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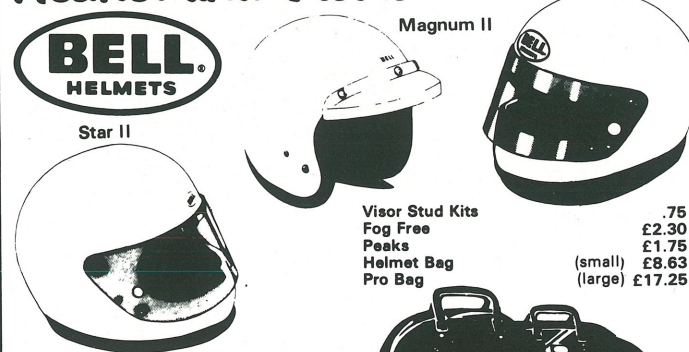
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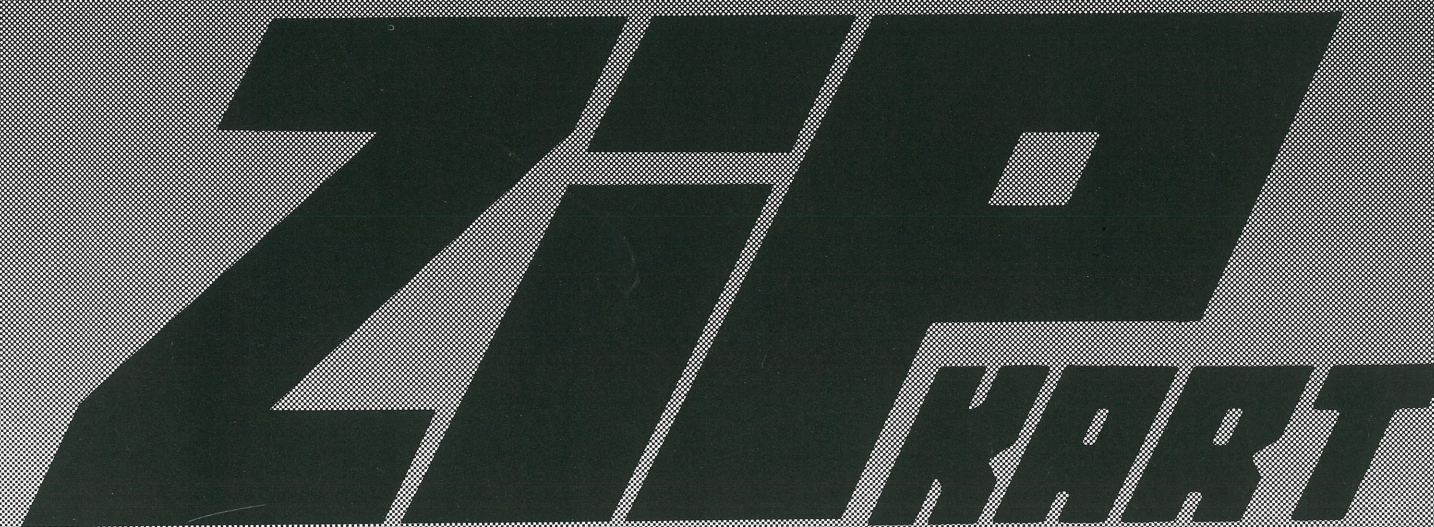
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There has been much talk recently on the subject of safety — especially concerning the extremely fast Superkart fraternity. As you will read (P2), steps have recently been taken by the RAC Kart Committee in the interests of increased strength and safety of these particular karts and their components. But are these steps the logical or sensible ones? Many, it would seem, think not.

Why or how, then, have these decisions been reached, and is there a way that better results could have been obtained? We must assume that the Committee is made up of people with the well-being of the sport and its competitors in mind. Fair enough, and we must also assume that on general day-to-day matters they are well informed enough to take sensible decisions. But safety is, or should be, a subject demanding a high degree of technical knowledge and direct involvement within the category concerned. It is perhaps unfair to expect such a wide ranging representation of people as the Committee to have this sort of knowledge in depth — indeed the current Committee contains but one recognised Superkart driver and merely one manufacturer whose long-circuit involvement is not great.

The solution? Surprisingly enough, the very same problem has cropped up within the RAC beforehand and now several branches of RAC Motor Sport have Safety Sub Committees — consisting of manufacturers, drivers, and promoters — advising the main body. In the case of the Superkart brigade, the need is very definitely there and in their own interests, the competitors should ensure something happens.

CHRIS LAMB DEN

FRONT COVER:

Dave Buttigieg in full flight at Oulton Park. After a mixed 1979 long circuit season, the Southampton driver has slipped slightly in columnist Merlin's ratings (see p. 21), but with increased backing and an enthusiastic and settled team for 1980, the Rapid Movements Zip/Smith Yamaha should be back in regular contention. (Photo: C. Merlin)

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KART AND SUPERKART

Monthly

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The Komet K5TT

ON SALE 6 MARCH

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

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News from the RAC

Kart Committee

The first meeting of the year recently took place and Messrs Burgess and Hesketh were re-elected as Chairman and Vice Chairman respectively. Only two changes were made on the rest of the committee — John Shaw replacing Wes Lawson, and Rob Kerkhoven replacing Dave Buttigieg who we believe did not seek another term.

Juniors

A clarification of the new age limit regulation is deemed necessary.

Upon reaching his 16th birthday a competitor can either:

- continue as a Junior until 31st December of that year or
- move into Senior events at any time after his birthday — but on doing this he *remains* a Senior. His or her licence will be stamped SENIOR at his first meeting to enforce this.

Homologations

International: Confirmation of the homologation date has now been received from the C.I.K. for the 3 TKM engines (i.e. they can now be used in C.I.K. International events). All the procedures have been completed with regard to the Zip 48 engine and confirmation of its homologation date is awaited.

250 National: To boost this class, the date for homologation for engines to be used this year has been moved back to 1st June. New engines may be homologated up until that date but of course they must conform to the class regulations, the price limit of £700, and 10 samples must be available for inspection.

125 National: A recent list of new eligible engines contained an error. The list should have read *Suzuki* GP125 and not Honda GP125.

Superkart Weight Limits

For both short and long circuit racing the following weight limits will apply:

Kart alone : 115kgs

Kart with driver : 180kgs

'The intention of the new regulations is in both the interest of safety and fairness to prevent the heavy competitor lightening the kart in an attempt to get close to the 'with driver' limit and at the same time not to give an additional advantage to the light competitor. In consequence, it will be essential to take two weights, both 'with' and 'without' driver, when weighing-in at the end of a race.'

This regulation has, for several reasons, aroused considerable unfavourable reaction already — see columnist Merlin's comments elsewhere. Suffice to say here that a few simple sums seem to completely oppose the stated intention of the new regulation:

180kgs less 115kgs equals 65kgs. Therefore any driver over 10 stone 3lbs in full driving regalia will be over the weight.

The average current production Superkart, fully equipped with wings etc. is approx.

107kgs. So any currently overweight driver has to add a further 8kgs of weight to his chassis, more on short circuits if not using bodywork...

All a bit unnecessary when you consider that the whole aim of the discussion was to increase the strength of some of the chassis component parts — a better solution would perhaps have been an enforced upgraded specification on selected items.

WELL YOU CAN TELL THE 250 BOYS FROM ME THAT THE NEW WEIGHT LIMIT DOESN'T MEAN THEY'VE GOT TO TAKE H.A.V. LICENCES.



Licences

'Long Circuits: Some clarification may be required regarding the procedure with the new licences for long circuit racing. It is hoped that the following may make the procedure clear:

1. A new applicant will receive a Restricted Race Licence stamped NOVICE and be required to complete the Medical Certificate.
2. After two signatures have been obtained at Long Circuit events he will no longer be considered a 'Novice'.
3. Having collected two further signatures at different circuits, the licence may be returned together with the Medical Certificate to the RAC British Motor Sports Council for the licence to be stamped 'Valid for International Long Circuit Kart Races' and for the Medical Certificate to be endorsed.

Previous holders of International Long Circuit Kart Licences, or a 1978 or 1979 International Kart Licence with the necessary signatures may apply immediately for the International endorsement on their new Race Licence, but previous holders of Restricted Race Licences who now wish to take part in Kart events, will require two signatures from Long Circuit Kart races before upgrading.

Any competitor wishing to race overseas at a circuit of over 1500 metres, must not only have the International endorsement on his Licence but must also apply for and obtain a visa from the RAC British Motor Sports Council.

Competitors wishing to enter a full International event in this country (the RAC British Kart Grand Prix) must hold a Licence with the International endorsement.'

Visa

'All competitors competing in overseas events are reminded that authorisation in the form of a Visa *MUST* first be obtained from the RAC British Motor Sports Council.'

Official confirmation has just come to us of the engines examined by the C.I.K. in December last for Homologation and they are listed in the chart below (all measurements in millimetres):

Manufacturer	Type	Stroke	Bore	Max. Bore
Audax	A2	53	48.6	49.01
DAP	DFV T74	54	48	48.55
IAME	BM Atlas 15	48.5	50.8	51.23
IAME	Parilla TT25	53.8	48.2	48.64
IAME	Parilla TT27	53.8	48.2	48.64
Tal-Ko	TKM L90TT	53.8	48	48.64
Tal-Ko	TKM FF99TT	53.8	48	48.64
Tal-Ko	TKM FF99 (3 port)	53.8	48	48.64
Zip Kart	Zip 48	53	48	49.01

Can You Help?

The premises of Redhill Racing in Redditch were recently burgled, with £7,000 worth of karting equipment stolen, including the following:

Parilla TT22, engine no. M1511; Parilla SS20, engine nos. M1155, M1163, M7177, and another, number unknown; Komets K88, no. B5780; Komets and Parilla pistons and con rods; Tillotson carburettors, standard and bored; 3 Parilla liners; spark plugs; 1 box 'Snap-On' taps and dies; selection of torque wrenches and ratchets.

Anyone who may be able to help police with their enquiries — has anyone offered you any amazingly cheap equipment? — is asked to contact the C.I.D., Police Station, Grove Street, Redditch. Detective Inspector Scafton and Detective Constable Ree are the men to contact and of course all information will be dealt with in confidence.

In a Word . . .

- Martin Homewood recently had discussions with ART about using their chassis in 1980. We gather a deal may have been more or less settled, with possibilities of an all important tyre deal yet to be finalised.

However a Homewood tie-in with ART would seem to be the progression from the fact that ART are to use Redhill tuned engines, as used by Homewood.

- Life and soul of the 100 International party, Roy Mailer, is retiring and all his equipment is up for sale.

Roy's carefree approach to racing has sometimes hidden his obvious talent, and now he feels the whole thing is getting too serious. In his own words 'it's not fun any more.' The 100 International circus won't be quite the same without him and we hope that his retirement may in the end be temporary.



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Special offers on these ready-to-race outfits:

Zip Euro/T70 Junior Britain	£225
Star Yam. 250cc Superkart	£995
Barlotti 79B/Yam. 250cc Superkart	£1100
Zip Shadow 79 Rolling Chassis 210cc	£275
Zip Shadow 79 Rolling Chassis 210cc	£425
Barlotti 79B/Yam. 125cc Many spares	£1000
Deavinson Sprint/Yam. 125cc Fully tuned	£800
Puch Childs Scrambler Bike 50cc	
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All above outfits are priced at least £50 less than current prices. Above offers valid only during February 1980.

Brian Heerey's Grand Prix winning outfit. Zip Shadow/210cc complete with all fibreglass, wets, etc., etc. Immaculate condition . . . £1000

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TD3/TZ		PL/RD/TD3	
Inner Mains	5.52	Piston Circlip	.18
TD3/TZ		TZ/RD/TD3	
Labyrinth Seal	3.71	Small Ends	1.59
RD Labyrinth Seal	3.56	RD/TD3 Head	
RD/TD3/TZ		Gaskets	1.45
Timing Side Seal	1.65	RD/TD3 Base	
RD/TD Drive		Gaskets	.35
Side Seal	1.81	TD3 Inlet Spacer	3.86
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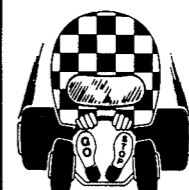
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- Montessa VR250 motor (250 National) . . . £295.00
- Zip Euro/DAP T70 fully assembled £450.00

All prices subject to 15% VAT

LOOK!

March 2nd: Restricted

April 6th: Restricted

May 4th: National
100 Nat. — Pelican Trophy
250 Int. — Keith Chandler
Memorial Trophy
Other Classes Restricted

June 29th: National
Kart & Superkart 100
National Championship

Entries (get them in early!) to:
Mrs S.T. Wits, Oakley, Holloway Hill, Pershore. Tel: (038 65)
2512. No calls after 9pm please.

1980 FIXTURE LIST LITTLE RISSINGTON

July 20th: National
Short Circuit Gearbox
Championship

Sept 7th: National
Midland Championships

Oct 6th: National
Green Man, Road & Racing
Championships

CLUB SCENE

SUMMARY OF RACE RESULTS WHICH JUST MISSED OUR JANUARY EDITION.

Rye House Turkey Trot – December 2nd.

100 National 'A'
1. Mike McGing
2. John Aitkenhead
3. Mark Treadwell

100 International
1. John Gravett
2. Dave Evans
3. Gary Ward

Junior National
1. Derek Higgins
2. John Herbert
3. Simon Sutton
Novice:
1. Peter Christmas

Junior Britain
1. Jeremy Cotterill
2. Martin Prior
3. Lee Cranmer

Novice:
1. Marcus Fenning
100 National Novice
1. Phil Bisgrove
2. Raymond Donner
3. Conrad Hagan

100 National 'B'
1. Paul Dennis
2. Roy Cotterill
3. Chris Cowley

Club Champions: Junior Britain, Lee Cranmer; Junior National, Gary Foster-Jones; 100 National, John Aitkenhead; 100 International, Carl Kilbey.

Alan Kilbey

Scots Corner

Registrar of Drivers – It has been agreed that Mr. John Corrieri whose address is now Moss-grove, Drum, Crook of Devon, Fife (Kelty 830264) will continue as Registrar. Juniors will require to pay a £2 registration fee but there will be no levy on the Club.

Drivers' Numbers – It has been agreed that Class 1 drivers, including Juniors, will be numbered from 10 and Class 4 will be numbered from 10 upwards. Drivers will be allowed to retain cherished numbers. The Executive hopes to do away with three digit numbers to help lap scorers.

Scottish Championships – For the two day

Northern Star Winter Championships – Round Two. Three Sisters, 18th November

Winners:

Junior Britain; Simon Blessed
Junior National; Shaun Egan
100 National; Ray Davies
100 International; Paul Jackson
100 McCulloch; Brian Lord
210 National; Jackfield
125 National; Derek Price
250 National; Bob Phair
250 International; Dave Leslie

Dave Smith

Chasewater – 9th December

Junior Britain
1. Jeremy Cotterill
2. Mark Beddall

100 National
1. Peter Christo
2. Roy Cotterill
3. Rob Cooper

100 International
1. Mark Allen
2. Peter Walker
3. Mike Topp

125 National
1. Steve Rawson

210 National
1. John Tunstall
2. George Bradbury
3. Tom Thacker Snr.

250 International
1. Bob Kennings

Val Lee

Scottish Championship meeting at Banff, the date is 30th and 31st August, 1980.

International Team – The A.S.K.C. is to repeat the entering of a Scottish International Team, for Class 100, to compete at Felton and Guernsey in 1980, if invited. They are to investigate the possibility of a similar International in Scotland.

Seminars

The two dates agreed for Seminars for Club Officials, Marshals, Scrutineers, etc., are as follows:-

Sunday 24th February, 1980 – Garrion Hotel, Motherwell – 2 pm.

Sunday 9th March, 1980 – Cummings Hotel, Inverness – 1.30 pm.

A. Mathie

Mini Ads cont.

BARLOTTI BB/BULTACO. Tillotsons, Motoplat, new front calipers, twin rear discs, fairing, side tank. Spare Mk 6, new barrel, piston, Tillotsons, Femsa. Set wets, dry's, spares galore. Will deliver reasonable distance. £750 ono. Phone Guiting Power 515 (evenings). Owner going abroad.

BM BLUEBIRD, excellent condition. Continentals & set of wets on rims, numerous wins, heat gauge if required, £290. Choice of tuned McCullochs from £130. Mail order service for McCulloch spares. Mike Cowsley Racing, Preston, Lancs. Tel. Hoghton 2480.

CLASS ONE KESTREL. 2 Komet K88 engines, stand, leathers, lots of spares. Ideal for beginner. Selling as going Mini racing. £300 ono. Tel. Moreton (Essex) 341 (day), Gt. Dunmow 810 406 (evenings).

100 NATIONAL MANX ENGINE only used once in practice. Tillotson carb, electronic ignition. Suit Junior or Novice, very good condition. £150 ono. Cole. Cobham (Surrey) 8012.

ZIP SHADOW GT used approx. 20 times. Suit 100 National or Britain £195 ono. Tel. Sheffield 0742 585659.

FOR SALE: FIND THE ULTIMATE excitement in my twin liquid fueled, rocket powered Dragster kart £500. This vehicle has great potential given some love and attention by someone not too faint of heart. Phone Borough Green 884841: The Harrow Inn, Ightham Common, Borough Green, Kent.

COMPUTAPORT. I have a two stroke Porting Design Program on computer and can advise on barrel modification or new porting layouts. Also exhaust and cylinder head design. Send S.A.E. for information, Technical Racing Service, 5 Abbotsfield, Eaglestone, Milton Keynes, MK6 5AB.

ZIP 79SE, mag fittings, Bridgestones etc. With Mistral modified T80 £450 ono. Will split. Zip 78GT hardly used £200 ono with Bridgestones. Zip 79SE, Mistral modified BM six meetings from new, 30mm axle, etc. £550. Also Bridgestone wets on wheels, used once, £100 ono. Ring Bath 20921, Jen Racing.

LYNX 100cc CHASSIS, not used since complete rebuild and respray, K88 rebuilt, K77, new front wets, spare sprockets, going 125 so must sell, hence £440. Tel. Holywood 5858, after 6 pm. (N. Ireland).

BARLOTTI chromed frame as new, 1 race only. Parilla, stand, suit, helmet and spares, all bought new end of September '79 £550 ono. Ready to race Zip Euro/Manx 3 races only, stand and all spares, all new in August '79. Ideal Junior Britain £400 ono (over £200 spares). Both karts very quick and will win. Junior Fun Car, 150cc, 6-10yr olds, £350 ono. Two months old. 2 kart trailer, new August '79 £80 ono. 4 kart trailer, ideal for team. Brand new and unused £250 ono. Tel. Porthcawl, S. Wales (0656-71) 2590.

STAR/YAMAHA, 250cc outfit. TD3 heads and barrels, TZ rods, TZ crank, roller bearing clutch, Femsa ignition, Motiv pipes, Amals, front wets, stand and PVC suit. Good runner but frame bent £475. Tel. Ainess 883262.

BRIGGS & STRATTON 3hp engine, as new, ideal for fun kart £50. Tel. Hoddesdon 66246.

Tilbury Christmas Bonanza – 9th December

Junior Britain
1. Robbie Childs
2. Lee Cranmer
3. James Chitty

Junior National
1. John Herbert
2. Kevin Warner
3. J. Moynihan

100 National Novice
1. M. Kyriades
2. C. Dalton
3. A. Mellish

100 National 'A'
1. Mark Tredwell
2. Wayne Homer
3. Gary Till

210 National
1. Colin Ling
2. Trevor Gowers

250 National
1. Roger Steer

250 International
1. Steve Eaton

Dennis Callingham

Kalendar

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 NUTHAMPSTEAD (1½ miles east of Barkway off the B1368 Cambridge – Ware road.

HEMSWELL (6 miles east of Gainsborough).

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

30 CADWELL PARK (on A153 between Horncastle and Louth). 1st Round Superkart, MW 210, and Duckhams 125 Championships.

March

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

9 TILBURY (Dunlop Road, Tilbury).

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

CHASEWATER (Pleasure Park, Brownhills, off A5).

15 SNETTERTON (Norfolk) Zip Kart-speed 80 Championship. All long-circuit classes.

16 NUTHAMPSTEAD (1½ miles east of Barkway off the B1368 Cambridge – Ware road.

HEMSWELL (6 miles east of Gainsborough).

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

30 DONINGTON PARK (Off M1, near East Midlands Airport) Roger Williamson Memorial. All long-circuit classes.

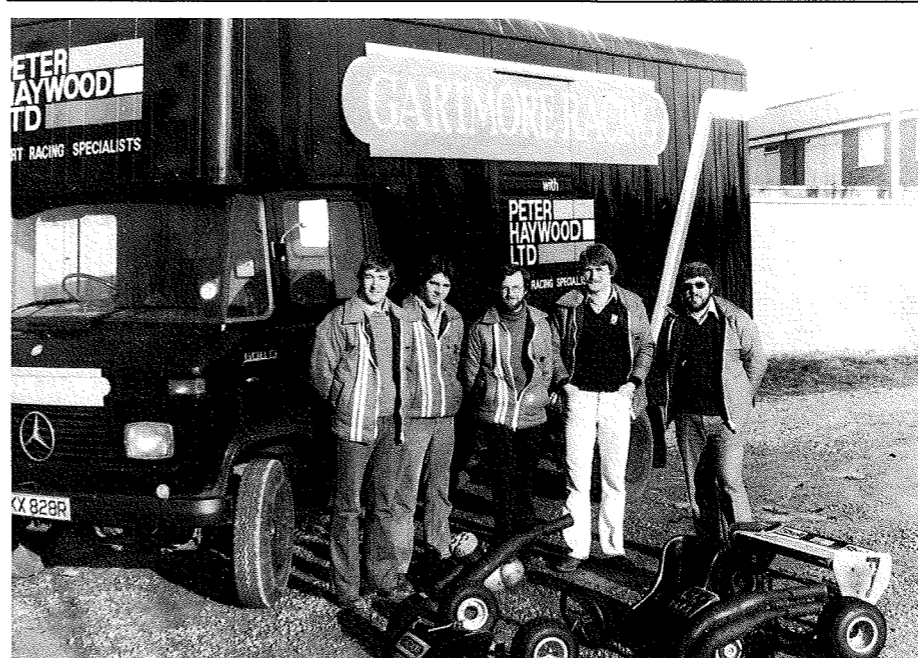
Better Late Than Never

The 1979 Spanish Karting Championships were postponed from last October and were finally held at Villareal and Cambrils just before the year ran out. Italian and German factory support was present for 100cc drivers, with Montessa and Bultaco help for 250cc drivers.

The drivers' protest that caused the meeting at Spain's beautiful Jarama motor racing circuit to be abandoned, was upheld by the National Karting Committee who deplored the disastrous state of the improvised section connecting the main startline straight with the pit road. Thanks to much hard work by the Plana Baixa team and Kart Club Cambrils, the Championships eventually got under way, albeit in two phases!

