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Profile: Terry Fullerton
Junior Preview
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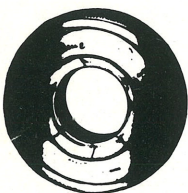
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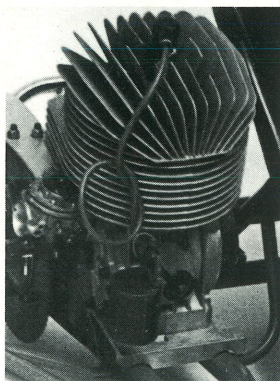
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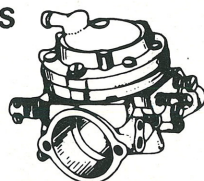


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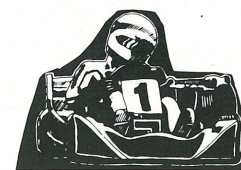
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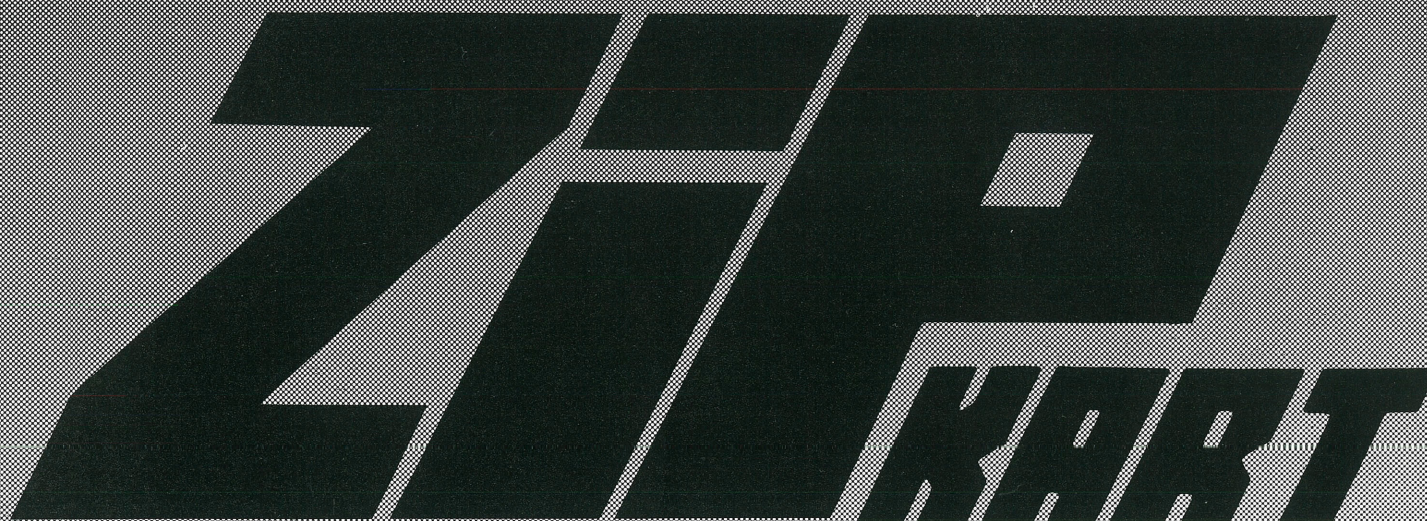
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The recent publication of the latest RAC 'Blue Book' and the announcement of a somewhat unconventional 250 Superkart may not seem at first to have much in common. But between the two, enough animated discussion is currently taking place to fill volumes...

The kart concerned is the twin 125cc engined Sprint — in itself an interesting idea. It is not intended to discuss the reasons for and against the machine itself here, but merely to use it as an example in mentioning some puzzling events that have taken place.

Upon the kart's much publicised announcement, the pundits immediately reached for their 1979 RAC 'Blue Book' to check if indeed the machine was or was not eligible to race as a 250 International. Under the wording of the 1979 book, the kart, or rather the engine configuration, is definitely not on.

Recently, the arrival of the new 1980 'Blue Book' has been received with amazement. Several small additions and removals in the section relating to permissible engines in classes have — depending on interpretation — changed the whole outlook on the question of the twin 125cc engined kart and indeed removed some of the major barriers to its acceptance.

"Strange — I don't remember any mention or announcement of such a seemingly important change in any of the RAC press releases." We then approached various RAC Kart Committee members to find out when the matter was discussed. It wasn't. No one could recall any discussion relating to 125cc engines being eligible for the 250 National Class (and hence by the permitted upgrading between the two, to 250 International). Once upon a time, the permitting of 125 karts to race with 250 National karts at circuits where entries were low was discussed — but that is an entirely different matter...

Another thought. Design and construction of the twin engined machine must have begun at least 6 weeks before the new Blue Book was published. Did somebody give somebody advance notice of its contents?

So what is going on? Nobody seems to know. Clumsy wording? I think there is more to it than that. Every member of the RAC Kart Committee owes it to himself and more importantly the sport, to find out just what is happening — before the credibility of our governing body goes completely.

CHRIS LAMBDEN

FRONT COVER:

Ex World Champion Terry Fullerton is still the most feared driver on the International scene. After a lean 1979 season, mid-winter has seen testing aimed at re-establishing the Londoner at the top. For some interesting opinions, see our profile/interview starting page 7. (Photo: C. Lambden)

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KART AND SUPERKART

Monthly

015

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NEXT MONTH: *

CADWELL PARK — Superkart
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In a Word . . .

• The British Post Office has once again put up postage rates with a bump. This and our recent price rise is reflected in the new subscription rates on page 52. Assuming the GPO will be content with two major rises inside the last few months, we expect to stabilise the current prices for quite some time.

• A conference of all 6 kart tyre manufacturers – Goodyear, Carlisle, Continental, Sirio, Bridgestone and Dunlop – is taking place as we go to press, in Berne, Switzerland. Out of the meeting is hoped to come some common rationalisation of tyre policy, following the CIK's recent proposal on tyre homologation.

• Mike Wilson, British Team and IAME works driver is to take out an Italian competition licence this year. As he now resides in Italy most of the time, retaining his English licence has until now meant a lack of regular racing and this is the main reason for the change.

The positive outcome of this will in effect be an extra 'English' driver at the World Championship – although the purists might cringe at the sight of Wilson in a red suit!

• Contrary to rumour, the Zolder circuit is definitely in existence. On a recent visit to Belgium, Bill Sisley visited the site and reported that the circuit is finished although the facilities are yet to be constructed. He estimates gearing at 9:70.

• On the subject of circuits, Mason Minns has recently returned from South Africa, where he inspected the venue for the first All African 100 and 250 CIK Championships, scheduled for January 1981. The Zwartkop raceway, near Pretoria, incorporates differing circuits in one layout, to suit both classes.



Steve Stylin debuts the new Aero Kart at Cadwell Park. With assistance from the factory and further backing from Prestige Glazing Services of Bedford, Steve expects to contest all the major Superkart events in 1980. A driver of Steve's undoubted talent could well be the making of Barry Loakes' Kimbolton based team. (Photo: P. Scotney)

Impressive 1980 Lockheed Awards

ART KARTS, sole International Distributors for AP Lockheed brakes have announced wide ranging support for the 100 International, 100 National, Junior National, Senior and Junior Britain, and National Schools Karting Association 1980 Championships in the form of brakes and vouchers which may be used to purchase brakes and parts. The awards, totalling £4,000 in value, are as follows:

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STOP PRESS

Cadwell Superkart Championship
Round One – 24th February

1st Paul Elmore	Hermetite Zip GP/Zip
	Yamaha
2nd Steve Stylin	Aero/GBRD Yamaha
3rd Calvin Fish	Hermetite Zip GP/Zip
	Yamaha

Scrutineers reject the controversial new twin 125cc engined Superkart, but it is allowed to run, from the back of the grid for 'development purposes'.

FULL COVERAGE NEXT MONTH

Zöserl takes New Zealand Series

The recent International Series in New Zealand was won by Austrian Toni Zöserl. However, the three round Championship was by no means one-sided, with a different winner at each round.

Round one in Auckland saw the best performance of the series by European Champion Cathy Muller, with consistent placings in all four heats winning the meeting. Zöserl won two heats, but tangled with some of the local opposition in the others, nevertheless finishing second. Australian Champion John Pizarro won one heat on his way to third, ahead of top New Zealander John Gordon.

Palmerston North staged round two, with the same four in the top places, although Muller dropped to fourth. Pizarro's performance was his best, only just being beaten for first by Zöserl.

Across the water to the South Island, where Christchurch hosted the third round – and some surprises. Zöserl was comfortably quickest, but two lurid heat spins handed the meeting to New Zealander Ray Hart, hitting form late in the series. Pizarro was just relegated to third, ahead of fellow Australian Drew Price.

The overall series result was:

1st Toni Zöserl	Birel/Parilla
2nd John Pizarro	DAP/DAP
3rd Cathy Muller	Hutless/Parilla
4th John Gordon	Birel/DAP
5th Ray Hart	Fullerton/DAP

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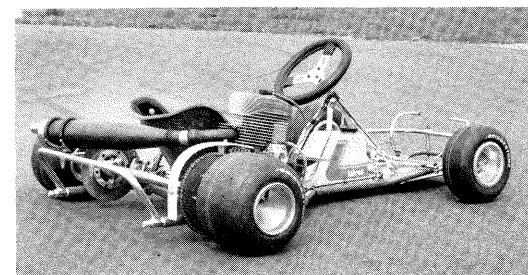
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Gary Prior had a mixed debut meeting in the Mistrale Racing BM/BM (Photo: D. Callingham)

continued . . .

from his pursuers led by eventual second place man K. Gleadow. John Finch, a car racer giving our branch of the sport a try, held third place until lap nine when Dalton squeezed through, so John was fourth with Spence fifth.

100 National A: As previously mentioned, Mark Tredwell had elected to get married, so he wasn't entered for this event. This of course left one or two hopefuls feeling that today might be their day. Steve Tillett must have felt this way when he won the first heat, John Aitkenhead, another regular trophy winner was second, Mick McGing third and Lee Crane fourth.

Heat 2: Gary Prior making his first appearance in Mistrale Racing colours held the lead for two laps but then disappeared from the lap charts. John Gravett was now in the lead with Tim Wright second, P. Dennis third and John Adolpho fourth. No further changes occurred and they finished in that order.

Final: With the sun still shining after a perfect days weather the final got off to a brisk start. Dave Tebbutt with a jammed throttle made a spectacular dive into the pit bend tyres but survived unscathed as the rest of the field sorted themselves out. John Gravett took the lead from Steve Tillett and John Adolpho. These three stayed in that order until Lee Crane managed to take third place from John Adolpho, Gary Till being fifth.

Class IV: Another mixed grid here made up mostly of 210's including seven Novices. J. Paffett had a good day and after good heat positions he had a fine battle with Colin Ling in the final, eventually winning by a few yards with G. Parker third. A. Johnson took the Novice prize. The 250 race was won by Kevin Ramage with Frank Roberts second. One of the 210 Novices, Graham Miles an ex speedway rider, normally travels at a slower speed, in a wheelchair, but in his adapted kart he gave a very good account of himself. On behalf of the LKC I would like to welcome him and hope he enjoys many years of racing with us.

Footnote:

Whilst compiling this report I noticed that three of the classes were won on Komet motors. Could we be seeing a serious challenge to the Parilla at last?

Results:

Junior Britain

1st	Paul Bryden	Kestrel/TKM
2nd	James Chitty	Zip/TKM
3rd	P. Studer	Reema/Arrow
4th	Lee Cranmer	Kestrel Sisley/TKM
5th	Steve Brogan	Dart/TG14

Junior National

1st	John Herbert	Cobra Sisley/K80
2nd	Kevin Warner	BM/Hewland
3rd	Robbie Childs	Lane/Parilla

100 National Novices

1st	T. Harvey	Goblin/K80
2nd	K. Gleadow	Birel/SS20
3rd	C. Dalton	Goblin/Komet
4th	J. Finch	Cobra/K80
5th	D. Spence	Sprint/K88

100 National B

1st	Colin Nicholas	Kestrel/K80
2nd	J. Stokes	Zip/Parilla
3rd	R. Newson	Lane/Parilla
4th	J. Dudley	Dart/Parilla
5th	M. Harvey	Zip/K80

100 National A

1st	J. Gravett	Dart/TKM
2nd	Steve Tillett	Dart/SS20
3rd	Lee Crane	Cobra/K80
4th	John Adolpho	Dart/SS20
5th	Gary Till	Zip/TKM

210

1st	J. Paffett	Barlotti/Villiers
2nd	Colin Ling	Barlotti/CL Upton
3rd	G. Parker	Barlotti/Startline 9E

Novice

1st	A. Johnson	Zip/Upton
-----	------------	-----------

250 National

1st	Kevin Ramage	Zip/Montessa
2nd	Frank Roberts	Blow/Montessa

Kalendar

MARCH

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

9 TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, 6 miles from Barnsley)

CHASEWATER (Pleasure Park, Brownhills, off A5)

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

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

3 SISTERS (off Junction 25, M6 near Wigan) Lion Kart Club.

ELLOUGH (2 miles from Beccles - in Suffolk.

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 and Zip Kart-speed Championship. All long circuit classes.

APRIL

4 ELLOUGH (2 miles from Beccles, Suffolk)

CADWELL PARK (on A153 between Horncastle and Louth) 2nd round, Superkart, MW210, and Duckhams 125 Championships.

3 SISTERS (Buxton & Dist. Club) 1st round, Green Man and R&R Junior Championships.

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

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

3 SISTERS (Cheshire Club)

13 TILBURY (Dunlop Road) 1st round Kart & Superkart 100 National and SAM 80 Championships

CHASEWATER (Pleasure Park, Brownhills, off A5)

20 3 SISTERS (Lancs. club)

NUTHAMPSTEAD

HEMSWELL

27 BLACKBUSHE

SAM Sponsors

Series organiser Neil Hann has forwarded to us a list of trade supporters who will be contributing to the 100 Britain series, which kicks off on April 13th at Tilbury, alongside the K & S series (for entry details see K & S announcement).

Prizes have been agreed, or are promised from:

Sisley Karting and Mistrale Racing (overall series sponsors) - £500, distributed over all 8 meetings as follows: 1st - £20, 2nd - £15, 3rd - £10, 4th - £8, 5th - £5.

Hewland Engineering - 2 Hewland Britain engines

Barlotti Engineering - 1 Barlotti Britain kart

Dartford Karting - Star Wars helmet

Dave Hockey - liner, piston and labour

Goff Karts - 1 set Britain tyres

Ron Shone - 1 set Britain tyres

Britain Racing - 1 set Britain tyres

LD Racing - 1 set Britain tyres

Anglo-Scottish - 60 litres of Enduroil

John Mills - L.C.D. stopwatch

DKW Racing - £25

C.S.K. - £20

DMA - crash helmet

Bike & Kart - King helmet

Ron Dickson - kart suit

John Gillett - T shirts and anorak

Tal-Ko - T shirts

Zip Kart - to be advised

Ferrari Racing - to be advised

Derek Cowee - to be advised

Redhill Racing - to be advised

Peter Haywood Ltd - to be advised

Mark Tredwell Karting - to be advised

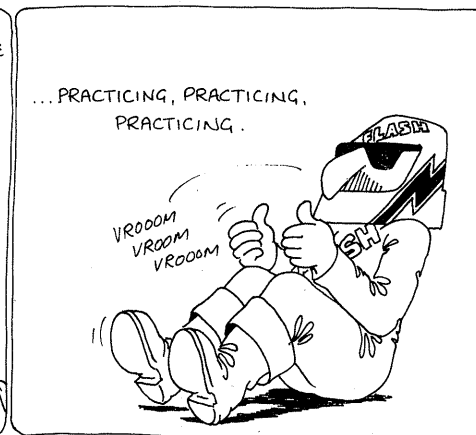
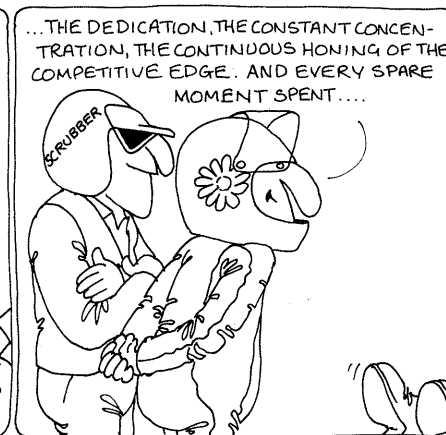
In a Word . . .

● Team Talasan Kart Racing is assisting Junior Britain driver Sue Cox with some of her expenses in 1980.

● Camberley Club are hoping to run a 4 hour Endurance event in the near future. If other clubs are interested, they hope to run it as a team event. Enquiries to the Competition Secretary, Mr. L. Oliver, 31 Benedict Drive, Bedford, Middlesex, (tel. 01 890 0074) by the end of March please.

● Merseyside Club are to run a day coach to the Silverstone Kart GP in August. Anyone wanting to book seats should contact Mrs Janine Grice, c/- 'Bike & Kart', 2 Malvern Road, Liverpool 6. Tel. 051 263 8528. They are also hoping to operate a 7 seater plane...

FRIGIT



● Jackie Brown is currently in Australia, competing in the 3 round International series. Other entries include Peter and Fred Koene, and Cathy Muller.

● Northerner Mark Rose suffered a suspected broken leg in a strange incident at the last 3 Sisters meeting. After a spin, he tripped while re-starting, went head-first into the seat, and was then run over by another kart!...

● Congratulations to Nigel Smith on having a baby son - well you would think Nigel had actually had him if you didn't suspect that Jill had something to do with it! Martyn James Thomas Smith weighed in at 8lb 15oz and everyone (including Nigel) is fit and well.

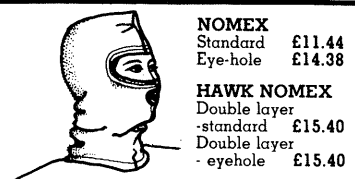
● Kevin Broadhurst of Gartmore advises that the team has Snetterton booked for a test day on Tuesday 11th March. Any gearbox competitors are welcome to join them - the more, the cheaper! - Kevin's home telephone no. is 0908 62 6674.

● Gartmore Racing have decided after testing to field two of Bob Clowes unconventional Motiv Superkarts this year. The team were very impressed with the overall performance of the chassis - showing up surprisingly well in short-circuit testing. Bob Clowes and Peter Haywood will be working together to further develop the 'reversed barrels' Yamaha set-up.

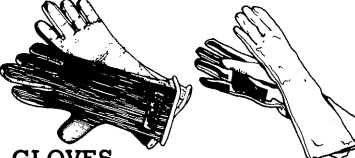
● British team member Doug Spencer has surprised many people by leaving the Sprint camp. Spencer now joins Martin Smart and Jackie Brown in the works Zip team and is currently testing some Redhill prepared Parillas.

● On the Junior front, Mark Bailey turns 14 in a few days and begins his Junior National campaign with Zip chassis and Ferrari prepared Parillas. Derek Higgins is to drive the works ART in Junior National - the responsibility of driving for such a team could well be the making of the sometimes inconsistent Higgins.

BY BARRY FOLEY



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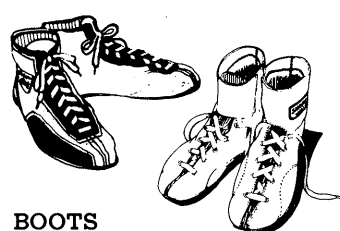
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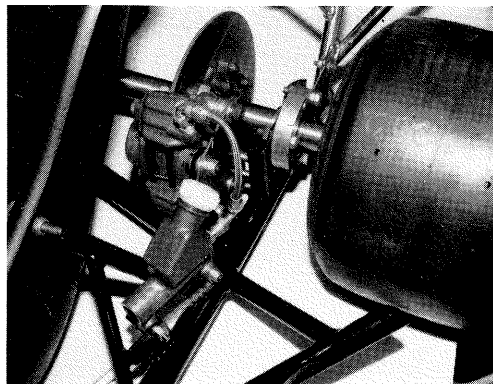
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continued...

Junior National: Twelve entries in this class, not a full grid but enough to make the winners work for their positions. Robbie Childs has just moved up from the Britains and seems to be settling down very well. He certainly had no trouble keeping the lead from pole position. Kevin Warner took second place on the fourth lap, but soon lost it to John Herbert. However he managed to keep third, with Derek Higgins fourth.

Heat 2: John Herbert looked good for a win in this heat and duly obliged while behind him Andrew Stapley and D. Chandler fought for second place. Andrew made it on lap five leaving Chandler in third place with Kevin Warner fourth.

Final: Once again John Herbert only needed a trouble free run to take first place and Dad

Below: Paul Dryden took Junior Britain, while 100 National went to International driver John Gravett on the Dart Kart (Photo: D. Callingham)



Above: Some have problems! Junior National R. White using his head (Photo: D. Callingham) obviously got it right because it was a flag to flag victory for him. Kevin Warner hung on behind for some time, but after a few laps John pulled away for a comfortable win. Meanwhile Robbie Childs really tried hard in third position and was closing up on Kevin as they took the flag.

100 National B: Michael Kyriakides looked like the man to watch here. With some very good results in his Novice races, the new Burgess kart and a pole position it was no surprise when he shot into a commanding lead. But the fourth time round the hairpin things went wrong, he spun off and was unable to restart. T. White was now in the lead with C. Simpson second and M. Mayers third. Simpson however slipped back to fourth as first Mayers and then Colin Nicholas, having his first race since leaving the Juniors, slipped past him. The finishing positions then being first T. White, second M. Meyers, third Colin Nicholas and fourth C. Simpson.

Heat 2: Pole man J. Stokes led for three laps until J. Dudley took the lead. Colin Nicholas moved up into second and A. Saville third leaving J. Stokes fourth. At the back of the field Mike Kyriakides was involved in a shunt which ended any chance of a worthwhile final grid.

Final: From pole position Colin Nicholas made no mistake. Driving very coolly he held the lead despite a lot of pressure from first A. Saville and then J. Stokes. At the flag there was only a few feet in it as Colin won with J. Stokes second, R. Newson third and J. Dudley fourth.

100 National Novices: The first lap of this heat was marred (or enlivened depending on your outlook) by a spectacular spill on the main straight. I didn't see who was involved but he seemed okay and I hope it hasn't put him off karting! D. Spence eventually won with T. Harvey second, P. Major third and J. Finch fourth.

Heat 2: T. Harvey, second in the first heat took first place this time, C. Dalton was second with L. Gritton third and K. Gleadow fourth.

Final: Once again the pole man took full advantage of the situation. Harvey pulled away



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From the Trade...

• Sisley Karting are now importing Swiss Hutless karts, and the new Swiss Hutless slide carburetors.

• Bruno Ferrari is now offering Boeri helmets at very reasonable prices.

• PDS Racing Services are now in their new premises at 143 King Street, Fenton, Stoke-on-Trent, telephone: 0782 45556. PDS offer the full range of 250 engine tuning and spares, in addition to stocking several makes of chassis.

• A new racing oil called 'Miracoil-R' specifically designed for ultra high revving 2 stroke engines is being marketed by Mick Worth, who is sole World distributor. Mick tells us that the oil, which is made by an American Company, is mineral based and eliminates the problems caused by Castor based oils — such as gumming and deterioration of oil seals etc. Although test engines certainly produced that extra edge on power when run on the oil, possibly due to the much cleaner combustion, Mick is reluctant to make outright claims in this direction as the fact that the motors became much easier to set up must also be considered. Mick has only had test samples to date, but the first full shipment is expected in about three weeks.

REGULATIONS AND POINTS SYSTEM

■ The Championship will run over 8 rounds at the following venues:

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

■ In order to confine the series to regular 100 National competitors, no driver who takes part in any round of the 1980 Green Man series will be eligible to compete in the K&S series.

■ The Championship will be run strictly to RAC regulations — this includes the RAC restricted tyre list.

■ Each driver will count his best 5 scores in assessing his overall Championship result.

■ Each round will be promoted and administered by the host club.

ROUND ONE — ENTRY INFORMATION

Entries (and entry forms) from:
Competition Secretary, LKC,
c/- Startline Motors,
418 — 420 Katherine Road,
London E7 8NP.
Telephone: 01 552 9772

■ Entries close Mon. 7th April. Entry fee £6.

■ The London Kart Club advises that camping will be permitted at the circuit, with possible sleeping arrangements in the club house on the Saturday evening, where there will also be a Disco — sleep through that if you can!

■ The nearest motel accommodation is at The Olde Plough House, Bulphan.

POINTS SYSTEM

Heats — each driver will contest 3 heats, with points awarded as follows in each:

1st — 30, 2nd — 29, 3rd — 28, 4th — 27,
5th — 26, 6th — 25, 7th — 24, 8th — 23,
9th — 22, 10th — 21, 11th — 20, 12th — 19, 13th — 18, 14th — 17, 15th — 16.

All other finishers score 15 (N.B. — to be classified as a finisher, a competitor must have completed half the race distance and crossed the line with the kart under its own power.

Finals. After the heat points are added: the highest 20 scorers go to the 'A' final; the next highest 20 scorers go to the 'B' final; the next highest 20 scorers go to the 'C' final; and so on...

E, D, and C Finals — no points, but the top 4 in each qualify for the next final.

B Final:

1st — no points, goes forward to 'A' Final.
2nd — no points, goes forward to 'A' Final.
3rd — no points, goes forward to 'A' Final.
4th — no points, goes forward to 'A' Final.
5th — 20, 6th — 19, 7th — 18, 8th — 17, 9th — 16, 10th — 15. All other starters score 10.

A Final:

1st — 50, 2nd — 47, 3rd — 45, 4th — 44, 5th — 43, 6th — 42, 7th — 41, 8th — 40, 9th — 39, 10th — 38, 11th — 37, 12th — 36, 13th — 35, 14th — 34, 15th — 33, 16th — 32, 17th — 31, 18th — 30, 19th — 29, 20th — 28. All other starters score 25.

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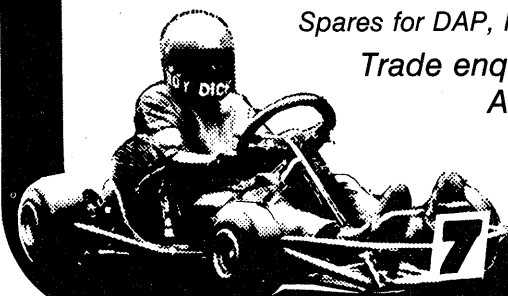


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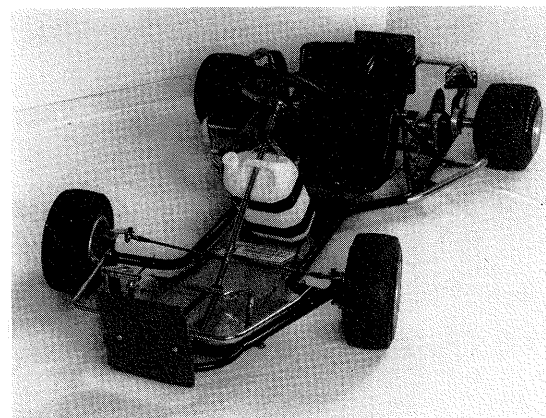
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continued. . .

two people who are going to do a lot better, and that's Ralt and Argo. Argo have got their car going very well without skirts, so I wouldn't plump straight away for a March like a lot are doing. I've had the offer, if I can come up with an engine and tyres, of a Ralt for next week, but I don't have either, nor the money to get them at present.' Has he seen the new March yet? 'Yes, I was down at Snetterton when they were doing some testing. The car looks very nice, and it was going exceptionally well; it's good, but other people are also going to be good next year.

At this point the loudspeakers announced the start of racing, and we were forced to vacate the warmth of the Dent vehicle for the icy rain of the Wigan circuit. One thing is obvious though — given the backing, and the right choice of car, David Leslie could certainly be a force in Formula Three in 1980.

Dave Smith



Dave qualified for an outing in the Durex Aurora AFX F1 machine last year. This year he is looking for £80,000 to attack F3 (Photo: Dave Smith)

Chasewater

Chasewater's February meeting bore no resemblance to last year's icy conditions, with the sun shining and just a cool breeze. In fact, it was a beautiful Spring day. The track was covered in a layer of water from the continuous rain we had experienced during the last week, but, by the time practice got underway, it had dried out and we were all set for a good days racing. The general standard of racing throughout the day, in all classes, was fast and furious. It became apparent, during the 21 races of the day, that not only was it a Restricted Club Meeting, but the meeting was being used as a proving ground for a few names who were obviously going to appear during 1980's major events.

JUNIOR racing was both fast and exciting with three drivers dominating the events — Jeremy Cotterill who had two firsts and a second in the heats; Mark Beddall a first, second and third and Mark Woolford one second and two thirds. In heat two, Cotterill made a tremendous effort to come from the back of the grid into second spot, while Mark Beddall did the same in heat three. The final was between these three, with Cotterill going straight into the lead, but with Beddall and Woolford staying in touch looking at times a real threat to the leader.

A full grid of 100 NATIONALS gave the spectators an exciting display, both in the heats and in the final. Peter Christo showed winning potential, testing out his equipment prior to competing in the Kart and Superkart Championships in an effort to improve on 1979's 12th position. It was obvious it was going to be a duel between the Christo's and the Cotterill's, but with very little doubt, Christo had the edge. The rest of the Nationals wound round the track in a tight snake like formation fighting for the minor placings.

During heat 1 of the 100 INTERNATIONAL—ALS a large Alsatian dog suddenly appeared on the track, obviously frightened by the noise and raced first one way across in front of the karters then back again! Naturally the race had to be stopped and restarted when the dog was

safely away. Peter Walker looked a likely contender for 1st place in the final after a first, second and third in the heats. Mark Allen and Martin Styles were also in the same position of having a first, second and third in the heats. With tension building for the final, Peter Walker failed to get started on the rolling lap and Mark Allen and Martin Styles were left to fight out 1st position.

In the 210 NATIONALS, Dave Rowbotham had a disappointing final. After gaining pole position, he locked together with another kart on the top bend in the first lap of the final, losing his primary chain, excluding him from the race. Martin James was back to more aggressive and determined racing, gaining him good positions in the heats of a second and two thirds and a super race into second position in the finals. George Wright drove splendidly from mid grid into first place and held the lead until the flag.

The 125 and 250's raced together for separate awards and Bob Kennings and Richard Dean gave the spectators some tense moments. In the finals, Richard skidded off the track on Pit Bend into the straw bales and was unable to get going again, leaving Bob Kennings the easy task of just sitting there until the flag.

Results:

Junior Britain

1st Jeremy Cotterill Zip/Redhill TKM
2nd Mark Beddall Zip/Manx

100 National

1st Peter Christo Zip/CHRISTO Parilla
2nd Roy Cotterill Zip/Redhill TKM
3rd Richard Clarke Lane/CHRISTO TKM
4th Ken Dent LeSpectre/K55
5th Paul Flinders Sprint/Parilla
6th Gavin Jones Sprint/Christo TKM

100 International

1st Mark Allen Sprint/Parilla
2nd Martyn Styles Rapide/Parilla
3rd Simon Grove Barlotti/K77

210 National

1st George Wright Star/Villiers
2nd Martin James Zip Shadow/DMA

3rd David Lloyd Zip/Villiers
4th Chris Beards Zip/DMW

125 National

1st Steve Rawson Barlotti/Yamaha

250 International

1st Bob Kennings Blow/Yamaha

Best Novice Of The Day

210 Driver — George Buller

Val Lee

Tilbury

The bright sunshine that greeted us on Sunday morning fell somewhat harshly on the eyes of those of us who had attended Mark Tredwells wedding celebrations on the previous evening, but a few aspirins later we were all ready for the off, and a very large off it proved to be with a full grid in every class except the Junior Nationals.

Junior Britain: As usual this class was first away, and Paul Dryden, last weeks winner at Rye House, smartly took the lead and stayed there all the way. Steve Brogan held second place until two laps to go, but then disappeared leaving Lee Cranmer in second with P. Studer third and James Chitty fourth.

Heat 2: This gave Piers Hunnisett the chance to put his no. 2 grid position to good use. He was soon in the lead which he kept to the flag in spite of the efforts of William Hewland who filled the second place. Meanwhile Paul Dryden had been carving his way through from a lowly grid position and on lap seven moved into third. Once again James Chitty was fourth.

Final: With two good heat results Dryden was on pole with Chitty alongside him. Once the first lap was completed things settled down into a steady race. Paul, of course, was leading with James Chitty second, Studer third and Cranmer fourth. The only change that took place was on lap eleven when Steve Brogan moved up into sixth place.

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PROFILE



The 1973 European Championship round at Munich set the scene for the World Championship, with Fullerton beating 4 times World Champion Goldstein. Note the different rear wheel widths preferred by the two.

Fullerton

“Amazing”; “ruthless”; “brilliant”; “arrogant”; “cool”. Like him or not, these reactions sum up the general respect Terry Fullerton is held in as the top out-and-out driver Britain has produced, and our first and only World Champion to date. We look at his international career and then talk with him about the sport.

Our story starts just over 27 years ago, with Terry born the youngest of a family of four. Through his younger years the family followed the motorcycle racing trail, with eldest brother Alec an avid competitor. Both Terry and other brother Mick were keen and aiming for two wheels as soon as possible, but when Terry was 11 tragedy struck the family with Alec suffering a fatal accident in competition, the day after his 21st birthday. Not unnaturally, their parents steered away from bike racing and it was some months later that they saw some karting on television. It seemed a safer way to satisfy the urge for competition and after investigation, an old Villiers powered machine was bought for £5.

This stirring machine only lasted a short while until a Fastakart/McCulloch replaced it, and along with brother Mick and father Mick, practice began in earnest at the monthly Hayes & Harlington Club sessions in a car park at Hanwell. Before Mick's competition debut, the Fastakart gave way to a secondhand Zip/Parilla BA 13 and shortly afterwards in mid 1965, Terry started his first race with a similar machine, finishing second – to Mick! In fact, at the time, Terry was an ‘under age’ Junior, but that is another story...

In January 1966 he was old enough to compete legally and went out and won the British Junior Championship first time up, beating such names as Dave Ferris and Alan Turney. In fact the talented youngster was never to be defeated as British Junior Champion, retaining the

title in both 1967 and 1968 before becoming a Senior early in 1969. None of this early dominance was achieved with out-of-the-ordinary equipment – if anything the reverse was true, a fact Terry is quick to point out. ‘In those days everything I, or my brother, wanted or needed to race we had to work for. If we paid half, our father put in the other half. We used to have a paper or pools-collecting round every night. It is annoying when people who see me racing *The first year – Junior Team event against France with the Zip/Montessa.*



these days say ‘but of course he’s always been given the best equipment’ – I earned every bit of it in those days before I could get into the position I’m in now.’

The debut in Senior racing was to be at Rye House, the hot-bed of competition, and the opposition would include Mickey Allen, undoubtedly number one of the era. Fullerton scored an eye-opening victory, initiating a rivalry that has continued to this day.

In those days British team selection was done after two special selection race meetings. Terry put in a fine performance in the first at Fulbeck to finish second behind Paul Fletcher. The second round, at Rye House, was “one of those days” – a disaster, but the ambitious Fullerton felt he had done enough to make the team. However, the selectors disagreed, and perhaps in respect of his tender years, the Irishman was put in the European Championship team “to gain experience, without too much pressure.”

This didn't suit the ambitious Fullerton plans, and so with the typical single mindedness (often labelled as rebellious stubbornness) that a high proportion of successful drivers seem to possess, Terry made use of his Irish blood, took out an Irish licence, and went World Championship racing!

This was the last year of the 3 round World Championship and the Fullertons followed the trail from Vevey, via Rye House, to Villacoublay. It was a tough year and a struggle – it rained at Vevey and they were without rain tyres – but at the end of it, a lot had been learnt and the ‘Irish’ representative was confident and competitive. Obviously the ‘defection’ had side-effects, not the least being ineligibility for the British Championships, making for a lean domestic year.

The following year began with a return to an English licence. With the advent of the modern one-event World Championships, at Thiverval, the team selection was delayed until the day before the British Championship. Again Fullerton was omitted, but was able to do the British Champs before heading for Thiverval with another ‘Irish’ licence! That British Championship promised much, with Terry holding

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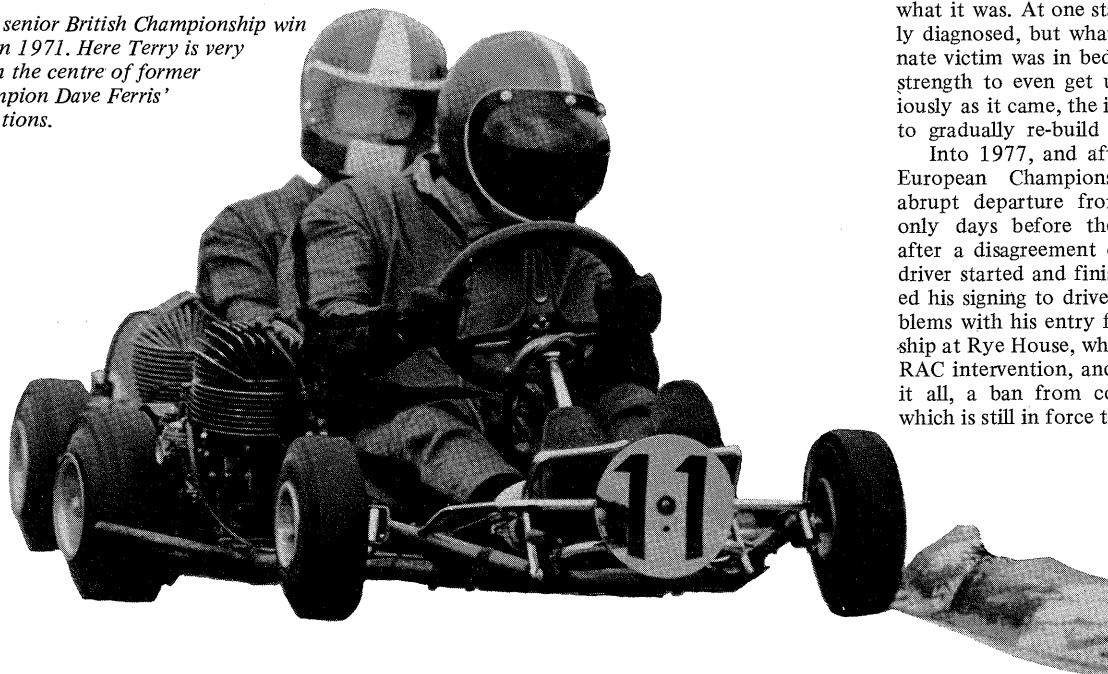
third in the opening stages, but the home grown engine mount, of welded construction began to crack up and he gradually fell back, clutching onto the precious K77... Thiverval was unspectacular, traction problems with the unsuccessful A-frame styled Zip keeping him out of the limelight.

For 1971 though, things clicked. Back in favour, he made the British team and Zips reverted to a more conventional chassis layout, — the Californian. The British Championships were at Rye House, where he summarily demolished the field. The World Championship was in Turin, where of course the first 'revolutionary' Goodyear tyres appeared — fetching over £50 each on the pit-lane black market. Terry squeezed onto the back of the finals grid using his old Continentals, as £50 a tyre was beyond the family resources, but was then lent a set of the 'golden' Goodyears by Martin Hines who had gone out of the B Final. The transformation was extraordinary, and after passing kart upon kart ('including Mickey Allen on the last corner of the last final!') Fullerton was classified fourth.

This, remember, was the heyday of the legendary Francois Goldstein and Turin was his third consecutive Championship victory. No-one could live with the volatile Belgian, but there was now one English driver who *knew* he would one day soon have his measure and the final few ingredients began to come together early in 1972. From the early days, Terry's engines had been modified and prepared by his Dad. Not that they owned numbers of engines — resources, compared with many of the wealthier campaigners, were limited. At the Turin meeting, Terry had approached Grana, the IAME factory boss, for the first time to ask for help in the form of an engine. Grana refused, and out of sheer exasperation, the 18 year old Fullerton told the Italian just what he thought of him — 'I gave him a right mouthful!...'

Maybe he wasn't keen on being shouted at, because it wasn't far into 1972 that Fullerton began to receive engines from the factory. He had also changed chassis marque, having been impressed with the way Mark Steed's Barlotti coped with the extra grip afforded by Goodyears. The World Championship was scheduled for Kalmar, only a week after the British Championship. A sign of the seriousness with which Fullerton was taking the former was that he missed the British event in favour of getting to Kalmar for pre-race testing.

First senior British Championship win was in 1971. Here Terry is very much the centre of former Champion Dave Ferris' attentions.



The worth of this was shown with a good lap time, followed by superb heats, to earn the outside front row grid alongside well charged-up local hero, Leif Larssen. Goldstein had blown a heat in an 'incident' with Gorini, and was back on the fifth row. Was this to be the day? Terry has had his share of bad luck and near misses over the years, but a faulty spark plug in a World Championship final... and that was that. Goldstein charged through to clock up World Championship number four.

And so we come to 1973, a year which built up to and provided the classic World Championship confrontation — Fullerton v Goldstein, on the Belgian's home circuit. In the period leading up to Nivelles, Terry had hit top form, trouncing the Belgian at the opening European Championship round and then running away with the British Championship. During the last weeks before the big event, they tested at Nivelles, including a Birel chassis. It was only very fractionally quicker than the Barlotti, but in the interests of guaranteeing help from the Italian factories, the decision was reluctantly taken to change.

Any of the myriads of English supporters at Nivelles would remember the electric atmosphere, the incredibly biased officials, the first heat collision, but most of all the two finals and the moment of victory for Terry, and the entire Fullerton family.

The winter of '73 was one of great thought by Fullerton. Two late season wins in big money Asian events, had brought in a fair amount of money giving rise to thoughts of making a living as a kart driver. A Rolls Royce apprenticeship had gone by the board after a difference of opinion between Terry and his bosses on the amount of time off needed for karting and so the time seemed right to realise his earliest ambitions and become a professional driver. What about car racing? This was dismissed fairly quickly in the interests of his parents' peace of mind.

The family had of course officially gone into business, with the Birel agency and a thriving engine tuning service. Terry came to an agreement with the IAME factory on expenses, 'plus a bit' and 'turned pro'.

1974, and to some extent 1975, were anti-climatic years with incredible runs of mechanical failure, broken only by the 1975 British Championship win after a hectic race involving Roger Mills and Alan Lane. The desperate move that re-took the lead has been the topic of much discussion since — a 'questionable overtaking manoeuvre' to quote one report. "Questionable? I agree 100%" says Terry, "but I'd do



it again tomorrow." Certainly the attitude of a professional...

As 1976 began, another change was in the wind. The factory were insisting that Terry continue with Komets, which were now not competitive, and after an approach by Paul Deavin, Terry began his association with the Hoddesdon manufacturers. Mickey Allen was of course on the Sprint team and perhaps surprisingly, the combination of Britain's two top drivers under one roof seemed to work well enough. Mickey took the British Championship, with Terry charging through from the back for second, but when it came to the World Championship, Mickey didn't go. Hagen was another of those electrifying World Championships, with Fullerton charging through race after race either to seize or be knocked off, and qualifying via the last chance race. The finals were tremendous, the British support vociferous with drama until the end in a third final that could have seen the title go anywhere, ending with the controversial 'taking off' of Fullerton by Rovelli. Funnily enough, Terry doesn't blame the Italian for the incident. "Shortly after that final started, my brakes went — or most of them did — and I was having real problems keeping him behind me. He had several goes at passing, and that particular time could possibly have made it. He just overdid it, locked up and spun, rolling backwards into me."

Then followed a period of Fullerton's life that he would prefer to forget. He was struck with a mysterious disease that, to this day, the doctors have no name for — they don't know what it was. At one stage, cancer was incorrectly diagnosed, but whatever it was, the unfortunate victim was in bed for months, without the strength to even get up. And then, as mysteriously as it came, the illness went, leaving Terry to gradually re-build his strength and fitness. He had several goes at passing, and that particular time could possibly have made it. He just overdid it, locked up and spun, rolling backwards into me."

Into 1977, and after a successful first two European Championship rounds came the abrupt departure from the Deavinson camp, only days before the British Championship, after a disagreement on where his duties as a driver started and finished. Controversy followed his signing to drive for Zip. There were problems with his entry for the British Championship at Rye House, which were only resolved by RAC intervention, and then in the aftermath of it all, a ban from competing at Rye House, which is still in force today.

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continued . . .

the type of machinery? 'If I didn't enjoy it, I wouldn't be here on a day like this!' he laughed, 'but seriously, one of the big differences between motor racing and karting is the atmosphere amongst the competitors. Everybody you meet in karting is a lot happier than they are in motor racing, it's much more of a family atmosphere. Even though it's now becoming very much more of a big International sport, with people spending a lot of money to win the major events, it's still a lot more fun to race a kart than it is to race a car.' What are the differences between driving a kart at race winning speeds, and driving his FF2000 car? 'A kart is so much smaller and lighter, so you can put it where you want it, throw it around more than you can a car. A car has to be driven a lot more precisely, you're not allowed to make a mistake, whereas in a kart you can get away with it nine times out of ten. Make that same mistake in a car and you're going to drop at least one place and probably more. In a kart you've more

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often than not got a space to get into to recover, and would more than likely keep your place or at worst only drop one. Motor racing, and especially Formula Ford seems to be much closer in that respect. A car has to be set up correctly for a corner, if you get it just a little wrong you're going to come out of it considerably slower than you should and you're almost bound to lose your position. In a kart a small mistake isn't likely to lose you a lot so long as you don't keep repeating it.

What of his plans for the 1980 season? Having reached the top in FF1600 and FF2000, what does he intend to do now? 'I've got to get into Formula Three. I've won everything in both the Formula Ford classes, and I just can't stay in that Formula any longer. If I were to stay in Formula Ford, being at the top would mean that everyone coming into it would be looking at me as the man to beat, and every time anybody did, my standing in the eyes of others would inevitably drop. In the end you're thought of as a has-been, and you're stuck. Basically then, I've got to go up into Formula Three.'

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CLUB SCENE

That's a lot easier said than done, though. Dave estimates that to organise the car and a team to look after it will cost in the region of £80,000 for the season. How does he intend to raise that kind of money? 'Well, I'm writing to all sorts of people who I feel may be able to help. Anybody who has a large business we go and see — we've got to go to everybody who may be able to help provide backing. You can't just go up to someone and ask for £80,000 though, so what we put to them is a full promotional package. You have to explain what they'll get out of it in terms of advertising, what sort of feedback there is, how many people will get to see their name, whether it's on T.V., at the race circuits, in magazines, even on the transport we use getting to the meetings.'

Asked if he had a car lined up for 1980, and if he'd be going for the apparently dominant March F3 car, Dave was a little hesitant. 'I don't know, March have won a lot this year, but that was with skirts. Next season I know of

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British karting's proudest day was at Nivelles, when Fullerton won the classic confrontation. Here he and Goldstein occupy the front row, with many big names – Forsmann, Patrese, Cheever – reduced to a supporting role.

The Championships themselves provided a spectacular charge through to second, but the challenge ended moments later with the spectacular 'team' pile-up. By finishing second to team-mate Wilson at the final round, Fullerton clinched the European Championship before heading for Parma for the World Championship – one of his worst. Problems in setting up the chassis to suit the circuit were compounded by a series of engine blow-ups in the finals.

1978 was a good year – almost a *very* good year. Terry developed the first of the SE model Zips, specifically for super-tyres, and it was successful immediately, giving him a first ever win in the International season opener, the Champions Cup at Jesolo. This was the first race under his current association with DAP engines and the enormous satisfaction could be seen on Fullerton's face as he collected the trophies from Grana of IAME – who some short while previously had shown a distinct lack of interest to an approach by the Englishman, considering him 'over the hill'. British success in the European Team event at Hagen was followed by the British Championship, which saw a display of dominating dry and wet weather driving, to claim his seventh British title.

The Le Mans World Championship looked very much like a possible win, right until the final day, when an amazing sequence of incidents saw all three of the main contenders – Fabi, Wilson, and Fullerton – condemned to the last chance qualifying race. All three made it and started at the very back of the first final, which saw one of the amazing Fullerton charges – up to eighth in as many laps, before the disastrous coming-together with Gysin of Switzerland, ending with Fullerton cartwheeling out of the race. His fortunes in the Asian races were not much better, seizing whilst leading the Japan Grand Prix with 4 laps to go, and then plugging on for third with a broken piston ring in Hong Kong.

As 1979 began, Terry seemed set for a further year with Zips, but hadn't bargained on the persuasive deal that DAP were putting together to lure him away. When it came, it was unbelievable – doubling the more than reasonable salary that Zip were paying, and offering the opportunity to market a self-designed, built chassis bearing his own name. An offer such as that could not be refused, and so *Terry Fullerton Karts* was born.

Although the main season started fantastically with a first ever, second in a row win at Jesolo, the rest of the year did not live up to

its promise. The British Championship was terrible – an overnight drive, rushing back from Italy with equipment left its mark, and struggling anyway, he finally uncharacteristically spun out of contention.

Estoril was the scene of the World Championship and again Fullerton was in command until the final day, until an inexplicable run of 4 engine seizures finished his interest in the meeting. He couldn't believe his luck – "I've tested and raced those engines and carbs all year, and tested all week here without one single problem. I'm starting to wonder what I have to *do* to win another World Championship..." Worse was to come. In Japan it rained, and on a borrowed Birel (his own karts not having arrived!) he was pounding through the field – into third place and within reach of the leading pair. The ignition system fell off...

Terry Fullerton goes into 1980 determined to make it another 1973. Plans were afoot to obtain a small factory and build his karts in England – brought on by the complete failure of DAP to keep up with chassis delivery schedules (hardly surprising when their own World Championship chassis is in high demand!). With the usual delays holding things up, the idea has been scrapped until the end of the season – in the interests of time to go racing properly. Terry realises that a really good year is necessary to re-establish himself at the top and help his business along.

There are other reasons why 1980 could be *the* year. Terry doesn't want to drive karts 'full-time' for ever – in fact his appetite for the business world is growing rapidly. Retirement? Not beyond the bounds of possibility – one really good year, then give up at the top – the idea has even been mentioned...

But more than this, the reason for predicting a big year for Fullerton goes back to the failures and near misses of 1979, and concerns those commodities that all top sportsmen have in abundance – pride and ego. Although he would never admit it, the high proportion of the limelight taken by Mickey Allen in 1979, finds the Fullerton ego slightly dented. Top drivers are at their most dangerous under these circumstances!

Recently we spoke to Terry on a wide-ranging selection of karting topics:-

K&S: You must take the credit for ending Goldstein's incredible run – including 4 consecutive World Championships. As someone involved at the time why do you think he was

able to put together such an unbeatable run?

TF: He thought about his equipment a lot, plus the fact that he was a really brilliant driver. You can't just palm his results off by saying that he knew about tyres and compounds etc. before most others – I think that in taking into consideration how good a driver he is, you've got to consider how smart he is as well. If by being smart he can sort out better equipment, then it's all credit to him. Goldstein was a lot smarter than a lot of drivers.

But without a doubt he had the pure ability to match. He was the most amazing person to drive behind – no matter how you pushed him, he would never make *one* mistake. He was so tense that you could almost see him growing ulcers, but he made absolutely *no* mistakes, not one! When I'm being really pushed, and most drivers are the same, I make the occasional little mistakes, but Goldstein didn't at all.

He didn't go on and race cars, because his father didn't want him to, but he would have made a phenomenal F1 driver. I couldn't imagine anyone being better than him in an F1 car. I believe there's some things you need to be good in karting that you don't need for F1, but in all the things you do need, he'd score 100%.

K&S: Do you see much of him now, or hear from him at all?

TF: He has this funny habit of turning up at World Championships at my *worst* moments – when I've just written off a chassis, or blown my last engine – and offering advice in a snide sort of voice! Apart from that I never see him...

K&S: What are your thoughts on the increasing professionalism of drivers – and paid drivers?

TF: When people are making good money out of making and selling karts and engines, and good drivers are helping them to do that, I can't see any reason why a good driver shouldn't be able to earn some money from it. I've always encouraged it, because that is what I always wanted to do – earn my living as a driver.

K&S: You're currently driving for the DAP factory; you used to drive for the comparatively huge IAME factory. How would you compare them both in terms of backing and running a factory team?

TF: My relationship with the DAP factory, at its best, has been very, very good; very close and sensible. At its worst, it's been a disorganised muddle – that's the stage we're in at the moment... But there was always a lot more commitment with DAP to win, and they weren't doing things behind my back.

continued...

K&S: After putting quite a bit into your racing and then having a virtual privateer win the World Championship for them, has their attitude changed?

TF: Possibly a little, but I think they realise that I put in more than just the racing — there's the development, and ideas I put forward, and between us we've advanced a lot in the last year or so. In fact, several of the ideas on da Silva's DAP kart came from my kart.

K&S: You have said that you intend to operate your own racing fairly independent of the factory in 1980 — does this imply that you feel that is where the problem lay last year?

TF: To some extent. I think it's very important to have a good, settled relationship with the people i.e. mechanics, that you're working with — especially me, as I'm a right tetchy bastard when I'm racing. Last year for example, at the World Championship, my main mechanic was someone I had never worked with before. So this year as far as possible, I want to have a settled, organised, set-up.

K&S: You've just described your own frame of mind at meetings. You do have a reputation for being fairly unapproachable at big meetings — does your new involvement in business put pressure on you to be more 'sociable'?

TF: I think people assume I'm going to be like that before they even speak to me — I think I've been born with one of those faces that looks as if both my parents have died in the last week — even when I'm quite happy!

But I do get fairly well wound up — I've got one thing in mind, and that's trying to win the race. Anything that doesn't help me do that I count as a distraction, and deal with it in that light.

As far as being involved in business is concerned, I can't be any different while I'm racing. I hope to carry on racing for a bit and then stop, which would then allow me to deal with people in a more normal manner.

K&S: You've been a constant member of the British Team for many years, and of course there is always discussion on how, why and whether so-and-so has been selected etc. Do you agree with the current approach to team selection or would you suggest changes?

TF: I think it is a very difficult thing to do so that *everyone* thinks it is done in the right way, but I don't think it is done in the right way at the moment.

They should stop shrouding the whole thing in mystery — no one really knows how they do it. But all that happens is that a couple of people sit down and decide who's going to be in the team — there's no system at all. And they should stop pretending they are doing it systematically, because that just irritates everybody.

I would like to see some form of selection meeting early in the year, with a high entry fee to keep out the no-hopers, run much as they used to — races in reverse direction and so on, to see how quickly a driver learns a new circuit, which is very important.

K&S: Tyres play a great part in modern International karting. Do you feel that we should be trying to reduce the 'tyre war', and in fact pushing the tyre companies into a 'one durable compound only' situation?

TF: Internationally, no. I think it is very good to have big companies involved in karting. While they are competing against each other they are also putting money into the sport — sponsoring events, drivers etc. — all with the aim of selling more tyres. If we push them into the position of 'standard' tyres, then there is no competition, no need to spend money to win

races etc., and the money stops coming into the sport.

I'm speaking Internationally of course. It is still *essential* to have your controlled National type classes, so that driver talent can come up through the ranks and be noticed, on equal equipment, with prices kept down.

But Internationally, I think there should be virtually no restrictions on anything like materials, tyres etc. I don't think that results in a 'money war', because eventually the whole thing reaches its natural level — if there is money to be made, the companies will invest the money.

K&S: Don't you think that that situation removes the chance of the private family team reaching the top — much as in the case of your own World Championship win?

TF: No. If you are a good driver, you'll make it to the top. Full stop. If you've got the ability, you'll get the breaks, the tyres etc.

When I won the Championship, we'd been to several previous World Championships, we'd struggled, we'd learnt — my old man was by then a very smart tuner — and I'd got noticed. You can do exactly the same thing today. No thing has changed.



K&S: The sport is going through a fair few changes at present — Superkarts are attracting public attention; the proposed 135cc class; and so on. Do you feel things are developing along the right lines? — what changes would you like to see?

TF: In general, things are developing quite well. 250's certainly do have more public appeal. From my own personal view, as a professional driver, it has to be remembered that Class 1 is where the market is in terms of worldwide numbers — 50-60,000 as opposed to I suppose 1,500-2,000 250cc drivers. That is why I can be paid to race — the numbers, and therefore kart and engine sales are there. But Superkarts are developing along the right lines and should be allowed to continue to do so.

I think the idea of the 135cc 'professional circus' has come a few years too early. In time, karting will come to be more and more a desirable motor sport — in terms of the lesser resources i.e. land, petrol and money, it needs, compared with most others.

The sport is now getting its own identity and more and more people know what you mean when you say 'karting'. I certainly don't think we should even consider changing the name — to Formula K, or anything, as we would lose that identity and become lost among all the other 'Formulas'. It's the same with bikes — you don't call Motocross 'Motor Cycle Racing' do you?

One thing that is *not* helping is that the sport is so quiet. Whether they realise it or not, people go to rowdy motor sports — imagine F1 with silencers. They'd be like little sewing machines going past... they would look pathetic. I think karting is too obsessed with noise, and rather than quieten karts even more to be able to have tracks nearer cities, we should look for places to have circuits where we can make a lot of noise. I really think that is worth a serious thought.

We have too many tracks in my opinion in England, and a lot of them really are not that good. I would prefer to see Clubs amalgamate and work together to have 6 or 8 really decent tracks.

K&S: The first two placings in the Brazilian F1 Grand Prix the other day went to ex-kart drivers — Arnoux and de Angelis. With them and other kart drivers — Patrese, Pironi, Rosberg, Prost etc. — who you have all beaten at one time or another, having 'made it' in F1, do you, ever regret not pursuing a career in cars?

Another tantalising World Final — Hagen 1976. Terry leads Rovelli, De Caesaris, and Kortzen. A few laps later he was taken out by Rovelli...

TF: I did give it a lot of thought after I won the World Championship in 1973, but the combination of my brother's death and my interest in being a professional kart driver decided me against it.

The money part of it doesn't worry me — if I'd gone into it for that sort of reason, I wouldn't have got anywhere. Also, the completely unsettled continuous travel would get to me — even now, I find the comparatively small amount of flying, waiting at airports etc. that I do, a burden.

I enjoy being in karting as I am. I can go to a big meeting, be a bit of a hero, then come home, go into London, and just be one of the crowd. I'd hate to be someone like Niki Lauda, who could never do that.

But I suppose, when I don't think about it too seriously, I get quite an ego boost seeing guys I know I can out-drive winning F1 races... **K&S:** What ambitions, then, do you have left in karting? 6 World Championships?

TF: No. My ambitions as such are leaning more toward the business side, and when I stop racing, I would like that to grow and be successful.

Once I start racing each year, I commit myself to preparing for the World Championship, but as I've said, I'd like to stop sometime soon — when, I don't really know — and put more into the other things in life.

CLUB SCENE

How Many sisters Was That?

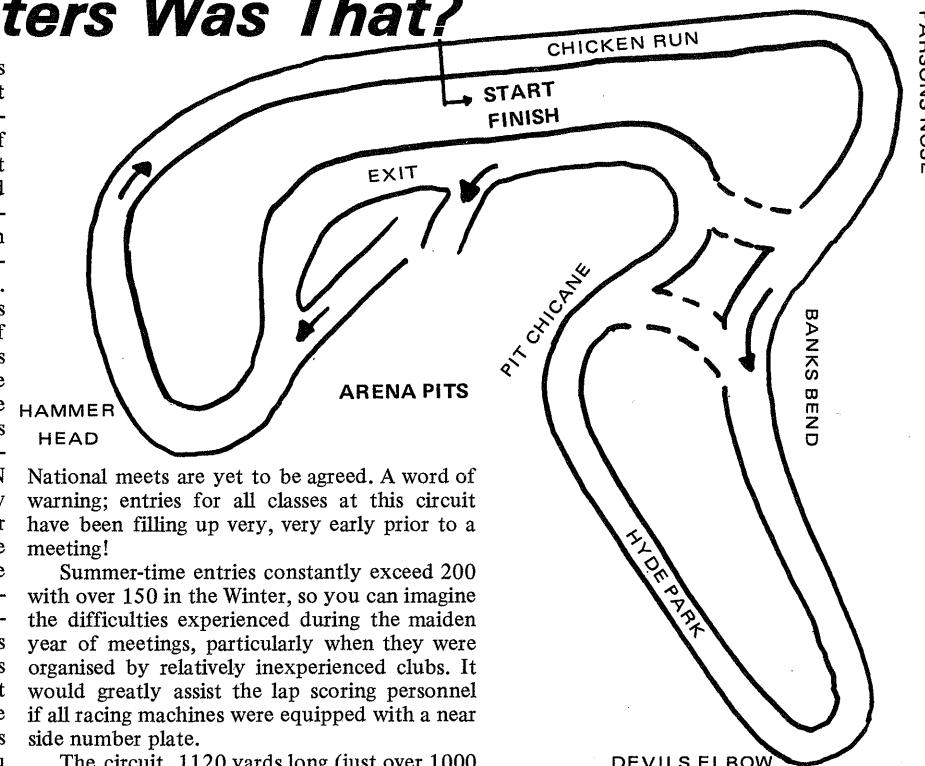
As one of the regular visitors to Great Britain's newest tailor-made Arenas for our sport, it occurs to me that maybe some hints and observations would not go amiss for the benefit of the hundreds of competitors who will no doubt spill into this landscaped piece of reclaimed Coal Board space. Having experienced the atmosphere of most of last years gatherings I can boast the anticipation that we must surely experience a World Championship very soon...

The location of this magnificent circuit is but 2½-3 miles from Junction 25 (for Wigan) of the M6 when travelling North. Regrettably this junction does not appear when travelling in the opposite direction — ask the AA or even the RAC — I think it's Junction 24. Large signposts are now on display on route from the motorway to 'THREE SISTERS RECREATION AREA'. The 7 foot width limiters have now been removed allowing ALL vehicles to enter through the main gate. Once in through the gates, drift to the right and you are in the Arena Pits — yet to be, apparently, tarmac-damed. I think concrete would be more advisable bearing in mind the destructive elements of spilled oil and petrol! Inside the Arena Pits make sure when parking next to the circuit fencing, that 6 feet at least exists between the fence and your vehicles. Failure to observe this feature will only cause the warden to move you all — he has up to date anyway — besides it's common sense. Practice at the circuit is organised by, and BOOKED IN ADVANCE through, Messrs. Haydock Park Motorcycles Ltd., Tel. (Ashton-in-Makerfield) 717385.

The Three Sisters Circuit is not run on the customary basis of one club to one circuit, but indeed one circuit to one Association. The North West Karting Association is made up of 8 active clubs, of which all but two participate in the opportunity of running meetings. As will be seen from the Three Sisters Calendar, the organising club is named adjacent to each meet and entries MUST be sent to the appropriate club's Competition Secretary together with the correct fee of £4.00 (Seniors and Juniors) for this year's Restricted meetings. The fees for the

Have you ever wondered what a racing driver does at the end of the motor racing season? In the case of one of the country's fastest FF2000 drivers the answer is quite easy — he goes Superkarting! Those of you who were at the Three Sisters race circuit near Wigan on Nov. 18th last will no doubt have noticed David Leslie out in the 250 Int. Class, where, after scoring two second places in the heats, he stormed away with the final to win by a comfortable 150 yds from Derek Rogers. In fairness to Derek, though, I must point out that he won both the heats easily, and he did strike a bit of trouble in the final itself.

Just before racing started, I had a quick word with Dave about his future prospects, and about his opinions on karting. The obvious first question was why he was at Three Sisters driving a 250 Superkart; and despite the atrocious weather outside the Dent Racing van we were in, he assured me he was there to enjoy himself. 'I was down at Rowrah last week, spectating, when Keiron Hill asked me if I'd like to get a race this weekend. He offered the loan of the kart and the transport to get here etc., and entered me in the 250 International race.' Did he enjoy karting still, or was it more a question of taking the opportunity to race regardless of



National meets are yet to be agreed. A word of warning; entries for all classes at this circuit have been filling up very, very early prior to a meeting!

Summer-time entries constantly exceed 200 with over 150 in the Winter, so you can imagine the difficulties experienced during the maiden year of meetings, particularly when they were organised by relatively inexperienced clubs. It would greatly assist the lap scoring personnel if all racing machines were equipped with a near side number plate.

The circuit, 1120 yards long (just over 1000 metres) is of Macadam surface with 7 corners. I am told that Class 1's should start off with a 62 gear assuming a 9 tooth engine sprocket. Alas, I cannot help the gearbox lads, but I recommend you speak to John Ashe (250), Brian Heerey (250 & 210), Tony Suthers (210) and Derek Price (125), some of the regular trend setters.

My drawing of the circuit may not be to scale and includes on it some suggested names of different sections designed to assist the commentator, officials, ambulance personnel and last but not least the SPECTATORS. These names are not gospel so should anyone have any better suggestions would they please WRITE to any of the organising club Secretaries — obviously the sooner the better! Inciden-

tally, the additional side number plate will also help the commentator and his assistant Val to try and get the spectators following our sport as they do on the Continent. If anyone, and I mean this, feels he or she could improve in any way whatsoever on the commentating aspect, please let me know — you won't get any trophies but I will be willing to listen!

Let's try and make the 80's into 'Kartings G.P. Decade' — General Public! What say you all?

Final note: Congratulations Dave and Caroline on your recent amalgamation — I still recall the two dogs in the bottom field at World Cup 1978 — and the wine!

Mike Lee

Back to the Beginning



▶ Dave Leslie — a return to karting to keep in trim for what he hopes will be his big year in the world of car racing. (Photo: Dave Smith)

continued. . .

has got it all going for him. I would like to see more aggression at times, but he's a hell of a driver to pass. Along with John and Simon, destined to do many World Champs, Junior and Senior.

Derek Higgins. Equipment first class and a terrific driver, but too inclined to 'pack-up' if things are not going well. He must overcome this problem if he wishes to go further in the sport.

Gary Foster-Jones. A stylish driver, with a lot of flair, Gary should have won a lot of meetings last year! No patience but Gary is now listening to his mechanic and has the ability to win any meeting he goes to. I think he will win a 'big one' this year.

Ian Murphy. I think if Ian had lived in the South, you would have heard a lot more about him. An underestimated driver with a lot of talent, he's on the fringe of upsetting my league table for 1980.

Per Sorenson. This is the little Danish Junior I love to watch. Plenty of style, but like Gary; 'patience!' Equipment etc. first class. He's quick, and if he puts himself about this year, he will pick up his fair share of 1st pots.

Nigel Mitchell. I would say it's taken all of 1979 for Nigel to live with the blue plates after being top-dog in the Britain Class, but he's a determined lad and had a good year last year. All he has lacked is 'engine power' — but I am told that problem is now solved. If that is the case, there is no reason why he shouldn't 'turn it on' this year.

Mark Lovell. Matured beyond recognition last year, but still does not get enough of the 'fierce

competition' that would give him the edge that the top half dozen drivers have over him. Equipment and preparation, improved 100%. A good driver this lad.

Andrew Stapley. This is one little chap who I would like to see someone sponsor! He has a lot of ability and the whole family is dedicated to the sport. He always gives me great pleasure to watch. Will still be in there at the finish, with the limited amount of equipment that he has. My outstanding driver of 1979.

Andrew Bundy. Upset a few people at Clay last year. A lot of talent, and good equipment. The only reason why Andrew is down the list a bit is that I didn't see a lot of him last year. Come on mate, get about a bit this year, and upset a few more people! I love to see not so fashionable drivers 'seeing them all off'. Good luck Andrew.

Andrew Clark. In the same position as Bundy, didn't get around enough last year. Was in the doldrums a bit, but in my time I have seen this lad win a lot of meetings, so there is no reason why he can't do it this year.

Paul South. Paul hasn't had enough experience to give the Herberts and Suttons problems, but I do think with a bit more driving under his belt, you will find him nearer the front.

Mark Wilson. David Wright, Terry Stamper, Shaun Egan and Neil Douthwaite I have not included in my little league. Apart from Murphy and Mitchell, these five lads would be my 'Top of the North'. Young Wilson has all the flair and courage that one expects from a top driver. I would put him in the same mould as Herbert. Being so young and with more experience and ability to come in the future, I think Mark has a great future, and will probably wear a green

helmet for years to come.

David Wright gets better every time I see him and should do well this year. Terry Stamper has always impressed me, while Shaun Egan and Neil Douthwaite just need that little push to bring out that little bit extra — both are very competitive drivers.

If I had to put my money on any driver from the North taking a No. 1 plate, it would be Mark Wilson. I just have a feeling about that little hooligan — I think he reminds me of Mike Wilson when he was a Junior (and that can't be bad, can it?).

What do you think of it so far? "*/?!X" Well, as I said, the above are my impressions of a small group of our Junior Nationals. I could be wrong about many of my observations, but one thing I will not be wrong about is that one of my top 6, plus young Wilson, will win the British Championship and the Road & Racing Championship. I am never wrong about that — but which one? This year you can toss a coin — it will be that close.

Now the good news! My own son will not be following the Green Man circus this year, so I cannot see myself at many of them either. As I don't like writing about races I don't see, I will not be writing a regular Junior Scene. Hopefully I will still be keeping in touch with occasional articles on developments within the sport.

Our little mob has had a ball for 7 years, and you never know, karting being the unique sport it is, we'll possibly be back! I'm hoping to do a Junior Britain league table soon, so you're not forgotten.

Jock Mailer

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continued...

excitement as one driver launched himself into the air, then landed in the bushes. Lap four saw a carbon copy incident of lap two, involving at least eight drivers! By this time, half the field had been lapped by the leaders and thankfully things calmed down a bit. Out of the confusion Chris Stoney emerged to finish second, with Adrian Wolfenden third. Mark Rose won heat three with a good drive through from the back of the grid, and made sure of pole position for the final. Tim Wright came home second, with Tim Parrott close behind in third. A good battle for the first three places in heat four saw Pete Elliot in first, Lew Marsden a close second with a battling Chris Stoney not giving in 'til the flag.

It was necessary to hold a 'B' final to decide the final few qualifiers for the 'A'. David Goldsborough won this in fine style, Lew Marsden coming through to second.

Mark Rose took the lead on the first lap of the final, to be pushed into second by Chris Stoney on lap two. Chris pulled out a great lead, persevering with his old Carlisle rain tyres despite the controversy concerning other tyres, that was raging in the pits.

Mark remained in second until three laps before the end, when he disappeared, to leave Ian Williams in second spot. A lap later, and Chris Stoney's race came to an end when his motor picked up a stone, giving first place to Ian. Adrian Wolfenden took a good second Lewis Marsden third, with Pete Elliot in fourth closing rapidly after an 'incident' earlier on.

Sensible driving through the day earned novice driver Tony Muxlow a creditable 10th place in the 'A' final, and a prize for first Novice home.

Junior Britain

A good entry of 15 in this class kept the Mums and Dads in the pits on their toes, as there was some very spirited driving from the youngsters. An exciting first heat with Ian Egan, Chris

Marsh, and Kerry Thorpe dicing for the lead. Kerry went off two laps before the end, while Scott Banks came through the field to take first place on the last lap. Heat two saw Banks, the previous heat winner, almost do the double, but was pipped to the post by Kerry Thorpe.

The final had to be stopped after two laps, as Paul Harrison seized at the end of the straight and was unfortunate enough to be hit by another kart. He was taken to Hospital with a suspected broken collar bone — and we hope he will be back racing with us soon. The final was restarted, and Scott Banks had a flag-to-flag victory. Simon Blessed drove well to finish second, with Victor Vaughn a good third.

100 Britain

A better than average grid of Britains made some spectacular racing in this class. Andrew Wood made a good start in heat one, to be overtaken by the well matched pair Stephen Gill and David Smith. David Pearce managed to turn his kart upside down but escaped unhurt. Heat two, and this time it was David Smith first, with Stephen Gill second, and Andrew Wood third.

Gill and Smith continued their fine battle in the final, finishing first and second with Eric Smith driving through to a well deserved third.

210 National

The heats were very close fought between Glenn George, Ray Howarth and Jes Cooke, each trying to show the other how it's done. Ray Howarth had to drop out of the final when his chassis broke in two. Glenn George had a good win, with D. Alderson second.

Junior National

These lads were really trying — all day they raced hard but fair and it was a credit to Junior National racing. Heat one was a really close dice between Richard Dean, Neil Douthwaite, and Shaun Egan, the added incentive being the Club Championship points. The lads really take the Championship seriously, and as each one is in

with a good chance this year, competition was fierce. They finished in that order, 1, 2, and 3.

Heat two was an 'almost' for Tim Sugden, who led for 8 out of 10 laps, to be taken by Richard, Nigel Mitchell, Shaun and Neil on the last lap when he developed a mechanical problem.

In the final Nigel Mitchell had a flying start from the middle of the grid, but spun it away after six laps. This left Neil and Shaun to fight for first place, and that's just what they did, with Neil over the line first, Shaun not far behind him. The whole race was marred when it was discovered that both lads were using *four year old* Continental Moka tyres that are no longer in the blue book. A protest was lodged and the lads had to be excluded from the results — an unhappy end to a great days racing.

Results

100 National

1st	Ian Williams	Wilson/WRE Parilla
2nd	Adrian Wolfenden	DAP/FRED TKM
3rd	Lew Marsden	Wilson/WRE TKM

Junior Britain

1st	Scott Banks	UFO/CSK Arrow
2nd	Simon Blessed	Zip/WRE Parilla
3rd	Victor Vaughn	Zip/Parilla

100 Britain

1st	Stephen Gill	UFO/CSK Arrow
2nd	David Smith	Sprint/DAP
3rd	Eric Smith	Zip/Brad Arrow

210 National

1st	Glenn George	Zip/Upton
2nd	D. Alderson	Barlotti/Upton

Junior National

1st	David Wright	BM/TKM
2nd	Tim Sugden	Sprint/FRED Parilla
3rd	Richard Dean	UFO/Parilla

Nigel & Sarah Edwards

Junior Scene



John Herbert, Junior Champion, is No. 1 in our 'Junior Scene' ratings (photo: D. Callingham).

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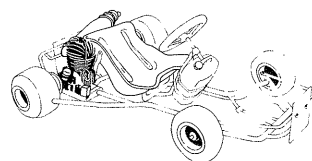
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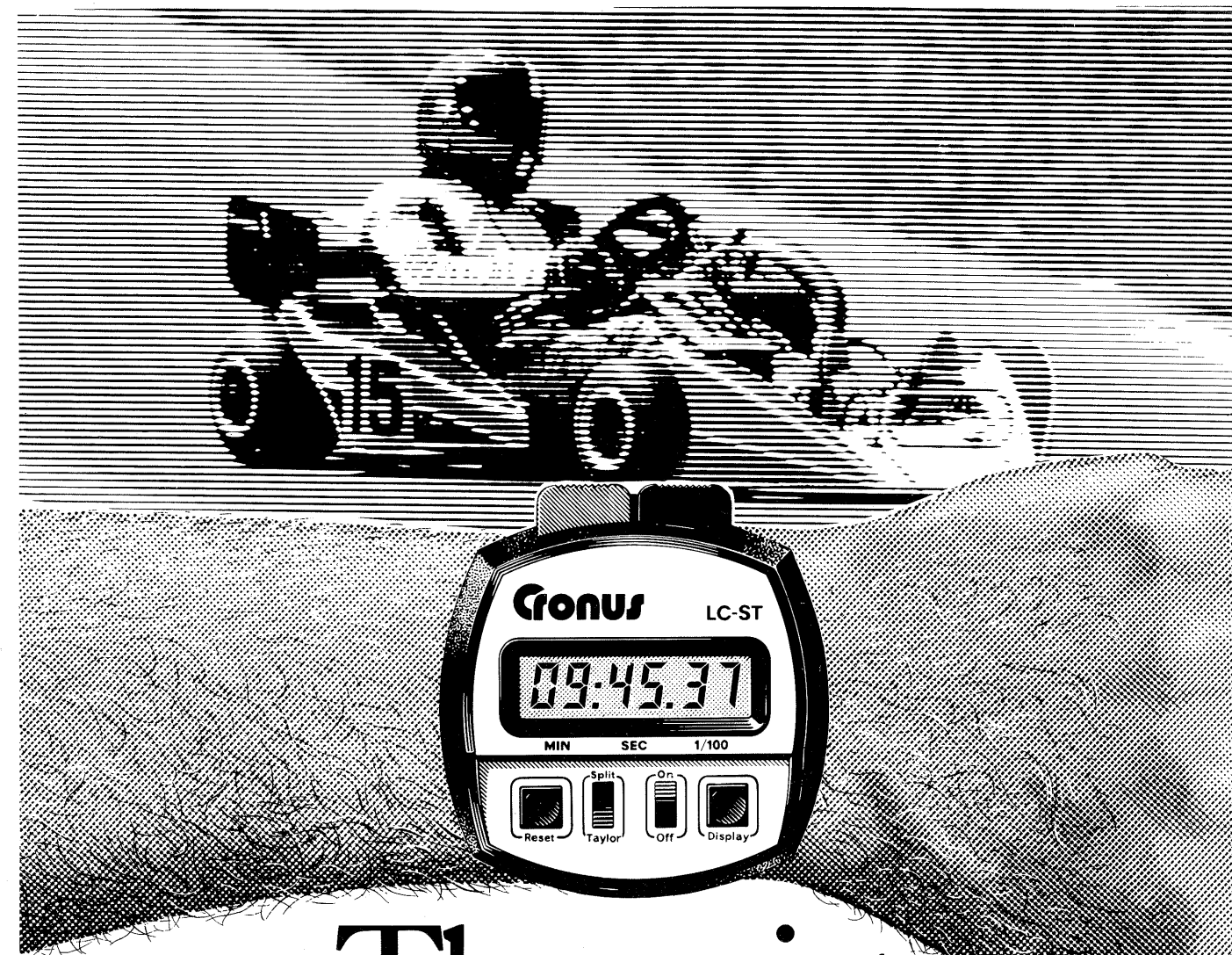
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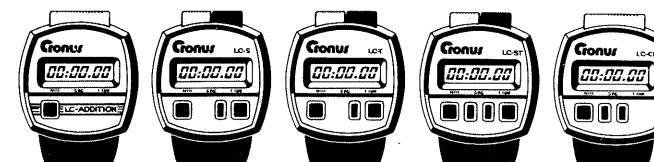
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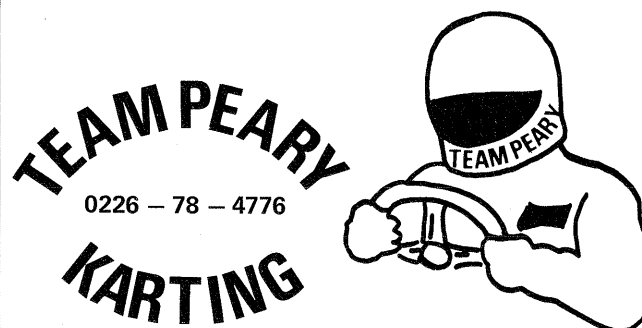
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continued. . .

After superb close racing all day in the 125 NATIONAL class, what a disappointment for Derek Price to win both heats and the final only to find that he was underweight! Mark Allen seemed to have a good day with close fast racing just keeping Keith Bisp and Mike Jackson at arms length.

Brian Heerey showed his usual driving skills, but this time in the 250 class, keeping Derek Rodgers, John Ashe and Richard Dean at bay throughout the day.

Results:-

Junior Britain		
1st	Kerry Thorpe	Leeds
2nd	Jon Henry	Milnthorpe
3rd	Ian Williams	Stockport

Junior National		
1st	Gary Foster-Jones	London
2nd	Kevin Warner	Guildford
3rd	Tim Sugden	Bradford
4th	Richard Dean	Leeds

100 National		
1st	David Coyne	Camberley
2nd	Nicola Fletcher	Sheffield
3rd	Ray Davies	Blackpool
4th	Chris Stoney	Castleford
5th	Andrew Fairless	Wigan
6th	Phil Foster	Blackpool

100 International		
1st	Paul Jackson	Sheffield
2nd	Paul Fletcher	Sheffield

210 National		
1st	J. Haigh	
2nd	John Field	Nantwich
3rd	Tony Suthers	Urmston
4th	Graham Roscoe	
5th	Paul Sadotti	Stockport

125 National		
1st	Mark Allen	Bristol
2nd	Keith Bisp	Bristol
3rd	Mike Jackson	Stockport

250 International		
1st	Brian Heerey	Stockport
2nd	Derek Rodgers	Cheshire
3rd	Richard Dean	Ripley

Val Lee

Menorca

Having tried desperately and failed to book a holiday in Estoril at World Championship time, the only resort available at short notice was Menorca. 'Well,' I thought, 'at least they have karting there so it can't be too bad.' After a couple of days lazing in the Spanish sun, I decided it was time to seek out the one and only kart track in Menorca.

The track is located about one mile from the centre of Mahon, the capital of Menorca, on the San Luis road. It is owned by the Royal Aero Club and is a permanent purpose-built circuit. When I arrived (after a bumpy bus ride from the opposite end of the island), I headed straight for the 'Club House'. The Royal Aero Club is an active airfield catering for light aircraft and the facilities for pilots of planes and karts alike are excellent. After downing a

couple of San Miguel beers I headed across the car park to the kart workshop. Inside I met Pito Quintana (busy filing away at a Parilla liner) and Stephen Fox.

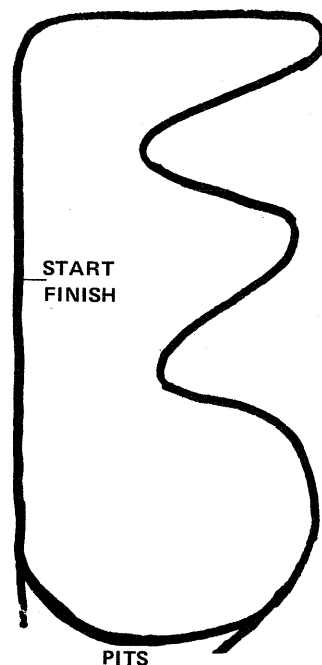
Pito runs a kart hire business on the track which he rents from the Aero Club. He also acts as mechanic, tuner and general organizer for the racing members. Stephen has a car hire business in Mahon and was at the track that afternoon to run in a brand new SS20. After spending a while exchanging ideas and experiences we went out to the track. It is tarmac and lined with tyres, measures 330 metres, has a 100 metre straight and six corners. Steve went out for a few laps and when he came in, invited me to have a go. (I thought he would never ask!)

My impressions of the track were that the surface was fairly even, although it appeared from the pits to be a little rough in places. The most surprising thing was the layout. The back section of the track was so tight that the only way to pass another kart would be to go over the top (not an unfamiliar manoeuvre to a driver like myself!) Steve's kart was running a 72 tooth sprocket which most competitors use although I would think 76 to 78 teeth would be more appropriate for such a tight circuit.

On the evening I was due to fly home I returned to Mahon and met up with Robin Jowers (he's written race reports for another magazine) and we went round to Steve's apartment for a few drinks and a chat. It was now my turn to ask most of the questions, the answers to which are contained in the following more detailed summary:

Circuit

The length and nature of the circuit has already been outlined but this sketch of its shape gives a better idea of what it's like:-



Club

The Kart Club's formal title is Karts Aero Club Menorca. There is no committee or organisational structure as we know it, meetings being organised by general agreement between members.

Racing

Each year a series of races takes place which constitute the Club Championships. Last year they were run every second Sunday between January and May. Apart from this, the circuit is rarely used for racing outside the Championship events.

Occasional street races are organised by townships on the island as part of their Fiestas. Steve showed me some photos of these events – the large crowds lining the streets were obviously enjoying it!

There are only 15 karters on the island with a normal attendance of 12 of these at a race meeting. Seven of them are British.

Classes

The classes and class rules conform to the Spanish regulations with some minor variations to suit local requirements. The classes catered for on the mainland are:-

Infantile	– similar to our Junior class
Juvenile	– an economy class
Junior	– equivalent to our 100 Nat. class
Promotion	– similar to our 100 Int. class
125	
250	

Racing in Menorca is predominantly in the 'Junior' class. The weight limit for this class is 120kg. Engines are not allowed to have TT porting and the use of Tillotson carburettors is forbidden. As far as tyres are concerned the Spanish rules for the 'Junior' class allow 'free' tyres with a width restriction of 6in for the rears. Menorcan rules differ in that Bridgestones, sticky Dunlops, and Goodyears are excluded. The permitted tyres are Carlises and Continentals (including the sticky types!).

Equipment

Most of the karters on Menorca have SS20 engines with some using TG14's. The karts are mainly of Italian origin but not generally of the latest marque. Preparation and maintenance receives a great deal of attention but is hampered by the difficulty in readily obtaining spares.

If sufficient interest is shown, it is proposed that a team of British 100 National drivers visit Menorca to race against the locals and enjoy a few days of Spanish sunshine, early in 1980. Stephen Fox has promised to contact Laker Airways to see if they are prepared to assist with travelling costs. Any 100 National driver interested can contact me on Hornchurch 57684.

Ken Minter

Wombwell

The day started off bright and fine, with just the occasional shower making the track conditions quite difficult for the drivers. At one moment too wet for slicks, at the next, too dry for wets!

Practice gave a taste of things to come, as several drivers attacked the fencing, each other, and anything else that got in the way. Whether this was due to the film crew on the track (everyone wants to be a Superstar) or just generally erratic driving from some quarters, is debatable!

100 National

Two grids, this meeting being the first round of the Club Champs. The first heat was a very good win for Nicola Fletcher, showing the men the way home, followed by Craig Leclerc. In the second heat all was not well however. Mark Rose started on pole and took a good lead, which he held 'til the end. Behind him, chaos reigned! On lap two, 5 or 6 drivers landed in a heap on the pit bend. Lap three and more



Kart and Superkart

Have just been browsing through the February 14th issue of Motoring News, which, for those of you who don't realise it, had an excellent 12 page supplement all about karting – superb publicity for the sport amongst the car racing mob. One page in particular, a pictorial of many of the ex-kart drivers who 'made it' in one of the main car racing formulae, brings back a lot of memories from the early 70's. At that time I was on a brief 'sabbatical' from karting, following Formula 3 and the like, in which several kart drivers were making their name – and there were some great moments...

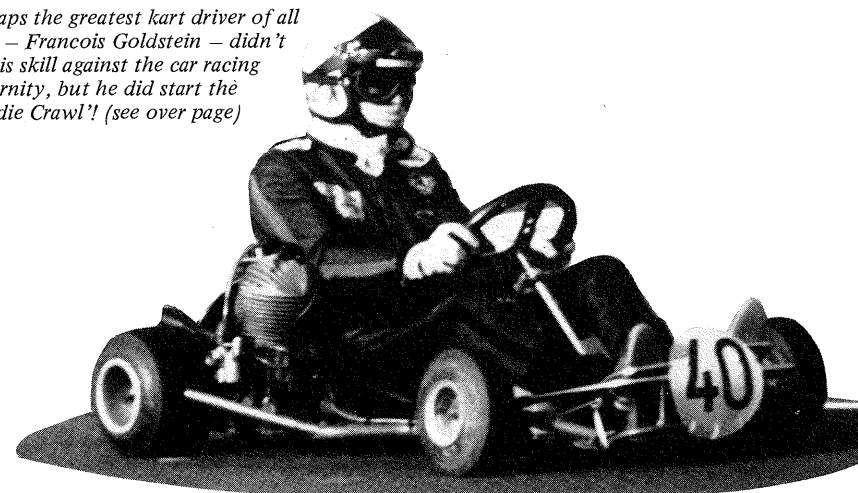
In the early 70's Roger Williamson and Tony Brise were absolutely dominant in Formula 3. Their meteoric progress, coupled with my old friend Dave Ferris' entry into the realms of Formula Ford, was enough to lure me away from karting, and trips all over the U.K. to follow their progress were the order of the day.

Brise and Ferris both went into car racing via Formula Ford and I happened to be around in both cases, to see them do their first laps in a racing car. Never before, or since, had such obvious and immediate talent been witnessed. Both men within a couple of laps were chucking the cars around as if they had been racing Formula Ford for years. Tony Brise in particular was outstanding, as on the day of his testing debut there were a lot of regular star quality FF drivers also testing, whom he was instantly dicing with and beating – all within just a few laps – much to their embarrassment.

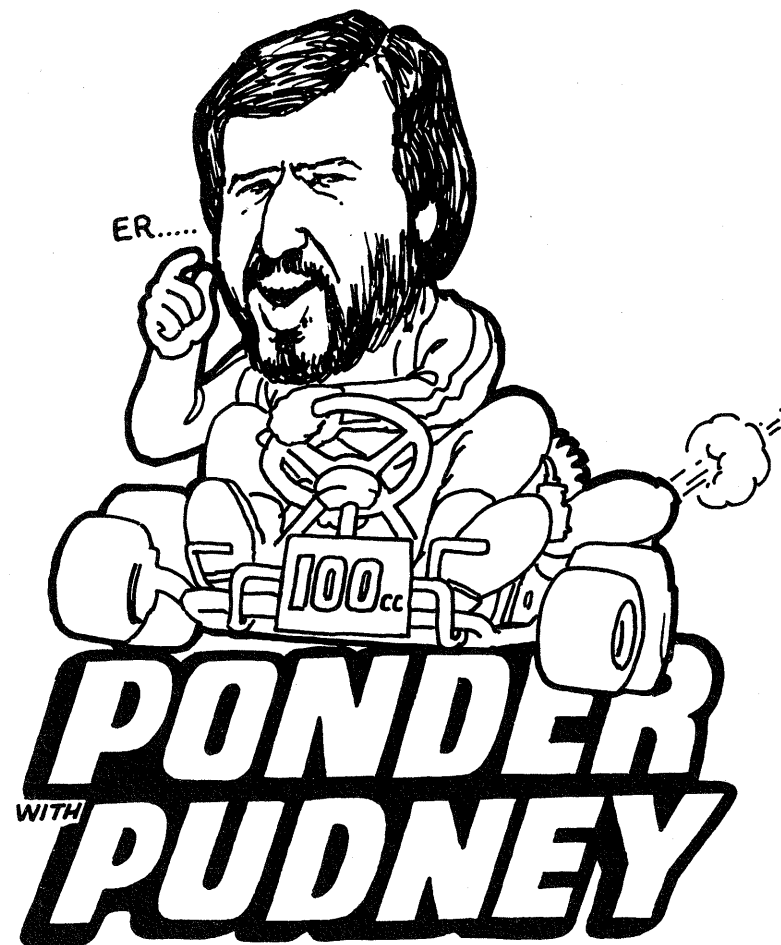
Tony quickly and naturally passed into Formula 3 and his dices with Roger Williamson, who came strangely via saloon cars into F3, were the highlight of the early 70's for me. I shall never forget sitting at the hairpin at Snetterton one particular day watching them slipstream each other down the Norwich straight, then engage in the most frantic outbraking manoeuvres I have ever seen, lap after lap. Although from the hairpin we could not see the finish line, I can well remember the commentator going bananas as they tried to get through the chicane side by side. If memory serves me right, Roger won by a nose, although nobody really cared a damn as it was such a fabulous scrap.

The other race involving Roger Williamson which springs to mind did not feature Tony Brise, but a guy called Ricky Von Opel. It was at Thruxton and as usual we were in the club chicane grandstand, (there's nowhere else to watch – it all happens at the chicane!). Anyway, Von Opel in his Ensign had Roger's March climbing all over the back of him and, despite all Rogers efforts, was holding him off. As the race reached the closing stages, Williamson kept dummying down the inside line into the chicane in an effort to outbrake Von Opel. Come the last lap, Roger as usual held his line towards the inside of the circuit all the way

Perhaps the greatest kart driver of all time – Francois Goldstein – didn't pit his skill against the car racing fraternity, but he did start the 'Goldie Crawl'! (see over page)



March 1980



on: Successes and memorable moments in the 70's. The Goldie Crawl!

down the superfast straight to the chicane, but instead of trying a frantic outbraking manoeuvre on the logical inside line, suddenly pulled to the outside and in the most brilliant move I have ever, ever seen actually outbraked Von Opel round the outside! The Grandstand went absolutely potty and on the slowing down lap Von Opel stopped at the chicane and applauded Roger through it. Fabulous stuff.

Mind you, Dave Ferris – who was at the same time making a terrific name for himself in Formula Ford, winning absolutely everything in the legendary ex-Colin Vandervell, ex-Emmerson Fittipaldi Merlyn, (surely the single most successful racing car ever built) – did not rate the Thruxton chicane too highly. In practice one race day, Dave got off the dry line coming into it, went charging across the grass into the bank and turned over in the ditch. His

problem was that although uninjured, he could not get out of the car as he was neatly trapped by the car in the ditch. Added to this, the normally efficient Marshals had not been quite as observant as they might be during an actual race and it took a lot of shouting and whistling from myself and other spectators to draw their attention to Dave's plight. Meanwhile a helpless David was hanging upside down, being gently soaked in petrol, at the same time smelling and hearing the 'psst, psst, psst,' as petrol leaked onto the red hot exhaust manifold... David was eventually extricated totally unharmed, but it was the first and last time the normally totally unperturbable David actually admitted to experiencing some fear. What a tragedy that David's brilliant career was cut short by a freak accident – just as he was getting his big break. On the way to qualifying the works F3 March on the second row of the grid at Silverstone, the first time he had ever driven an F3 (and in illustrious company to boot), David rounded Woodcote to have a piece of rock (!) thrown up by another car actually go under the visor of his Bell Star and strike him in the temple. The injuries he subsequently received were enough to enforce his immediate retirement from motor racing, although he did have a successful but all too brief foray back into karting in 1974/5.

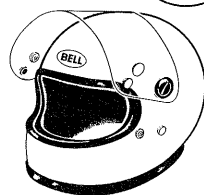
It gets you going, this nostalgia! Other memories of the 70's? Watching Mike Hailwood opposite lock out of the 1st gear cobbled hairpin at Rouen on the way to winning the Formula 2 race there and at the same time picking out friends sitting on the bank and making V signs at them!! Or standing in the crowd at the Mallory Park hairpin, watching Barry



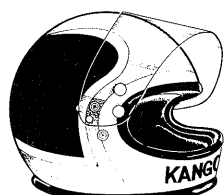
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GET INTO TOP GEAR

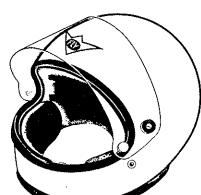
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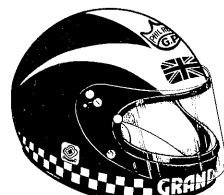
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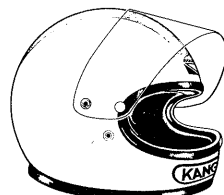
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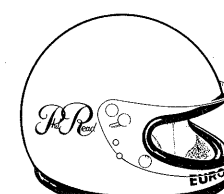


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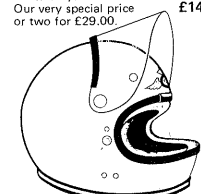
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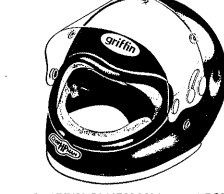


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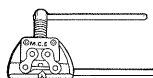
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CLUB SCENE

Chasewater at 3 Sisters



Contrast in styles among the classes. Top: rear wheels steaming, 125 National Champion Mark Allen powers through. Centre: Junior Britain Jeremy Cotterill with bags of oversteer before spinning away second place. Below: Ex International Dave Coyne on an economical line in 100 National. (Photos: Dave Smith)



The weathermen forecast deep snow and icy conditions for the January meeting at Three Sisters Arena, near Bryn, Ashton-in-Makerfield, Wigan. Everyone went prepared for the worst — spades, extra blankets and hot water bottles for those who braved it 'overnight' at the circuit. We awoke to a white ground, but not too deep snow, just a very deep frost, and to the sun shining promisingly.

A glance at the programme revealed some changes of classes. Mark Rose from 100 National to 100 International (I understand only a temporary change), Mark Nuttall from International to 100 National, and Brian Heerey from 210 National to 250. Although invited, the London Clubs didn't come and have a look at Three Sisters — perhaps the weather forecast put them off; OR the competition (that's a challenge)!

To begin with, Jeremy Cotterill looked as though he was going to continue his run of good luck with two wins in the heats of the JUNIOR BRITAIN class. But 'lady luck' wasn't with him as, with only a lap to go in the finals and comfortably in second spot, he lost it on Hide Corner and with no assistance to hand bravely tried to start himself, but to no avail. Kerry Thorpe from Leeds had a good day and with an exceptionally fast engine took the flag with young Jon Henry in second place fighting off a last minute challenge from Ian Williams.

In the JUNIOR NATIONAL class, 15 year old Kevin Warner, Road & Racing Champion and Gary Foster-Jones had a good day's racing, Kevin having two firsts in the heats and Gary a second and a third. In the final, with excitement mounting and only two laps to go, an accident on the top end of the circuit caused some tension, when the ambulance team entered the circuit while the young chargers were still racing! Later a good many of the youngsters got a telling off from their Dads for 'racing and overtaking that big white thing! That's an ambulance lad and you do NOT race an ambulance!' But to be fair, no flag had been shown and the ambulance had no right to go on to the track until told. Hope this misunderstanding is sorted out for next time!

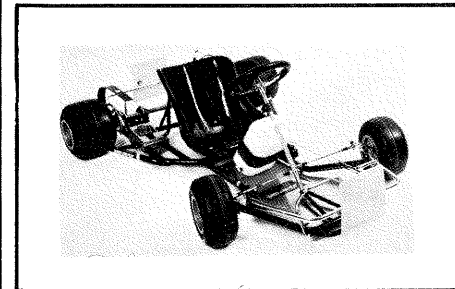
As usual, the 100 NATIONAL class provided the spectators with some fast, close racing. David Coyne of Camberley had a second and a first in the heats and took the lead in the final from start to finish. On lap 6 of the final a spectacular accident in front of Race Control involving Ron Hodgson and Martin Smithson had the Officials running for cover — reminiscent of the last time Chasewater were at Three Sisters when a number of our Officials were hurt in the closing minutes of the last 250 race of the day.

Racing in the 100 INTERNATIONAL class was incident free and dominated throughout by Paul Fletcher, Paul Jackson and David Button who kept the tension on throughout the heats and the finals.

The 210 NATIONAL field seemed a blur of helmets and leathers, the sun shining so strongly that at times it was very difficult to see numbers. Drivers you must have a side number plate — it makes things in Race Control so much easier. And would you all make sure that the number plates are clean, not just at the beginning of the day but during the finals as well — with mud and grease and the occasional nut in the wrong place the numbers can be misread. Racing throughout the day was very close and exciting with various drivers showing signs of being up with the leaders, who were Graham Roscoe, Dave Walker, J. Haigh, John Field and Tony Suthers.

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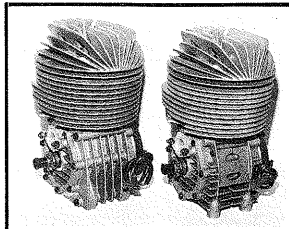
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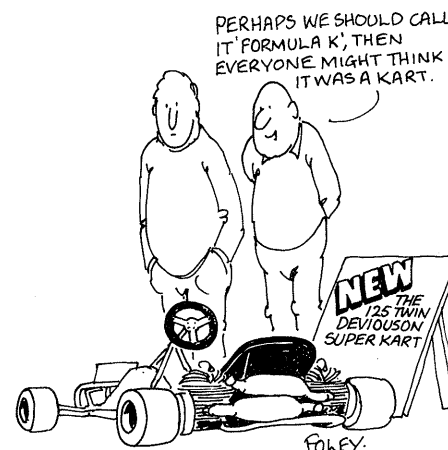
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continued . . .

Sheene run away with the 500cc race, shouting 'up, up, up,' as Barry accelerated away from the hairpin, to which he responded with some magnificent wheelies — also accompanied by V signs to the crowd! The wheelies got bigger and bigger, with Barry changing gear without ever putting the front wheel down, until he nearly forgot that you *need* the front wheel to steer with in order to get round the left hander onto the straight!! Or... the roar from the crowd when James Hunt overtook Niki Lauda at the British Grand Prix in 1976 at Brands Hatch to take the lead. Hunt reckons he actually heard the crowd roaring as he got closer to Lauda —



I'm quite sure that's true as the noise when he overtook was indescribable. I have never, before or since, witnessed such a response from the normally very staid British crowd...

But best of all... there's a very good bloke called Tony who works for us in our workshop reception. Tony is an absolute nutter with motorbikes and in fact races an 'outfit' or 'motorcycle and sidecar' to the uninitiated. Tony is the driver of the outfit, which may not impress you too much, but when you hear he's only got one leg, as he lost the other one in, guess what? — yes, a motorcycle accident, then the story gets even better. He'd been on at me to come and watch him race and although I reckon that all motorcycle racers are barmy I eventually went to Brands to see him compete. Just this once we were watching from the outside of Clearways, the ultra fast bend leading onto the top straight, and Tony and his passenger were holding a midfield position. They were certainly trying hard — perhaps a bit too hard, because Tony went wide onto the grass and lost control of the outfit. The passenger was thrown off, then the outfit hit the bank at tremendous velocity, throwing Tony yards through the air. Well you might have guessed it already, but when Tony re-made contact with Terra Firma, he did so with such force as to throw his false leg, complete with that part of his leathers, in a wide arc over to the other side of the track! We were watching from only a matter of 20 yards away and Tony, who knew where we were, soon picked us out and indicated that he was alright. The hilarious part of the incident was the Marshals, who at first were running full tilt down the track to get to Tony but suddenly realised that the guy they were on their way to attend was sitting at one side of the track and his leg was laying the other! The way the frantic rescue run suddenly became slow motion and then a complete halt some yards

from the unfortunate Tony whilst they summoned up courage to get closer was *the* funniest incident I witnessed in the 70's.

But what of the worst moments — and there are some sad memories. The first time my wife saw me cry was when I turned on the T.V. for the results of the Dutch GP in 1973 only to see David Purley's heroic attempts to rescue my hero Roger Williamson in vain... to turn the car radio on and hear that not only was Graham Hill dead, but that the accident had also claimed the life of the brightest star in Formula 1, yes Tony Brise... and to hear that Ronnie Peterson had died, when we all thought that the injuries he had incurred in that dreadful Italian GP crash were relatively slight, also reduced me to tears.

The single most frightening incident in motor racing I ever witnessed, happily without any tragic consequences, was when Gerry Marshal lost a wheel on his Vauxhall Firenza exiting the Druids hairpin and rolled down the hill towards Clearways, ending up on its roof, midway between two marshals posts. The car burst into flames and for what seemed like hours, but was probably more like seconds, there was no sign of movement from inside the car. What you may not know is that Gerry Marshal is about 18 stone, and with the force of the rollover jamming the doors shut, Gerry was too big to get through the windows. However, a brave marshal, who had dashed headlong down the hill from his post, leaned into the blazing car and physically pulled Gerry by his ankles out through the side window. The huge cheer and sigh of relief that went up from everyone I shall never forget — neither will Gerry Marshal!

The most frightening incident I ever witnessed in karting? Easy — the time a dog got loose on the track during the World Cup Final at Morecambe. Although the spectators could see it, the drivers obviously couldn't, and were confronted by a loping Alsatian as they came flat-out down the hill into the hairpin. As Kelvin Hesketh was leading at the time, stopping the race was probably the most difficult decision Bert has ever made (and might well have put him off dogs a bit!) but Kelvin did go on to win the restarted final.

And the greatest moment of the decade? Easy — watching Terry win the World Championship in 1973!!

This month's column has been nothing if it hasn't been different! However we'll close on an interesting point directly connected with karting. It came to mind the other day whilst spectating at Tilbury that the 'Goldie Crawl' seems to be creeping (EH!!) into British 100cc karting. This was a technique perfected by Goldstein — to do the slowest rolling lap possible when on the front row, as a means of either causing your fellow competitors to oil up or to out-psyche them. Goldstein had his engine set up so that he could do several rolling laps at an absolute tick-over, then accelerate cleanly away from the flag without any oiling up. If a competitor overtook him on the rolling lap to try to clear a motor, Goldie would wave and shout to draw Officials notice to the 'offender', who would get ticked off for being a naughty boy and would automatically be at a disadvantage. At Tilbury last week, in an effort to please the R.A.C. Steward, the whole National 'A' final grid were reduced to a Goldie crawl for several laps, and I suppose it's proof of the Tillotson's versatility that no one oiled up, although there were a few very slow away from the flag, with half oiled engines. I know we want slow and fair rolling laps, but if half the field gets dropped at the flag, it does rather detract from the racing! So please be sensible, R.A.C. Stewards.

J.P.

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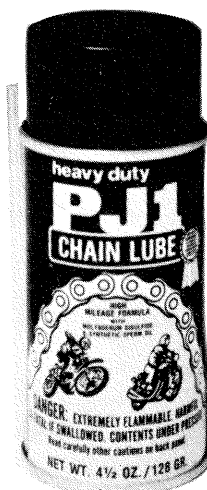
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continued . . .

Brian Thornton, Barry Beckman, Peter Dell Drew Price, and our Brazilian friend (a bit of an in-joke that will go down well in Sydney!) In general on that side of the World, karting is growing steadily and there is a real feeling that Superkarts will take off there this year. I made a few approaches and we may see a Pacific Series set up for next January – if everything works out as planned at present you should be able to race at Daytona one weekend, New Zealand the next, followed by Australia the following weekend. We are trying to arrange reasonably good start money at each event which could mean a 3½ week racing/holiday trip for very little cost for a few drivers if it all comes together right. I will keep you informed on any developments.

The start of yet another season is upon us and as usual everyone is rushing around frantically trying to get everything together for the first big meetings. It is really good to see that this year there will be 4 or 5 really professional Superkart teams battling away, which should make for a colourful show. I am sure the Rapid Movements Team will be a formidable force to be reckoned with. Watch Nigel Smith this year – he thinks he can do *anything* now as Jill has just presented him with a son, named Martyn would you believe (that Nigel really does know how to creep at times!). Joking apart, congratulations Nigel and Jill. We certainly won't be able to call him 'Sideways Smith' anymore (or was it, Jill!). I bet Nigel has already sorted out some 'Team Schemes' sweat-shirts to fit a 3 week old baby...

Tony Smith will be running a team sponsored by Gola Sports Goods. I hear he has rather a lot of sports shoes for sale at the moment... Still, I have heard they are very good for pushing karts, so I expect they will be put to good use...

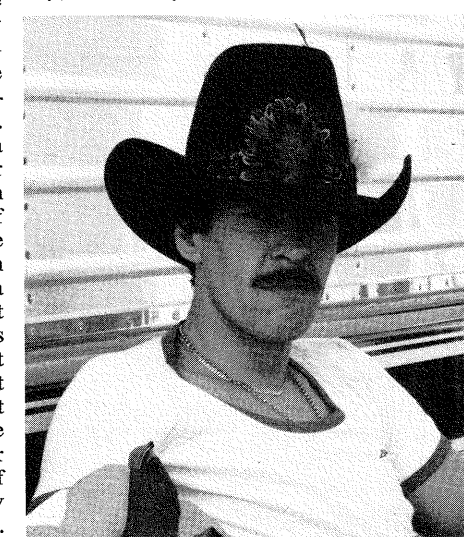
Then of course we have this new weight limit business to contend with. It would appear from the regulation that everything was worked out around a 60 kilo driver (if you are 60 kilo's 'in the mudd', with helmet and leathers etc., you will come up to the weight limit with a kart weighing 115 kilo's). Now that is really clever, as everyone over 60 kilo's will be at a disadvantage – which is *only* about 98% of the Superkart drivers! I always thought weight limits were made to equal things out – obviously I must have been completely wrong...

As suggested in an earlier column, we have now got a Championship over rounds. Funny how things can backfire at times! Carnaby – well I just don't know what to say. And to be scheduled for the day after a Snetterton meeting, so Snetterton have to cancel, is too much. I wonder why Snetterton was not given a meeting, as I know they applied for one? Or even perhaps Donington? What about Lydden Hill? What about all the drivers in the South of England and the West County? Why not have six rounds, spread over the whole country, with 4 to count. Then people can at least have a choice. Or why not use every long circuit meeting in the U.K. for Championship points and count the best 6 or 7 results? I realise it would take a little working out etc., but it would give interest right through the year. So it would cost more in paperwork, but after all, we do seem to be paying rather highly for our sport these days – what with the new cost of licences and overseas 'visa' fees etc. We really do not seem to be getting a lot back for it...

That's about it for now. It will have been apparent at the Cadwell meeting the effect the visit to Texas on New Years Eve had on the Hermetite team – all I can say is I hope we never have a trip to India as if it has the same effect as Texas we will really be in trouble! When you see the team and their gear, you will see what I mean...

Martyn

Hey, hombre – you like the 'team gear'?



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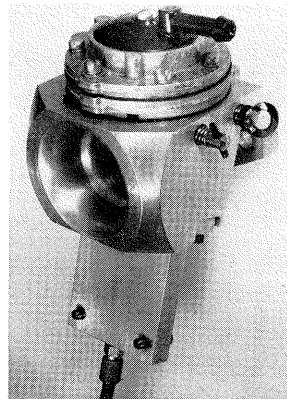
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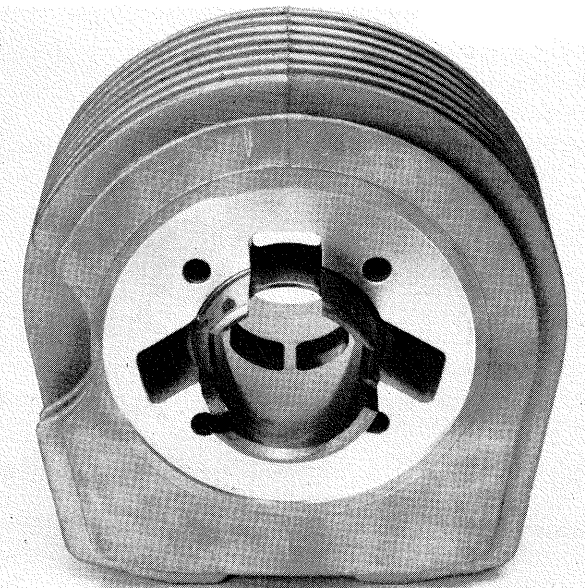
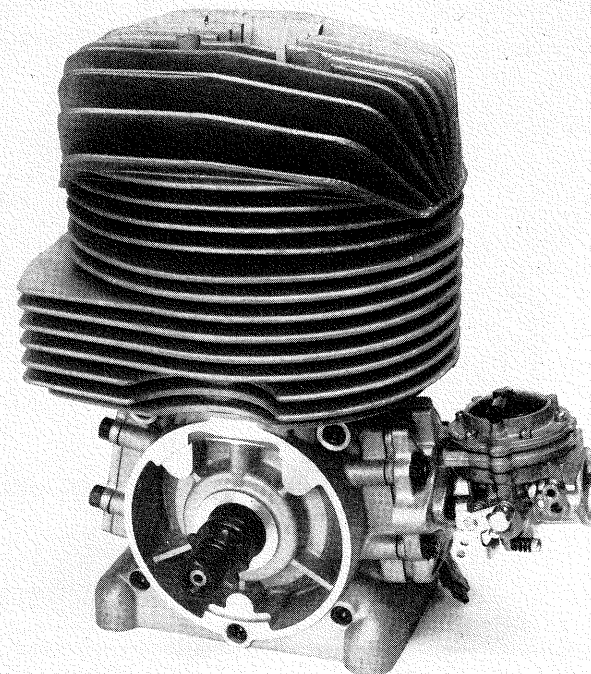
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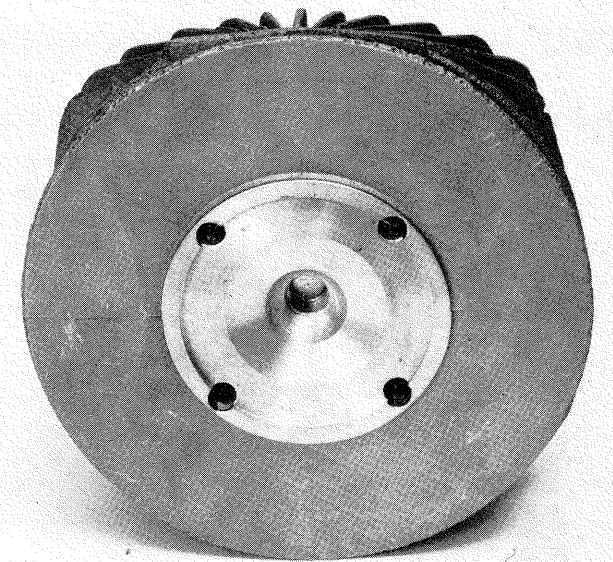
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TECHNICAL

The Komet K55TT



The top end is very much ex K78TT, with a conventional 3 transfer arrangement and a circular squish area.



By removal of a rear cover plate, the K55TT could utilise two carburettors.

Of the engines admitted to the 100 National Class for 1980, perhaps the most interesting is the reed valve Komet engine, the K55TT.

Developed from the K55, the engine is primarily aimed at the American market as production of the venerable McCulloch is scaled down. A new National type class is being introduced in Italy which will also incorporate the K55TT.

We recently examined a sample of the engine, by courtesy of Bruno Ferrari, the sole concessionaire for the model. As can be seen the top half of the engine makes use of its K77 and K78 heritage. The differences come obviously at the bottom.

LINCS KART RACING CLUB 1980 FULBECK PROGRAMME

MARCH 23rd	AUGUST 24th
APRIL 27th	SEPTEMBER 28th
(2nd round Green Man and Road & Racing Champs)	(7th round Kart & Superkart Championship)
MAY 25th	OCTOBER 26th
JUNE 22nd	NOVEMBER 23rd
JULY 27th	

Please send s.a.e. for A.S.R.'s and special A.S.R.'s for Championship to our new *Competition Secretary*: Miss P. Wilson, 77 Moor Lane, North Hykham, Lincoln. Tel: Lincoln 681606.
Entry fees for Club meetings: £6 members, £4 non-members.
Club membership £5 per year. Membership Sec. as for Competition Sec.

Both crankcase halves are identical castings, leaving the way open for dual carburettor usage in those countries that permit it - one at the front, the second at the rear.

The inlet aims the incoming mixture centrally between the crank halves and so big end cooling is not a problem likely to strike this engine. Recent homologation saw the introduction of a Parilla TT25, with the inlet sloping up more towards the top of the crank. Apparently, conversion to this inlet direction would not be a problem on the K55TT, should it prove better.

Obviously, with the carburettor facing directly forwards, some form of shield is necessary. Bruno advises that for best results this should be no less than 3 inches from the carburettor mouth.

Reliability and low cost are the big scoring points for the K55TT. At £250, complete with carburettor and Motoplat ignition it is cheaper than any of the rotary valve induction National class engines and with its inherent reed valve bottom end power is a 'stayer' - amply demonstrated by the recent 24 hour Brignoles race win.

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On The Move

Well here we are, well and truly back in the thick of it again after a brief excursion into the lands of Cowboys, Kiwis and Kangaroos. It certainly made a holiday that will not be forgotten for many years to come. One of the most interesting things was to see the varying karting scenes on the other side of the World.

Firstly let's take a quick look at the Daytona meeting (that is the one I was at of which one report I have read seems to have come from some reporter who was at a different meeting!). The first thing I expected to see at Daytona was a really professional turnout by teams, drivers and officials. How wrong I was - I found the approach to karting there was completely to the contrary. Everyone was very enthusiastic and indeed extremely helpful, but the sport there is more of a weekend out and there seemed to be a complete lack of colour and professional approach.

Chris Merlin recently raved about the nostalgic smell of methanol and nitro etc., and indeed this was there in abundance (and certainly would stir up a great deal of nostalgia for someone of Chris' age!). However I cannot agree with his comments on the standard of workmanship and engineering employed in the manufacture of their karts. I felt it was somewhat crude, and outdated by maybe 5 - 7 years. This opinion was shared by various other members of the British contingent and indeed the Americans own enthusiasm towards the standard of our own equipment can only

strengthen this view.

The meeting Chris attended was run by the I.K.F. whereas this one was run by the other body, the W.K.A. Now it may well be that the I.K.F. meetings attract a different class of machinery - that I do not know. But one thing is for certain - we at times complain about the way meetings are run over here, but believe me, we are nowhere near as badly off as you may think. Can you imagine turning up at Silverstone and there being a meeting called for the night before the race to discuss with the drivers how many laps to run the races over, or how to start the races; whether to have a pace car or not etc. etc!! After you have travelled some 6,000 miles plus to a meeting at a circuit such as Daytona, you really do expect to have such elementary things sorted out. Nevertheless, it was agreed at this meeting that the heats would be of 5 laps, instead of 15 minutes duration as in the programme. However, the first race went 15 minutes, because someone forgot to tell someone else what had been agreed the night before! When you consider that this added 11 miles to the race, several people could have easily run out of fuel. In fact, two or three drivers did fall out for one reason or another in the last three laps, so this error would easily have lost someone a place.

Apart from this, the meeting went off quite well and certainly the Superkart race has boosted enthusiasm for 250 in the States. In the first race, a 'C Open' kart did in fact pass

Only one of the traditional American 'C Open' machines proved capable of matching the pace of the Superkarts, and well turned out it was.



me to win, although not actually competing for the awards. However this kart was by no stretch of the imagination 6 seconds per lap up on the 250 lap times - it was in fact about 1 second per lap up in the first race and thereafter could only equal the Superkart times in the second race as the Superkarts got progressively quicker. This particular 'C Open' was beautifully prepared, with some very impressive-looking bodywork and performance to match, but was head and shoulders above the rest. After the first heat, the driver of this particular kart immediately declared that he was going to change to a Superkart as soon as possible because he felt this was the class of the future with an incredible amount of spectator appeal.

Talking about spectators - it was all you could do, as there were certainly none to be seen there. Karting in America (or certainly the Daytona meeting) is not geared in any way to the spectators. The amazing thing is that no-one seems very interested in them, which is something I just could not see, as I feel that spectator appeal is a *necessity* for the growth of any sport.

The circuit itself however, was just fantastic, and to dive off the steep banking was worth the trip alone. When you really get up high on the banking, all the G-forces just seem to disappear and it is really very easy to drive around a corner that would normally require you to hang on with all your strength. The funniest thing about the banking was the warm-up laps, as at slow speed the rear end of the kart was sliding downwards - it was like driving a kart in a constant slide! However, once you really got going and were high up on the banking as you went round, it was like looking at a brick wall that you were going to drive into - quite a peculiar feeling, and certainly different.

At this point, a word of thanks and appreciation to Kim Campbell, his beautiful wife Billy-Sue and his not quite so beautiful mechanic Bobby - without them and the enormous effort they all went to, to get the British contingent's equipment to the circuit, some of the British entries would not have been racing. There is one thing the Americans cannot be beaten on, and that is hospitality. Everyone really went out of their way to do everything to make our stay simply incredible. How we are ever to repay this when they come to Silverstone this year I just do not know. We spent some very enjoyable nights at 'Fanny Fargules' (a local Disco), much of the time with Bruce O'Malley, a real character from New Zealand - known as 'Super Liquor Man'! If too many of our Superkart drivers were like Bruce, we would need four weeks between meetings to recuperate... The last night there, was spent racing up and down Daytona Beach itself in a Firebird and then everyone dived into the Pacific at 4 AM for a swim - can you imagine that, on the 30th December!

I then flew on to New Zealand, not to do any racing, but to have a holiday and see what my two New Zealand mechanics, Russell and Graham get up to at home. Certainly, karting in New Zealand is somewhat different, with Kart Club get-togethers on the beach, would you believe! It is easy to see why the Kiwis seem to be able to do anything and be really inventive at times - in New Zealand you can just not get the components and accessories that we take for granted over here. They do not moan about it as that really does no good either, they just set about and *make* it.

From there I went on to Australia for a week and met some really super people who once again, like the Americans, just could not do enough for you. Once again thanks must go to



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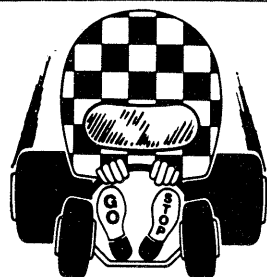
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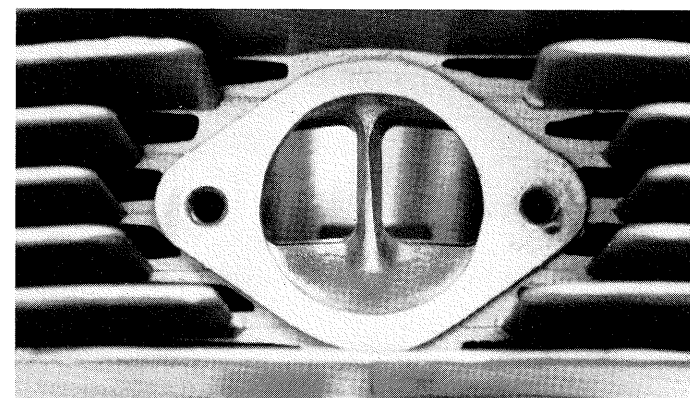
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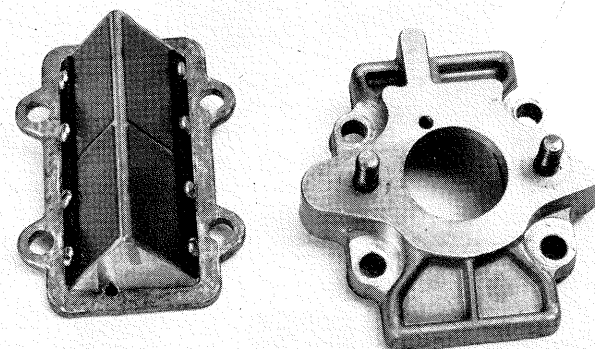
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Specifications: Komet K55TT
(As taken from our sample engine.)

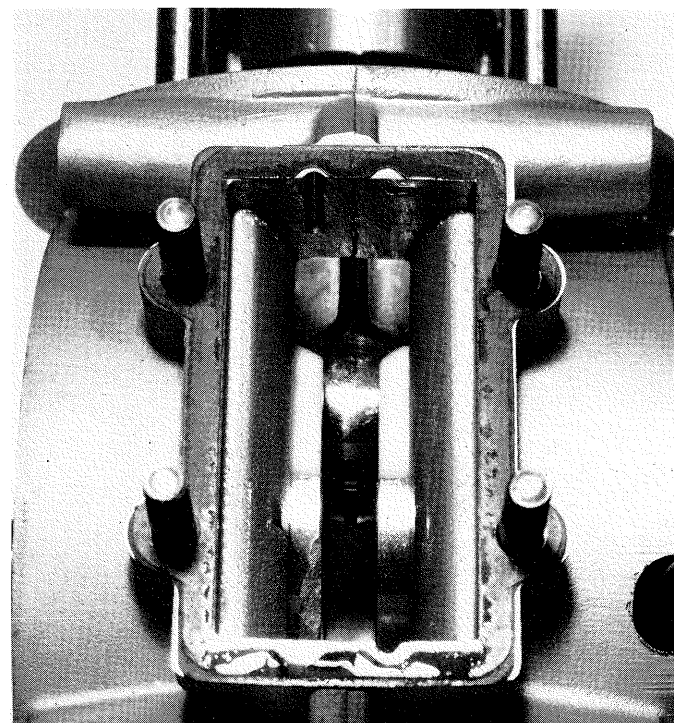
Bore : 50.9mm	Stroke : 49mm
Exhaust port opening duration :	173 degrees
Transfer ports opening duration :	126 degrees
Third port opening duration :	126 degrees
Cylinder head volume (to bottom of plug hole) :	7.1cc



The exhaust port follows the Komet tradition, moulding into a circular outlet.



The reed block and cover. Four reeds are used.



The mixture passes straight into the centre of the crankcases, providing excellent big end cooling.

March 1980



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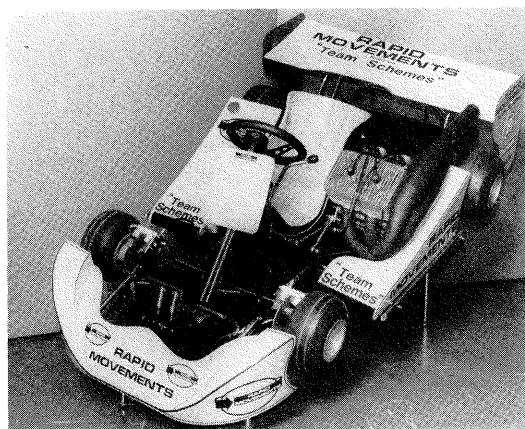
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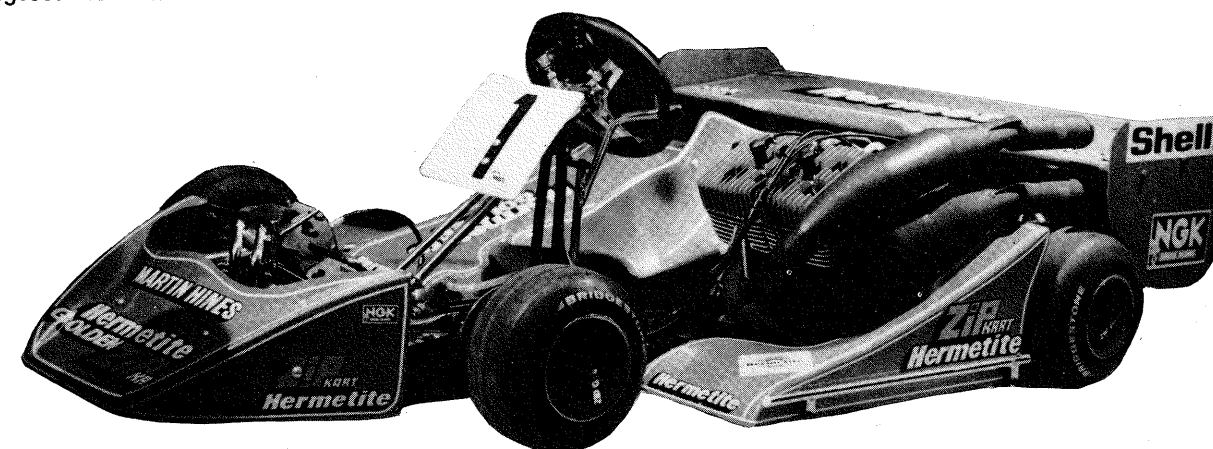
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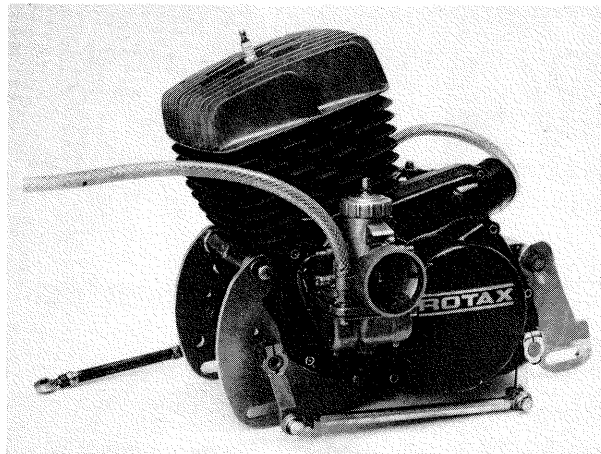
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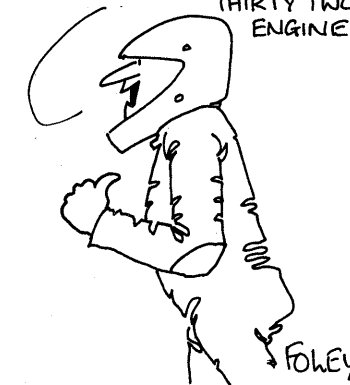
Many years ago I tried to homologate a disc valve version of the iron barrel engine into what was then Class IV Standard. At the time there was a very apt heading to an article in 'Karting' magazine on the subject — 'A Shot in the Arm or the Heart to Villiers?'

The existence of the twin 125 Honda engined Deavin chassis may be considered in the same manner with respect to the 250 International Class. Added interest to what is at present a class consisting of, and dominated by, the Yamaha engine? On the grounds of safety — synchronising two individual gearboxes to select at the same time — the idea must present a large element of danger. Whatever the proponents of this idea may claim, they have already had trouble with gear selection and chassis flex. Hurried chain adjustment of one engine, or mechanical incompetence on behalf of the less experienced will always cause the possible recurrence of the problem, with possibly lethal consequences.

If someone (as they surely will) gets one into a competitive state, a revolution of prohibitive cost, and other repercussions may do untold damage to the Class. Remember, it may not be considered a serious threat now, but nor did three years of Phil Hilton's efforts with a Suzuki until the writing was put on the wall after his not to be forgotten performance at Oulton Park, only to be endorsed by Chris Doble's clean sweep the following year with a Suzuki. By then it was too late — the cost of karting in 250 doubled overnight. The moment a kart of this configuration undisputably wins a major meeting, the value of two or three hundred Yamaha powered karts would slump to a few hundred pounds. In this day and age while there are still a few fixed income unsponsored drivers satisfactorily competing in this class, some of whom may be purchasing their karts on hire purchase, I would unhesitatingly resist the possibility of another upheaval in the class which in its present state is only three years old.

I gather that Ray Hyde of Haydock Park Motorcycles, and Deavinsons considered the eligibility of this idea, on the grounds of upgrading — an engine that is eligible in 125 National is then eligible in 250 National and thereby eligible for 250 International. For once I do not blame the RAC for what would appear to be a loophole. Where regulations are laid down for one specific purpose, but due to loose or devious interpretation are taken advantage of in a way that the regulations are not intended to cater for, should they then be hurriedly altered? The upgrading of one power unit should surely not allow two of the same engines to be regarded as one.

HEY, I JUST MET SOME FELLOW
 ON HIS WAY UP TO SEE ALAN
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 THIRTY TWO 7.5cc
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The Chris Merlin column

As for the mention of a 400cc stock class evolving in the States; that idea was put to me by Drew Liddle about a year ago. Drew used to be amongst the top 250 brigade in the single cylinder days and now risks his neck and anyone else who comes near enough, up in Geordie Land. I like the idea but please no chrome bore engines, single cylinders only, and of course tyres as per other National classes, if we are to have yet another class... Sizeable companies are now seeing 250 Superkarting as a suitable medium on which to lavish their money in the form of sponsorship. One totally new name to karting is Gola Sportswear which is now fielding a two-kart team for Reg Gange and John Ball, who will be driving the latest Dino Karts, to be prepared by Tony Smith Racing. The first outing will be at the February Cadwell. Testing has already been carried out at the Snetterton circuit and Reg Gange was impressed with his new mount — let us hope we can see the tiger re-emerge this season. This move does unfortunately rob Jack Barlow of one of the best from his Barlotti camp. Whilst Reg has been in the hands of more different engine tuners than any other top driver I can think of — seven or eight at least since he has been in 250 — he has always been chassis faithful to Barlow, a close friend of the Gange family, with the exception of a brief visit to Zips when he was in the Hermetite Team, and even then Jack used to help a bit!

Dave Buttigieg and Carolyn Grant-Sale's sponsor, Rapid Movements, have now increased their involvement with karting by providing a Zip, also Smith prepared, for Nigel Smith. This was officially announced at the press 'do' on February 6th at 'Rapid Movements' West Drayton headquarters. Presumably thanks to the type of business Ted Moore's is — express air

freight, particularly to the motor racing world — he has brought two other sponsors into the team, namely Singapore Airlines and Video Vision. Such recognition by such a large concern as this, is a marvellous shot in the arm to karting.

The above-mentioned reception invited members of the motoring press — Motoring News, Autocar etc. — as well as the karting press to announce their plans for 1980. The impressive invitations quite reasonably requested that intended guests should R.S.V.P. by January 30th. This everyone did, except a certain well-known and influential member of the karting press. Which reminds me of a little story that is quite old by now:- Buckingham Palace were arranging a 'bit of a do' to which members of the show business world were invited. The impressive 'Royal Summons' very clearly requested an R.S.V.P. One particularly ill bred actress, totally lacking in the social graces, overlooked this request, but never-the-less turned up for the 'bun fight'. She happened to apologise for not replying to the invitation to a Palace Official, who, not lost for a come-back said, 'