that Green Man win and third in the British Championship resulted in a well-deserved place in the British team. I feel sure that Martin will continue to be a leading contender in 1980, but frankly cannot see him topping any of the 'BAND OF 4' from their pinnacle.

If it hadn't been Homewood in 5th spot, it would have been Dougie Spencer. As 6th choice Doug actually makes up the 6 who went to Portugal, which just goes to show that despite my criticism, Mason Minns did get it right. Dougie did get pushed down to 6th by Martin because he has had the benefit of better resources and general back up than Martin and because (although brother Ronnie will kill me!) he does suffer from occasional 'brain fade'. It is common knowledge that I would not have sent Doug to Portugal, but it is even commoner knowledge that I was well and truly shot down by young Dougie's quite brilliant performance. Looking back through the season one only tends to remember the winners, but it must be noted that Doug was actually leading the Green Man Championship for a while, a lead gained by some lovely drives into some good placings, especially in the wet.

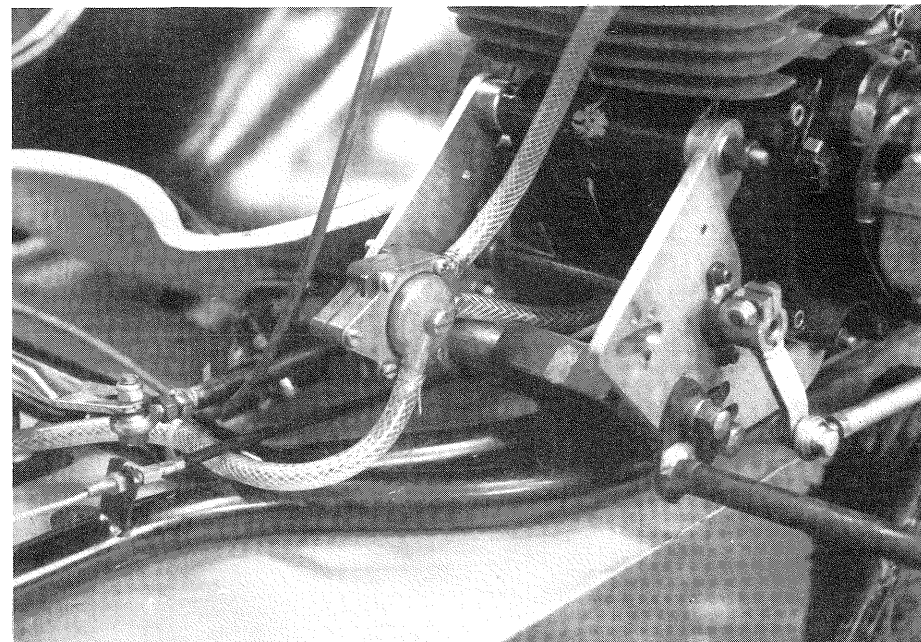
Just to keep you guessing I'm going to cut off now, as promised, leaving the rest of the list to next month, which should also feature a general review of the 1979 season and a look forward to the 1980 season.

THERE'S AN INTERESTING ARTICLE IN THIS MAGAZINE, THEY'VE LISTED THE TOP ONE HUNDRED KARTING COLUMNISTS IN ORDER OF EXCELLENCE. PUDNEY IS IN IT, HE'S NINETY THIRD.

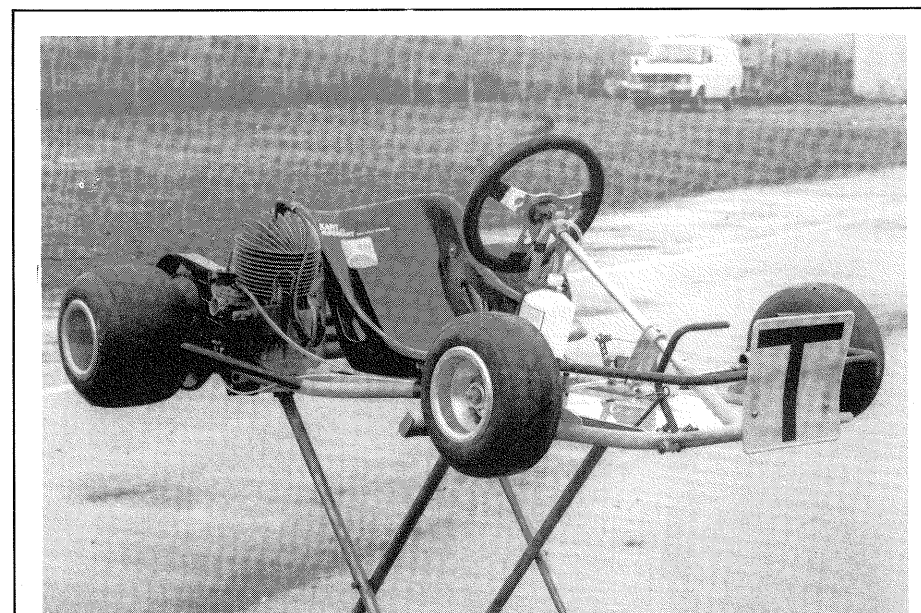


Foley

THE TRADE PAGE



Merlin's gearchange linkage for the Rotax transfers the train through the front engine mount to the right hand side of the engine.



Yet another addition to the list of new kart constructors – Toromon Engineering recently tried their TELEPHOR MP 1 chassis for the first time. It has one or two interesting features – the rear crossmember situated directly beneath the back axle, and Landia-type castor adjustment on the front end.



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Merlin Developments have now sorted out the supply problem on Rotax engines, and expect to be appointed main dealers for karting early in the New Year.

The 125cc Rotax (air cooled) as run by Roy Wooldridge last year will retail at £695 + VAT, complete with carburettor and fuel pump. Merlin's will be marketing an exhaust system complete with new effective silencer for around £45.

As 125 followers will know, Roy ran his Rotax in standard form most of last year, with impressive results at Silverstone, Cadwell, and Oulton Park. The only maintenance over that period was replacement of piston rings.

The engine itself is a square (54mm x 54mm bore and stroke), disc valve induction, 6 speed gearbox model. The barrel is NICOSIL coated and is extremely hard wearing. The piston has one chrome ring, which Roy finds best to replace with a slightly modified Yamaha iron ring.

With the clutch being exactly as used on the 175cc model, it is very strong. A feature of the magnesium crankcases are the nylon sleeves fitted, in which the main bearings are mounted, to avoid bearing fit problems due to differing expansion rates. The engine comes with Motoplat ignition and a 34mm Mikuni carburettor, although Roy hopes to test an EI slide carb soon.

As the carburettor bolts onto the left hand side of the engine, it is obviously preferable to mount the engine on the left hand side. This poses one small problem, as the gearchange lever is also on the left, but Merlin's hope to market a conversion shortly.

Kalendar

(Mini 'off season' version!)

January

6 RYE HOUSE (Rye Road, Hoddesdon). Winter Series.

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).

HEMSWELL (6 miles east of Gainsborough).

February

3 RYE HOUSE (Rye Road, Hoddesdon). Winter Series.

10 TILBURY (Dunlop Road, Tilbury).

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

CHASEWATER (Pleasure Park, Brownhills, off A5).

17 BLACKBUSHE (Airport, off A30, near Camberley).

HEMSWELL (6 miles east of Gainsborough).



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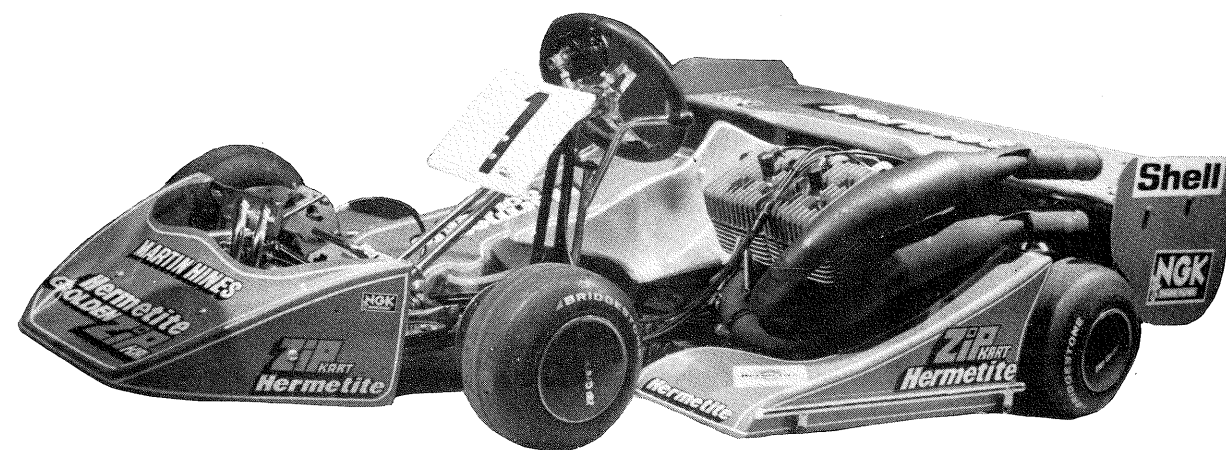
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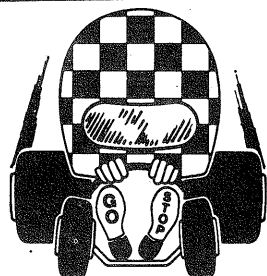
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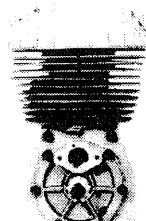
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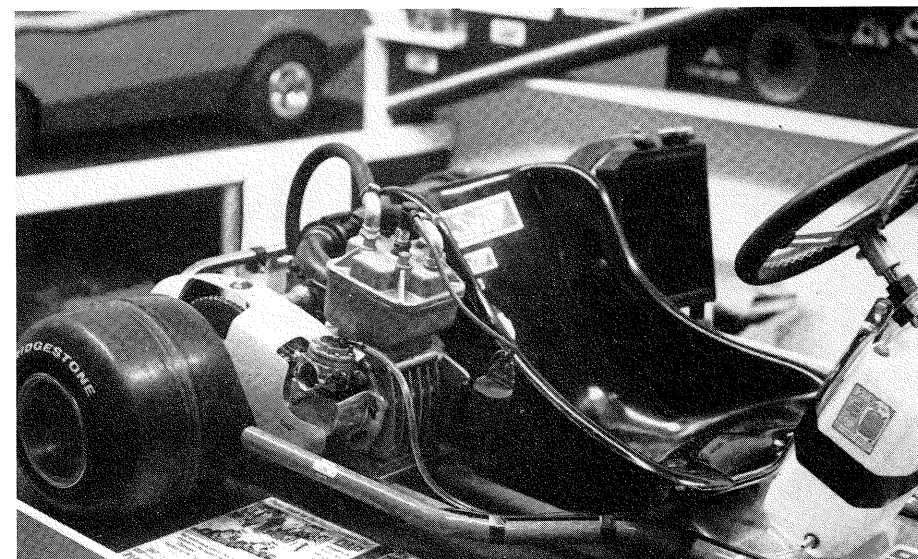
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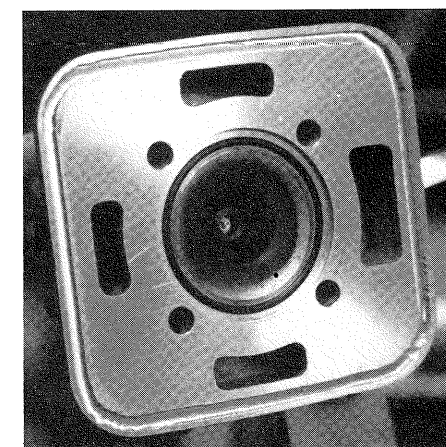
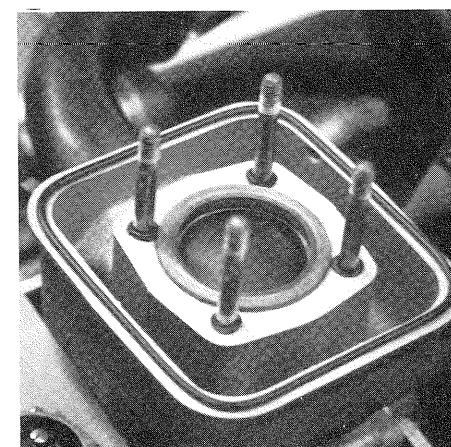
TKM FF99 Nat. & Int. – £185

THE TRADE PAGE

The Road Racing Show



A feature of the John Mills stand was the water-cooled DAP engine. Above; the engine and radiator mounted to the chassis. Below: a look inside the barrel/head assembly to see details of the water jacket. Water circulation is provided by a water pump activated by belt drive from the rear axle.



The Road Racing Show at Alexandra Palace saw a good spread of karting stands amongst the mainly motor cycle orientated displays. Most reported good general interest from the motor cycle fraternity, but one or two felt that the number of karting enthusiasts passing through was not as high as it might have been – perhaps a reflection on the limited pre-show publicity.

However, for those that made it, there were some interesting new products to check out. As well as displaying the brand new T74 engine (see *Just Heard*), John Mills attractive stand featured one of the DAP water-cooled models, the T83, bolted onto an immaculate DAP chassis.

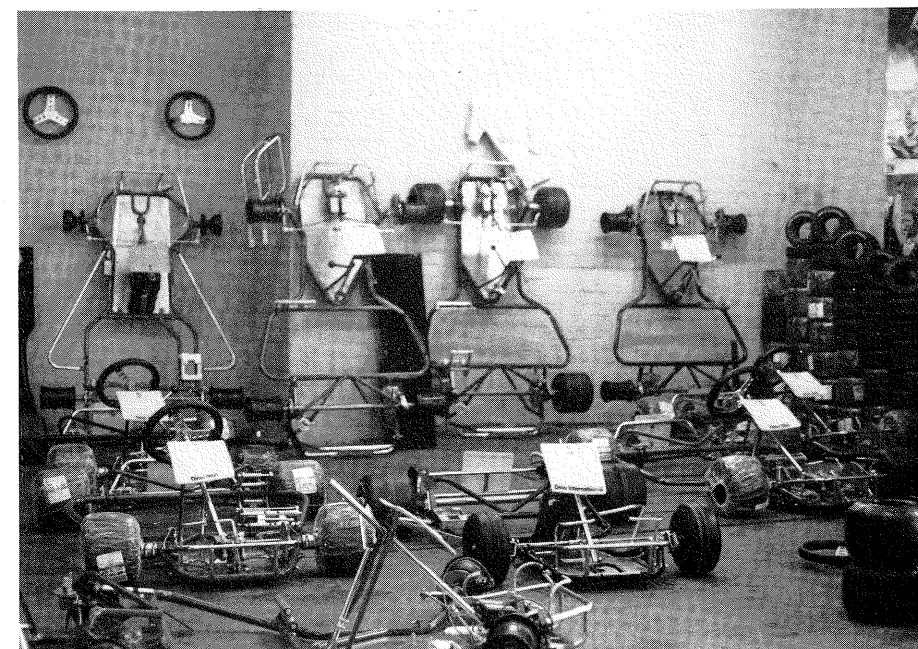
Of further interest to the 100cc brigade was the Burgess Racing stand. Since losing the Dino agency under somewhat dismaying circumstances, Richard Wallis has been busy and was able to display the first of a range of 'Burgess' karts, the 100cc Burgess 801, a neat looking chassis not unlike the Dino... From all accounts, Superkart extrovert, Nigel Smith, is to campaign one of the chassis in selected 100 National events!

Undoubtedly the feature of the Zip stand was the first public viewing of the new 250 Zip Grand Prix. As can be seen from the ad. elsewhere, the GP is considerably different from the 79 Shadow 250. The full length 'ground effect' floortray developed last year is fitted as standard, as are completely new rear wing, matching side pods and front fairing. Changes to the chassis itself include a 2-bearing 30mm axle with outboard rear brake (to allow more room for new 'lay-back' seat), new quick-change engine mounting system, new stub axles and other detail changes, following a comprehensive development programme in the latter part of last year. The GP is to be sold as a complete package, with all bodywork etc.

Bob Clowes' Motivation concern were displaying their range of exhaust systems and the unique prototype Motiv chassis – which has enough 'different' ideas behind it to keep you awake at night for weeks!

The remaining kart stands, whilst displaying nothing new, nevertheless carried a range of their Company's goods – Tony Smith Racing, newly appointed Dino agents had all models on their sizeable stand, creating a lot of interest whilst the Kestrel range were featured on Sisley Karting's stand.

All the stand proprietors felt the show to be worthwhile – hopefully next year will see even further interest.



Some of the stock of Dino karts and spares in stock at Tony Smith Racing, Peterborough.

Tony Smith Racing Developments of Peterborough are now the importers for the Dino range of karts. They currently have each model in stock in their showrooms, with one or two variations within the models.

The 125/210/250 National model is available in left or right hand engine mounting models. As standard, they are fitted with a more normal front wheel braking system, but on request, they can be ordered with the unique inboard system as used on the 250 International.

Whereas the original chassis had left foot braking and a hand clutch, most of the gear-box class chassis now being imported are made with the normal English 3 pedal layout.

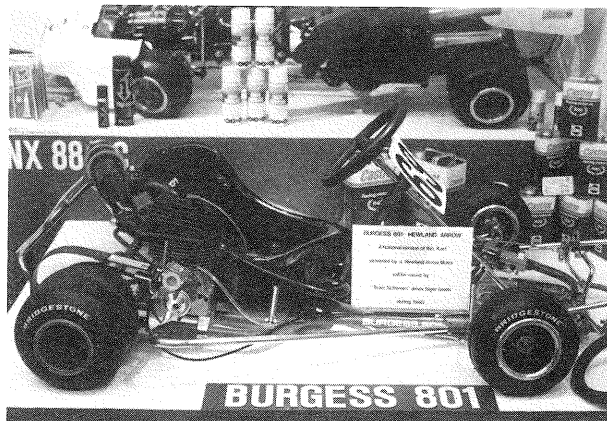
For 100cc exponents, both the National and International variants are available.



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*FULLY ASSEMBLED

Naturally the 801 is supplied assembled by the works, except for the steering wheel and seat which are left for the customer to fit. The steering column is left extra long and can be cut back to obtain the best position.

INTERVIEW



The way it was. 1960, and George ('Pop') Fletcher holds a tenuous lead, having just bowled two marker drums! And just look at the enthusiastic crowd...

20 Years On...

Just over 20 years ago John Mills obtained permission to run a few 'go-karts' on some tarmac behind a bakery in Sheffield. The owner and his son had a go and were immediately converted. Shortly afterwards, in January 1960, they had their first race and today, 20 years later, the son is still at it, as competitive and enthusiastic as ever. We talk to Paul Fletcher.

From that first race, on a Barracks square in Halifax, the karting career of Paul Fletcher blossomed. It has been 100cc virtually all the way - apart from a brief run with 125cc machinery around 1965. That was very short-lived, and the Fletchers were soon back in 100cc - 'Our 125 chassis were built along 100cc lines and we raced against the Villiers karts - you can just imagine what they were built like in those days! Frankly, it was too easy. We won every meeting we entered, and soon went back to 100cc.'

Paul remembers his father's racing with a smile - 'I was 25 when we started (a pity really, I ought to have been 10 years younger) so he must have been 55 then. He raced for several years, and you know, the funny thing was he used to win things! He used to beat young kids and they didn't like it at all - I suppose that's how they feel about me now.'

Recognition of 'young' Fletcher's talent first came in 1962 when he organised the first of several North versus South races at Rye House. The meeting was to be used as a selection meeting for the first ever European Championship which was to be held in Italy. Against predictions, the Montessa-powered Northern team annihilated the South and Paul was on his way to Bergamo.

Roger Mills, Johnny Brise and Bruno Ferrari made up the Team which came second

behind the even then inevitable Italians. Paul was twelfth. 'I thought that was terrible at the time - nowadays to finish twelfth in a European Championship would for most people be quite good! I don't know how many people will remember, but that was the meeting where Pernigotti's exhaust system came loose and dragged along behind the kart. When the starter went to black flag him, his pit crew jumped on him (the starter) and fought him to stop him putting the flag out! In the end, Pernigotti was disqualified and Italy was banned from holding any International events for 2 or 3 years...'

Subsequent years saw Paul as a regular British team member. Statistically, his biggest moment was in 1969 when he finished third in the World Championships. That was one of the years when it was over 3 rounds. A good placing at the first round in Vevey was followed by third at Rye House. Sixth in the final round in Paris gave him the third overall, behind Goldstein and Mickey Allen. The Vevey circuit holds a lot of memories - 'it was the ultimate for karting as it was then. Fantastic surroundings and atmosphere - everything happened in one day and so you were not going on and on until it wore everybody out. They used to get 10,000 people at a meeting! At another Vevey meeting - Paul thinks it was a European Championship - he set the fastest

timed practice lap and seemed set to collect a magnificent solid gold trophy (worth a fortune) when the organisers announced a timekeeping error which saw him slip to second by a tenth of a second! In the event, he led the final only to be taken off blatantly by the Swiss Hagenbuch. Another 'quick but hairy' young driver, from Sweden, also took Paul off at Vevey - his name was Ronnie Peterson.

Fairly early on in the piece, the Fletchers realised that weight, or lack of it, was important in karting. With most commercially available chassis being, in their opinion, too heavy they began to build their own. The quaintly named 'Bitsatube' karts were light - so light that they needed rewelding after virtually every meeting! Even after the arrival of the Voodoo kart, the first 'waisted' chassis and a revolution within the sport, Paul continued with the Bitsatubes. The one problem though, and one that affects all home builders, was that no matter how identically they tried to build two chassis, they both handled differently. So eventually ('and much to my father's disgust!') Paul went back to commercial chassis.

Paul is a confirmed Nationalist - a great deal of the pleasure in being in the British Team was the honour of representing the country, an attitude he finds sadly missing in these days of semi-professionalism.

Over recent years his involvement with karting has diversified immensely with varying lengths of involvement as British Team Manager, Kart Committee member and Green Man Championship promoter. His successful business status has allowed him to help out a couple of the Northern clubs and recently a small karting business has got off the ground.

With this depth of experience and his reputation for definite opinions - probably based around the successful Northern businessman character - there was plenty to talk about when we sat down for a chat:

K&S: What has given you the most satisfaction during your years in karting?

PF: Undoubtedly, running the Green Man series. There was a time when you had a team



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Well done, Mark, and the rest of the team.

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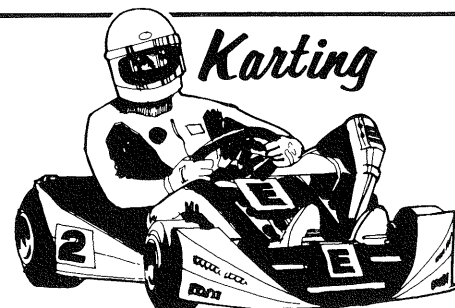
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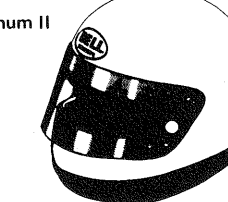
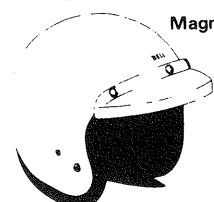
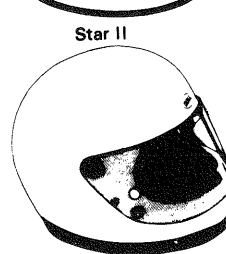
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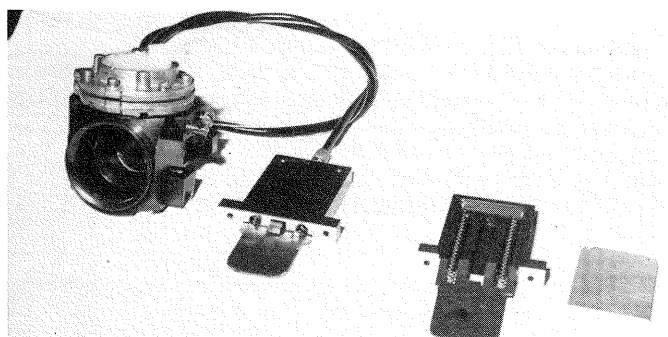
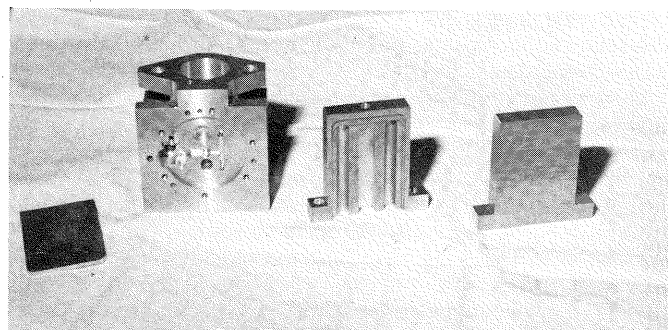
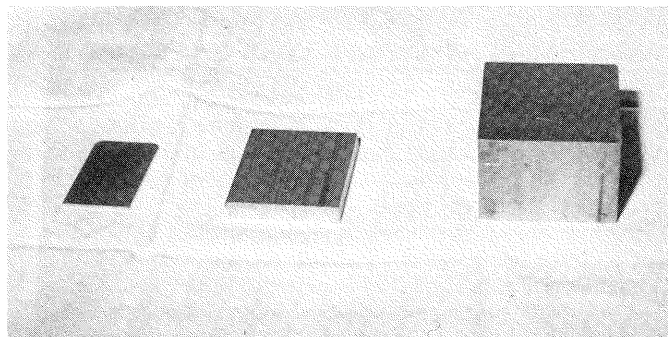
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Start to finish. Top, the bare metal; middle, the machined components; bottom, the finished article. Between, many hours of painstaking handiwork.

continued...

things started to look better. From there, it has just been a case of continuous small changes, and it gets better as we go.

It used to take me 25 hours to make one carburettor – now with a few small machines it is about 6 hours. But it is still all done by hand.' His machines are worth about £13,000, but to buy machines that would automatically do most of the machining would cost over £65,000 – not really viable. So a lot of the hand work will stay.

All the alloy parts of the Ibea carburettor are made from a hard aluminium alloy called Antikorodal. Until now, the carburettor bodies have been sawn off a solid bar and bored by Roger, but he has recently arranged for the bored blocks (65mm x 50mm) to be prepared elsewhere. Obviously the bore is off centre, to allow for the milling of the fuel chamber and needle jet bores etc.

The slide sheath is milled from solid, with three grooves – two for the slide return springs, and the central one for the throttle cable. Three similar grooves are machined in the sheath cover plate.

The slide itself is made from brass and its lower edge has three matching slots to locate the return springs and cable.

Standard Tillotson pump assemblies are used, with the only change being to a different diaphragm. To obtain the Tillotson parts, Roger buys complete carburettors – there seems to be a ready market for the body and other pieces left over.

Finally before assembly, the Ibea carburettor bodies are galvanised to give the distinctive blue, red or gold colouring

synonymous with varying sizes, which vary from 24mm to 24.5mm, 25mm, 26mm and 27mm. Roger Aebi's profession is as a galvaniser, so he is able to do this relatively inexpensively, in a small side room by the workshop.

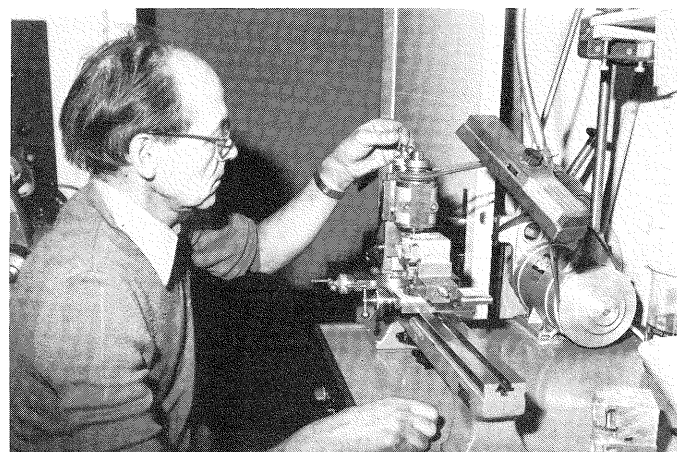
After assembly, every carburettor is checked and pressure tested, with random samples then being track tested by Dieter Vokinger in Lyss. The recommended initial jet settings are 1¼ turns on the bottom jet and 1½ on the top.

That the carburettor is in demand is obvious. In September, Roger bowed to this increasing demand, left his job, and now produces carburettors on a full time basis. He produces 50 or 60 a month, although with the delivery now of ready-bored blocks, he hopes to increase this to over 100. After Estoril especially, a circuit which undoubtedly showed the carburettor at its best, orders are coming in from all over the World.

What about the future? Mr. Aebi has already been sought out by the motorcycle fraternity, but is not yet ready to branch out – 'the problems only start when you get into 2 or 4 cylinders. Synchronizing the 2 or 4 carburettors would be a nightmare! For the moment his aim is to get the current carburettor running exactly as it should. One problem, as with all kart engine carbs, is the proximity of the chain. Something else which he feels could improve performance would be a shortening of the inlet tract, by moving the slide position slightly. Time will tell, but at the moment he considers the carb to be just in the prototype stage. He is working on a model for 125cc karts, which could maybe be used for 125cc bikes as the problems are not so big. 'It is just a matter of time.'

One thing that Mr. Aebi does not talk about are some of the interior dimensions i.e. the sizes and shapes of the fuel outlets into the airstream. 'That is where my work starts and I am always experimenting to improve there.'

And so we left, much to the distress of the now exceedingly friendly dog!, but with the thought that if dedication, work, and enthusiasm are the guide, then there could be much more to come from Roger Aebi.



By necessity, the interior passages must be very accurate. This small drill set-up does the job.

Another batch of Ibea carburettors awaits further work (sitting in one of the 'sponsor's product' boxes!).



continued...

selection meeting at the beginning of the year to which all the best Internationals came. At the end of the year was the British Championships, and that was it – you never saw anybody in between. You had no idea how quick you were and you would go to the Championships not knowing what to expect – sometimes you were good, other times bad.

So I thought it would be better to have a series of meetings. At that time it was quite revolutionary, but now everyone's jumped on the bandwagon – I think all these series are fantastic. I think the first Green Man was 7 years ago. Funny thing was that I won the first two you know – they all thought it was a good way to get some tax free money!

I think it's been very successful and I only hope that it starts taking off even more now, because it's really gone as far as I could take it – it wants something far bigger and better. K&S: Is that why you are now handing over the running of the series to someone else?

PF: Yes. As I said it has probably gone as far as I can take it. I can only think so far in a certain way and when it comes to needing somebody with plenty of go in promotion – which isn't my field – I think somebody like Peter Wardle has got to be good.

K&S: Something else you relinquished fairly recently, after 15 years service, was your position on the Kart Committee. How do you feel the Committee works, and why, in the end, did you give it up?

PF: I do think the Kart Committee often got criticised for things that we had really thought about. We'd sometimes spend literally weeks of time in various meetings, discussing a problem and coming up with the right answer. Then at the end someone would come up and say 'what a load of rubbish', without even thinking about it. That really does make it difficult.

Perhaps I was on the Committee too long, because I thought that it should have been more democratic. That was why in the end I resigned – I do feel that in this day and age, you've got to take notice of what the other people say, to avoid the conflict that finally will come. If you will not let people have a say somewhere democratically, then eventually you will lose out.

I think the Committee should have 3 or 4 people elected onto it – still with a majority of RAC selected people mind you. To look right it needs a few people elected on, but certainly not in the majority – you need to be on it for 5 years before you know how it works...

K&S: Fletcher's Bakeries is a very successful business and that has enabled you to step in and help one or two of your local clubs. Tell us about that.

PF: We're very lucky that we've got a good business on a solid foundation – and I've never let karting get in the way. When all is said and done, my hobby is the business and it always comes first. But as the business is successful, we've been able to promote various things.

I like to help people only when they've got to the stage where they are 'in it!' – if we hadn't helped Fulbeck, they would have closed. They had spent all their money, against advice, on a £5,000 resurfacing job on a bad track that should have cost £14,000 and thought they had got it cheap. The result was that it half came up, which made it worse than before, and that was the end of the club. So we said we would



A study in change. Above; the Bitsatube Montessa 1961/62/63 model. Claimed to be the first kart with side-mounted engine. This is the kart taken to the first ever European Championship in April 1963. Below; 15 years have passed and things have changed! – Paul's Sprint/Parilla at the 1978 Green Man meeting at Rye House. (Photo: Fred Scatley)



use it as a promotional thing, and resurfaced the track for them.

Actually, I've been trying to get my own track for about 5 years. You just wouldn't believe how hard it is! Our firm has offered £25,000 to 4 Councils if they would put their own money up, and I've even failed at that – to GIVE money away!!

The biggest disappointment we've had is when we went with the Wakefield Council and found an old colliery. Their planning department went into this – under the 'land reclamation scheme' you can get all the money back. They were going to make it into an amphitheatre and put down a kart track. The planning department spent £7,000 of their money and put the idea through all the

planning stages. But a month before final decision day, the chap who was keen, and pushing it through, died. The local elections took place at the same time, they changed from a Labour (who funnily enough are the ones who spend money) to a Conservative Council who said 'we're not spending any money on this' and turned it down. I'd already got £25,000 from the Sports Council for the project and had to give it back! It had taken 3 years to get from the initial stages to that point.

We are now trying to buy Hemswell airfield but are waiting for a decision to be made on planning permission first. (As we go to press, we learn that planning permission has been refused!...ED)

continued. . .

K&S: In your 20 years of karting you must have seen and raced against all the top names. Who would you rate as the best of all time?

PF: This is terribly difficult, because on results it is obviously Goldstein. But to my mind, he was the one who knew all the gimmicks before everyone else learnt them. He was tyre testing before people even realised there were different tyres! There were drivers equally as good, but they didn't put the work in. With his tyre knowledge, he was so much quicker round corners than everyone else, so of course he also got the fastest engines.

So you've got to count Goldstein. But I've seen Ferris out-drive him so many times – and Mickey, and Terry.

It's really very hard to pick one out, but to mention a few names; you've got Fullerton – utterly ruthless and brilliant; Ferris – the typical middle class spitfire type – couldn't care less, brilliant, but hadn't got the preparation behind him; Mickey Allen – fantastic. Those three, I think. Funnily enough, they're all British. I don't know why Britain produces the Jim Clarks and Jackie Stewarts – maybe it's our odd-ball society. All three of those emerged under their own steam, without the factory backing early on that the Italians have at their disposal.

K&S: What is the thing that in your opinion gives these exceptional drivers their edge?

PF: I hope they are not offended, but I think they have got to be 'rotten sods'! That's possibly why I've been second in the British Championships five times and never won it – because I don't think I am a rotten dog in the sense they can be. I've seen Mickey, for example, come second in a British Championship and get in his car and drive home without even saying cheerio to Bobby Day, who prepared the kart. I think you need that attitude to win! Possibly only Mickey and Terry would

do a thing like that, but I think that's what you've got to have.

Of course you've got to have the flair, the control, the balance etc., but the big difference is mental. How many times have you seen a really good driver drop heats and have to come through a final from the back – their mental approach is such that they do it with almost disdainful ease.

To illustrate the point from out of karting, look at that new tennis star, John MacEnroe. They all hate him – he can be a right so-and-so on court – but he is a winner – fantastic.

K&S: Looking back over the years, how do you feel the quality of racing compares with now? Is it necessarily better now?

PF: Oh yes, definitely. I'm never one of those who look back and say 'I remember when this and that used to be so much better' – perhaps that's why I still race. It's far better now than it's ever been. It's incredible, skilful, – there are probably a few more idiots around though, because everybody takes risks but we're going so much faster now.

K&S: Just over a year ago you started F.R.E.D. off. Now, you obviously don't need the business, so why did you do it?

PF: Yes, I don't need it, but I find I'm enjoying it. In our area at the time, there was really only John Mills, who of course is the DAP concessionaire, and so many people were asking me to tune other engines.

It was also at the stage where I couldn't really hope to make the British team, so I thought it would be nice to have a good driver with me, and run a little business which held its own – tuning engines and so on.

With what I was looking for in a driver, there were really only 2 choices – Paul Jackson or Mike Wilson – and of course Mike was, by then, in Italy. We've just finished our first year and I'm very pleased with the way it is going.

K&S: Looking to the future, what ambitions do you have left within the sport? Were you, or are you, ever tempted to race cars?



PF: I've no great ambitions with regard to driving now. However, I would like to help Paul Jackson as much as possible towards being in the British Team. I think he's been a bit unlucky this year – not having the right chassis and/or tyres at the right time, and so on, and we made mistakes on choice of tyres etc.

As we have discussed also, I would like to set up my own track – for the sake of karting really, and not that I want to get greatly involved. If I get the opportunity I'd like to be a little adventurous. Firstly I'd lay the track and then build covered pits all the way along, which could be rented to people each year. Then, I suppose, I'd try and build a grandstand on top of them, because I don't think people will ever come and watch anything unless they can stand, or sit, in the dry and out of the wind, and look down on what they are watching. Have you ever watched football from down below? – it's terrible! But sit in a stand and it is all right. That's the sort of thing I would like to do. I suppose it all depends upon how much money you want to put into it. You've got to have hotels nearby if you want to run a World Championship... No, I think I'd be quite satisfied with the British Championships!

I've never considered car racing – mainly because of the family. As an only son, I'd be an idiot to go and kill myself racing cars. Besides, I think karting is far more interesting anyway – Formula 1 might be okay, but have you ever seen Formula Fords at Oulton Park, say. Boring – and they get one race in two days. I couldn't stand that!

K&S: What about the sport itself – would you like to see any changes? How about the proposed 135cc Formula?

PF: I once thought the other way, but now I am pleased that 100cc and gearbox karting are separating – they are so different in approach and there are so many drivers around, that running both at the same race meeting is becoming more and more impractical.

I think the Britain classes are a great idea – I hope it eventually becomes a British Engine class as well as British Kart class – it could be, now.



After 20 years Paul is still keen enough to brave a typical wet winter's day to turn out at club meetings. Here he recently enjoys the high speed of the 3 Sisters circuit. (Photo: D. Smith)

Aebi or Ibea?

Amidst the usual talk of tyres, engines and chassis at the recent World Championship, a new topic emerged – carburettors, and top of the conversation scale was the Swiss-made slide carburettor that over 75% of the field were using. Swiss correspondent Romy Muller recently visited the home of Roger Aebi to learn the story of the Ibea carburettor.

It was a lovely sunny October afternoon when we made our way to Lengnau (between Grenchen and Biel) to visit Roger Aebi and see how he produces his now famous Ibea (Aebi backwards!) carburettor. We were first confronted with a barking poodle, who later turned out to be very friendly. After passing through a neat, well kept garden we were met at the door by a smiling Roger Aebi and welcomed into his very homely living room.

Before settling down to talk, however, Roger took us down to the small basement workshop where the carburettors are made from start to finish. Everything was immaculately clean, and indeed it was really a shame to mess it up on a Saturday afternoon, but Mr. Aebi was only too pleased to demonstrate the processes involved in his carburettor production.

Roger Aebi is a 52 year old proud grandfather and like most, became interested in karts because his son Lorenz was mad about them, having just given up an interest in model aeroplanes. Whenever Lorenz came back from running his kart, the engine was always blown.

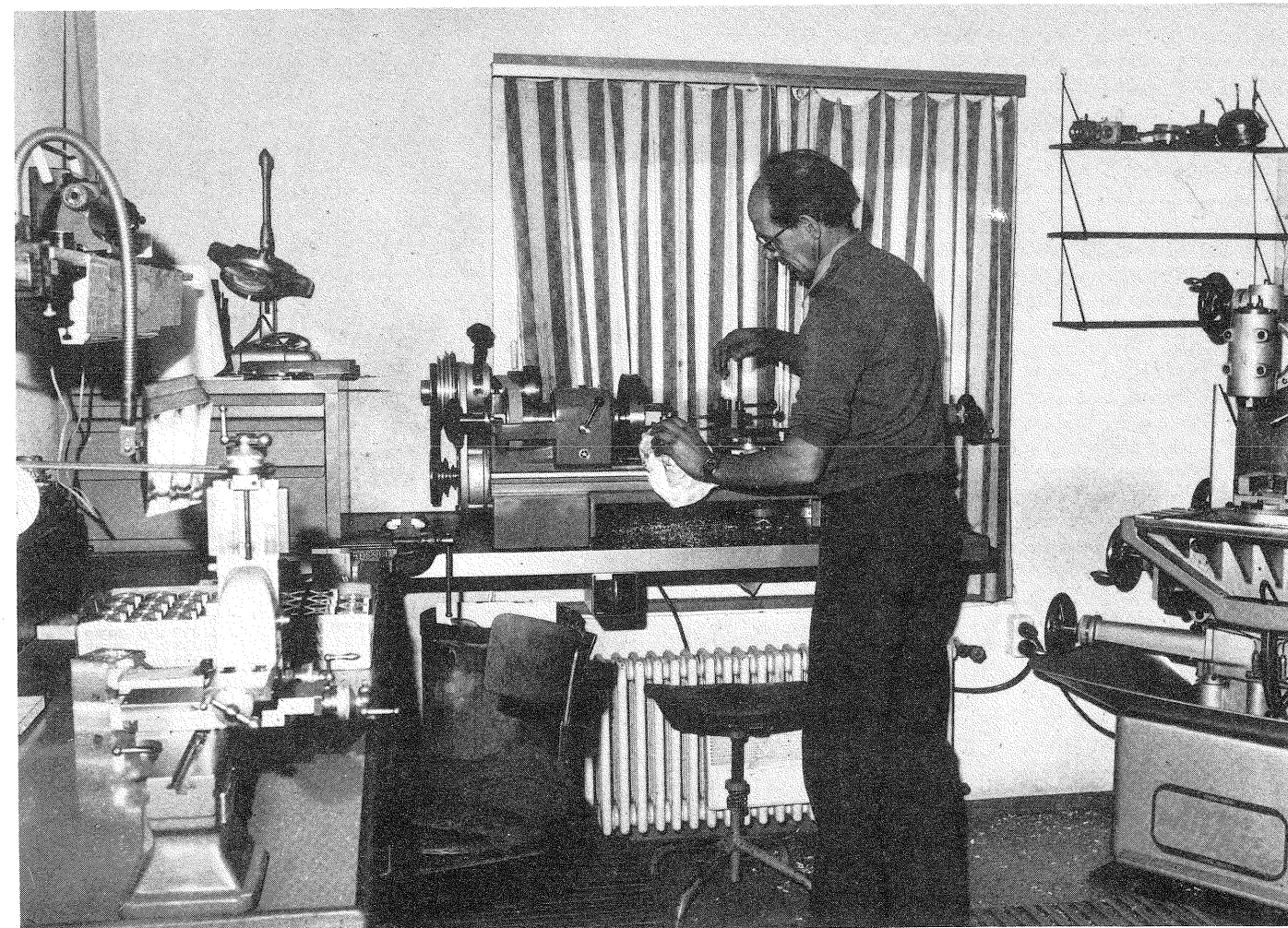
Roger wanted to know why and accompanied his son to the track to learn what it was all about. He was soon working on the engines and gained a lot of experience thus.

At 45 years of age, he prepared himself a 5 port BM and went out and won his first race. Today, he is still proud of the fact that during his 3 year driving spell, he could always push-start the kart himself and whenever he finished a race he was somewhere near the front!

Then Lorenz started racing regularly, finishing 7th in the National B Class Swiss Championship, which moved him up to A Class. In 1977, using a Sirio that went extremely well and one of his father's first carburettors, Lorenz won a Swiss Championship meeting. Paul Gudel took the same engine and carburettor to the Parma World Championships – and finished 8th. This was really the first time the outside World saw the Swiss slide carburettor.

So how did he come to make the carburettor? Roger takes up the story – 'I had already made some small carburettors for my earlier hobby which was model aeroplanes. With those it was possible to control the carburettor by radio. Three years ago I started making carburettors for karts. Whenever I have a hobby, I like to make the best of it and look for something that I can do perfectly – but the first carburettor I made was really just a piece of metal with a hole in the middle! The result was a lot of broken engines. We traced the initial problem to the petrol pump membrane, which we changed and

This small workshop, with a few specialised machines, is where Roger Aebi builds his carburettors.



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INTERVIEW



In 1974 the British Championship was over several rounds. Paul leads one M. Allen on his way to winning the Blackbushe round. (Photo: Fred Scatley)

On the promotion side, the image of the sport seems to be coming along steadily. You can't push it - if it won't come you've just got to develop it slowly.

I would like to see a more professional approach from a Team Manager. I think that would help our overseas efforts a lot. The problem with the RAC is that they govern so many branches of motor sport. If they said 'yes, we will sponsor a British Kart Team abroad' all the rallyists and so on would all want sponsorship. If karting had its own separate governing body, that would help. But the problem is getting the right people on it. The RAC has been a great help when it has come to silly decisions - they've made stern decisions, and can't be baffled or anything like that, but it has lost out on sponsorship for British Teams.

Karting has obviously become more and more expensive as it has become more and more professional - I reckon you need £5,000 to think of doing the World Championship properly - but the saviour has been the small business. Nowadays, small businesses are tending to promote themselves through all sorts of things, and they can promote themselves in karting. It's nothing for a small business to spend £5,000 a year - it saves £2,500 tax to start with. This I think, has possibly been the saviour of karting.

The 135cc class is wrong - I think it's just delusions of grandeur. The sport is not that big yet. This 135 'circus' won't have enough backing. It will kill itself. They might enjoy themselves, but there will be so few people involved, that no one will be interested.

K&S: Not even if, as planned, the current

'cream' of competition are channelled into it and it is to some extent subsidised by the factories?

PF: No. Maybe once a year for the World Championship, but who is going to rush round Europe 4 or 5 times a year for it - I certainly can't see Mickey Allen, for example, doing that! Besides, I don't think that is what karting is about - I think it is 'in' each individual country, that meet now and again.

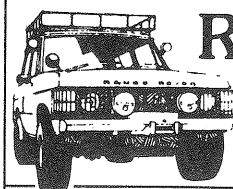
K&S: Finally, your father was still competing at 61 years of age. How long can we expect to see Paul Fletcher racing?

PF: Not until I'm 61 I shouldn't think! The minute I stop going quick enough to be with the 'bunch' I shall stop. It won't worry me, because even now I enjoy going along and helping. I've also taken up flying, and that will probably take over - in flying you're only competing against yourself, in terms of knowledge. There are apparently certain times in life when you can absorb a lot of knowledge, and I think I'm at that stage now.

K&S: International class karting is now, thanks to super tyres, more physically 'battering' than ever. Your seeming lack of problems in this respect must be a source of encouragement for some of the battered younger drivers.

PF: It's funny how there seems to be this fascination with age - in the States in stock car racing for example an enormous proportion of the drivers are over 40! I always keep myself fit - I've got a rowing machine that I use every day. It keeps my weight down and I'm pretty fit. I have none of the rib problems that affect one or two.

As I said, come the day I'm not quick enough to be competitive, then I shall stop.



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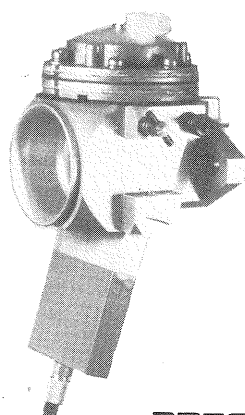
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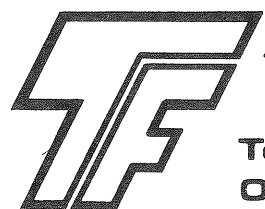
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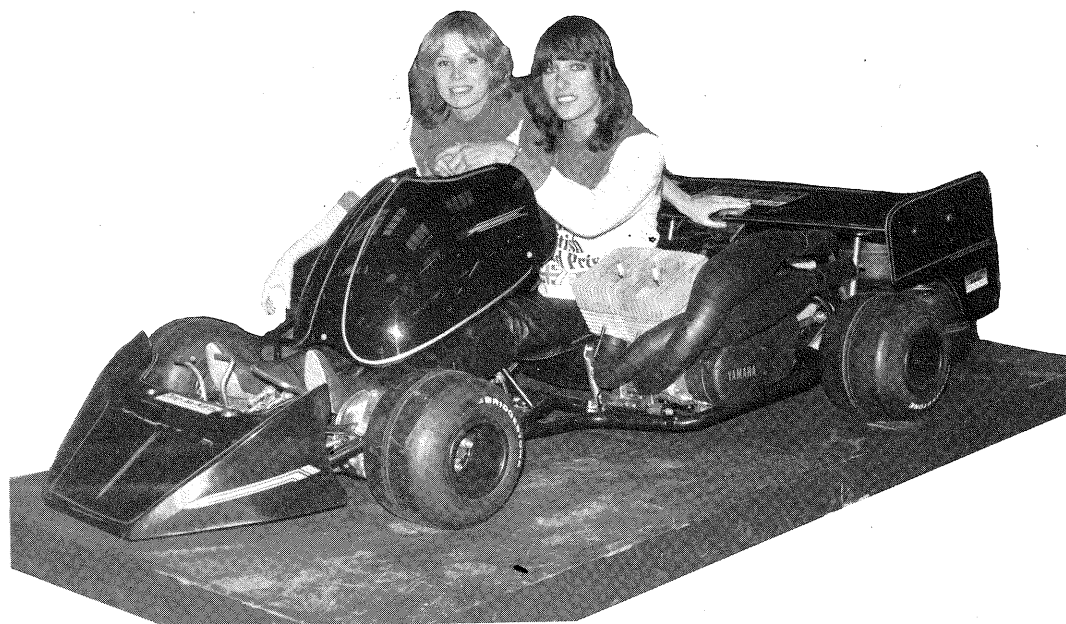
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There are only three really professional teams. Budweiser is the World's largest selling beer and they sponsor the Newman Freeman cars for Rosberg and Elliot Forbes-Robinson who nearly won the Championship. Bobby Rahal is sponsored by Ampex Cassettes, and then Carl Haas who is the Lola and Hewland American importer, runs two cars - for Jacky Ickx (who won the Championship) and sometimes for Alan Jones who won it last year. Haas is sponsored by First National City Bank who in fact sponsor the whole Championship series. I mentioned that Carl Haas is the importer of Hewland gearboxes used on most of the Can Am cars - he also sells the Hewland Arrow kart engine from his Illinois base. He is a very charming gentleman, closely involved in the running of the team, overseeing the late night sessions of work on the cars 'til the bitter end. His racing headquarters are at Chicago. The remainder of the field is made up of enthusiastic privateers.

The Can Am race was accompanied by supporting races including the race for the IROC Championship (International Race of Champions) where drivers from all the spheres of motor racing race each other in identical cars. All sixteen cars are immaculately prepared by the same Roger Penske who owns Ontario and to some extent helped to start the Can Am style of racing with his Zerex Oldsmobile which was later bought by kiwi Bruce McLaren and known as the FUBAR! This was the forerunner of the most successful marque of all Can Am cars, the marvellous all-conquering McLarens.

The Chevrolet Trans Am IROC cars are great lumbering monsters, but pretty rapid, and provide good close racing. In karting we are used to ultra quick steering, but these Trans Ams have about four turns from lock to lock and have a piece of yellow tape on the top of the steering wheel when the front wheels are

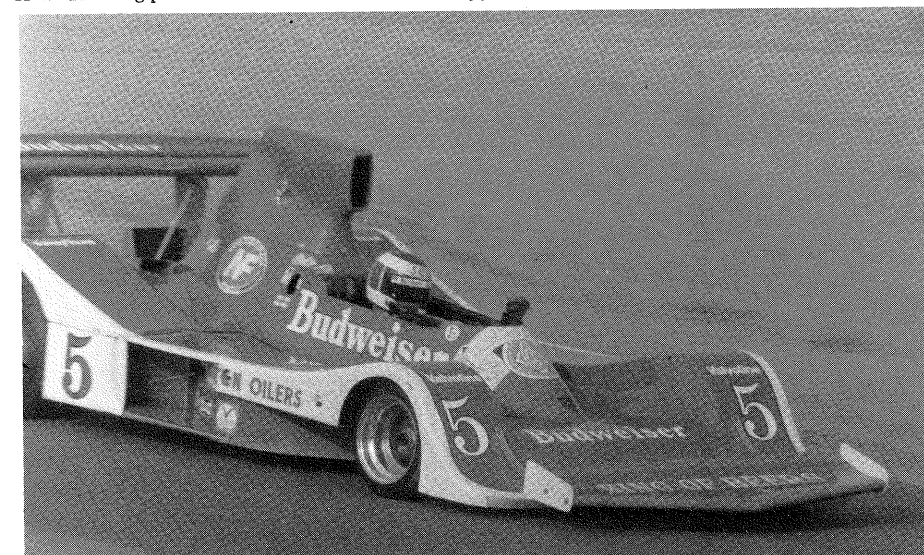
'Keep California Beautiful' - transporter seen in the paddock.

in the straight ahead position in case of doubt! Once a 'no -no' (spin) starts the drivers rarely get it back together...

The Tuesday after race day a celebration party was planned in the hope that Elliott Forbes-Robinson would win the Championship. As he didn't it was changed to 'E.F.R.'s' birthday party instead! Parties such as this are all day affairs, starting off with a days water-skiing behind EFR's 6 litre V8 turbo jet speedboat. 55 - 60 mph on water is quick! After making the 'acquaintance' of a few fishermen who were seeking a quiet days sport, Lake Pyramid was all ours, 3,200 ft. up in the mountains, soaking up the B.R.'s. Then it was just down the road (about 80 miles - they think nothing of distances) and a barbecue at Elliott's house at La Crescenta, high above the city of Los Angeles, whose lights twinkled as far as the eye could see. And there tending the charcoal was team owner Paul Leonard Newman, having just won his class in the NSCC Championships in his Budweiser sponsored Datsun 280 'Zee' and now ready to join the beer up! Paul lives in Connecticut but was filming at Hollywood which is only a few miles away. If I have any lady readers, he is just as good in the flesh as on the screen, with his rivetting blue eyes and youthful features.

Suitably refreshed it was then 'just down the road' to Pasadena to the Malibu Grand Prix track, where I won a dollar off the super star,

Keke Rosberg powers the Budweiser Lola N.F. Spyder into 'turn 7'.



Mr. Newman. What is referred to as the Malibu Grand Prix is a track where you can hire a miniature racing car powered by a 400cc Kawasaki engine with DAF-type belt transmission, full racing suspension, discs at the front, drum brakes at the rear, proper racing slick tyres and a body similar to a Lotus 72. The idea is to get round the floodlit (it stays open 'til 11 pm) track as fast as possible, there being electrical timing gear with a digital illuminated time board. You set off something like 15 sec. intervals and therefore don't come into contact with other cars. So Mr. Newman proposed a dollar stake each to see who could put up the fastest lap in their first 5 laps and I won the 'purse' with 50.9 secs. He was next and Elliott was 3rd fastest. How about that for a story to dine out on! To put the time of 50.9 into perspective, there is a very exclusive 'Under 49 Second Club' of which John Morton (one of the privateer Can Am drivers and Hollywood stuntman) is a revered member. Being a member entitles you to as many laps as you like for one dollar. Fortunately John only came water skiing and not to the Malibu Grand Prix!.. He entrusted me with his spectacles when he went skiing and naturally I tried them on - they were virtually myopic. It would seem that to be a Can Am privateer, Hollywood 'looney' water skier and member of the '49 Second Club' it helps to be as blind as a bat!

After all that was over and all the excuses were heard (and my eighteen dollars spent on booze) it was too far to go home to Santa Barbara, 'just up the road' about 120 miles, so two lovely young ladies, Daria and Shayna - girlfriends of two of the mechanics, said we could stay the night at their flat (but it wasn't like that - read on!). Settled in my 'pit' and about to put the light out Shayna said 'don't take any notice if you hear a noise from the corner of your room, it's only the snake'. 'Oh yes' said I, pretending to be unconcerned. 'What sort?' 'It's a BOA CONSTRICTOR!' And it was. The fact that it had been fed a live rat that morning didn't ease my mind one bit. As I say, America is a vast country of extremes - extreme insomnia in this case!...

On the way home I stopped off in New York, and stayed with Paul Dacre who is a 'proper Journalist' and does the weekday 'America Column' in the Daily Mail. Whereas California is the sunny smiling face of America, New York (fantastic skyscrapers and Statue of Liberty aside) must surely be it's fundamental orifice!...

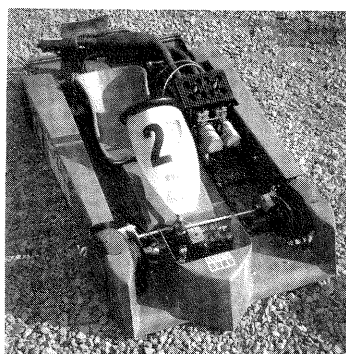
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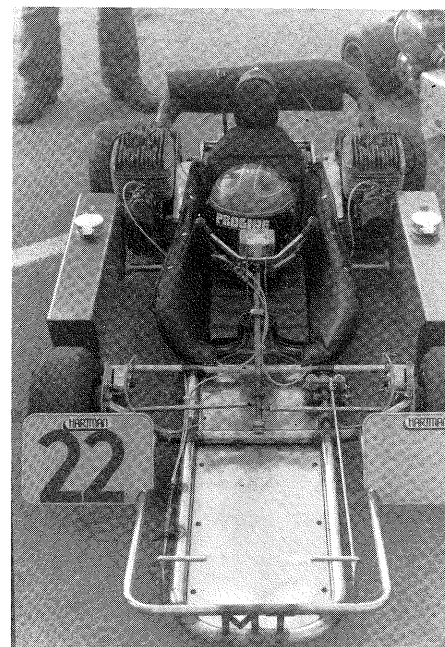
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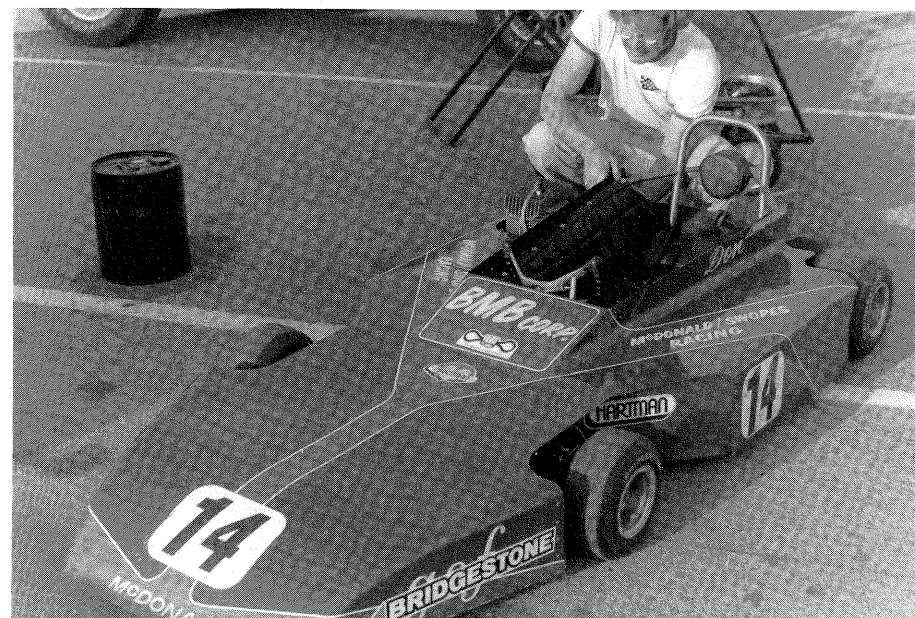
My motor racing baptism was in the halcyon days of the twin-stage supercharged V16 BRM's and V12 4½ litre Ferraris, which produced an awe-inspiring noise and spectacle accompanied by the rich aroma of methanol, in the picturesque setting of the Goodwood circuit, nestled in the Sussex Downs. I mention this as smells are supposed to recall memories more so than any of the other body senses. Entering the paddock of the Ontario Motor Speedway, north east of Los Angeles, I was greeted by the same warm sweetness of methanol as a cluster of high revving engines screamed their way high up on the banking of this vast bowl.

Ontario Speedway is an enormous complex with all possible amenities, owned by Roger Penske - an unusual man who has made his money out of motor racing rather than the normal story of having spent it all! When it was initially built, the ambitious plans and organisation soon floundered and it fell into disuse. After some while the 'Midas' touch of Mr. Penske took it over and the track has never looked back. It is used for all types of motor racing - Indy, Stockers, Bikes and of course Karts. It is also used by the State Authorities for exhaust emission tests, which provides a useful regular income. One problem though is that the karts look totally lost in it, so other



Van K, with two Yamaha KT100S engines.

An example of the body beautiful - U.S. kart style.



than the nostalgic smell the atmosphere was somewhat different from the paddock at Cadwell or Morecambe. There was no charge for spectators admission - you simply signed a form on entering to absolve the organisers of any liability should you be mowed down by an errant B-Bomb, which reminded you that you are in the land of astronomical court awards for legal actions in damages claims. 'Say, you sound a long way from home, better sign this buddy!'

The club have to pay about 4,000 dollars for the hire of the circuit for a two day meeting so as in this country the entry fees have to largely cover this and are about 18 dollars, comparable with our fast circuit entry fees.

Hoping that I would find the same friendliness and hospitality that Pudney experienced when he ventured forth to America earlier this year, I was not to be disappointed. We started by introducing ourselves as a couple of 'limeys' who had done some karting in England to a certain Ron Black. Ron immediately dropped everything and took us on a conducted tour of the paddock and all the notables, in the form of drivers, interesting karts, the first kart trader in the World (Wally Baynes, still operating in Inglewood Ave, where it all started), who did the best chassis and which class was which - something I'm still not clear about! One thing was clear though - almost everybody seemed to be on speaking terms with each other! The karts were absolutely mouthwatering in their standard of preparation and originality of design, there appearing to be so much scope for variations on a theme for the individual classes.

The track that they were using consisted of one of the straights (which must have been not far short a mile long) leading onto one of the banked turns and then down into the infield section which consisted of over a dozen curves (corners!), then a hairpin and back onto the straight where the 270cc Opens were hitting at least 130 mph, which even on this vast expanse of tarmac looked rapid.

For those not familiar with the set up in America, there are two distinct organising associations in the States each providing different styles of karts and racing. The meeting I went to was under the auspices of the I.K.F. (International Kart Federation) and different from that which the 'chaps', who when you read this will be competing at in Daytona.

I have already mentioned the use of methanol, which incidentally when used necessitates the complete drain-off of the tank after the meeting which is then flushed through and restarted on gas (petrol to you and me)



Merlin goes Stateside

thus preventing the methanol attacking various internal parts of the carbs etc. It costs from one dollar twenty to five dollars a gallon, depending on the 'mix' and whether oil is already added. Believe me, some of the mixes are wild - in fact one major supplier, Cardas, is having problems with distribution, due to insurance problems with the transporters!

For one hour enduro races on fast circuits the Yanks 'do it' lying down and when I say lying down, all you see coming up the straight towards you is a pair of feet and a decorous Bell helmet peeping between! They lie far flatter than any of the attempts at wind cheating seen on this side of the ocean. The use of belt drive in conjunction with a centrifugal clutch is universal on all 100cc motors, and they swear by it. The toothed belt costs about eighteen dollars, the rear drive wheel costs thirty eight dollars and the clutch combined with front drive wheel (which incidentally is mounted on the electric side of the motor) is about seventy dollars. J. Pudney will be pleased to know that a lot of the 100cc karts have very neat 4 wheel brakes, mainly Airheart. But wait for it - on the other hand I found one 250 TZ Yamaha and a couple of 270cc twin karts with only rear brakes! The drivers were prematurely grey though... Nearly all fuel tanks were beautifully made and nicely mounted aluminium affairs. Extensive use of argon arc welding on both tanks, stub axles and various other components all added up to a much higher standard of engineering than we accept in England. Nearly all hoses and pipes are of the Aeroquip type. Even when it comes to the water hoses on the water cooled rigs, Aeroquip is used. Pyrometers combined with Tachometer, the digital read out of which you can choose by the flick of a switch, are fairly commonplace (two for a twin!).

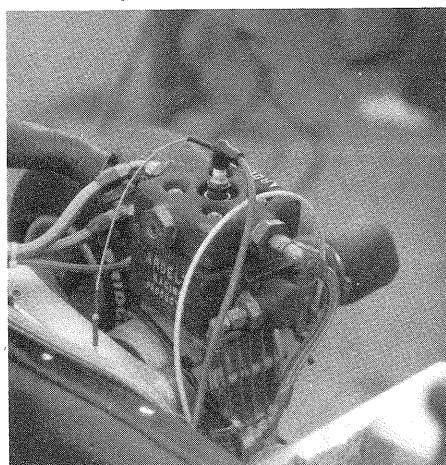
The kart that Kim Campbell took home after the Silverstone GP meeting graced the cover of the September issue of 'Karter News', the IKF publication, and though it could have only been two or three months old at the time the picture was taken, it had been totally rebuilt - alloy tank, Aeroquip everywhere and the engine converted to TZ specification with

continued . . .

watercooled barrels. The radiator was nicely mounted behind louvres in the front fairing. He has in fact sold the kart as his business premises were destroyed by fire, and his attentions were required other than at race tracks. He had done quite well whilst he still owned it though.

250cc Superkart racing is not as new as we think it is in the States. The 270cc Open class, which normally comprises of a couple of 133cc Komet K99's or BM 130's attracted the attentions of Ed Kistler some three years ago, who saw the potential of the Yamaha TZ engine against the twins. He, together with his son Tom who drives their very attractive creation, has done most of the ground work to arouse interest in this particular style of racing, which is now gathering momentum on the West Coast. I

Ardelt water jacket on a Komet — looks good!



would definitely consider it necessary for any manufacturer in this country who is contemplating flogging his wares on the other side of the 'briney' that to appeal, he will have to make a 'lie down' kart available. Incidentally, as my pictures show, bodywork is permitted to cover the legs, which isn't as dangerous as you may think. The fibreglass soon shatters in the event of an accident, which would therefore not in any way trap the driver, which is more than I can say for some of the gear levers that well and truly hold your left leg in place between the engine and the steering wheel support on our karts in this country!

One of the chassis, the 'VAN K', is reckoned to be the Rolls Royce of them all, and is fairly unconventional in that the chassis rails are not waisted, but of parallel ladder design. The chassis when turned out is unpainted to display the high standard of welding and general engineering. You see it doesn't rain in California! Just imagine what it would look like after a couple of hundred miles down a salty, wintry English motorway, stuck out of the boot of your car! Price? — three thousand, five hundred dollars less engines!

The mandatory design of silencing was novel though somewhat bulky. The plain unper-



Americans 'do it' lying down.

forated tail pipe enters a chamber and exits through a 1 inch diameter outlet hole to the side of the chamber, there being no silencing achieved by fibreglass or baffles of any type. It seems pretty effective and according to the knowledgeable, produces no undesirable additional back pressure. Some of the 'chaps' had rigged up variable length tail pipes operated by bowden cable. The most popular exhaust is made by Mr. 'Clutch' Hartman's son Gary, and is marketed as the Hartman 'Blimp'. There is apparently no love lost between father and son, but I didn't discover why!

Now that we have the Komet K55 TT reed valve engine in 100 National, I am surprised no one has bothered with the Yamaha KT100S. It was one of the most popular engines there, both as a single and in twin form, price two hundred and eighty dollars and as they say, if you treat it to the occasional piston and rings, it's 'bullet proof' (rough translation, 'very reliable') with very neat totally self-contained electrics.

Some of the watercooled jackets on the 100's were home made affairs, but others had the very appealing 'Ardelt' conversion, which can be adapted to fit on most of the disc valve bottom ends. The water circulation is taken care of by a small impellor, driven off the rear axle by a toothed belt. Mike Colver, one of the recognised top tuners, distributes the conversion.

One question I was asked by a couple of the aspiring 250 Superkart drivers was how would they do against our top 250 men? Now someone once said that a diplomat was he who 'lies abroad for the good of his country! So diplomatically I said that I thought that on the majority of our car racing circuits we could beat them, but on a circuit as fast as Ontario they may be quicker than we are. Kim Campbell you see returned from our Silverstone GP meeting and said that our drivers 'parked-up' at the bends (translation — were not very quick!). Cheeky peasant! I thought it was he who 'parked up' at Woodcote, when his rear wheel hub gave way. Still, that was another story...

The main reason I had for going to the US of A was when Tony Dowe, living then in Santa Barbara (120 miles north of Los Angeles) suggested I should come out and see some Can Am racing. Soaking up the 'B.R.'s' (beneficial rays) of the Californian sun in November did

have a certain attraction also! The car Tony mechanics on for the Newman Freeman team is Keke Rosberg's Budweiser Lola Spyder. Keke has been the pace-setter all this year in Can Am with 8 out of 10 pole positions and has led all but one of the races. That was at the penultimate round at Monterey's Laguna Seca circuit where after gaining pole position, he suffered a burst tyre in final practice, rolling his car into a ball at 180 mph. The next day, starting from the rear of the grid in a spare car, he finished 6th with broken bones in one hand, 3 cracked ribs and the after-effects of concussion. Karting breeds tough-guys it would seem! With more crumpled cars than the rest put together to show for his efforts, being over 30 years of age, he puts the wreckage down to the fact that having left things a bit late to make his mark 'he's in a bit of a hurry!'

When Tony first introduced me to him and said I'd done some karting, he said 'Oh yes, you were in 250 weren't you?', which made my day! Rosberg was you may remember 5th in the World Kart Championships in 1970 when Goldstein won and Didier Pironi was 3rd with Ferris 2nd I think. His six years of karting, 1965-1970, are well chronicled in the Can Am programmes, which can't be a bad thing. I mention Keke's age, but compared with many of the top American drivers, particularly the IROC

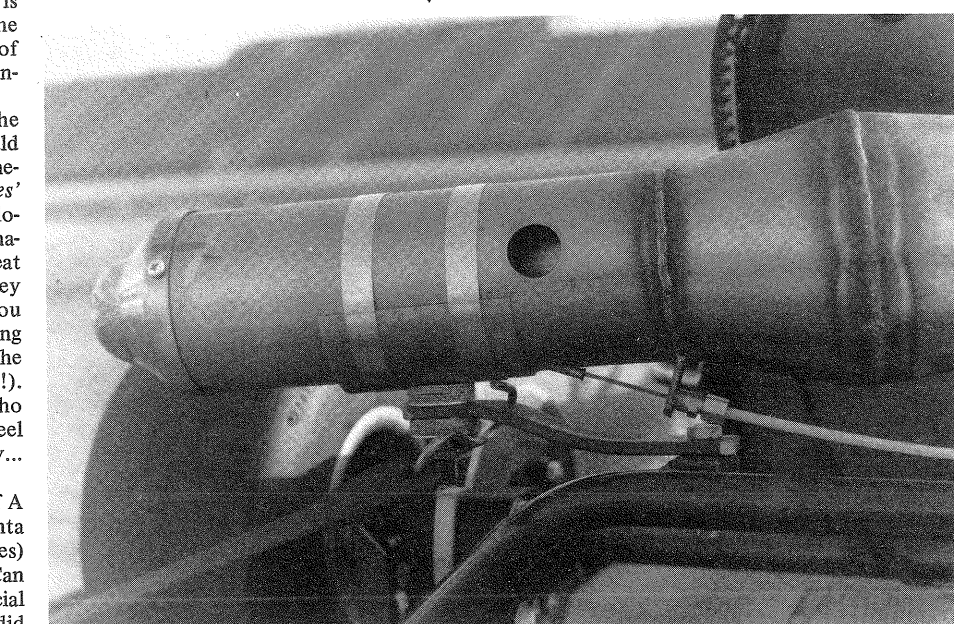
stars, he is but a fledgling. Many of them are well into their 40's and look 50! The European mechanics derisively refer to them as the 'geriatrics'!

The final round of the Can Am Championship that I went to was at the Riverside Raceway which is about 25 miles south of the Ontario track. Now if Ontario has modern facilities — Riverside hasn't! America is the country of extremes. Riverside's grandstand seats were comfortable and there were covered workshops for the leading teams, but there the amenities stopped. California is 'heavy' into recreation and the preservation of the environment is foremost — 'Keep California Beautiful' — five hundred dollar fine for dropping litter — not a sign of vandalism anywhere. When I visited the 'gents bog' on the morning of Thursday practice, I was somewhat surprised to notice that the first cubicle appeared to have had the door removed. Well, I thought, there's got to be some vandalism somewhere. However, the next cubicle was also doorless — this time with a very purposeful looking occupant. As I say, the land of extremes! When I reported this horrific discovery to the other mechanics working in the garage they were quite unmoved by my revelation. It is apparently the favourite situation in which to catch the star drivers for their autographs — unbelievable!



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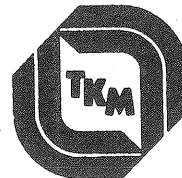
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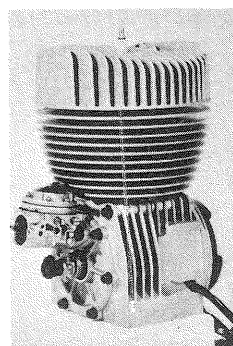
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