The first part, for 100cc Promotion and

Junior classes, was held at a relatively new track near Villareal on December 8th and 9th. In the Promotion class pole position was taken by Pedro Llinas with a time of 44.85 seconds on the 800 metre track. He went on to win his first heat, but failed to win his next race when he developed plug trouble – despite being sponsored by Motorcraft! The first final was also won by Llinas, but it was Osset who looked like winning the second only to have his engine give up close to the end. This left Llinas, on an MTK/Parilla kart with a clear win and therefore the Championship, as whatever the outcome of the third final he could not be beaten. (In Spain the Championship Finals are decided with the best of three finals system as used at most International events.)



Team without a chassis! Gartmore Racing (l to r): James Hoy, Ron Gill (chief mechanic), Peter Haywood, Will Hoy, Kevin Broadhurst.

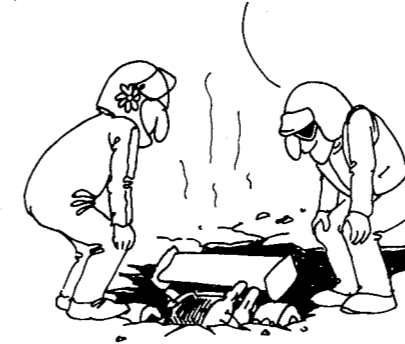
Gartmore Fund Managers Limited have announced their increased involvement in karting in 1980. Gartmore Racing, in conjunction with Peter Haywood Ltd will be fielding two Superkarts throughout 1980, driven by the Hoy brothers, Will and James. In addition, 210 specialist Peter Haywood himself will contest this category. Plans are also under-foot to field a 125 entry, driven by one of the above, or possibly by 'guest' drivers.

With testing delayed due to wet weather, the team were unable to announce which chassis they expect to use – 3 different marques being looked at – but as in 1979 the equipment will be prepared by Peter Haywood Ltd at their new Royston premises. The team will also enjoy additional backing from Shell Oil.

The whole operation is being overseen by Kevin Broadhurst, whose first job has been to take delivery of the teams Mercedes transporter/mobile workshop.

FRIGAT

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...PERHAPS IT WAS MERELY TRYING OUT THE NEW MINIMUM WEIGHT LIMIT.



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BM K97TT SUPER ENGINE — for International — £375 complete.

3 WORLD CHAMPIONSHIP WINS PLUS BRITISH CHAMPIONSHIP WIN FOR BM KARTS. For 100 Int. — the Redbird at £425. For 100 Junior/Senior Nat. — the Europa, incredible value at £350 complete with all mag wheels and fittings, factory assembled in Italy by the experts, less tyres.



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100 National Hewland — Standard £267 (complete as above); MM £295.



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or 09 3582 2423 7pm-10pm.

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BROMLEY, KENT.
TEL:- 01 460 0489

L.D. RACING
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KEARSLEY,
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TEL:- 0204 75267
PETER HAYWOOD LTD
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REDDITCH, WORCS.
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ZIP KART 1978, two very fast tuned Parilla SS20 motors. Transistor ignition on both. Two sets dry tyres on rims. One set wets on rims. Sprockets, stand, cover, £750. Tel. Birmingham Lapworth 3170.

100 BRITAIN TUNED SUPER-MANX raced 5 meetings. Barlotti, wets, new suit plus spares £290. Chard 4679 Somerset.

DEAVINSON SPRINT/HEWLAND ARROW — Competitive 100 National outfit, fully tuned motor recently run in on second bore. Ideal for Novice £250 ono. Tel. High Wycombe (0494) 711531.

ZIP SHADOW 79GT, ready to race. Full race Parilla on brand new chassis. Stand, cover, few spares £480 ono. Sevenoaks 51248.

ZIP SHADOW '79GT, vgc, only 6 months old. Coded tyres etc. £250. Phone Nantwich 64293.

YAMAHA TD3: Complete engine less carbs, ignition. Good condition, fast, reliable. Complete with spares, including barrels £350. Ring Oxford 514843.

100 NATIONAL KESTREL (brand new)/Komel K77 £425. Team Tabor, Weymouth 74074.

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BM EURO, 1 year old, 7 meetings £250. McCulloch 92, winner N. West and McCulloch Championships, with exhaust and clutch £150 ono. Wets £50, starter £13, helmet & leathers £30. John, Ph. Hoghton 3689 (Lancs.).

MANX TT, Motoplat, engine mounts, last rebore. Suit beginner. Could modify to Britain. £65. Croydon Tel. 01 681 2360.

100 BRITAIN BARLOTTI 79B. Little use, as used by Peter Rochford. £200 ono. Phone Bruton 3240 anytime.

ZIP ESPADA (DISCS) MERLIN 210. Very competitive neat outfit. Lots of spares including exhausts, barrels, carb etc. Must be seen, please phone Darlington 720316.

COMPLETE OUTFIT FOR SALE. Rolling chassis, International and National specification. 3 motors (SS20), very fast, maintenance schedules available for all. Spare rims, tools etc. £1225. Complete or will split. Phone 01 874 0161 days.

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FOR SALE: BUTTY'S RAPID MOVEMENTS Zip/Yamaha £1175 ono. Tel. 0703 612858.

TONY SMITH YAMAHA, all the right bits, quick. Offers Tel. Nigel Smith 01 394 2228.

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Complete Yamaha engines and spares from stock TD3, RD, TZ barrels, heads, cranks, pistons, rings, 34, 36, 38 powerjet Mikunis, Fems, Motiv exhausts. 'G' spec. tuned barrels and heads, with crankcase. Zip 250 Shadow and GP chassis to order. Dunlop 015 wets and Bridgestone slicks and wets. Complete rigs built ready to race home or export. Lockheed calipers, master cylinders and pads. Bell and Simpson helmets, Sportac leathers. D.I.D. chain, 30mm axles and fittings. OMC Vacuum pumps and TMR header tanks. Our team support vehicle and custom built Tow-A-Van will be at all 1980 big circuit meetings. WEEK DAY SPARES HOTLINE ASK FOR TONY SHEARMAN ON 0272-22515, evenings 0272-713067/773554. CORRESPONDENCE ADDRESS: (Callers by appointment only) Tran-Mech Ltd., 41, West Town Lane, Brislington, Bristol, 4.

250 CHASSIS, BARLOTTI 79B, rolling chassis only a few months old. Built August with very special additional brake parts. Seven meetings, five wins. Cost £650 to build, will accept £450. Tel. Bristol 837471.

100 NATIONAL KESTREL/K88TT, 50.6, fully Siseley tuned, Motoplat. Competitive outfit in excellent condition £400. Tel. Biggin Hill 71475 evenings/weekends.

BARLOTTI MONZA/250 SUZUKI with four bearing crank and Kawasaki rods, tuned barrels, Goodyear tyres and many spares £300 ono. Tel. Chiswick 01 748 2363.

COMPLETE OUTFIT ZIP/TKM on 48.24, new rod, pistons etc. Not yet run in, with wets, suit, stand, spares, £450. Owner retiring, more info. Tel. Darlington 484097.

COMPLETE SELL OUT, 250 Superkart, Zip Shadow 79 complete with Merlin 250 TD3 engine ready to race, few meetings, plus 6 sets tyres on rims, stand, lots of spares, leathers etc. Everything for only £1,000. 250 RD, A type bottom end, Merlin prepared, with Fems elec. set 34mm Mik. carbs, two cyl. heads, all for £300. Tel. evenings 01 574 4385.

BLOW/BULTACO 250. Well maintained, very reliable set-up. Complete with stand and some spares £245. Phone Paul 01 346 2264.

PARILLA SS20, brand new, c/w exhaust £200 no offers. Possible tuning. Phone 0935 24415 anytime.

LYNX 100 NATIONAL/INTERNATIONAL rolling chassis. This chassis has been raced with considerable success during 1979 and must go, hence £215. Tel. Cobham 7756 (day), Dorking 5447 (evenings).

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100 NATIONAL 1979 Lane Aerospace, complete with coded German Goodyears. Race winner. Complete rolling chassis £200, or with ultra quick SS20 TT on 48.1 £450. SS20 complete with exhaust, carb. & tranny, less head, needs rebuild £70. Set of practice tyres (non coded) (6) on rims £30. Griffin Clubman, small, £20. Tel. (0202) 764-586.

SPRINT RS125, new chassis 1979 spec., L/H engine mounting, 3 pedals, new German Goodyears, spare rims, Yamaha YXD 125, 2nd OS piston, Merlin tuned barrel, Merlin exhaust, 34 Amal, proven trophy winner, the complete rig with plates, and ready to race £775. Would separate. Stocksfield (06615) 2124-2177.

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GOOD CONDITION 100 National engine. Zip Shadow frame, new set of wets, £395. Tel. Wimborne 882809.

SPRINT ROLLING CHASSIS. Ideal beginners kart £85. Tel. Stanford-Le-Hope 3140.

COMPLETE NATIONAL OUTFIT, Zip Shadow 78SE with German Goodyears plus spare tyres and set of wets on rims. With Hewland Arrow engine, factory tuned and prepared, very fast and reliable motor, plus some spares. Must sell hence £475 ono. Tel. Coventry (0203) 25388.

ZIP SHADOW GT with Komel K78TT £450. Sprint 106RS 2 bearing with Parilla SS20TT £500. Both karts ideal for National or International class, are ready to race and can be supplied with appropriate tyres. Engines and karts could be sold separately. Also TG14L/GP 15L for spares, stand, sprockets, wets and used Bridgestones. Everything open to sensible offers. Tel. Redditch 29907.

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BARLOTTI 78B, TD3 plates, three bearing axle, twin piston rear brake, torsion bar, wing, two fairings £300 ono. Tel. Moffat 20354.

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100 BRITAIN: Blow Gnat/DAP T70 (brand new) £330. Barloti Monzette/DAP T70 (brand new) £317. Tel. Team Tabor, Weymouth 74074.

SHADOW 250 fitted nearly new 125 Aspes. Excellent condition £580. Some Class 1 spares. Tel. Phil, Ipswich 49666 daytime.

BRIAN HEEREY OFFERS FOR SALE his winning outfit. Zip Shadow with modified engine mounts and tapered rear axle, c/w fairing side tank, Motiv downthrust, and wet tyres. Completely rebuilt to finest detail. Motor guaranteed to winning spec. Ready to race £995. Would consider part exchange. Going 250. Ring; Day 061 456 4122. Evenings 06632 5160.

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PRE SEASON BARGAINS: Lane rolling chassis £100, K88 £95, DAP T70 Britain 48.6, £80, Parilla SS20TT £225, TT22 £295, Factory TT23 £500, almost new TKM £295, DAP T72 £250, Sirio £395. Part exchange on any of the above. Mick Worth 01 573 1963.

PARILLA SS20 fully modified. Complete and just rebuilt on 48.2 £205. Also TKM, five months old, raced only a few times in superb conditions, fully modified and complete on 48.2 £300. Both modified and maintained regardless of cost by Roy Holt Racing, Carterton. Tel. 0993 842 421 after 6pm.

100 NATIONAL CORNICHE CHASSIS plus Goff tuned K88TT. Both rebuilt, engine on early bore, reliable and competitive outfit £315 ono. Tel. Hemel Hempstead 46902.

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125 GBRD WORKS YAMAHA, very quick 'F' motor, as raced by Steve Styrin, on Zip chassis 6 meetings, to include spare barrel, piston, head pipe. Plus spares, wets, stand £1,000 ovno. Tel. 0757-706980 day, 0282-31866 night.

100 INTERNATIONAL, 1 Wright prepared TKM FF99TT, 48.24 bore, £350 complete. 1 Sirio ST51TT 50.1 bore, £300 complete. 2 Sprint RS106 chassis, choice of tyres £275 each. Large selection of spares and tyres. Contact Stuart Ziemelis, day Huntingdon 53492. Night Kimbolton 631.

1978 BROMSGROVE CHAMPIONSHIP Rapide/shortstroke Manx. Completely rebuilt and unused. Plus stand, set of wets on rims. Spare Dunlop International tyres — £350. Lot for quick sale. Phone Swindon 32958 evenings.

BIREL LE MANS, as used by Forsmann, Zoserl, Wilson, Speed etc. Immaculate condition, with spare mounts, disc, axle, pads, etc. £290. TT23 (Fullerton), never raced, just been run in £300. Tel. 0823 69 399.

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or just want to see yourself in action? Either way you'll need a photograph to show around, and that's where I *can* help. I'll be at most major gearbox meetings again this season, so why not contact me before or at the meeting and ensure that your successes are recorded for posterity? It costs you nothing to give me your race number, and the proofs are free too! Write or phone — Dave Smith, 1 Sandhill Walk, Manchester, M22 6GP. 061-499 1251.

DAP T70TT, 2 motors, 48.1, 48.0, fully tuned, factory liners, Motoplates, first places at Tilbury, Rye, Little Rissington £275 each ono. Phone D. Higgins, Windsor 66620 (evenings).

LATEST BARLOTTI with Honda 125, absolutely first class condition. Probably one of the fastest. Motiv exhaust. Side tank. £750. Phone Mike Doble 01-668-8851 day, 01-657-2594 eve.

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MONZETTE/ZED 48, just rebuilt on 50.8, tuned, complete, not yet run in, ready to race in National £300. Phone Chelmsford (Essex) 380129.

continued...

Finally it was the turn of the 250cc's which in Spain must all be nationally made engines although foreign frames are allowed. The front row was held by Pedro Montana on a Ruis/Bultaco and Jaime Ampurdanes on a Ruis/Arisco, a relatively new engine from Miguel Tapias (the Arisco-MTK factory owner) based on two of his 125cc engines lumped together.

Despite a first corner entanglement with Montana which caused many others to be delayed, Ampurdanes managed to win the first final with Llevadot (Juvi/Bultaco) second.

The second heat was electrifying as Ampurdanes, five times Spanish Kart Champion, and Elias (the 250cc and 500cc Internationally known Motocross Champion) battled for first place with Montana, who had worked his way back up to the front. The latter started losing ground with gearshift problems while Ampurdanes held off Elias' persistent attacks, to the flag. Llevadot finished third this time. Elias was rewarded for his consistency, with the third final victory going to him with Llevadot, also very consistent, second and Montana coming back up to third. Ampurdanes, meanwhile was lapping comfortably in fifth position thinking that he had only to finish in order to win the Championships. He was unaware that he had been penalised 20 seconds (!!) for unsporting behaviour (causing the first final incident) and that this would give the title to Llevadot.

As one can imagine, confusion reigned after the race and Ampurdanes protested the time penalty, which will be decided by the Appeal board of the Spanish Automobile Association, thereby dragging the Championship on into 1980!! Spain is different!!

Results

100cc Promotion

1st	Llinas	MTK/Parilla
2nd	Maluenda	Strak/Parilla
3rd	Lopez	Strak/Parilla

100cc Junior

1st	Fargas	Birel/Parilla
2nd	Latorre	Strak/Parilla
3rd	Puigdemlloiv	MTK/Arisco

100cc Senior

1st	Bisquert	DAP/Parilla
2nd	Abella	Birel/Parilla
3rd	Ferrando	Birel/Parilla

250cc Result Pending Enquiry Between:

Ampurdanes	Ruis/Arisco
Elias	Zip/Bultaco
Llevadot	Juvi/Bultaco

Argal Varney

In a Word...

● Rumour has it that Zolder may have run into problems with their World Championship ambitions. The circuit is not built yet when the C.I.K. were given to understand it was ... (along the lines of Estoril — a circuit tacked onto the car track straight). The story now circulating is that the event may be run on a new circuit currently under construction near Turin, Italy...

● Cadwell Park advise that arrangements are being finalised to promote the first annual Duckhams 125 Kart Championship, over 4 meetings alongside their Superkart and M.W. 210 Championships. 125 racing is very much on the up-and-up, and Duckhams can expect large entries at all rounds (Feb 24th, April 6th, June 8th, August 10th).

February 1980



100 Senior: Winner Bisquert presses on, in front of Ferrando and Abella. (Photo: J.L. Aznar-Guell)

100 Promotion was taken by Llinas. (Photo: J.L. Aznar-Guell)



More on SAM

Further details have been released on the SAM 80 Series for 100 Britain. With 8 rounds, on the same dates and venues as the Kart & Superkart 100 National Championship, each driver may count his best 5 results toward his Championship total.

Each round's points will be earned thus: Heats: 1st, 30; 2nd, 25; 3rd, 20; 4th, 19; 5th, 18 etc., reducing by 1 to 22nd position. B Final: The first four will join the rear of the A Final. 5th, 18; 6th, 17; again reducing by 1 point to 22nd.

A Final: 1st, 60; 2nd, 50; 3rd, 40; 4th, 39; 5th, 38; reducing by 1 point to 24th position, who will score 19. All non finishers in the A final will score 18.

A very worthwhile list of prizes and prize money is being assembled, which should be finalised before the first round. Apart from the £500 put in by the series sponsors (Sisley Karting and Mistrale Racing) the list also includes 2 Hewland engines and 1 Barloti kart.

Any further enquiries to Linda Marks of Mistrale Racing, Tel. 0935 82 2645 10am to 4pm and 0935 82 2423 most weekday evenings.

Track fee £10. Confirmation of the day from Ian Rushforth. Tel: Norwich 746 218.

continued . . .

In a Word . . .

● Although we have received nothing official from the RAC, it appears as though their Long Circuit Championships are to be over 3 rounds – Cadwell Park (8th June), Carnaby (13th July), and Oulton Park (23rd August).

It must be said that the news of the second round venue has been received less than enthusiastically by some of the 250 drivers and the Beccles Club, who have a Snetterton meeting scheduled for 12th July and also put Snetterton forward as a venue as long ago as October last. Could it be that there was a lack of communication somewhere...

● British and Grand Prix Superkart Champion Steve Styron seems to have got himself a mystery sponsor. No details are yet available, but we do understand that Steve will be campaigning the works Aero Kart. After such a successful year with the GBRD Zip/Yamaha, such a change is a brave step. Steve's engines will however continue to be prepared by GBRD. We look forward to hearing more...

● Endurance racing followers will be interested in the following dates for French meetings this year: April 20th, Douvrin (6 hr); May 11th, Fenouillet (4 or 6 hr); May 25th, Le Mans (500 km); June 15th, Charnes (6 hr); June 29th, Biesheim (12 hr); July 13th, Peugeot Mulhouse (4 hr); August 10th, Aire (6 hr); October 5th, Le Mans (6 hr); October 19th, Carpiquet (6 hr). For further information, Reg Dormer of Remrod Karts is the person to contact.

● The famed Hayes & Harlington Club Dinner & Dance is on March 1st at the Skyways Hotel near Heathrow. Tickets are £9.50, from Remrod Karts or any club member.

● The Wombwell Club 'Sponsored Push', the week after their successful dinner & dance, raised over £600 towards the track resurfacing fund. Big Pam was propelled around the short-circuit an incredible 50 times in the hour!

● The Chasewater Club Competition Secretary's address published last month was incorrect. It should be: Mrs M. Cotterill, 1 Mill Lane, Aldridge, Little Aston, West Midlands WS9 0LZ.

● Four drivers are expected to receive assistance from the Northern firm, LD Racing, this year. John Dixon will campaign a Zip 250 GP, Ian Shaw a Zip 125 GP/Rotax, Kurt Luby a Zip SE 80/BM and Mike Ballantyne a BM/BM in 100 National.

As this issue is published, Ted Moore's Rapid Movements concern is about to call a press day to announce its motorsport sponsorship plans for 1980, which in fact involve karting exclusively.

Last year Rapid Movements assisted Dave Buttigieg and Carolynn Grant-Sale. This year, apart from the fact that Carolynn is now Mrs Buttigieg, the sponsorship is increased greatly and the team will now boast a third member – the Epsom Extrovert, Nigel Smith.

Delivery has been taken of 3 Zip 250 GP chassis, which will be decked out in the yellow colours of Rapid Movements as will the converted bus transporter that Buttigieg has been preparing over the winter. Engines will be in the hands of Tony Smith.

Apart from the main Rapid Movements backing, the team will also enjoy assistance from Team Schemes.



Team Stocksigns Racing – Steve Eaton (centre), Peter Brown and friend!

Another Superkart team has had its sponsorship renewed for 1980. The Stocksigns Racing Team, with drivers Peter Brown and Steve Eaton, really enjoy their racing – the mere mention of the name is enough to bring a sympathetic grin to the face of most of the Superkart fraternity! The tone of the introduction to a recent 'press release' tells it all:

'In early 1979 Peter Brown, Personnel Manager and part-time idiot, secured sponsorship from Stocksigns Limited of Redhill, Surrey, who make anything from Motorway signs to ones found on the doors of small cubicles (yes, you guessed right, broom cupboards!).

Peter then approached Steve Eaton, that well-known semi-professional lunatic and International 250 Superkart star driver, with a view to forming a team to contest the 1979 Superkart Series. After much discussion and a lot of money changing hands, the Stocksigns Racing Team was formed. The money that Stocksigns supplied enabled us to purchase the Roy Baldwin caravan, which was still plastered all over

with the name of a certain Mr Sheene (Barry – not the polish!). This enabled us to travel to meetings with a previously undreamed of degree of luxurious accommodation.

Pat Powell, one time 'main man' for Roy Baldwin International, had his arm severely twisted and was persuaded that kart racing was the best and if he paid us enough he could rise to the dizzy heights of Team Manager/Chief Mechanic. Pat foolishly agreed to come to one meeting and has been hooked ever since. As Steve says, 'Wot a wiz wiv a spanner' – or was it 'hammer'!

Colin Moffat, Southern contender for upper-class twit of the year, and John Smith, champion blindfold reversing driver, persuaded Pete and Steve that no self respecting 'Go-Kart' team was complete without professional GOPHER/PUSHERS and foolishly elected themselves onto the team...

Best of luck for 1980 chaps. At least we know someone will be smiling throughout it all!

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Further details, following the press day, next month.



210 campaigner Jim Pitt from Mitcham, Surrey sets the seal on his sponsorship deal with Britannia Cars of Mayfair – a limousine hire service – shaking hands with Sales Manager John Trustlove. Jim will campaign the Lynx 210 at most long circuit meetings.

continued . . .

125 National
1st Geoff Page Heanor

250 International
1st Richard Dean Ripley

Val Lee

Dubai

Winter in the Middle East doesn't cause too many problems to kart meetings, but on the 4th January we received our annual rainfall in one day. No wet tyres are stocked in Dubai, and after a few efforts at racing (skating?) through one inch of water on slicks, the race meeting was abandoned and re-run on the 11th January, with no problems!

In each class, two heats of 20 laps each and a final of 8 laps was run. 100 National were first away, and Willey and Prevost got away cleanly from the front row. Kooyman, our resident ex-Dutch 125cc Champion started at the back of the grid, but within one lap had passed the rest and was with Prevost and Willey. Passing Prevost on the main straight, he raced in formation with Willey, both of them slowly pulling away, until, two laps from home, Kooyman passed Willey to take the flag, followed by Prevost, Kuhail, Atie, and Cooper long left in

the ditch with another seized engine. The second heat saw Kooyman on pole, but although he led from the flag, this time Prevost showed Willey the way home, despite his weight disadvantage. The final 8 lap sprint again left Kooyman out front, with Prevost again beating Willey, but only just, and Kuhail this time right behind Willey. There are now vague mutterings in the Club that Kooyman must have some competition soon, or we'll be forced to import a Mickey Allen just to give him a race! These Dutchmen are winning everything all over the World this year!

100 Clubmans (our 'Dubai' Class Britain) as always saw close racing throughout, with more drivers losing races due to chain failures than anything else. Cox and MacLean set the pace all day, with MacLean finally coming out on top after Cox met the chain gremlin in the final. Clayton, despite seat collapse, was third, and Tarik Saky finished the race, despite (on later inspection) a rotary valve that wasn't even turning on the last lap! It's amazing what punishment these engines will take!

The Ladies race continues to get more interesting each week, and this was no exception. Favourite Janet Cooper was at the back of the grid, and with overtaking frequently a hazardous occupation, looked set to have a hard drive to the front. Di Hudson took off from the flag with Agnes Kooyman behind and Cooper managed to pass the other tail enders without (too much) trouble. Kooyman was taken on the straight, but Hudson proved more difficult. A desperate manoeuvre under braking

at the end of the straight had the spectators holding their breath as both Cooper and Hudson, wheels locked, aimed for the left hander. Somehow they both made it through, with Cooper in front, – a lead she held for the last two laps. Later complaints that 'the brakes were spongy' detracted nothing from the excitement! Jill Cope, driving with 2 cracked ribs after an earlier excursion off the track drove quietly into 4th, and Lorna Somerville was fifth after encountering problems navigating the hairpin.

Now all emphasis is on the Middle East Championship to be held in Kuwait on the 7th and 8th of February. A team of 8 is entered from Dubai for this, and hopes to at last beat Kuwait (after 4 defeats) on their home ground are high.

Results:-

100 National
1st Kooyman DAP/T80
2nd Prevost Zip/Arrow
3rd Willey Zip/K88TT

100 Clubmans
1st MacLean Lynx/T80
2nd Cox Zip/T80
3rd Clayton Lynx/T70

Ladies
1st Cooper Zip/T80
2nd Hudson Zip/Arrow
3rd Kooyman DAP/T80

Before closing off this article, I would like to thank all drivers and officials who have supported the Club during 1979. To those who have never raced at Hemswell, WHY NOT COME AND SUPPORT THE CLUB WHICH SUPPORTS YOU? Remember our track is smooth.

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A New Club Grows

Hemswell can be found 5 miles east of Gainsborough and 7 miles north of Lincoln, easily placed near both the A1 and M62. Racing was first held at this new track on 4th October 1978 and in the next few lines, I will try to outline both track and club history.

The Border Kart Club was formed in 1978 and is now making its mark in karting by running well-organised meetings and by helping other Clubs in the National Association of Kart Clubs. Last year we were invited to send a team to Beccles to race against the home team and the London Kart Club, a weekend that we hope to repeat at Hemswell this year (apart from some of the results!).

Blyton, as most will remember, used to be the centre of karting for this area, organised by the Gainsborough K.C. In 1974 racing at Blyton ceased due to a Sunday market out-bidding the G.K.C. for the use of the airfield. Unfortunately today G.K.C. is no more, as is the market. So when it was heard that Blyton may be available for racing again, a social evening was arranged for local karters to discuss the matter. The BORDER KART CLUB was the outcome.

During May and June a track was laid out, but after many weeks work the farmer went back on his word and again the Club was trackless. Many leads were followed up, with success coming at Hemswell. July, August and September were difficult months as the shape of the track appeared. Straw bales at first marked corners, with tyres being banded in hundreds to ring the chicanes, but on the 4th October the first meeting was held.

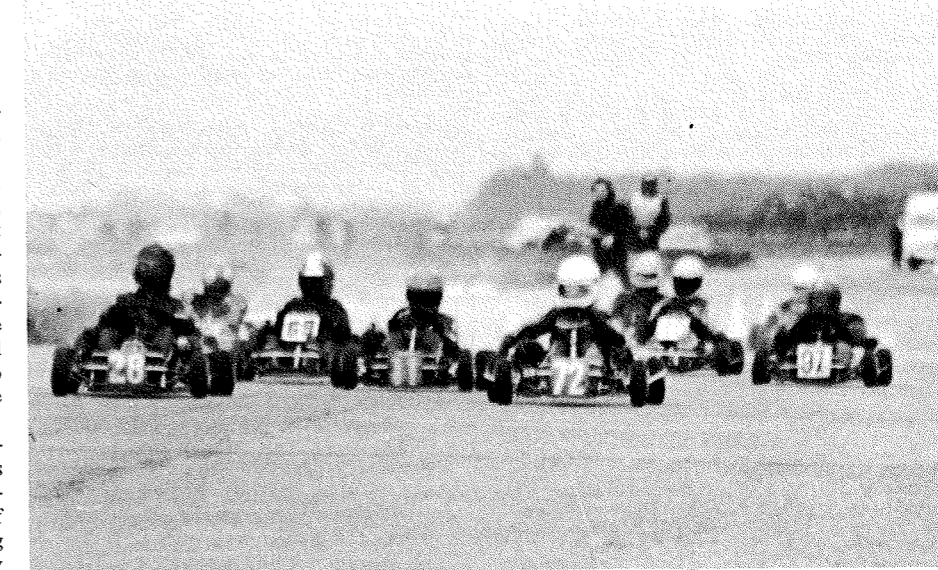
1979 got off to a bad start with snow cancelling 4 meetings, but after a slow start things began to get better. A second caravan was purchased for signing-on, saving many the shock of walking 100yds (and back) to the lap scoring caravan! Kerbs have now been set on every

corner, with straw bales being used to protect spectators.

As this area of the East Midlands is well blessed with kart circuits it is possible to race three Sundays in a month – Wombwell (2nd Sun.), Hemswell (in 1980 will be 3rd Sun.), and Fulbeck (4th Sun.). As a small club, we are sometimes under-estimated, – organisation is to a high standard, as will be our track amenities, when the Club has the money.

By the time you read this, our first Dinner Dance will have been held, to give out Club trophies and help our social side get off the ground.

A band of Juniors pounds down into pit corner. (Photo: C. Anderson)



C.P.A.





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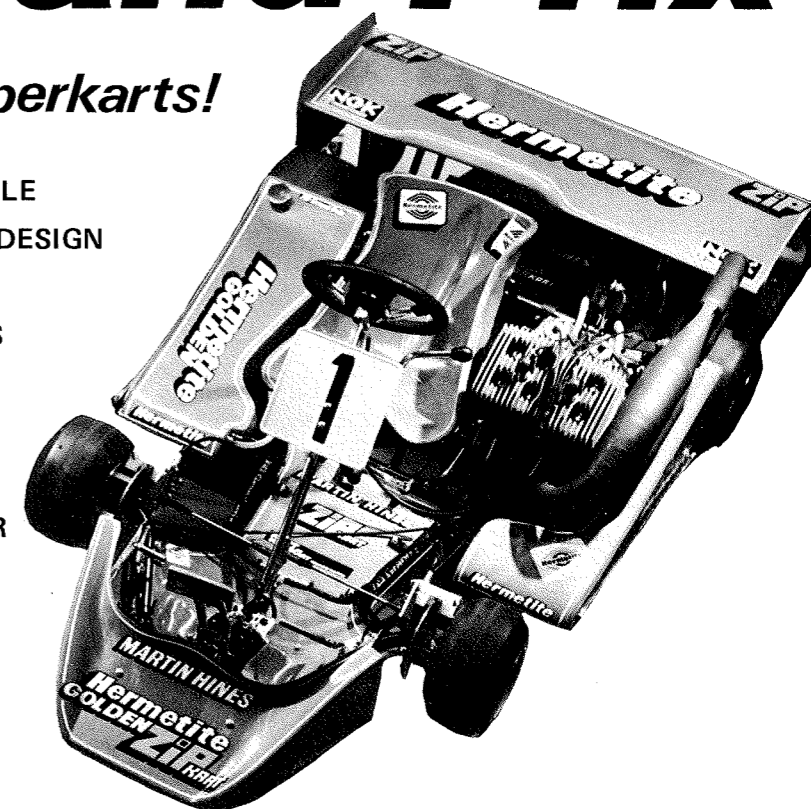
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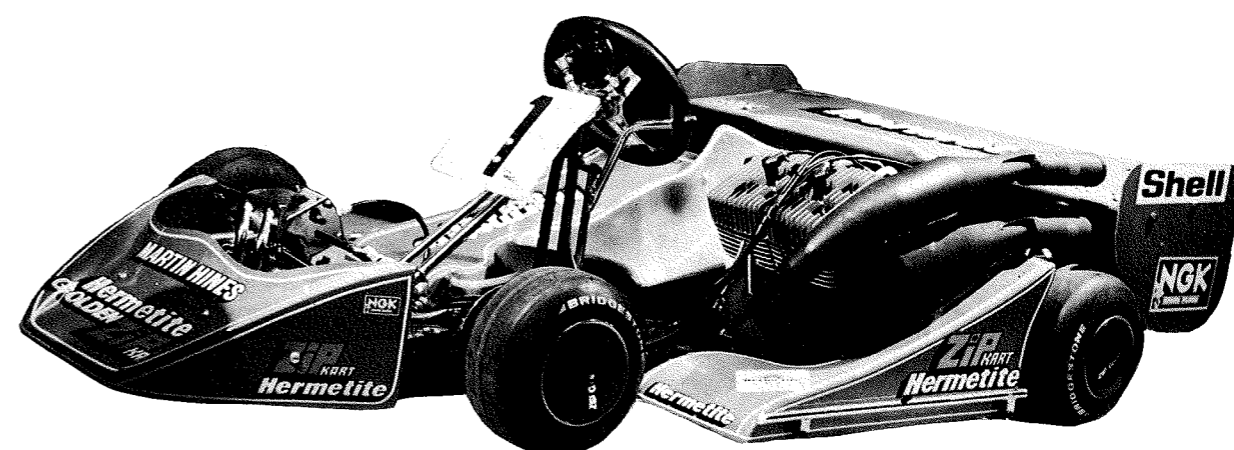
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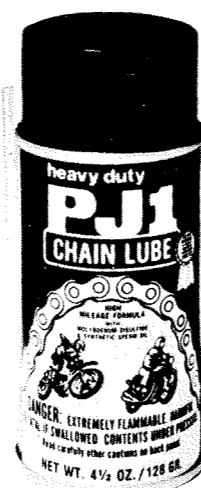
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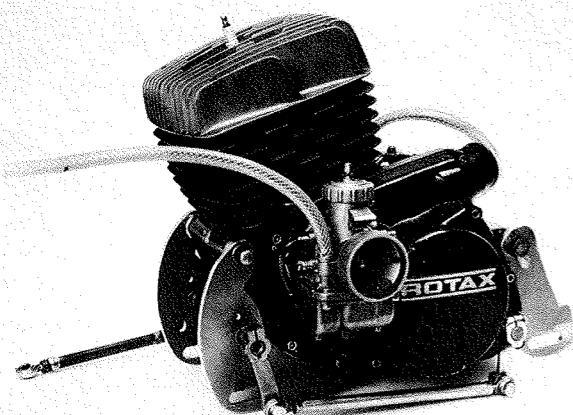
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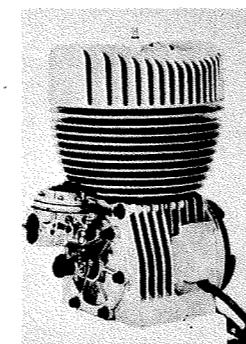
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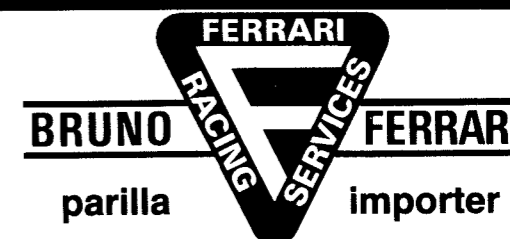
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continued. . .

John Gravett tried his luck in this group and from grid 2 moved into the lead where he stayed for 5 laps until Gary Prior passed him. Later, Lee Crane also overtook him and all three stayed in these places to the end. In the middle of the field Mark Tredwell had one of his race shunts narrowly missing your correspondent's ankles, and losing himself quite a few places! Mick McGing celebrated his first race at Tilbury for some time by winning the second heat. M. Moore was second. After a few changes of position John Gravett finished third and Lee Crane fourth. The final started with Crane on pole and Gravett on second. Lee held the lead with Gravett snapping at his heels until halfway round the first lap, when Gravett, Gary Till and Gary Prior all tangled and came off. This gave Lee a clear lead, but the shock of it proved too much and he spun off on the third lap! Mark Tredwell, now in first place, stayed there while Mick McGing was second and John Aitkenhead third. On the fourth lap Roger Moth made one of his late runs, aided by an unusual combination of tyres which seemed to cope with the slippery conditions better than most. By the seventh lap Roger was in second place. Mick McGing in third held off John Aitkenhead in fourth until the flag.

Class 1V's: I tend to get rather confused in this event with three classes going round together, so I will skip the heats and go straight into the final. 210's Colin Sing started on pole and looked all set for a straight win, but Jim Paffett from the 4 position was soon on his tail where he stayed until the last lap when he overtook Colin. Unfortunately for him though, Colin regained the lead for a well deserved win, John Richardson filling the third spot. 250 National; Roger Steer, after two good heats led off from pole and stayed in front for four laps



Mike McGing (100 National) made a rare Tilbury appearance and was impressive. (Photo: D. Callingham)

until Barry Morgan passed him to take and keep the lead to the flag. 250 International; With only one entry in this class all I can say is that Terry Arnold was unchallenged all day and thoroughly enjoyed himself!!

Results

Junior Britain

1st	Lee Cranmer	Kestrel/TKM
2nd	Steve Brogan	Zip/TG14
3rd	Piers Hunnisett	Zip/Parilla

Junior National

1st	John Herbert	Kestrel/K80
2nd	Kevin Warner	BM/Hewland
3rd	Gary Foster-Jones	BM/SS20

100 National B

1st	Peter Giddings	MJM/Parilla
2nd	Conrad Hogan	Sprint/K88
3rd	H. White	Zip/SS20

100 National Novice

1st	M. Kyriakides	Burgess801/DAP
2nd	C. Dalton	Goblin/Komet
3rd	P. Majorel	Sprint/K88

100 National A

1st	Mark Tredwell	Zip/Parilla
2nd	Roger Moth	Cobra/Hewland
3rd	Mick McGing	MJM/SS20

Dennis Callingham

Chasewater

A cold, foggy and frosty morning met the drivers at CHASEWATER'S January meeting, but by the time practice got underway the sun had come out and the track had begun to thaw out. To say the meeting was to be small was the understatement of last year. There was almost an echo to the circuit audible mainly due to a deep winter stillness. Actually it turned out into a beautiful day.

Due to a probable clanger (I suspect) on our Organising Body's part only two competitors had 1980 Licences. Our Competition Secretary attempted the impossible by trying to collect application forms and moneys for our Royal Automobile Club. Even with our relatively small entry this became a mammoth task and was agreeably abandoned!

During the JUNIOR racing, Jeremy Cotterill had things very much his own way winning all the heats keeping Mark Woolford and Mark Beddall at bay. In the finals Cotterill led the field by more than ¾ lap, leaving Beddall and Woolford to contend the 2nd and 3rd positions. With constant changing of places it made some very exciting racing. Then on lap 8 Beddall unfortunately spun on T-bar bend and into 2nd place went Woolford, giving final positions at the flag of Cotterill 1st, Woolford 2nd and into the 3rd spot Neil Cunningham.

The 100 NATIONALS, as usual, gave us some very close and exciting racing. Throughout the heats and during the finals four drivers

battled for the 1st position. Roy Cotterill who had two firsts and one second in the heats; Radley Ainley, back in karting as a Novice after a break of approximately 2 years away at College, had a 2nd and two 3rds; Brian Winder who had two 4ths and a 3rd and Rob Cooper who had a 2nd and a 1st in the heats. In the finals Cotterill led for 3 laps closely followed by Ainley and Cooper, then Cooper went into the lead for 2 laps. Meanwhile Ainley bided his time and came through into the lead on lap 6 and that's how it finished, Ainley 1st, Cotterill 2nd and Winder and Cooper in 3rd and 4th positions.

Racing in the 100 INTERNATIONAL Class was a mixture of changes in the leaders and mechanical failures. Nicky Smith did well in the heats with two 1sts and Mark Allen had a 2nd and a 1st. The finals started with the sun still shining but with the fog closing in rapidly. After a pile-up on the top bend Mark Allen emerged the leader and stayed there until the flag – by the end of the race only three drivers remained to take the flag due to engine failures, poor visibility and the slippery surface of the track.

Fast and exciting racing in the 210 NATIONAL class throughout the day culminated in such tight and tense racing that everyone tried to get through the top bend in the final – no-one giving way, ending up in a mass collision which involved Ed Duckett and several other drivers. The race was stopped and unfortunately Ed sustained a badly bruised collar bone. After the restart the lead was taken by John Tun-

stall – with David Bailey, George 'Mad Brad' Bradbury and Chris Beards competing for the next three places.

Some superb racing throughout the day during the 125 National/250 National/International classes – during the heats Richard Dean led the field. Close racing between Bob Kennings and Mike Lyttel resulted in a shunt up on the shoulders of Bob and in righting his kart Mike caught the rear tyre on the bales and ended up in the straw and fence at the side of the track, very shaken-up and winded. The finals were once again a close thing with Richard Dean leading the field, leaving the rest of the pack to fight it out for the next positions.

Results

Junior Britain

1st	Jeremy Cotterill	Aldridge
2nd	Mark Woolford	Leighton Buzzard

100 National

1st	Radley Ainley	Doncaster
2nd	Roy Cotterill	Aldridge
3rd	Brian Winder	Lancaster

100 International

1st	Mark Allen	Werrington
2nd	Simon Grove	Warley

210 National

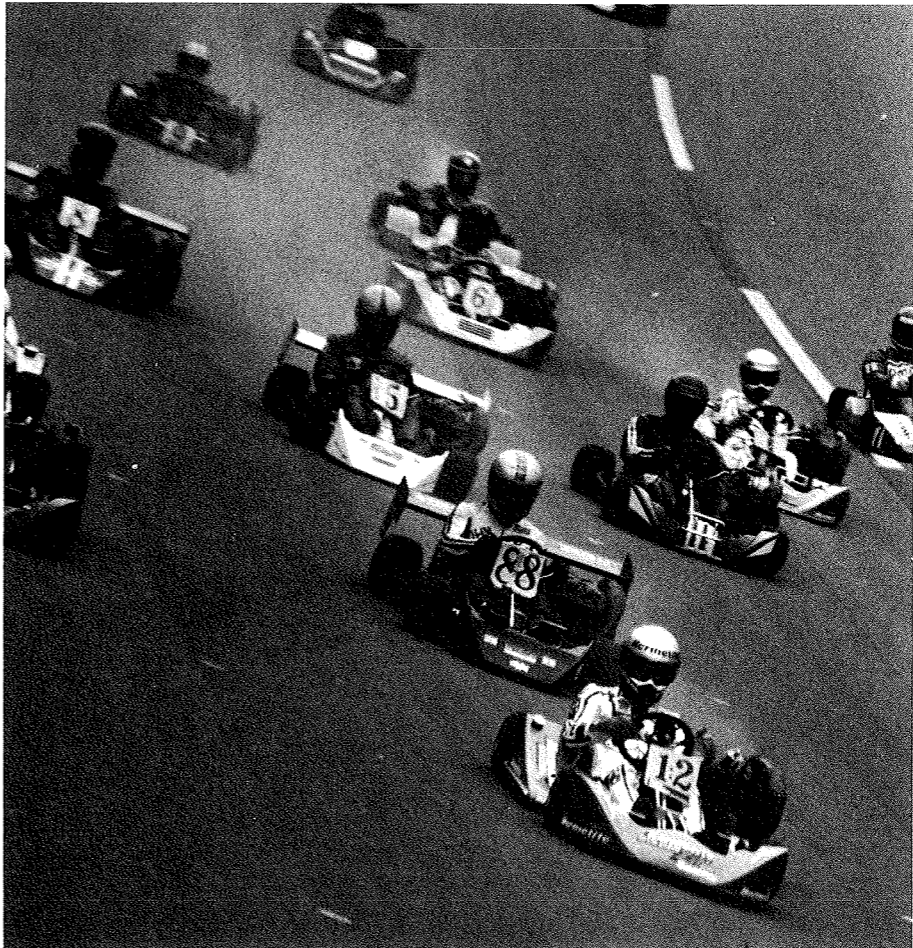
1st	John Tunstall	Brownhills
2nd	Chris Beards	Walsall
3rd	George Bradbury	Walsall



Kart and Superkart

Ball takes Daytona

Hines sets the pace but Ball wins on aggregate points over 4 races. American Grubbs quick on second day to take third from McCart and Jenkins. Fish fast but unreliable in new colours.



Formation flying on the wide open banking, led by Hines (12) and Ball (88).

Workshop facilities were impressive. The Fish machine is the meeting point for (l to r) John Ball, Steve Elmore (on mechanic duty), Roy Fish, Calvin Fish and Kim Campbell.



The first steps in the projected introduction of Superkart racing to the United States took place at the W.K.A. Enduro Nationals at Daytona during the last few days of 1979. In addition to the 18 (yes 18!) classes running, a Superkart Championship was up for grabs. Unlike the normal American Championship classes, which are decided by one long (1 hour) race, the Superkart Championship was run over 4 heats, each 5 laps of the long Daytona circuit.

America has been gradually accumulating a few Superkarts and until now they have been included in the 'C Open' races, with fairly open engine eligibility – water-cooled TZ engines being common. However, to encourage overseas entries, the WKA sensibly restricted Daytona to air-cooled engines. This was enough to entice four English entries.

Heading the list was Hermetite Zip team leader Martin Hines. After completing the extensive development of the new GP Superkart chassis shortly before Christmas, the first of the new chassis off the production line was hastily prepared and despatched to Daytona with the paint still virtually tacky. His 1979 chassis was also sent as a back-up.

Calvin Fish finally settled the rumours about his 1980 future by lining up a Zip decked out in Hermetite livery. Since the final Cadwell meeting, Calvin had done a lot of testing with Hines and the improvement was soon obvious.

Winner of that final Cadwell meeting, John Ball, was on hand for his first major event with the Tony Smith Racing Dino, with a full back-up team, including Tony himself, on hand to oversee the operation.

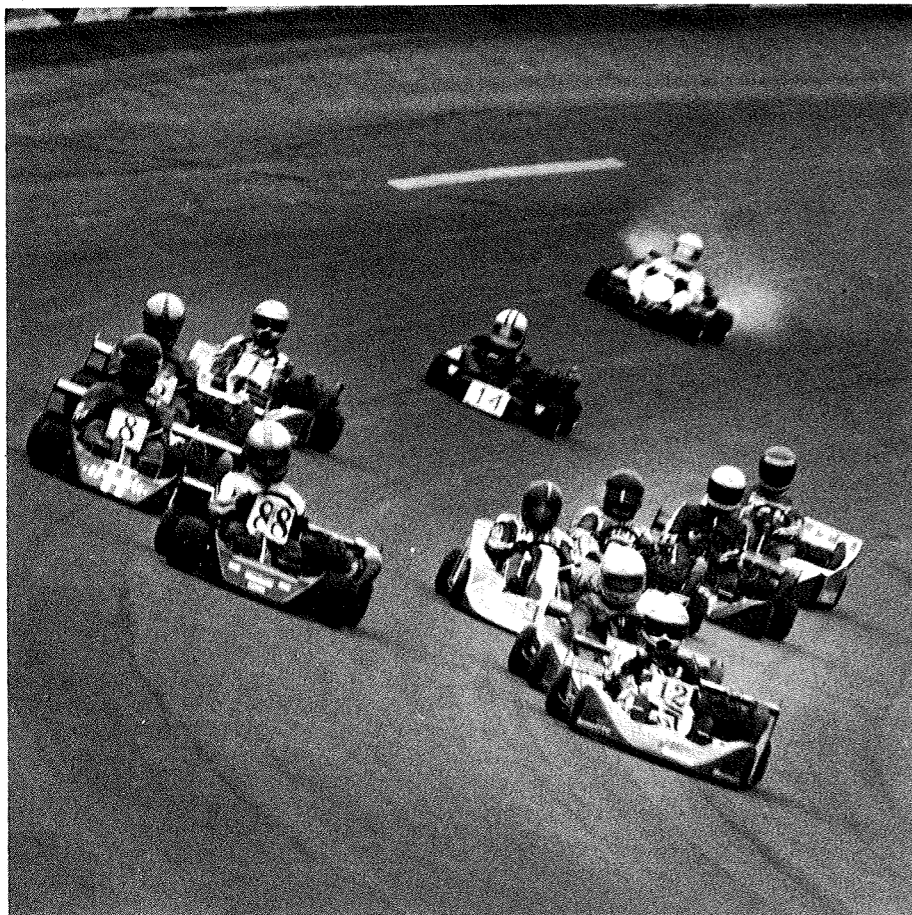
Final English entry – and a surprise one – was that of Mike Jenkins, with one of the uniquely bodied RWB team Zips that first appeared at Silverstone.

The American challenge was to come from two sources. Joey Grubbs had somehow managed to do miles of secret testing on the circuit and this was to show late in the event when carburation problems with his Smith Dino were sorted. Ex motor cycle racer Jerry McCart, his Zip adorned with Horstmann colours, was the other likely contender.

Two heats were run each day, and the first day was dominated by Hines. With everything running smoothly, the Hermetite Zip team leader was in dominating form, powering away to win the first heat by 15 seconds, which over 5 laps is a gain of 3 seconds a lap. Calvin Fish celebrated his team debut by pulling slightly clear of Ball to take second.

Heat two was another race for second place as Hines kept up the relentless pace, powering away to a 17 second win over Ball. Calvin Fish held second in the early stages but went out with a puncture.

Sunday was another fine warm day and for a few moments it seemed as though nothing had changed, with Hines leaping away from pole in heat 3. But it wasn't to last. A front tank mount fractured, and shortly afterwards fuel began leaking from the dragging tank. Hines fell away to finish 7th. The lead went not to Fish (who had gone from second with a seized engine) or Ball, but American Grubbs who had suffered from bad carburation on the



previous day. He led the remainder of the race while Ball picked up more points with another steady drive into third.

And so the fourth heat would decide it. Hines still led on points from Ball and these two occupied the front row. Hines led again, but his interest in the race was soon to end with a locked up gearbox. Again it was Grubbs who took up the initiative, with the ever-so-steady Ball content to hold second which would provide enough points for the overall win. Grubbs reeled off the remaining laps, but for the Englishman there was a late drama as the gearlever came off in his hand with a lap to go! He was able to complete the lap in fifth gear, losing two places, but still earning enough points to win overall.

Result

1st	John Ball	Dino/Smith Yamaha
2nd	Martin Hines	Hermite Zip GP/Yamaha
3rd	Joey Grubbs	Dino/Smith Yamaha
4th	Jerry McCart	Horstmann Zip/Yamaha
5th	Mike Jenkins	RWB Zip/Yamaha

Bits & Pieces

- Unfortunately, full heat results, times, etc have not been forthcoming from the organisers as yet.

- With results from 19 classes to co-ordinate, an interesting prize-giving procedure was followed, with all the awards given out at a breakfast the following morning.

- Some of the English team then headed for Dallas to spend New Year's Eve at the invitation of Kim Campbell, the American who entered Silverstone last year. Apparently a superlative time was had by all, the only disappointment being that they didn't meet J.R. Ewing!!

The field forms up on the rolling lap for the last, decisive, heat with all the contenders at the front — Hines (12), Ball (88), Grubbs (8). Jenkins is two spots behind Hines, with Fish on the outside of row 4.



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CLUB SCENE

continued. . .

Nicola Fletcher into second place. In the final Lewis Marsden off grid two had a flying start and disappeared into the distance. A good dice for second between Nicola, Craig and Pete Elliot was resolved when Craig spun on lap 4.

Junior National

Simon Sutton paying a rare but welcome visit to us made his mark in heat one, with a flag to flag victory. He was not, however to have it all his own way in heat two, and a real battle developed between Simon and Tim Sugden. Tim led all the way, but seized 10 yards from home, giving Sutton two out of two. Simon went on to win the final, with David Wright following home in second.

Junior Britain

Junior Britain raced with the Nationals in the heats. Adrian Mills won heat one, and proved his worth by beating not only all the Britain drivers, but all but one of the Nationals. In the final, it was Andrew Ward who took the initial lead. He was under heavy pressure from Kerry Thorpe and Adrian Mills. Kerry and Adrian squeezed past, and the race continued in this order until the final flag. A good race under the weather conditions from these three.

100 Britain

Surprise win in heat one went to Stephen Gill, as much a surprise to him as to anyone else, he looked so amazed when he took the flag, well done all the same! A surprise too when the grids were worked out for the final, instead of the inevitable Chris Stoney, there he was, Novice driver John Pickles on pole, and a bit worried about it he was too. At the end though it was Chris Stoney in first place, with a consistent Stephen Gill in second.

210 National

Last race of the day, and the fog was on its way back. Gary Hill who has won quite a lot at Wombwell lately (and is soon to be Bill Longdens Son-in-Law) had trouble all day and didn't start in the final. At the start of this race there was all sorts of action, Glenn George and Ray Howarth having a terrific battle for first place. After a few laps Ray went ahead and forcefully took the lead, with Jes Cooke following him through some laps later.

Results

100 National

1. Lewis Marsden	Wilson/WRE TKM
2. Nicola Fletcher	Sprint/FRED Arrow
3. Pete Elliot	Zip/DAP JM
4. Tony Bell	Zip/Parilla

Junior National

1. Simon Sutton	Sprint/Deavin Parilla
2. David Wright	BM/TKM
3. Richard Dean	Sprint/Parilla

Junior Britain

1. Kerry Thorpe	UFO/Parilla
2. Adrian Mills	Zip/DAP T70JM
3. Andrew Ward	Kestrel/CSK Parilla

100 Britain

1. Chris Stoney	UFO/CSK Arrow
2. Stephen Gill	UFO/CSK T70

210 National

1. Ray Howarth	Sprint/Dean Upton
2. Jes Cooke	Zip/BRH Upton

We would like to send our congratulations to Richard and Gillian, on the birth of their baby. He came as a surprise to everyone, especially Gillian, who raced in 100 National at Hemswell in November!

Nigel & Sarah Edwards

Tilbury

A frost-bound track and an ambulance with a burst radiator threatened the cancellation of the January meeting and disappointment for the 90 odd drivers entered, but the application

of salt to the track and the loan of a suitable vehicle by Mr. and Mrs Hunnisett saved the day!

Junior Britain; Robbie Childs starting from grid 4 in the first heat soon swept into the lead followed by Lee Cranmer and James Chitty. This situation remained unchanged until the



Displaying a 'different' combination of wet and dry tyres, John Herbert eventually took Junior National. (Photo: D. Callingham)

end. In heat 2 William Hewland held the lead from pole until the last lap when Paul Dryden squeezed through. Lee Cranmer finished third to ensure pole for the final.

Off they went, but before the hairpin Robbie Childs shot through to take the lead which he held until the seventh lap when he went off at the far end of the track, leaving Cranmer in front. Dryden who had been lying third also went off in this lap, thereby promoting Steve Brogan to second and Piers Hunnisett to third. They finished in this order with Dryden restarting and finally finishing fourth.

Junior National; For heat 1 the leading protagonists in this group were all starting from the rear of the grid but soon showed their class by taking the first three positions by the end of lap 1. Derek Higgins was leading with Kevin Warner second and John Herbert third. A close battle followed until the end of lap 5. Warner was still second, but with Herbert leading and Higgins third. A further change came on lap 6 when Higgins passed Warner, all three then holding their positions until the end. Heat 2 saw the three musketeers starting from the front. Herbert took the lead and stayed there. Higgins did likewise in second. Kevin Warner looked to be making up the trio, but on lap 4 Gary Foster-Jones robbed him of the third place, just to make a change!

The final saw Herbert on pole with Higgins on 2. At the pit bend Higgins, in a do or die attempt to take the lead, shot off into the tyres giving Herbert a clear run to the finish. Kevin Warner held onto second place despite a strong challenge from Gary Foster-Jones who finished third.

100 National B Heat 1: Nicole Turner on pole must have felt a bit worried with a slippery track and 17 'M.C.P.'s' behind her, but she set off bravely enough and held her own until the fifth lap when she went off at the far end, and being rather petite was unable to restart! Meanwhile, Peter Giddings had taken the lead which he held to the finish, while H. and T. White made up second and third. Heat 2; Another start to finish win for the pole man M. Tyrrell, but behind him a battle royal ensued between Conrad Hogan, G. Thomas and P. Dennison. After changing places a few times they finished in that order for 2nd, 3rd and 4th positions.

With pole position in the final, Peter Giddings took his chance to build up a comfortable lead and had an untroubled run to the flag. Once again the minor places were fought for and after 12 laps of keen racing Conrad Hogan took second place with H. White and T. Godwin fourth.

100 National Novices; 14 Novices lined up for heat 1. M. Kyriakides who won the last Novice race here took the lead again followed by M. Knock and M. Mayers but after a few laps C. Dalton moved into second place and Mayers into third where they stayed until the finish. In the second heat Dalton, starting from grid 4, moved into first place with T. Harvey second and Mayers third.

Kyriakides once again showed what he could do in the final by taking the lead by the end of the first lap. Dalton chased hard in second place while L. Hogan and P. Majorel disputed third position until the last lap when Majorel nipped through to take the third place.

100 National A Heat 1; International driver

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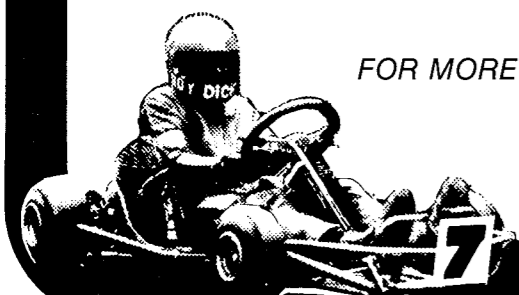
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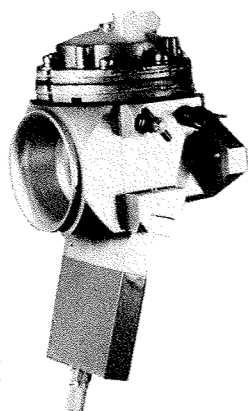
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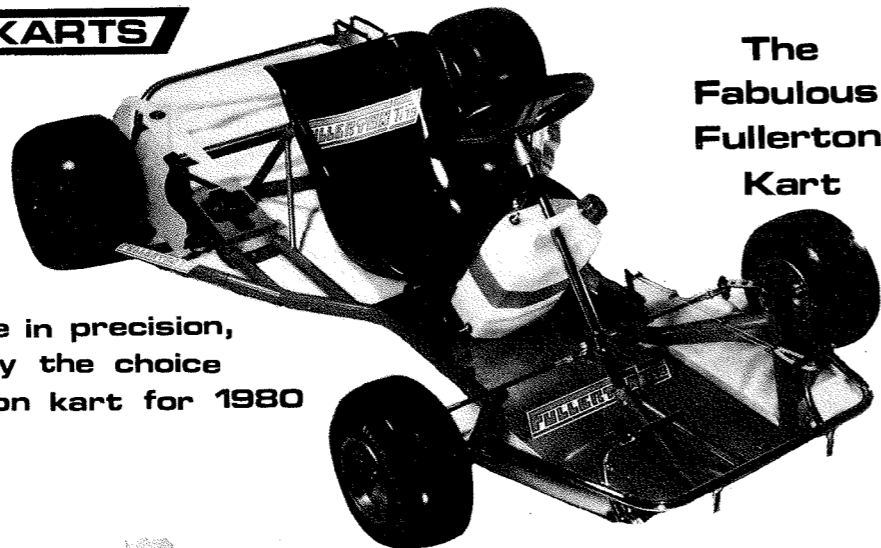


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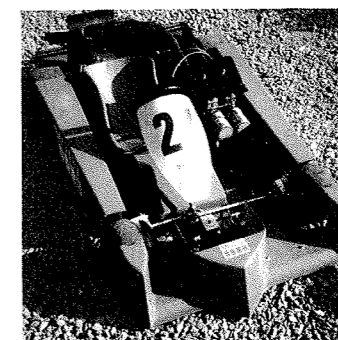
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continued . . .

However, on the first lap of the Final, he spun to let Douglas Anderson (National), Paul Fairley (National), Gordon Tickle (National Novice), Ross McMorris (Britain) and Ricky Eggenberger (Britain) take the five premier positions. Anderson, however, spun to the tail of the field on lap 5 while Curry was charging back up, and by the time the Britain driver had got past Tickle, who was only in his second ever race meeting, Paul Fairley had also gone off. This made Curry seem safe, although Anderson also tried to get back to his original position, while in fact he came second.

100 NATIONAL AND INTERNATIONAL
National Gordon Murray and International Bob Knowles were the people to watch in this race, which had a massive grid, and they battled very well even though their positions never changed. Lance Gauld (International), Kenneth Graham (National) and Willie Campbell (National) were very close together until lap 7, when a wire in Gauld's ignition broke and he coasted to a halt. He was later disqualified for receiving outside help. Graham eventually pulled away from Campbell, who was then joined by Bryce Whiteford (National). These two also fought closely, and on the last lap caught up with Robert Brown, a backmarker. It got a bit too close then and Brown was hurled into the barrier, with the other two carrying on in the same order.

210 NATIONAL Scottish 210 National Champion Bill Stoddart started low down in this race, but passed Robert Alexander and Alastair Mathie on lap 2 to challenge race leader Jim Gordon, whose braking efforts were limited to his right-hand front wheel, which made for a lot of smoke thereabouts! After yet another close dice (the place was full of them that day), Stoddart got past on lap 5 to take a seven-second victory. Mathie was meanwhile trying very hard to get Alexander, which he eventually did under braking on lap 10.

RESULTS

JUNIOR NATIONAL

- | | |
|---------------------|--------------------|
| 1. Gordon Tickle | Barlotti/Komet K88 |
| 2. Douglas Anderson | Zip/TKM |

JUNIOR BRITAIN

- | | |
|-------------------|-------------------|
| 1. Tommy Curry | Zip/White Parilla |
| 2. Kevin Docherty | Zip/DAP T70 |
| 3. Paul Gordon | Zip Californian |
| 4. Ross McMorris | Kestrel/TKM |

100 NATIONAL

- | | |
|--------------------|----------------------|
| 1. Gordon Murray | Lespectra/Wilson T70 |
| 2. Kenneth Graham | Zip/Komet K88 |
| 3. Bryce Whiteford | Kestrel/Parilla SS20 |

100 INTERNATIONAL

- | | |
|----------------|---------------|
| 1. Bob Knowles | Kestrel/Arrow |
| 2. John Tickle | BM/BM |

210 NATIONAL

- | | |
|------------------|-------------------|
| 1. Bill Stoddart | Barlotti/Villiers |
| 2. Jim Gordon | Blow/Villiers |

Wombwell

The first meeting of 1980 at Wombwell, was a very important one for the S.Y.K.C., as the fixture was also to include a 'sponsored push'. On arriving at the circuit gloom spread, it was impossible to see from one side of the circuit to the other – the fog was so thick!

Whilst waiting for the fog to lift, the S.Y.K.C. Committee bravely changed into their shorts and Tee shirts. 'Big Pam' was seated in a 100cc kart, and the push was on! Around the short circuit at Wombwell the times varied according to the strength of the pusher, and my God it was cold in those shorts. (Best lap time went to the dynamic duo of Barrie Peary and Jack Knell in 1min. 5secs.) Although no final total is known an estimate on the amount of money raised is £600. All of which is to go towards the resurfacing of Wombwell. A BIG thank you to everyone who pushed, sponsored or just generally fell about laughing.

100 National

On to the serious stuff – the fog was still so thick at 12 noon that a few went home (and who could blame them). The rest of us stood about like idiots, and at 1.15 pm the fog lifted enough to start practice. At 2pm the racing started, 100 Nationals being the first to brave the weather. Only two heats because of the time available, a very good win for Nicola Fletcher in the first heat, followed home by Craig Leclerc. Heat two was won by Lewis Marsden who drove a well judged race to beat

Having titillated your taste buds last month with just the top 6 of my top twenty 100 International kart drivers in 1979, I shall keep you waiting no longer by wading straight into this month's column with the remaining 14, asking you to please remember that this is my own personal choice, based on results and performances during 1979.

- | | | |
|----|---------------|-----|
| 7 | Alan Lane | *** |
| 8 | Paul Jackson | *** |
| 9 | Alan Gates | *** |
| 10 | John Gravett | *** |
| 11 | Dave Coyne | *** |
| 12 | Roy Mailer | *** |
| 13 | Jackie Brown | ** |
| 14 | Ricky Grice | ** |
| 15 | Biff Harris | ** |
| 16 | Paul Fletcher | ** |
| 17 | Roger Mills | ** |
| 18 | Martin Leach | ** |
| 19 | Dave Evans | ** |
| 20 | Roy Austin | ** |

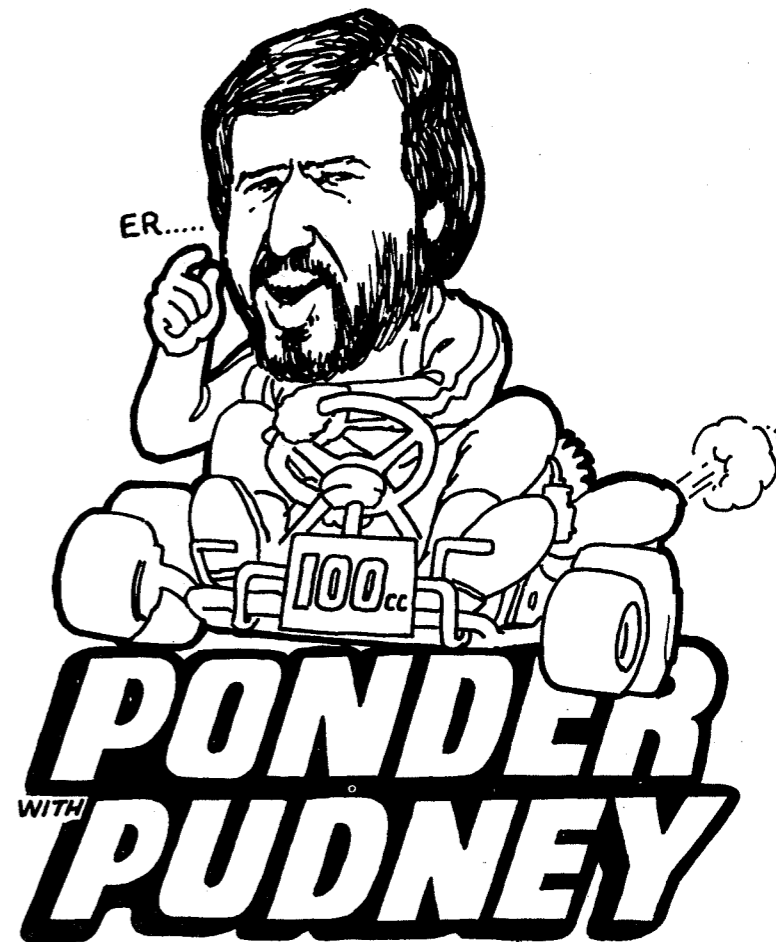
I don't know if it's possible to work out odds in favour of anyone agreeing with all my choices in order, but I bet it's pretty remote and I must admit to wanting to chicken out by making many of the drivers listed equal! However it's done and the final list reflects many interesting points. For those of you who have forgotten or who haven't read last month's K & S (capital crime!!) my top six were:

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

Alan Lane should be further up than no. 7. 1979 was a bit of a disaster for the Lanes with refused entries, then the famous low flying accident at Fulbeck, followed by some disastrous engine blow ups before the British Championship which saw Alan deprived of a certain 2nd or 3rd position finish in the unfortunate Homewood incident. Felton did demonstrate to many, however, that the Lanes were recovering from the low spot and Alan further added to their recovery by posting 3rd fastest time and 5th on the grid at the sodden Japanese Grand Prix, before ending the season on a high with 3rd place at the very well supported Hong Kong event. I really think that Alan now seems to have found both reliability and form and this year will be right in there with the top boys from the word go.

I nominated Paul Jackson, as one of the men I would have selected to go to the World Championships. His unfortunate and huge accident at Felton (where he broke a wrist and took over the 'low flying' record from A. Lane) put paid to his Championship chances, but he grittily carried on racing as soon as possible after the accident and in fact took 2nd position in the Green Man Championship by the skin of his teeth. Recent results at a well supported Rye House would indicate that Paul is indeed back to fitness and obviously means business in 1980, perhaps on a Hewland. One of the nicest guys in International (not always such a good thing, viz a viz the element of nastiness) Paul, with his Fletcher backing and full time dedication to karting, will be a feared front runner in 1980.

Number 9 man is Alan Gates, a real surprise this season – perhaps not to those who remember him from the past but certainly to me. He got better and better as the season progressed, all the time working on a shoe-string budget and his 2nd place in the Championships at Felton was well earned, as before Alan Lane's unfortunate retirement he was dicing furiously



on: The Remaining Top 20
An Open Letter to Mason
Formula K?
Merlin's Magnetism

with both Lane and Homewood in one of the best 3 way races of the whole season. Second spot behind Homewood at Rissington rounded off a promising season. So with his reputed TKM factory backing this year, Alan Gates is certain to be in with a chance of a place in the British Team.

If someone were to ask me who of 'the old school' has impressed the most whilst achieving only a little then John Gravett has to be the man. Quiet and unassuming, John and his brother have proved beyond all doubt that they can make motors fly – it's just hanging them together which is difficult! At the last round of the Green Man, John was so fast on 'standard' tyres as to be ridiculous and would have romped the final were it not for the inevitable engine blow up whilst miles in the lead. Earlier in the season found John on pole position at the prestigious Global Cup, only to blow up once again. Although achieving no significant wins John's 6th place in the British Championship and 9th overall in the Green Man does give him 10th spot in my reckonings.

Was 1979 Dave Coyne's retirement year? He kept saying it was, but like a yo-yo kept coming back to Green Man meetings, according to him in search of points. I can't help but feel that Dave lost heart after the British Championships at Felton, where having obtained no. 3 on the grid he complained of lack of support from the Sprint camp. I frankly hope that he doesn't go car racing next year as Dave rates a position well inside the top 10 and with real effort and support, justifies a place in the Team as he has in the past. But I suppose everyone can't be in the Team, can they?

How many times have you heard people say 'if only he took it more seriously he'd be brilliant'. We all know immediately who I'm talking about – the inimitable and permanently

hung-over Roy Mailer. I just about summed Roy up, haven't I – great fun to be with, life's for living etc. etc., but although he swears he's a better driver with a slight hangover, I can only wonder how good he really could be with a little less of the wine, women and song. That he can prepare engines is indisputable and earlier in the season Roy proved he had found an engine tweaking secret nobody else had. Unfortunately, the early season form wore off and although well up in some Green Man rounds, eventually finishing 7th overall, Roy was never to quite repeat his early season dominance. Still kicking himself for spinning away 2nd spot at the British Championships when his motor was flying, Roy just may decide to take 1980 a little more seriously. Don't overdo it though, Roy!

You may remember that I picked Jackie Brown for my 6 man team earlier this year. This choice was based on some brilliant early season form – 3rd in the Global Cup, 2nd to Mickey at Wombwell and a very promising showing at Jesolo. After Jesolo however, Jackie's form seemed to drop off and he never looked as promising as he did earlier in the season. Perhaps the Fano Junior disasters dented the Browns, so we shall have to wait and see how the irrepressible and cheeky young Jackie gets on with his Zip motor tuning ideas in 1980. Time will tell.

Ricky Grice shouldn't be as low as 14th. He really deserves better, but for Ricky, 1979 is best forgotten. He showed really well earlier on, with a fine 2nd place in the opening Green Man round, then again at Rye for the Global Cup in which he was right up front until the mechanical misfortunes which dogged him for the rest of the season intervened. As the year

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continued...

progressed, Ricky acquired a reputation as a bit of a crasher when he strived desperately to change his fortune any way he could. So for Ricky, 1980 has just got to be better!

Another man who deserved better than he got was Biff Harris. Biff's been around the karting scene now for more years than he will care to remember, (I even used to race against him!) but for his years he is a much respected driver, quietly getting on with the job with a minimum of histrionics. He was brilliant at the Clay Pigeon Green Man, then at the Championships actually earned outside pole alongside Mickey. Unfortunately an inevitable 1st lap shunt dropped Biff down the field, but even then he soldiered on to, I think, 7th position. A quiet, clever driver, Biff will continue to surprise us in 1980.

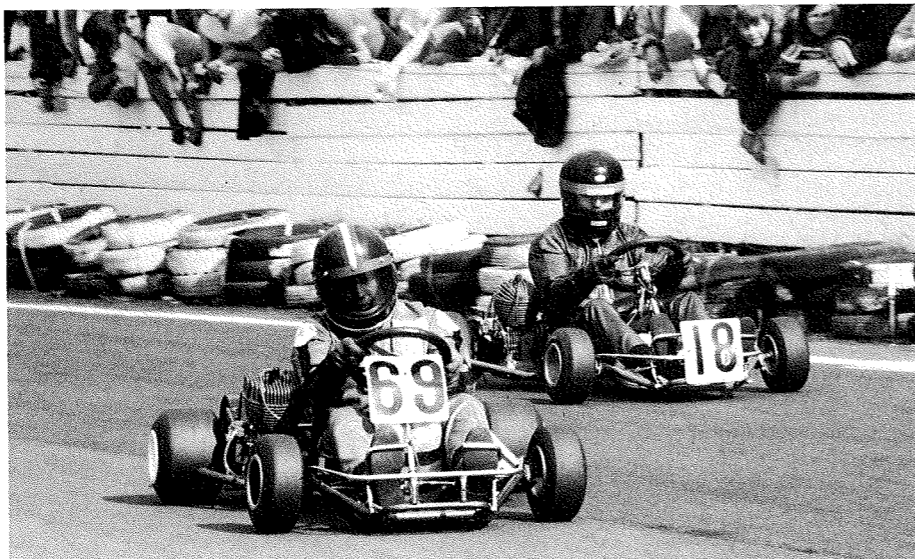
Paul Fletcher and Roger Mills will, I am sure, not feel too hurt at being put together in 16th and 17th spots. Last year Paul (Grandad) just crept into the top ten by dint of his consistency, but this year he will agree, has not been one of his greatest and he has been overtaken by some of the younger harder charges. Fourth place at the Championships though is no disgrace and although he did not figure in the top 10 of his own Green Man Championship, he did win the disputed Shenington round. 1980 I hope will find Paul still competing, but perhaps giving more time to Paul Jackson than serious competition. Roger Mills is another evergreen. He started the year looking a bit cheesed off and has never really shone in racing terms, but he is always there. He finished well up in the British Championship and 8th overall in the Green Man but certainly lacked the aggression I remember him for.

1979 was a 'testing' year for Martin Leach. Out of retirement to drive the new ART Kart, I don't think Martin really expected any sensational results, but as the season wore on proved that he could mix it with the best as his front row position at Rissington indicated. With some International racing experience from Hong Kong now under his belt and the incredibly professional ART team to back him up, 1980 will be an exciting year for the likeable, calm and articulate Martin.

If nothing else, Dave Evans certainly tried hard. Disaster after disaster earlier in the season did not dampen the Evans' enthusiasm and as 1979 progressed, David started to finish races, starting really at the British Championships with the new chassis, and improving thereafter literally race by race. If perseverance ever won races then Dave Evans deserves to win a few and I'm sure he will this year.

As will my no. 20, Roy Austin! Suddenly shot to prominence at Shenington, Roy was always 'there' during the season, if not up front. At Shenington it looked as if he was going to run away with the final until he was knocked off by a back marker. At Rissington he proved that his Shenington performance was no flash in the pan, finishing a fine 3rd. If anyone wanted to finish a season on the up then Roy certainly did and you can bet that he will go into 1980 a very determined young man, and definitely a man to watch.

So there is my top 20. My 'men to watch' from the 20 must be Leach, Evans and Austin, whilst surprises may well come from Grice and Lane. Outside the top 20? If Paul Knapfield puts his mind to it he could break back in 1980, but personally I think Paul has lost his edge. If Simon Wright could stay on the track for the duration of a race he may surprise a few people, because he's definitely fast!! Others to watch must include Chris Needham who was not light years away from 2nd place in the



Alan Gates made the most of limited equipment in 1979, the highlight of which was his dice with Martin Homewood (18) at the British Championships. More to come from Alan in 1980. (Photo: C. Lambden)

Green Man Champs and young Gary Ward, who once cured of his youthful enthusiasm will really shine. Then there's the other Juniors on the way up from National, assuming they decide to take the plunge under the new age rulings. It is not yet clear who will bother to 'go up', but one thing's for sure – if any of the wealth of talent currently racing in Junior National do decide to take the plunge, 1980 is going to be an even better vintage year for 100 International than 1979, and 1979 was great!!!

It's funny that I should devote so many column inches to possibly one of the least subscribed classes in British karting, but to me it is the pinnacle of 100cc racing, from which of course World Champions come. This brings me to my next point: it is well known that I did not agree with many things to do with the British Team selection and management last year. Although Mason Minns, the Team Manager, and I obviously disagree on some points there are many points on which we are completely at one. I totally agree with Mason that a Team Manager should be paid expenses to at least partly cover the cost of his or her travelling costs etc. I also totally agree that the usage of the coveted Green Helmet with red, white and blue stripes should be carefully monitored and should only be allowed to be used by the 6 members of the British Team. They should be allowed, in fact *compelled*, to wear it for the whole year after they have been selected until the new team is picked. All the helmets should be painted to the same identical specification, as befits something being worn to indicate National Team membership. Yes, let's have a bit more National pride. If I was picked to drive for Britain, I would eat, drink and sleep in my helmet, I'd be so proud to wear it! This ruling would do away with the tatty old helmet as slung on by Terry when he is forced to do so and the compulsory wearing rule would show everyone watching even at a conventional British club meeting that so-and-so is a member of the British Team.

Other points I agree with are that everyone who wants a chance to get into the team should register the fact, (as indeed they are forced to do this year) and that if aiming for the 6 man team, must attend other European (team) events under penalty of exclusion from consideration. However by way of an open letter to Mason Minns, there are a few points I should like to clear up:

Dear Mason,

On behalf of British 100cc kart drivers aspiring to a place in the British Team I should like

to ask the following questions. What meetings throughout 1980 will be used as a basis for selection of the British Teams? Who will actually be selecting the Teams? Will this person or persons attend all the 'selection' meetings? On what basis or system will the Teams be selected? If, through bad luck or fortune or come-what-may, a driver fails to score during the observed meetings will this automatically rule out a place in the Teams? (i.e. Mickey breaks down in every meeting!!) On what date in 1980 will the Teams be announced? We all look forward to hearing from you. I sincerely hope that the response to this letter will clear up a lot of questions and be of some help to potential team members.

In a recent issue of 'Karting' magazine, the Hoddesdon Club took a full page to announce that as from January 1st 1980, all kart racing at Rye House is to be known as Formula K Motor Racing. For my own part, (and in fact everybody else I have spoken to seems to agree), I think the renaming of karting as Formula K Motor Racing is one of the most seriously regressive steps I have ever known within the sport. I am absolutely convinced that it will cause untold harm to our sport. After 20 years of trying, we are just beginning to make people realise that karting is not 'Go karting' and we are just beginning to get international recognition from TV, papers and other media. Why do you want to rename it when we are just getting through to the public that we are what we are? Please Hoddesdon, think again, before you either divide the sport in two or break it altogether. Karting is karting, *NOT* Formula K.

On a lighter note: having been accused by fellow columnist Merlin of being a bit flash with my camera equipment etc. and general way of life, how am I to match Merlin's latest exploits – rubbing shoulders and actually winning money off Paul Newman! I tell you, when I read that part of Chris's column out to my wife (she can't read yet, still learning!) she was halfway up the road to Cumbria to touch the hand that touched the hand of Paul Newman. I wonder what I'll have to do to match that exploit? – have an affair with Farah Fawcett Majors!! (Actually that's a very 'in' joke amongst some friends, which should raise a laugh.

J.P.

Jordan

Karting out here is done at and under the control of the Royal Automobile Club of Jordan (RACJ), the participants all being members of this Club. The various circuits we use consist of parts of a large roadway complex whose main function is that of a driving instruction centre where, during working days, some 15-20 instructors and cars are busy training new drivers. On Fridays (our weekly holiday) however, this area becomes the province of the karters, with practice and tuning sessions most weeks.

About every six weeks we have a 'Grand Prix' for the two classes run here:-

Class 1 For 250cc Bultacos only

Class 2 For up to 210cc (This of course consists entirely of Villiers and Upton engines – many of the karts are twenty years old!!)

A 'Grand Prix' consists of six races of 10 or 15 laps, three for each class, all drivers of a class competing in all races with the final result on an aggregate points basis. There is also an annual Championship, again on total points throughout the year and on a 'best 6 results from 8' type system which allows for holidays, sickness (of driver or kart!), business etc. These 'Grand Prix' are all sponsored by local business houses, as is the annual Championship – the 'Karting' Championship. All prizes are in the form of trophies.

Our most recent event, on 21st December after two postponements due to terrible rain (!) was the 'VW – AUDI Grand Prix', which resulted as follows:



Vera Steward making her debut in Jordan, driving an intriguing kart...

Class 1

1st	Elias Jordan	Zip/Bultaco
2nd	Hisham Mufti	Zip/Bultaco
3rd	Abdul Tabbaa	Zip/Bultaco

Class 2

1st	Nouman Asfour	Villiers
2nd	Brian Seward	Sew/Upton
3rd	Tariq Tabbaa	Villiers

The racing was very close with the result undecided until the end of the last lap in almost

every race.

Two very good drivers conspicuous this time by their absence were H.M. King Hussein, unable to race through Affairs of State, and Dereck Ledger, recovering well we're glad to say from a recent brain operation and hoping to be back amongst us (usually in front), shortly. Tariq Tabbaa won an award on his first outing, and also on her first outing, Vera Seward finished in all three of her races – not bad at 50+!!

Junior Scene

Here goes 1980, with a lot of big meetings lined up for Juniors. If the racing is as good as it was last year, I will be well satisfied.

What's been happening on the track? At the December Tilbury meeting Herbert and Warner did a 1-2 in National, whilst in Britain, it was the 3 C's – Childs, Cranmer, and Chitty – who took the honours (it's usually one of the 3 C's at Tilbury!). Kevin Warner had the edge on young Sorensen at Kimbolton, while at 3 Sisters in December, Nigel Mitchell was the happy little chap picking up 1st pot, with Gary Foster-Jones driving into 2nd from the back of the grid. At the last meeting of 1979, at Felton, Colin Ellis scored a good result in winning National, while in Britain, the order was Terry Stamper, Mandy Roue, Richard Burr and Simon Blessed. The Club Championships went to Stamper (Britain) and Nigel Davidson (National).

Camberley seem to be having problems getting Junior Nationals to their meetings – they used to have a full grid of blue plates not so long ago. I hope it picks up for them this year.

I received a smashing letter from Dougie Anderson in Scotland the other day. At Last! (It's very hard to write about your Scottish Juniors without knowing what's happening). So here goes with a few snippets from Dougie's letter. It seems that the Britain Class is bigger in numbers right up North, with the flyer in that grid being a young lassie by the name of Elaine Buchan – a wee cracker. Well, Elaine, let's see you 'cracking' in some of the R & R rounds this year and sorting out some of this horrible lot in the South! Craig McWilliams and Tommy Currie are other names to watch.

In the Nationals it is 'Big Bad Bob Knowles!!' – sounds like a wrestler, doesn't he? Anyway, 'B.B.B.K.' is the one to beat by all accounts, along with Phil Paterson and Gordon Vass, although 'B.B.B.K.' and Paterson are both about to go up to Senior Classes.

Right up in the far North, names to watch in National seem to be Melville (2!), Bird, Alford, and Williamson, with the Britain Class featuring names like Ross, Polson, Sutherland and Docherty.

Apparently a problem is getting hold of spares. With the main tuners and traders based in Glasgow and Aberdeen, people living in between have a few miles to cover.

Anyway Dougie, keep on writing! – it is good to hear from Scotland.

Still up North, I have noticed that Kerry Thorpe and Simon Tring have been 'ringing the bell' lately with some good results. Neil Douthwaite has been getting his fair share of National trophies, while Jeremy Cotterill must be a name to watch in 1980.

There seems to be a lot happening down here on the sponsorship front – people seem to want to give you bigger and better meetings, the mad fools!

It is not finalised yet, but it does look like the Hoddesdon Club will be running a Junior Global Cup meeting – along the lines of the International Global Cup, using International tyres and weights etc. as a warm-up for likely World Junior Championship contenders. I have been hoping for a meeting like this for years – obviously the Junior selectors will be watching it closely – as it is the only way to prepare for the World Champs.

CLUB SCENE

I'd like to see a couple of European meetings on the schedule for the small groups of 'blue plates' who have the potential to be selected to represent this country at World level. There are very few that rise to World Championship standard – at that level it is a whole different ball game. That is why the Junior Global Cup and other European events are imperative. We have the drivers – if only we could put it together.

Having said all that, it must be remembered that the World Championship scene involves only a small minority of Juniors and must therefore not distract from the main programme of English meetings, headed by the very competitive Road & Racing series.

Young Mark Bailey is getting plenty of practice in before putting on his blue plates. There is a vast difference between Britains and Nationals, but I expect Mark to learn a lot rapidly in 1980 and really make his mark next year. (There I go again – Mark Bailey making his mark – how do I come up with those hysterical funnies!)

Jock Mailer

Summerlee

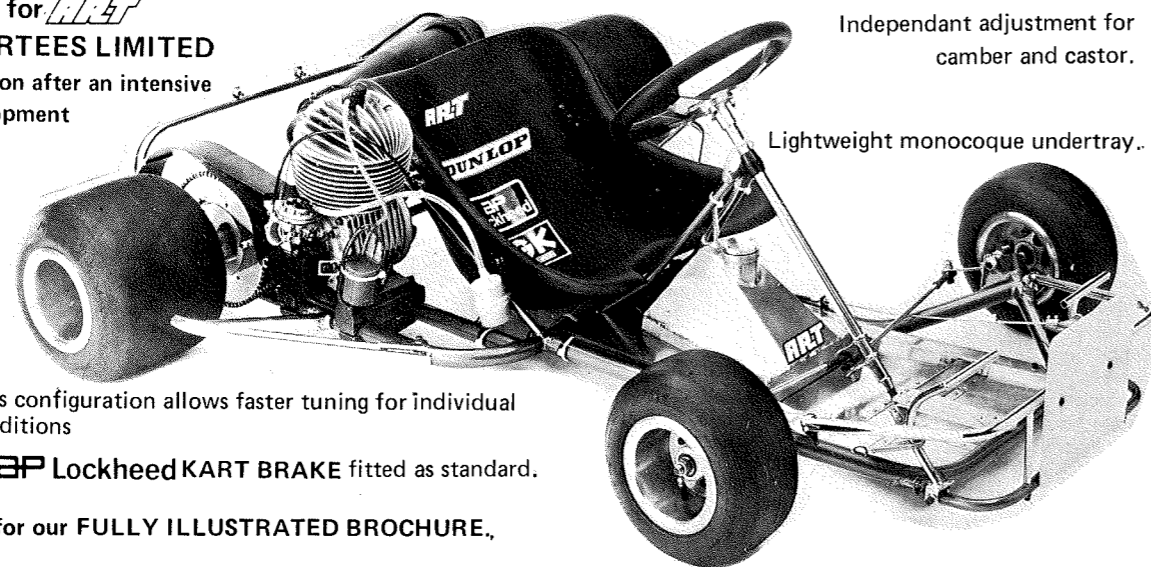
The West of Scotland KC held their first 1980 meeting on January 6th at the Summerlee track near Larkhall. After some rustiness had been cleaned out of the drivers, the spectators were treated to a magnificent display of kart racing at its best.

JUNIORS Tommy Curry, one of the quickest Junior Britain drivers in Scotland, proved himself during the heats, of which he won two.



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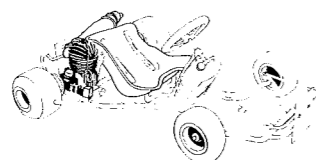
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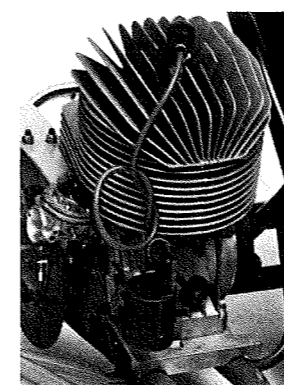
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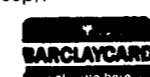
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Two young challengers aiming for the top. Left, John Ball. Right, Calvin Fish. Both have big backing for 1980. (Photos: Dave Smith)

Rising Star Wars

K & S talks to two young hopefuls who both stamped their youthful mark in the tough ranks of Superkarting last year, against all the odds of superior experience; and who will be even more hungry for success in 1980, from fiercely opposed teams. The respect of major chassis marques, engine tuners, sponsors, and team prestige are the stakes; the battlefield is the 250cc Superkart grid.

Phillip Bingham examines the rising star war.

It is a tough world, Superkarting. Like any other aspect of the sport, immense demands are placed on the racing mechanism, that precarious amalgam of man and machine. Reward, whatever financial or egotistical form it may take, doesn't come easily. The elusive satisfaction of winning, for which a driver pays heavily in monetary and psychological terms, is something which only falls to those who can fulfill that oldest of racing clichés — by 'getting their act together'.

Of that act, the vital ingredients are well known, and all play a part in the recipe of success. Without one ingredient, the recipe becomes imbalanced, and the final, desired taste — the taste of victory — becomes that much harder to grasp. Chassis, tyres, engine and (no matter what James Hunt says!) driver, all contribute to the mix-up of factors necessary to win.

Each of these factors can then be further broken down, to fine, sophisticated levels including rubber compounds; petrol/oil mixture; mood of driver; and so on. But of all these complex, inter-acting factors, which can so often vary from circuit to circuit and meeting to meeting, one remains essentially constant, only changing gradually with the passage of time: *experience*.

As any driver with 'it' to his credit will confirm, experience counts for a lot. Even given the basic possession of extraordinary natural driving talent, it can still make the difference between a driver winning or falling off. In motor racing, that's all the difference in the world. And, considering that a high percentage of the contenders on an average Superkart grid possess

that highly valuable 'ingredient' in abundance, the achievements of John Ball and Calvin Fish stand out as even more notable than first appearance suggests.

Fish drove 250's in 1979 at just 18 years of age, campaigning in his first ever season in the high-speed category; and 24 year old motor engineer John Ball was only in his second Superkart season. Going against the grain of a sport which has for so long been the premise of greatly experienced, and, dare I also suggest, often middle-aged competitors, with larger than average wallets, both Fish and Ball managed to acquit themselves conspicuously well last year.

So, here we talk to two aspiring drivers who between them have shown, in the very recent past, that Superkarting doesn't have to be about wealthy 'hobby' drivers, but can also serve as a rampant proving ground. This coming season, both factions in the rising star wars will have strong armouries on which they can draw in their battle for the top: Fish, the well backed and highly professional works Hermetite Zip team; Ball, the similarly healthily supported Tony Smith International Racing equipe.

Which Golden Boy, we wonder, will shine the brightest in the Eighties? Will they both glitter with promise, and share the spoils on their ambitious treks up the motor racing ladder; or will the danger of tarnishing beneath the harsh glare of public interest play its part in this intriguing, youthful dash for the chequered flag ...

Carswall Engineering of Stoke-on-Trent are an engineering firm who market two models of purpose designed kart trailer.

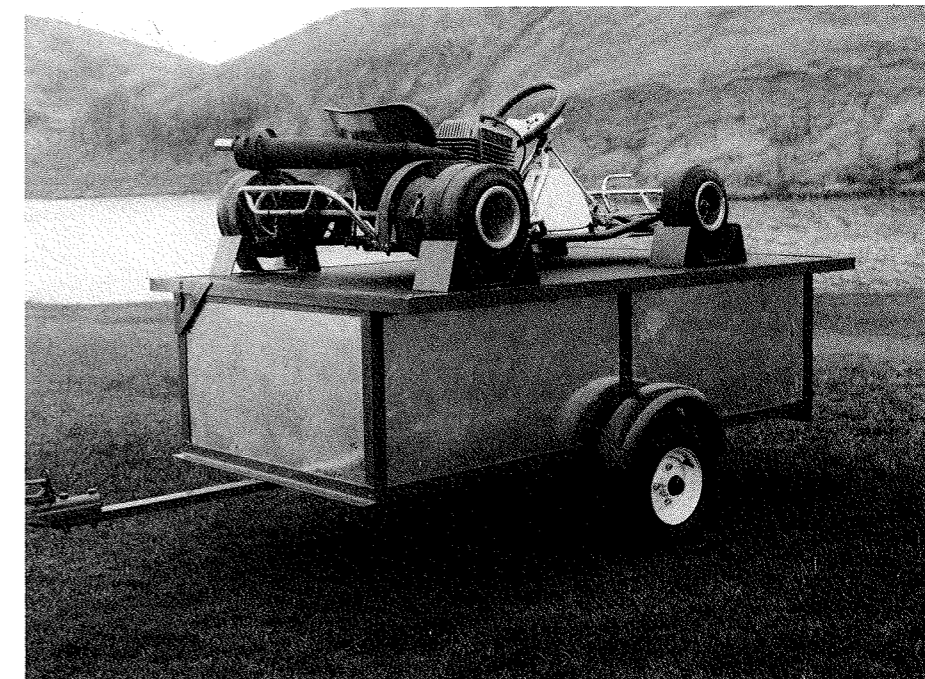
Two models are offered — the 'Club' and 'Super Club' and both are available complete, or as a bare chassis. The Club Kart Trailer is designed to meet the needs of the average enthusiast who wishes to budget carefully and is available in single or double form.

The Super Club Trailer is designed to meet the problem of carrying kart and spares together in one unit, which can be detached from the car when not in use — eliminating the constant loading and unloading every weekend. The chassis is of all steel construction, welded for total strength, with 7cwt rubber independent suspension units. It is fitted with 4 ply tyres and high speed bearings and hubs. The base, sides, and top (kart platform) are all of 12mm plywood, and the kart wheel stops are adjustable to suit all karts. When locked, the spares compartment is totally secure.

By removing two bolts, the Super Club Trailer can double as a normal box trailer.

Complete with lighting board and painted ready to tow away, the 'Super Club' sells at £184.00 or is available in chassis only form at £75.00 or chassis plus suspension units at £94.00 (all prices plus VAT of course). The 'Club' complete is £97.00 (single) and £129.00 (double) and is also available in broken down form.

For Carswall Engineering's address etc., see their ad. elsewhere.



Carswall Engineering's 'Super Club' kart trailer — ideal for the enthusiast.

In a Word . . .

• Anyone who has noticed Goff Karts ad. missing this month or who has had problems getting in touch with them may be wondering what has happened.

Unfortunately Charlie Goff damaged some ribs in an accident at Kimbolton nearly 3 months ago and shortly afterwards suffered a collapsed lung with other complications. This has kept him out of action ever since and obviously his business has been unattended.

However, Charlie is now well on the road to recovery and should be out and about again soon. He apologises to his regular customers for the inconvenience and hopes they will bear with him.

Our best wishes go to one of karting's senior (if not most senior) competitors for a speedy and full continued recovery.

• Would you believe a Ferrari kart? No, not stemming from Enzo's place at Maranello, but built in Italy all the same for Bruno Ferrari, one of the U.K. Parilla importers. Apparently testing carried out so far is very encouraging, but further details are not to be released until it is finished. However, Bruno did say that he expects it to be 'the Rolls Royce of Karting!' ...

• Bike & Kart of Liverpool are hiring out fun karts to schools, fetes etc., with encouraging results. Any school, or whatever, interested should contact Paul Grice at Bike & Kart.

• Simon Wright, 100 International driver and former engine tuner at Peter Haywood Ltd., has just started his own engine tuning business — Simon Wright Racing Developments — based at Haddenham, Cambridgeshire. For further details see ad. elsewhere.

• Karting insurers, Talasan Ltd., advise that they have negotiated a new and better deal for karters which will be provided by the 'General Accident' company via Talasan.

Reduced premiums and excesses, with faster claim processing are expected to be the main benefits of the new deal which has already prompted inquiries from various car racing teams.

• John Gillett Sports Cars have undertaken a total re-organisation of their Cobham premises and workshop during the quiet winter months and are now in a position to undertake all forms of kart engine preparation and tuning. In addition the kart accessory side of the business is being expanded to include a trade van and stocks now include the 125cc Rotax engine and Lockheed brake unit both at very competitive prices.

• Zip Karts have had an impressive response to the announcement of the 250 GP chassis, with over 150 currently on order — about half of this number for export. Orders are currently being taken for April delivery . . . A similar 125 GP chassis is just being finalised, with Merlin Developments' Roy Wooldridge assisting in development of what will obviously be tailor-made for the Rotax engine.

The Zip 100 National chassis, the GT, has been undergoing extensive testing and alteration in the hands of Steve Davis. Several different chassis configurations have been tried — including the fashionable 2 bearing style — and a chassis has just been settled on and put into production. The 80GT retains a 3 bearing axle layout and features a revised chassis layout, and different steering geometry from its predecessor. Although the 2 bearing prototype's best laps were fractionally quicker than the 3 bearing, the latter won out as the 2 bearing proved much harder to drive and overall times were inconsistent. This would suggest that although the 2 bearing, 30mm axle layout has proven itself conclusively in 'open-tyre' categories, there is still room for discussion in restricted classes.

• ART are marketing conversion kits to enable the Lockheed brake to be fitted to most other 100cc karts.

• Haydock Park Motorcycles report a high demand for the 125cc Honda engine, with over 100 sold or on order.

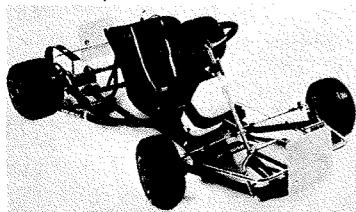
• Kartpro, suppliers of cast chassis accessories to the trade, are producing a conversion to mount 30mm axle bearings within old-type 25mm bearing hangers. The conversion should be available through normal retail outlets.

• Sisley Karting have been appointed new importers for Sirio Karts and accessories. They can supply the Silver Star (National) and Golden Star (International) either direct or via sub agents which currently include Mistrale Racing and Pole Position Karting.

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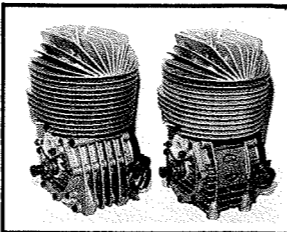


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PARILLA SS20TT (National/International Class) 48.6, fitted TT liner, fully tuned. Very, very quick motor. Complete with Motoplat ignition/carb. £225

PARILLA TT22 (International Class) 48.2, extremely quick fully tuned motor. Ex Alan Gates. Complete with Motoplat ignition/carb. £295

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CALVIN FISH

'I want to win something big, before going up to cars. Zip give me the ideal chance ...'

Born on the 22nd July 1961, it was twelve years before Calvin Fish received his first set of motorised wheels, when Father Christmas brought him a Zip fun kart! However, the vehicle didn't survive in its intended, docile form for long, for father Roy soon got his spanners out, swapped the 'tractor tyres' for Continental slicks, and replaced the 50cc power mill with a McCulloch.

1974 saw young Fish make his RAC competition debut, keyed up and rearing to go in Class 100cc Britain at the Tibbenham circuit. It was hardly a dream start, though ...

'In my first meeting, in the last heat,' Calvin recalls with a grin, 'I made a silly start, hit someone, and rolled at the first corner. The kart flew up into the air, and I came down with my leathers flapping like big balloons, and landed on the straw bales, looking a real clown!' Things could only get better!

After serving a hard apprenticeship with the coveted fun kart, adorned with 'a heap of an engine, but enough really while I found out what the accelerator and brake pedal did!', Fish moved on to the more powerful, rotary engined 100cc category. Here, he started out with 'worn out BM's and such like,' and showed 'respectably, but not well' in competition at the local Tibbenham and Ellough circuits. After about half a season of this further learning, Roy Fish decided that the time was ripe to put his son to the real test, and gave him competitive tools to see what he could do with them.

'We bought a new Zip Mirage/K88,' Fish reflected, 'and quite quickly managed to get reasonable local success. I eventually reached the stage where I thought I was up to the level of the drivers in Norfolk, and so we started to visit Tilbury to race against better opposition. I was still racing purely for fun, as a hobby, but the longer I was racing, the more competitive, and I suppose serious, it all got.'

'It wasn't that I was out to be the world's best, just that the

whole point of karting was to *race*. Coming up against better opposition was also useful for gaining experience, too.'

After about a year, Calvin Fish was stringing together consistently better than average, though hardly startling, results. Then came a move to the West Country, and so the excellent Clay Pigeon track became his local venue. Competing in 100 National, Calvin Fish suddenly became a name that cropped up often in the result sheets, and, slowly but surely, what had once been a hobby increasingly began to look like the possible foundations of an ambitious career. People were beginning to sit up and take notice of this young talent, and such encouragement could not be ignored.

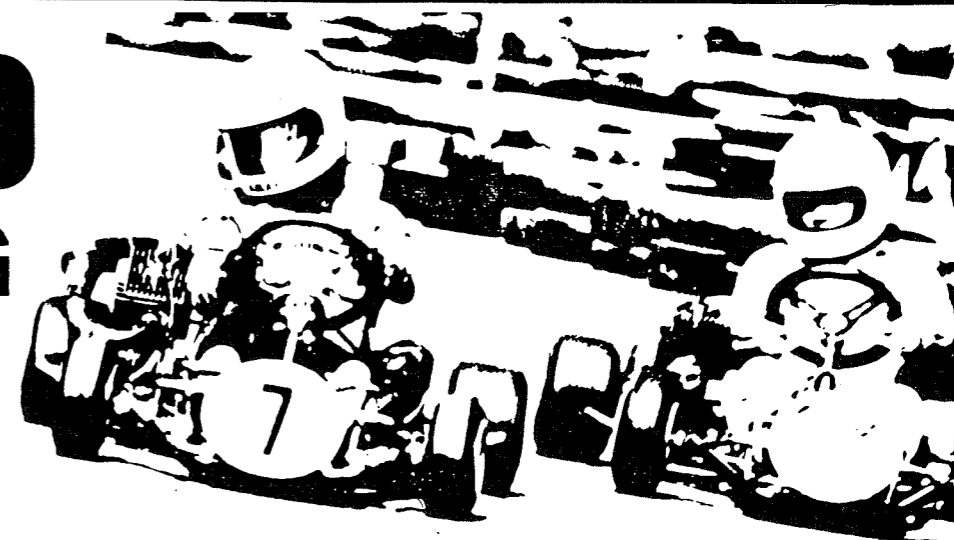
The person of greatest note to recognise Calvin's promise was a certain Malcolm Turner. The British Team Member admits to perhaps having seen something of his youthful self in Calvin, and didn't want to sit back and watch potential unfulfilled twice.

Providing enormous encouragement, Malcolm offered to tune Calvin's engines free of charge if he turned to Superkarting when he was old enough, and he 'also helped us out as a mechanic at Class One meetings.' It was probably the turning point in Fish's career so far, but his own description disguises the fact. Quietly spoken, and modest to an extent that it is probably to his own expense in a sport in which self-promotion is often a necessary evil in the interests of progress, he makes no mention of Malcolm's faith in his talents. The burden of public relations and promotion is not one that the quiet Fish tackles readily - that is one of father Roy's roles.

Sure enough, the Sidmouth butcher's powers of persuasion proved adequate, and Calvin's brief foray into the senior 100cc National world 'wasn't particularly successful, as I wasn't really interested. I had already decided to go to 250's, and it was just a matter of waiting for my seventeenth birthday.'

'The first time I saw Superkarting, it just immediately impressed me as being so much more professional and faster than Class One. To me it wasn't karting, but more like real, full-blown motor racing in its own right.'

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The final Cadwell event of 1979 saw Fish's best drive of the year – up to second spot from mid-field. (Photo: C. Lambden)

continued . . .

In February 1978, Roy Fish delved into his pockets and, as enthusiastic as his son about the prospect of joining the 'big boys,' they set about learning the art of Superkarting. Calvin 'learnt the ropes by practicing a lot at Dunkeswell, and got myself used to the increased power before my first race. The difference between 100's and 250's? 'Like driving a mini and then getting into a Ferrari ...'

That first race was at Cadwell Park in August 1978. After qualifying in the middle of the grid for the final, Fish made a wise tyre option, and held fifth during the chaotic final when the red flag came out in deference to a torrential downpour. It had certainly been a more promising beginning than that first venture into Class One!

What followed is recent history, of course. Oh, so often the young Norfolk lad exhibited unmistakable promise – but with equal frequency the goods somehow just didn't arrive. The high points were a fine fifth in heavy rain at Thruxton in March; an excellent showing at the British Grand Prix, before carburettor problems intervened; a promising performance at the Jyllands Ringen; and a superb second placing at the final Cadwell round of the year – ironically, behind only John Ball!

How has Fish found his transition to the high-power karting category, with particular consideration to his long-term ambitions?

'It has proved to be a big commitment. Superkarting, unlike Class One, isn't just a hobby; whereas in 100cc you can just think of karting at the weekends, and do well at local level, in 250's there isn't really anything worthwhile at a local level, so you're automatically up against the best – and with middle-aged businessmen who can afford the time and expense, that means very careful preparation. Since I left college in the middle of A levels, my whole life has revolved around Superkarting. There simply isn't time for anything else.'

The dividends that such commitment justifies, then? 'Well, without necessarily spending any more money, because top level 100cc can be just as costly, Superkarting gives you a chance to race in something that's more professional, and it is becoming more and more respected and closely linked to the car world. As the sport gains respect, so the prospects for its top drivers are getting even better.'

Also, if you move on to single-seaters of any kind, you obviously have the advantage of knowing all the circuits, at faster speeds, with gears. As I said, it's motor racing, and if you're ambitious then the only thing to do is to move on from karts to motor racing. 250's provide that opportunity.'

So we come, inevitably, to that place in the works Hermite Zip team, as accompaniment to Martin Hines and Paul

Elmore. Typically, Calvin's comments are realistic, even perhaps too modest for his own good; 'People are saying that at just eighteen I'm at the top in karting. It's not quite like that. I'm in the best position to try for the top, yes, but I now have to get the results.'

'I'm recognised after my first season as a decent, respected driver, which is pleasing. But what I've achieved in solid results isn't very much really. I can put up with that, on the grounds that 1979 was, after all, my learning year. But now the lessons are over, and although you obviously gain useful experience all the time, this season I really want to do something worthwhile. I want to win something big, before I feel justified in moving up to cars. As I hope Martin Hines has recognised, the Zip seat gives me the best possible chance to do just that ...'

JOHN BALL

'First of all, I'd like to win a 'number plate'. I'd like E1 ...'

Born on the 19th January 1956, John Ball soon harnessed mechanical interests and that vital competitive spirit, and he stepped into karts in 1974. Using the familiar McCulloch power as a starting point, the Lancashire lad proved to be a quick learner, and surprised the pundits by rapidly compensating for his relatively late entry to the sport. It took him just one season to firmly find his feet in the rough-and-tumble world of 100cc karting, and by just 1975 John Ball was a name that cropped up with increasing regularity on the winners rostrum.

'I found it surprisingly easy, really,' Ball remembers, 'and in my second season I won the Economy 100cc British Championships – at least I think that's what they were called! – and also finished top in the North West Championship, and the club series with the Lancaster K.C.'

A big impact, indeed, for a driver so 'green' to the sport. If it had taken just a year for this lad Ball to notch-up such a convincing collection of solid results, he would surely be worth watching closely, and, as 1976 drew near, many a critic's eye rested expectantly upon the Lancashire driver.

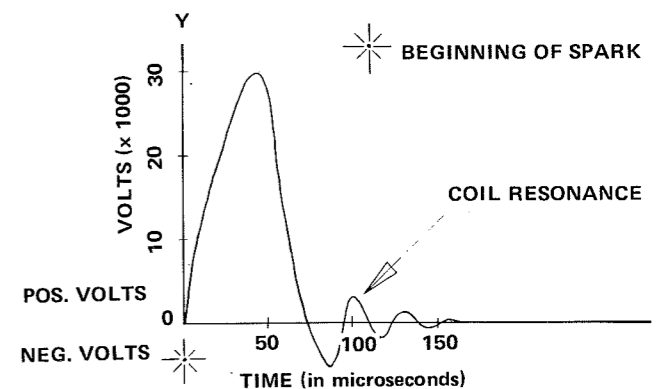
But young Mr. Ball wasn't playing the pundits game. Knocking mouths agog, he decided that 'I'd done just about all that I could afford to in 100's, and couldn't afford to race long circuit, so thought there was no real point carrying on.'

Revealing that hunger for challenge often attributable to the successful racing driver, Ball explained 'there didn't really seem to be much point going on, winning the same things again and again. I know that a lot of people wouldn't understand that; if they become successful, they maybe like to stay where they are and keep on pulling in the 'pots'. To me, there's no point in that. I just wanted to either go further up in motor racing, or drop it.' So, 'drop it' he did.

TECHNICAL

The spark having been produced, the voltage at the plug falls to zero and when the next spark is required this voltage increases very rapidly, reaches a maximum, and reduces to zero again. The plug in fact continues to receive smaller voltages of opposing polarity for some further time due to electrical resonance in the ignition coil, but we shall ignore this. It must be appreciated that a certain amount of time is required for the plug voltage to rise and fall. This amount of time varies with types of ignition system, but is in the order of 25-75 micro seconds, or 25-75 millionths of a second! This means that in a race of 10 minutes, with an engine averaging 10,000 revs a minute, the plug is only sparking for 5 seconds, if all the sparks are joined together!! It can be appreciated from this that from the point of ignition, the spark has come and gone long before top dead centre is reached.

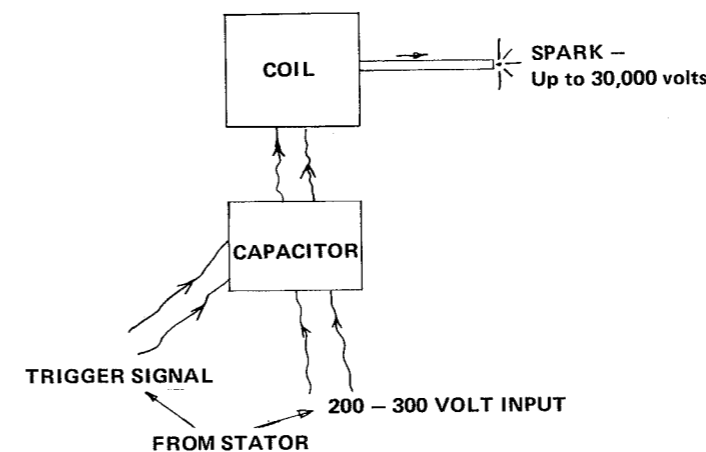
Effective combustion and good plug life call for a minimum spark duration of some 25 micro seconds and a voltage of 12,000 volts. These figures are only acceptable within a clean running, well-jetted motor. Rich mixtures and hard plugs require higher values. It is always good policy to have some spark energy in hand and to this end an ignition system which produces 20,000 volts and has a duration of 75 micro seconds is desirable. Any values less than 12,000 volts and 25 micro seconds will almost certainly give rise to a misfire, as there is not enough energy to jump the plug electrodes. Sometimes whilst there appears to be a reasonable spark at the plug, under



A SINGLE SPARK AS SEEN ON AN OSCILLOSCOPE

timing, but the incredible thing with all the racing two-strokes of high efficiency that are currently in use, is that a figure of 20 degrees B.T.D.C. would seem to be in order. Within the acceptable latitude of that figure (approx. plus or minus 1 degree) there is no increase or decrease of power. One has to over-advance at least 2 degrees to see some effect. This usually takes the form of a very dry piston reading and a confusing plug reading, combined with some detonation round the periphery of the piston. Beyond 2 degrees seizure is likely to result, or even a 'see-through' piston!

Excessive retard will cause general loss of power, as opposed to over-advance, where loss of power is less noticeable. The piston reading will be oily as will be the plug, and one may find jetting down even large amounts still leaves a 'wet' reading. In general terms there seems little point in departing from the makers recommended timings, providing the timing marks are accurate.



BROAD PRINCIPLES OF TRANSISTOR IGNITION

combustion chamber conditions ignition just does not occur, or at best only intermittently. This situation can be frustrating as very often only replacement will prove or disprove the problem.

One word of warning about transistor ignition. The timing marks on the rotor and stator should never be taken as being 100% accurate. There are various reasons for this. Minute variations in the value of electronic components is one, or simply careless testing and marking at the factory source is another. Either way, the discerning driver should check the accuracy of the timing by the use of a strobe light. And one further word of warning – some strobe lights ain't that brilliant either! The better ones are those which are driven by a separate 12 volt battery. Possibly the best way of all, but this can only be done on a twin cylinder, is to remove the plug cap from the plug lead which coincides with the timing marks being together and the piston in its timed position, fire up the engine and simply draw the plug lead away from the rotor to produce an arc adjacent to the marks used for timing, thereby using the spark itself as a strobe light. This is by far the most accurate method, giving a spot on indication of any errors with the timing marks. Any misalignment should be allowed for when retiming the engine.

Ignition Timing

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Inch by Inch

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

By Peter Inchley

Part 3 — Ignition

Since the advent of the transistorised ignition system we tend to take ignition problems as a thing of the past. Gone are the days of points bounce or fouling, starting is much improved, plug life is better and so on. Without exception, all successful two-stroke engines rely on electronic ignition. There are several leading makes, of which Motoplat or Femsa occupy 'pole' positions. Does the transistorised unit produce a better spark than the old magnets? If so, why? Where did the 'hammer and flint' system fall down? What is a spark and how do you measure it? When will an engine misfire? How come sometimes when sorting out an apparent ignition problem you can see a spark at the plug, but the damned engine still won't fire?

Although to the average 'Joe' the workings of transistorised ignition are beyond his understanding (is it because there is nothing to see?), the principles of operation are very simple. To produce an adequate spark at the plug you need electrical energy, and that energy must be deployed at the correct time and in the correct form, via the sparking plug. The energy is provided for by a rotating magnet (or magnets) passing a stationary coil-winding in the stator plate. Any iron bar of any size or shape when wound with even a few turns of wire will produce a voltage if a magnet is passed in front of an open end, and in fact small voltages can be generated with the magnet sometimes several feet away.

In general terms, the more turns of wire there are and the stronger the magnet, the voltage output will be higher. Very often the sheer absence of physical space will limit the number of turns on the coil, and merely reducing the diameter of the wire to increase this number does not always help. The reason for this is simple: as the wire size is reduced, its resistance increases and tends to restrict the flow of current. It's rather like trying to pick yourself up by your bootlaces! So the electrical engineer experiments with different layouts and designs, all aimed at increasing the electrical energy from the stator or generator.

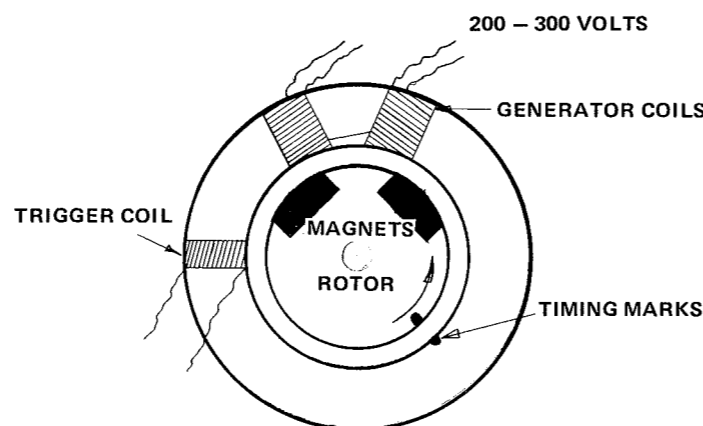
In the case of Femsa, more than one coil is joined in series in an endeavour to increase the output, but the windings of the generator coils are very small in diameter. The effects of this can be observed on an oscilloscope. (For those readers who need some explanation, an oscilloscope is an instrument rather like a small television, whereby electrical energy can be converted to a picture on a screen and be measured to give the energy some values.) The observations on Femsa may come as a surprise, since the maximum output is at about 2,500r.p.m. From then on, the output reduces. Fortunately the output is ample within the rev range of most racing two-strokes. Motoplat differs in so much as the voltage reaches a maximum at about 2,000r.p.m. and then stays quite constant through the rev range. This can be explained since the systems are of different design electronically, but both produce a more than adequate spark.

So having given a broad picture as to the things which affect and produce electrical energy on the generator, what happens to it next? This generated voltage is usually in the order of 200 — 300 volts, certainly not enough to fire a plug.

It is passed into a capacitor or condenser, this item having the ability to accept and store this energy for long periods of time if required. We don't ask this of the unit on this occasion as we may require up to 12,000 sparks per minute. The voltage 'sits there' until given another instruction, which comes also from the stator. Another magnet on the rotor (or maybe even the same one) passes the trigger coil, a much lower output coil than the generator coil(s), and generates a small voltage. This signals electrically a component called a thyristor, either at a certain voltage level or via another small capacitor at a certain level of capacitance, to open a circuit which at incredible speed discharges the energy previously stored in the 'large' capacitor into the ignition coil.

The coil, acting as a transformer, steps up the voltage by 80 — 100 times, depending on the type of coil and its efficiency, resulting in an output from the ignition coil of anything between 12,000 and 30,000 volts.

So we have the principles of how a spark is produced in very simple terms. This does not differ fundamentally from a points system except that without points bounce or arcing, we can be sure of a regular spark (or, should it be said, a more regular spark!). Whilst the electronic components behave with incredible consistency, we still have one small mechanical inconsistency to consider. In practice it is of little significance, but with engine vibration and possibly a degree of main bearing clearance, the air gap between the rotor and the stator will vary by a small amount. This will affect the output from the trigger coil, giving rise to very small changes in ignition timing. But as even a very high performance two-stroke can accommodate up to 3 degrees of ignition variation it is never likely to give rise to a problem.



GENERAL LAYOUT OF STATOR AND ROTOR

It can thus be said that possibly the main attraction of transistor ignition is more regular timing. There is one other benefit, which is in the way the spark 'happens', or the speed in which the spark occurs at the plug. Certain claims are made with regard to this rapid rise in plug voltage, but I think it likely there is more advantage to be gained from regular ignition timing than the latter point. Possibly plug fouling is reduced by some degree.

A regular spark is required, but what is the spark which we merely see as a small but bright blue arc between the plug electrodes? We have already mentioned that the voltage at the plug may be as high as 30,000 volts. We know it is not a continuous spark, so how long does it last, and how long does it need to last? These values have been arrived at over years of experimentation and there is much written on the subject, which in itself could fill this entire magazine. But as we are discussing racing two-strokes only, we can confine our values to their requirements only.

But the bug had well and truly bitten, and one year later Ball returned to the wheel. Relying on the gritty, self-supporting determination which has so much been a hallmark of his racing, John directed his entire savings from his year's Sabbatical to his racing efforts. When he pulled away from the Union Jack in 1977, it was on a Superkart grid.

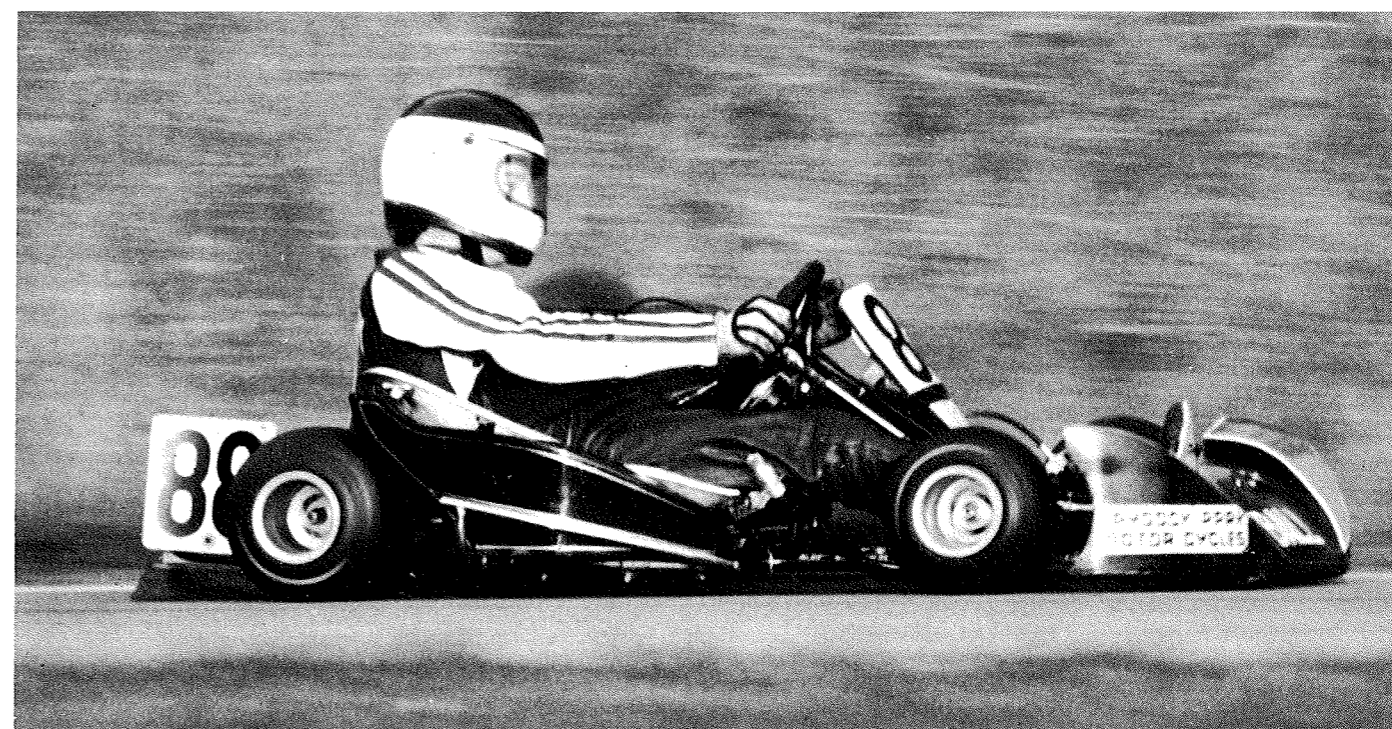
Although it was not until late in the year that the determined Lancashire rising star returned to racing, he found adequate time to learn the ropes of 250cc power and long circuit racing techniques before launching a full attack on the '78 season. However, now an Institute of Motor Mechanics qualified motor engineer, Ball's commitments at the Bolton Chevron factory suddenly took precedence, and his attentions once again drifted away from his karting efforts, this time to the mechanical requirements of Geoff Lees' Can Am mount.

The end result was that only six 250cc races were entered in '78, aiding the accumulation of valuable experience, but vastly inadequate for any ambitions he had to chalk-up notable results — with one exception; At the European Championships at Hamburg, Ball simply astonished drivers and spectators alike by blowing the dust off helmet and kart, and beating an assortment of the world's leading 250cc drivers to pip Dave Buttigieg for pole position. Come the actual race, and mechanical gremlins intervened, but the young Briton had nevertheless clearly scratched the writing upon the wall: John Ball, despite his conspicuous inexperience, was more than capable of mixing it with the world's best Superkarters.

By 1979, Ball had at last managed to find sufficient time to prepare his kart, a commitment that occupies him 'between about 7 and 11 in the evening every night of the week apart from Fridays, when I have to take time off so I don't get bored — and my girl friend would tell me off, as well!' Pooling his natural driving talent with a rare technical inventiveness ('not many people realise that I was actually the first person to start experimenting with skirts in karting'), the results at last began to arrive.

Strong indications of what was to come later were evident at the Donington Park Zip Kartspeed round in April last year, when Ball thrust himself upon the surprised attentions of many by exhibiting an impertinent disregard for established 'superstar' reputations in the slippery heats. In the all-important final, though, John was 'assisted' off the track by Rob Kerkhoven. Nevertheless, once again his obvious talents had probed through the misty blanket that is often shed over the eyes of 'experts' who can so easily become accustomed to

The same event, and Ball presses on to win with the Haydock Park Motorcycles Zip/Yamaha. (Note the full length underskirts). Coincidentally, both drivers have now swapped chassis marques — Ball to head Tony Smith's Dino challenge, and Fish to join the Hermetite Zip Team. (Photo: C. Lambden)



casually accepting the usual order of things.

Greatly encouraged, and with inflated ambition, Ball went on to win the final round of the British season at Cadwell Park, fending off the attentions of his rival in the increasingly fierce rising star war, Calvin Fish. Then, with the support of respected engine tuner Tony Smith, he added the polished finishing touches to his season of 'arrival' by recently beating a host of lay-down Americans on their own territory, on the banked oval of Daytona.

As ambitious as ever, John clearly wishes to resume the new decade where he left off the last one, warning 'I'd very much like to get the hat-trick to start with, and then I'd like to win a 'number' plate. I'd like E1!'

Without doubt, the gushing nectar of success has intoxicated John Ball enough to bring him a little further out of his former shell of quiet, reclusive modesty; but it is an intoxication that has been well earned in terms of hard results.

'I think that my last few good results have helped me be more confident in speaking out for myself,' John admits, 'but that doesn't mean I've changed. I've always tried my hardest, and of course that's the way it'll be next year. In fact I'll probably have to try even harder, as there'll be sponsors as well as myself to please, now!'

Why tolerate the pressures of an increasingly demanding, ever-professional branch of the sport, when perhaps local 100cc competition could satiate the basic hunger for competition? 'Superkarting, I believe, is the nearest thing to Formula racing without actually having to spend a real fortune, and as Formula racing is really what I want to do, 250 is obviously the best way to go. With lap times comparable with F3, and 0 to 80 mph acceleration which is probably even faster than F3, 250cc karting is the cheapest form of true motorsport available. Besides, before this I used to race 'bikes on the road, and I thought that it was getting a bit dangerous!'

As with Calvin, John is also a firm believer that future stars do not have to come from the 100cc ranks, as 'Superkarts give you a chance to race on full length circuits, at comparable speeds to cars, with three pedals to play with. I'm sure most people would agree with this, but I think although Superkarts are going to be more and more recognised as a proving ground for future racing drivers, they'll also move further out of their reach. I would say that you have to be totally devoted, or rich to go Superkarting. And after seeing what turns up at Cadwell later this month, you're going to have to be a lot richer!...

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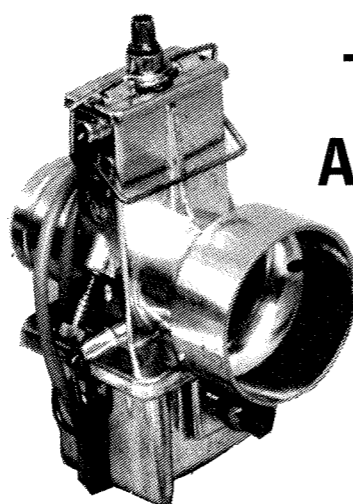
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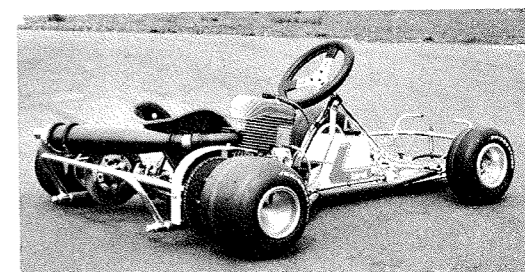
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The author has had some form of involvement with many branches of motor sport. Here, in a Surtees (No. 16), he leads David Purley (2) and Colin Vanderwell (3) into the first corner at Brands Hatch, during the existence of the ill-fated Formula Atlantic category. (Photo: F. Scatley)

continued...

At National level let's have a proper tyre evaluation and divide up the classes on merit just as in motor racing. It works, it is economically sound for manufacturers and competitors, it is easy to police, and in the long run would make karting cheaper.

However, a note of caution. There must be one development area left open with an absolute minimum of restrictions, i.e: only on qualifiers and maximum rim width of 212mm, so that development relates to future production. This could logically be the proposed 135cc class, though even if this doesn't eventually happen the concept of a super 100 category is necessary. I don't believe that this needs to include Superkarts as so far they seem quite happy to run on tyres developed for 100 International and anyway, the technical ability of some of the Class IV manufacturers could be questioned.

So much for tyres. Engines need very little comment. The existing product ranges are excellent, and the new English manufacturers are already making the established concerns decidedly nervous. I am happy to predict that, once enough of the independent tuners get familiar with these newer motors, Italians look out! The problem is not any lack of ability on the part of the manufacturers, simply that sheer throughput allows the greatest number of freak engines to show up. This will be greatly helped when the independent tuners use their own efforts to popularise the new motors by dramatically increasing the quantities sold and, by inference, the number winning races. This will snowball, but at the same time I think that there will be very few new manufacturers following on the scene because the Japanese will fulfil this future role. You don't believe it? Re-read this in five years time...

Chassis are absolutely right for real development — not the pseudo cosmetics that have passed for development since the Tecno. Kart chassis knowledge has been virtually non-existent for years by car racing standards and it is my contention that virtually all the current manufacturers have hidden their lack of real knowledge behind a wall of mystery and intrigue for too long. It is already changing, to the probable benefit of competitors everywhere, and I am not saying this just because my own Company happens to be making the effort. We may have been the first but watch out — the

racing car manufacturers will soon start to look round them to compensate for a dwindling racing car market.

Karts are much more difficult than cars though, because of the lack of either suspension or aerodynamics (and I don't count some of those ridiculous Superkart wings which would be just as effective with a flat plank) and the temptation is to over engineer the product, missing the subtleties in the process. We nearly made this mistake, and our own kart is now more simple to set up and adjust, as well as being easier to make and therefore cheaper, than we thought it could be.

Looming on the horizon is the CIK Chassis Homologation and in my view it will probably happen, though I have some serious reservations as to whether it will benefit the sport. There are arguments on both sides, but what it will do is to cement the existence of the homologated manufacturers while those that don't could easily find themselves out of business. This must be wrong.

Look at the total nonsense that homologation rules have made of car racing. Literally millions of pounds/marks/whatever have been wasted homologating freak devices, and this has all but killed off International saloon car and sports car racing, encouraging one-make domination by an under-the-table, mutual agreement between the major manufacturers who have paled visibly at the thought of the massive expenditure which would be thrown away if they didn't win. This must not be allowed to happen to karting, but it so easily could. Homologation presumably is designed to be a limiting factor on development, and a means of sustaining existing manufacturers while discouraging new ones. However there is a sting in the tail that will almost certainly backfire on the instigators. It will only take one effective development programme before the homologation date to destroy the existing stability of competitive World manufacture, producing an impossible monopoly for the successful concern. Because of the lack of practical development ability of the manufacturers if this new development is successful, a rash of new bits and pieces will be rushed into existence in an effort to beat the homologation date. The result must be that some fairly dodgy equipment gets homologated, with dire implications on safety.

All this is happening against a background of a huge expansion in the sport. I believe that karting will become the biggest form of motorised sport that the World has ever seen and all during the next ten years. A number of factors

are combining to bring this about: Other forms of motor sport are becoming impossibly costly, quite outside the resources of sufficient private individuals who might like to take part and now exceeding the amounts of money that sponsors can legitimately justify against the increasingly more attractive alternatives. If things continue on their present course, then by the end of the 1980's meaningful International car racing will have been forced out of existence at all but Formula One level. Already all the signs are there, and it is happening now.

This must hugely benefit karting as an alternative that will continue to flourish at local level in dramatically improved facilities, provided that the pyramid of challenge and accomplishment is allowed to expand naturally. Half of the problems in car racing stem from the lack of genuine challenge for the sport's sake. If the only constructive thought in a competitor's mind is 'how can I afford to go next year?' then real talent will always be stifled.

This is why bigger and better promoted (and richer) National and International level Kart Championships are vital to the long term health of the growth of local clubs. Club competitors must be able, when joining the sport in increasing numbers, to have a clear ladder of achievement open to them if they want it. There seems a strange trend in some karting circles to behave like an ostrich in this direction and the recent suggestion that all of karting should be renamed 'Formula K Motor Racing', just when we are succeeding in establishing the respectability of 'Karting', defies belief (an object lesson in how to guarantee that karting will only be considered as junior motor racing). I hope that this suggestion returns to the waste basket where it should have been immediately filed. The 'good old days' weren't. The future can be.

Already commercial turnover in karting comfortably exceeds that in car racing from the competition car and component manufacturers. Over the next few years it will utterly dwarf it and I predict that karting will become a new TV sport within three years, with all that this implies (have a good look at things like golf and gymnastics, let alone darts and snooker to see the possibilities). The video market and new camera technology will see to it providing it can be handled properly and responsibly from the start.

Inevitably this must leave a large number of questions unanswered, but the sheer excitement of the next few years in karting is without limit. Relatively inexpensive and reliable club racing right up to highly paid professional drivers — the whole spectrum is on the way with everything in between. It is inevitable, not impossible utopia. I for one am very glad to be involved in it.



The Chris Merlin column

The Superkart Top 10

1. Steve Stylin
2. Paul Elmore
3. Dave Buttigieg
4. Martin Hines
5. Rob Kerkhoven

6. John Ball
7. Nigel Smith
8. John Rees
9. Reg Gange
10. Derek Rodgers

That's it, based on fast circuit performances over the past season. Deciding on number one and number ten were the hardest decisions to make, but Steve Stylin's three good wins, starting with the February Cadwell meeting which he won after Martin Hines 'threw it' into the snow, his Donington RAC Championship win, and ending with the most prestigious meeting of the year, the Silverstone GP, gives Steve the well deserved No. 1. What must be remembered is that the GBRD team run on a shoe-string budget compared with some others — all the more credit to the Kerkhoven 'mob' who must take as much credit as Steve for the results achieved. If, as I have said, Stylin won Cadwell after Hines did a 'silly' and for that matter won Donington after Elmore had electrical problems, the same can be said of other drivers wins. He who crosses the line first is the winner!

Paul Elmore so nearly got my No. 1 rating, his September Oulton Park win being one of the highlights of the season for me — right through the field from the back is the mark of a 'great'. And who would have probably won that but for electrical problems? Steve Stylin! Other than his win at the August Cadwell, and his Mondello Park second place at the very poorly supported European Championship, Elmore's finishing record was enough to make many 'jack it in!' Listening to some of the other top drivers comments, he is one of the hardest

drivers around and doesn't give an inch, presumably when no one else is looking, because I've never witnessed this aspect of the Elmore technique! To me he always looks so smooth and stylish he appears annoyingly unhurried, a poor man's Jim Clark — praise indeed.

An interesting thought when considering Elmore and Stylin — to some extent they could be regarded as the 'number two' of their respective teams, though close observation of the Kerkhoven set up would indicate that priority is given to Steve Stylin and, certainly towards the end of the season, the Hermetite Zip No. 2 had a quicker engine than Martin Hines.

No. 3 in the ratings, Dave Buttigieg had a mixed season, not always showing the brilliance of the previous season. Other than his World Cup win, which isn't taken into consideration as this is strictly based on fast circuit results, Dave didn't have a single win, but set more lap records than anyone else this year and set more pulses racing with his superbly controlled high speed four wheel drifts. Buttigieg's epic drive through the field at the Silverstone Grand Prix was one of the high spots of the season. His early season's poor results could be put down to equipment as he did seem more a force to be reckoned with from Silverstone onwards. Some people consider he hasn't adapted to the new generation tyres available as well as others have and that they don't suit his style too well. Nevertheless, if Buttigieg and the other top four or five were put in identical machines shod with the old American made Goodyears, my money would go on Dave — he would leave the rest grovelling. If he stays with Tony Smith this year (and there is talk of him not, which I find hard to believe) with the enthusiastic backing of Ted Moore, boss of Rapid Movements, I think he will be back in his rightful number one slot at the end of this season. If however Tony Smith's attentions are concentrated upon John Ball to promote the Dino Kart, I wouldn't rate his chances too much. Buttigieg's perpetual swapping of allegiances do nothing for his results at the end of the day. Gone are the days when a driver of such ability can win on anything — to win now he must have a fully sorted set up with which he is totally familiar.

Martin Hines; down two positions from last year's ratings, which won't please him one bit. At the start of the season Martin looked as if he would conquer all before him. No one else tries as hard and puts as much time, effort and money into racing a Superkart as Hines. The second half of the season was a whole chapter of unbelievable rotten luck — puncture after puncture and domestic upsets on top of it all.

Steve Stylin: 3 big wins, despite the liquidation of his promising sponsor, gives him Merlin's top spot. (Photo: Dave Smith)



continued...

up through the ranks. This year under Tony Smith's wing we may see even greater things. Daytona was a good start for this new pairing.

Nigel Smith seems to have settled down to a far more serious and less flamboyant style, to great effect. Though he so nearly won the last Cadwell, his best drive of the season was the British Championship at Donington when he made up a large gap on Rob Kerkhoven, safely diced with him for half the race and was only beaten to the line by Kerkhoven's greater experience.

John Rees has been a steady performer for the last couple of years and is improving all the time with consistent placings throughout the season. His results seem to be better the faster the circuit, which would indicate that his Goff motor is one of his strongest assets, his 'oh, so nearly' at Silverstone being the best example of this.

Reg Gange; the big disappointment of the season. One of the best all rounders there has ever been, and it's hard to pin point what goes wrong. A win at Cadwell when half of the top contenders were at Mondello a week after his World Cup return to form, then a faint glimmer of hope at Oulton Park sums up his year. I find it hard to believe that the fault lies with the Peter Inchley motor — he has been at it too long not to be able to keep a basically quick motor on the boil. Could it be that there is 'another cook trying to stir the broth'?

Number ten, the hardest choice of all. Who, out of Derek Rodgers, Donovan Collier, Martin Poole, Graham Roscoe, Chris Taylor, Steve Elmore or Calvin Fish? Steve Elmore quite simply doesn't finish enough races but possesses all the ability to be in the top five. Calvin Fish is maturing with every race but I sometimes think that 'Father Fish' has more fire and enthusiasm than Calvin. I passed on this view that some of the 'nearly at the top' men lack fire to Chris Lambden and he enquired whether I wanted to see 'steam coming out of their ears' before they met with my approval!!! Well perhaps not exactly, but it was once said of Mickey Allen when he first made his mark that 'he drove with an aggression that could only come from drinking a pint of blood each morning' — I know what was meant and I think it is a vital ingredient of a 'great'.

Martin Poole is a constant place man and of versatile ability who with Donovan Collier is always there and has been a force to be reckoned with for more years than they would probably like to remember.

Graham Roscoe and Chris Taylor — two young lions who we will see more of I feel sure. Chris Taylor came to the fore without warning at the May Donington, where in tricky conditions he was not afraid to show his nose to Hines and Kerkhoven in the closing laps of the final. Derek Rodgers however claims his place in the top ten. He has achieved a number of strong places and won the Cadwell Superkart Championship in the process, clinching the title only days after a nasty accident at the Silverstone meeting. It is good to see PDS supporting someone on their merit rather than on the basis of whoever is the best customer, which is so often the case.

Looking ahead to the coming season a large majority of 250 Superkart drivers are still probably seething over what at first sight may appear to be the inexplicable weight increase rule that is now in force.

The chain of events that resulted in this unwanted and unnecessary change in the regulations started, I will remind you, in the Editorial of the August 'Karting' magazine, where an

accusing finger was pointed at Hines as it was considered unfair and unhealthy for the sport that he should have some titanium components made for his new kart. Nothing new in this — titanium was indulged in some 15-16 years ago by others, myself included. The Editor went on to ingeniously calculate the cost of these components and in the excitement of covering such a scoop story, got one too many noughts in his sum total — but what's another nought between friends...

Things now move on to the Kart Committee, where, stimulated by some component failures on fast circuits, the subject of greater strength and safety of these items be looked into. So the Committee put their collective heads together and decided that all 250 Superkarts, when racing on long circuits, should be made of lead! — the full engineering talent of Belgrave Square decided that a kart weight of 120kg sounded right. This only meant that a mere 25-30lbs of ballast would then have to be safely strapped to any chassis not purpose built to the new heavyweight formula. Should any competitor decide to remove his rear wing, for Silverstone for example, this amount of potentially dangerous ballast would increase to some 30-35lbs. Clever!

However, the great minds had second thoughts and felt the figure should be 115kg. *Not* being the first to know (?) the Committee Chairman announced in his monthly (Karting, Jan 1980, p386): 'we understand the figure has subsequently been amended to 115kgs with a minimum of driver of 180kgs.' (Presumably the last half of this was a misprint — which doesn't really matter when dealing with regulations — and should I assume, read 'minimum *with* driver of 180kgs). All of which totally alters the initial intention of the regulation anyway.

It's easy to poke fun, but if the Committee had perhaps decided that all Superkarts produced after August 1980 for long circuit use should have stub axles of forged construction (Tecno had them 15 years ago) or even a solid machined construction with bolt-on steering arm, I would show a certain respect. But when stupid regulations appear, resulting from downright ignorance of an engineeringly sound solution record, I have nothing but contempt for their incompetence. I level this criticism at the Committee as a whole, whoever conceived the amendment — it was obviously passed by a majority, but a majority lacking in inspiration and poorly advised. I call for a total revision of the Committee, starting at the top.

Mass of weight does *not* improve safety — the contrary in fact. If you've ever gone up Pilgrims Rise at Brands Hatch doing 80mph with a kart on top of you, trying to kick it off, you would know what I mean. The heavier the kart, the further the accident travels.

On to brighter things — Graham Roscoe has a new sponsor for the coming season, yet another from the world of motorcycle racing. Johnson's of Hollinwood, who are one of a couple of businesses in the Manchester area owned respectively by the sons of Tommie Johnson, whose life has been entwined with all forms of motor racing since before the war — Donington Park car racing, Pendine Sands, Car and Bike racing — you name it, Tommie's done it. Paul, Tommie's youngest son is the owner of the Hollinwood business and since 1970 they have been involved with bike racing, with a particular love of the Isle of Man TT races. Their riders have included Alex George and Charlie Williams who won the 250 Lightweight TT for them in 1973. That was with the TD3 engined bike, setting a lap record of 102.24 mph before the watercooled TZ engine appeared the following year. That record still stands for a non watercooled 250. On top of that they have notched up two 2nds, one 3rd and two 4ths in the

Lightweight TT's — quite a record. The engine preparation of the setup is Tommie Johnson's love, and if he puts all his effort and demon tweaks into Graham Roscoe's engine, I expect to see a new star emerge, as there are two or three things he does which I am pretty sure no one so far has tried on kart engines.

I have known Tommie for a couple of years or so and he is a marvellous story teller — I think they are all true! One concerns Alex George — a Scotsman — the hardest, most fearless rider Tommie has ever had dealings with. In 1978 after easily setting the fastest 250 TT practice time, Alex wanted 'just a couple more laps' which was by then in unofficial mixed practice. Tommie was against this, considering it unnecessary as the bike was running perfectly and would seem to be set for an easy win. Coming into Parliament Square 'on his ear' Alex collected a rather large BMW which had been carelessly left in his path by an unfortunate who by then was groaning in the gutter. The Johnson Yamaha was (to say the least) somewhat sad looking after the encounter and Alex George had removed most of the spare flesh off all his sharp corners, the worst affected areas being his hands and fingers. The Scotsman's two requests for the race the following day were simple: 'When you've straightened the bike Mr. Johnson, can you put some shields on to keep the rain off my hands in case it's wet on the mountain, so that they don't keep bleeding!' OUCH!!

Graham Roscoe is 22 years old and a machine tool fitter. Prior to his change to 250 last year he served his time with nine years of Class 1 — sounds like the right sort of beginning. We'll have to see if he matches up to the Alex George hardness test!...



Iron man Alex George, riding into 4th at the 1978 250 Lightweight TT, after injuring his hand in a practice crash.

There is a rumour from a reliable source doing the rounds, that next year, two 125 engines may be considered for use in the 250 Superkart Class! I am not really sure what my reaction is, but I can see it would be a headache for chassis manufacturers. If two 125cc engines with their separate gearboxes are being considered, then they must be joking. If they mean Class 1 engines enlarged to 125cc with a common gearbox then I cannot see the real purpose of it. It may be idle gossip, but there it is, from a reliable source.

I discovered my young son Sam looking through a *Kart and Superkart* the other day and he had found the page with my column and the Barry Foley cartoon of me; 'Look — Black Daddy!' Just as long as he doesn't tell his friends at playschool about his 'Black Daddy'...

C.M.

Kart and Superkart

Karting - where now?

or: Has it become a 'tired' old problem?

Peter Wardle — kart constructor and promoter, discusses the current state of the sport and looks into the future.

My first taste of motor racing was in a kart. I must confess that this revelation actually surprised me as well, because I had forgotten about it as an event of any significance until now. A school friend was in the British Kart Team which was being managed by one Nick Brittan (then a successful driver himself). All I knew about this at the time was that he owned this interesting looking device and knew that I was thinking about taking up motor racing, being too bored with the more conventional career prospects (or too lazy)! He persuaded me into having a go in his kart and, back in 1961, I travelled to a now defunct airfield track near Leeds where my unrecorded debut took place. My only memory is of a phenomenal avoidance when someone rolled in front of me, and finishing third...

I mention this at all just to show that I was aware of karting through all the time I spent racing first a Lotus 7, then some surprisingly fast but unstable Renaults, followed by Formula Ford when it arrived in 1967. In fact I came 5th in the World's first ever Formula Ford race at Brands Hatch, and went on to help pioneer European Formula Ford under the captaincy of a chap called Nick Brittan — the same one — though my role was to go where I was pointed rather than instigate.

My next contact with karting occurred in 1971 at our local track at Surbiton with an appalling, nameless, JLO powered device that Steve Carvill had traded in his total wordly wealth to buy. The sport had obviously changed a bit — chassis had jumped forward with the advent of the Tecno style frame and converted chain saw motors had been superseded by purpose built Italian Parillas/BM's etc. In keeping with most newcomers I was distinctly nervous, trying to avoid making a complete fool of myself with our primitive equipment.

That was at the beginning of the 70's. Now a few things have changed...

The biggest innovation without doubt was the realisation, outside Italy, of the unbelievable growth in the commercial scale of the sport. Instead of it being a poor relation to motor racing it became International Motor Sport in its own right, needing no more justification than that to appeal as a legitimate alternative sport. That the current crop of top Grand Prix drivers started here was inevitable but maybe not for the more obviously rose tinted reason that talent scouts from motor racing were snapping up the rising stars from karting. Money was, and still is, the key, but this could be a passing phase as other market forces come into prominence. Top International karting has always been very expensive compared with the same sport at club level, and that much maligned component, tyres, seems to have received more than a justifiable amount of stick. Goldstein was the most successful exponent of the

early Goodyear/Goodyear tyre war, buying huge quantities of likely compound batches to find a couple of sets of exceptional tyres which could be as much as a second a lap faster.

Compare this with today: with the exception of one or two top competitors who do have access to test tyres, anyone can go out and buy off-the-shelf Dunlops or Bridgestones which really are identical to everyone else. What is more, it is actually cheaper now to race at International level with free tyres than to be a front runner on National tyres due to the rate at which the National rubber 'goes off'!

This is certainly the result of a combination of circumstances which gave the new super tyres an early bad reputation. Simple economics quickly dictated that initial supplies of the new generation tyres would be strictly limited. No tyre manufacturer could willingly risk building a massive stock of a tyre that could become uncompetitive in a matter of days. It did happen once and the manufacturer concerned is still trying to find a market for them! The manufacturers also tended to underestimate the loads that were being transmitted with a kart and it took a while before compound technology stabilised to allow good grip with a long working life. Both the current brand leaders, Dunlop and Bridgestone, now have super competitive tyres that perform consistently over a long period and in fact we compared a virtually worn out set of 049's with a set that had recently been scrubbed in and could only pick up a 0.2 second variation. All right, 0.2s does matter at the top of the International tree, but compare this with National tyres...

So where does this leave us? Quite frankly the present hastily introduced tyre regulations are the product of the early scarce supply and the inevitably jealously guarded marketing policies of some of the original distributors. They are regulations born out of good, but now misguided, intentions; certainly clouded by some bitter opinions and a definite inability to look outside karting for a solution. All that has happened on the tyre front over the last two or three years was easily predictable if you looked at motor racing in the early seventies.

Things had got quite out of hand with, at the higher levels, brand new and ultra competitive tyres becoming obsolete overnight, and the super new replacements being immediately superseded — all in the space of one week and before the middle set had even been mounted up! No, I'm not making this up, it really happened — ask Derek Ongaro, who was then running the Works Lola Team, but stand well back...

Luckily I was in a position of sufficient influence at the time to do something about it and, with Jackie Epstein (the leading light in F5000), we approached the tyre companies with a new proposal to end this ludicrous and expensive situation. It is worth mentioning the extent of this problem in passing. Just before they pulled out of motor sport Firestone had developed a new tyre for F2 and Atlantic, the B47, but only in limited quantities. At the final Atlantic race on Brands Hatch GP circuit in 1974, five of us had got hold of the dwindling stocks of these — the rest couldn't get them at any price. The result was that all five of us were within half a second of each other in qualifying, no less than *three seconds* a lap ahead of the

next fastest on the grid! At the end of the first lap we had pulled out over ten seconds! Nothing to do with driving ability, just wheeling and dealing before the race.

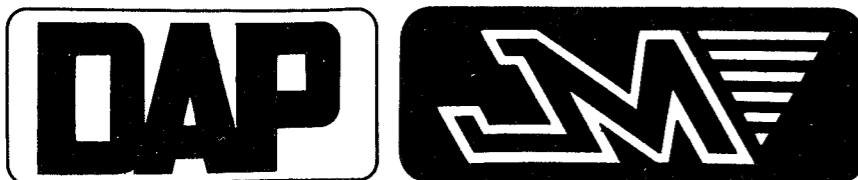
The proposition we put to the tyre companies was this: in F5000 and Atlantic we wanted to contract the Formula to one type of tyre. In return for this two year market stability the manufacturer must guarantee to make sufficient tyres to service every competitor wanting them. When this proposal was made public the amount of stick thrown at us by the Motor Racing Press was unbelievable — 'Tyre development is a vital part of the fun of motor racing...' and other equally banal clap-trap. Within twelve months every National Formula had switched to this system to the considerable benefit of competitors and tyre manufacturers alike.

I have taken you through this saga simply to demonstrate that the tyre situation was known about, and solved, ages before it came up in modern karting. The RAC, who had worked out the legislation to implement the successful solution in motor racing, apparently worked in such water-tight compartments that they refused point blank to learn from information that they already had at their disposal. The CIK still flounder about making ever futile proposals when a simple solution already exists. Why doesn't someone look beyond their noses and implement the obvious solution to the tyre situation?

Any regulation is only as good as the ease with which it can be effectively policed. Motor sport is still supposed to be fun. With these two thoughts in mind the solution emerges. Don't add restrictions, simply limit practical choice and let the competitors get on with their racing. The most obvious anomaly, qualifying tyres, must go immediately. This is easy, and even Formula One has seen the light. At any event where timed qualifying takes place each driver must have his tyres marked at the end of his timed run. *He must* then use this set (assuming it stays dry) in the first final (or main final if there is only one). Special qualifiers would disappear overnight.

Rim width restrictions are some use provided that they are brought in to suit the existing manufactured tyre product. Everyone seems to have accepted the 212mm maximum and this in itself limits cost on rims and testing time to an acceptable level. To introduce any further restrictions would be counter productive, wrecking a lot of costly development and causing a huge scrapping of existing equipment — result: excessive cost and a new wave of tyre development just to get back the lost performance with all that that implies. An overlooked aspect of this is that kart tyres *look* about right now, and having just about got over the seaside funsy image of karting to a point where they are respected performance machines, any modification that might be seen to move backwards should be regarded with grave suspicion by the sport's promoters. So leave current maximums alone.

Wheel/tyre quantity restrictions are ridiculously unnecessary once qualifiers have gone, and will have an adverse effect on safety as well as creating an impossible burden for scrutineers. Scrap them now and let's get on with the racing.



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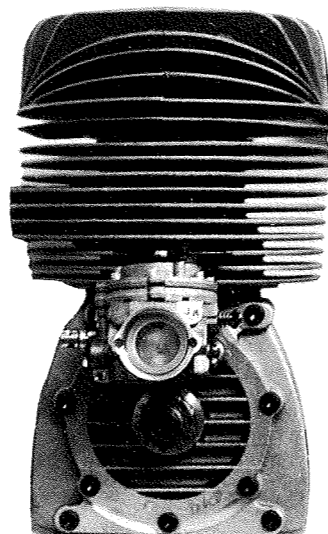
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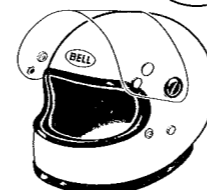
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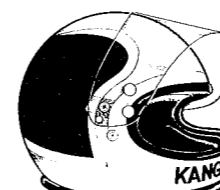
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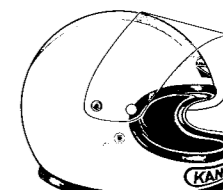
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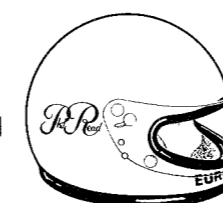


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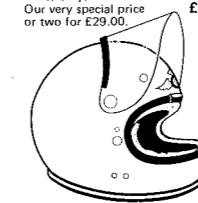


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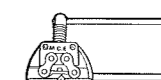
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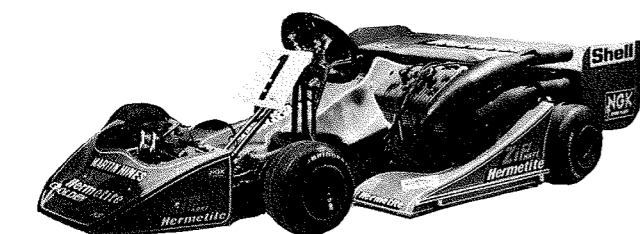
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TZ carb mount		Femsa mounting (mag)	£ 6.75	Exchange crankshaft	£85.00		
36/38 mm	£ 5.85	Set Femsa mounting bolts	50p				
TZ carb mount 34 mm	£ 5.04	Ignition cover plate	£ 2.00				
TZ carb spacer	£ 3.32						
TZ rod assembly	£22.24						

We carry spares for Yamaha YD — RD — DX — TD and TZ engines and also provide a complete tuning & preparation service



ORDERS NOW BEING TAKEN FOR THE SUPERB ZIP GP 250

WINGS, FAIRINGS, etc.		TYRES	
Rear wing	£32.00	Ger Goodyears 11-600 x 5	£12.50
Rear wing fitting kit (Zip)	£27.00	Ger Goodyears 11-450 x 5	£12.20
Side tank	£22.00	German Goodyears 11-350 x 5	£11.80
Side tank carrier	£12.50	Carlises 11-350 x 5	£ 9.12
Front fairing	£15.00	Set German Goodyear rain tyres	£55.00
Fairing mounting	£12.50	Bridgestone 11-460 x 5	£20.50
		Bridgestone 11-700 x 5	£21.80
		Tubeless valves (ex short)	50p

TYRE GAUGES

Masta tyre gauge as used by leading teams £10.75
 Lynx tyre temp gauge £69.00

ENGINE TUNING AND PREPARATION

We offer a complete engine preparation service from tuning to barrel boring and crankshaft overhauls, chassis repairs, complete kart and engine preparation.



Karts and Spares

Euro	£275.00
Shadow GT	£415.00
Shadow 80SE	£450.00
Shadow 125	£565.00
Shadow 210	£565.00
Shadow 250	£595.00
Shadow GP	£775.00

All karts supplied with tyres. A comprehensive range of Zip spares from stock.

WHEELS	
Spun alloy 5"x4"	£ 3.00
Spun alloy 5"x3"	£ 2.75
Spun alloy 5"x2 1/2"	£ 2.50
Spun alloy 5"x2"	£ 2.25
Zip die cast 5"x4"	£ 3.00
Zip die cast 5"x3"	£ 2.75
Zip die cast 5"x2"	£ 2.75
Zip die cast C/1 front	£ 9.00
Tubeless valves	£ 0.50

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Cash with order, C.O.D. or phone or write your Access or Barclaycard number; all prices are subject to carriage and VAT, Securicor next day delivery service £3.00.

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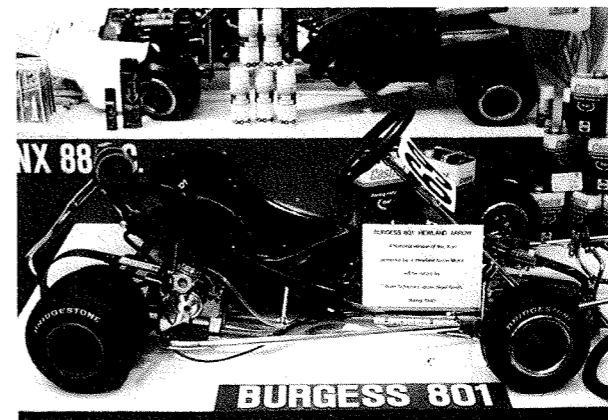
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BURGESS 801

The new BURGESS 801 offers superb handling, being fully adjustable it enables the driver to tune the chassis to the different circuits and to differing weather conditions. The special stiff centre section gives controlled chassis flex.

With the BURGESS 801 we have tried as well as offering outstanding handling, to offer the finishing touches so often missed. The chassis is finished in a hard wearing epoxy resin paint that will withstand the hardest treatment; little things like rings for the cables to run through and adjustable steering column height.



*FULLY ADJUSTABLE FRONT STEERING

E.g. camber and caster angle adjustable, front track width and ride height fully adjustable.

*30MM BACK AXLE

30mm hollow back axle, giving increased rear stiffening, weighing the same as a normal 25mm axle.

*ADJUSTABLE SIDE-BARS

The side bars are available in differing gauges, so enabling the chassis flex to be altered.

*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.

BURGESS 801 with magnesium equipment and Bridgestone tyres £430 + VAT
 BURGESS 801 with magnesium equipment and Goodyear tyres £405 + VAT
 BURGESS 801 with alloy equipment and Goodyear tyres £395 + VAT

WATCH FOR THE NEW BURGESS 804N

Watch for Colin Mills on the new BURGESS 804N at Cadwell Park, February 24th

SPARK PLUGS

Motorcraft AG403/603	£1.05
Champion N54R/57R	£1.05
Champion N80G/82G	
84G	£1.95
NGK B8EV B9EV	
B10EV	£1.90

AGENTS REQUIRED FOR THE BURGESS KARTS IN MOST COUNTRIES

We offer a complete Class 1 engine tuning and preparation service.
 Engine rebuilds £ 15.00
 Crank rebuilds £ 4.00
 Tuning 100 Britain £ 50.00
 Tuning 100 Nat. including TT'ing £100.00

CLOTHING

PVC suits, 5 sizes	£ 27.00
Gloves PVC	£ 3.96
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Cotton balaclavas	£ 2.32
Helmet visors (most types avail.)	£ 1.75
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Helmet bag	£ 5.50
Equipment bag	£ 7.00
NGK jackets	£ 2.95
Burgess sweat shirts	£ 5.00

TOOLS

Villiers clutch locking tool bronze	£ 1.45
Villiers clutch locking tool alloy	75p
Villiers 4 prong spanner	75p
Villiers clutch drum locking/holding tool	£ 1.45
1/4 drive metric socket set 4—12 mm	£ 7.50
T-bar Allen keys 5/6/8	£ 2.00
T-bar sockets 6&13 mm	£ 4.50
Motoplat puller	£ 2.00
Femsa puller	£ 2.50
Dial gauge	£12.50
Dial gauge extension	£ 2.50

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Dino 250 Super complete rolling chassis. Our own works kart	£495
Dino 100 Int. complete rolling chassis	£395
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Komet K88 fully tuned with Motoplat	£150
Corsair T72	£250
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Suzuki T250 engine, Merlin tuned, less carbs and ignition	£125
Suzuki T20 complete bottom end	£50
Bultaco Mk 7	£175

ALL ABOVE USED EQUIPMENT INC. VAT.

30mm HUBS and AXLES

30mm drilled rear axle	£14.00
30mm Alloy rear hub	£ 5.25
30mm Mag rear hub	£ 7.95
30mm Alloy disc carrier	£ 4.95

ALLOY and MAG EQUIPMENT

Rear hub alloy 25 or 1"	£ 5.25
Rear hub mag 25mm	£ 7.95
Class 1 front hub alloy	£ 5.95
Class 1 front hub mag	£ 9.50
Disc carrier alloy	£ 4.95
Disc carrier mag	£ 6.75

Sprocket carrier Class 1 Alloy 25mm or 1in	£ 4.40
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30mm Class 1 Alloy Sprocket carrier	£ 4.40
30mm Class 1 Mag Sprocket carrier	£ 9.95
30mm Class 1V Sprocket carrier	£ 4.95
30mm Mag disc carrier	£ 6.75

Sprocket carrier Class 1 Mag 25mm	£ 9.95
Sprocket carrier Class 1V 25mm or 1in	£ 4.95
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Finger guard with coil bracket	£ 3.50

OUR TRADE VAN WILL BE ATTENDING ALL MAJOR CLASS 1 AND 4 MEETINGS

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Castrol R30/R40 5 litre	£6.50	Corsair T80 rotary valves	£2.25
Hermetite exhaust spray	£1.10	Bultaco Twin tilly manifold (1 only)	£4.00
Motorcraft AG403/603	£0.75	Bultaco Mk 6 ign. side crankcase half (1 only)	£15.00
NGK B8EV/B9EV		Amal Mk 2 32mm carb	£24.00
B10EV	£1.65	Komet/Parilla CEV ign.	£10.00
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Regina Class 1 chain 1 metre length	£4.85	Bottom std. only	£1.50
Komet pattern pistons 50.9, 51.0, 51.1, 51.2 complete with rings etc.	£6.00	1in stepped axles	£6.50
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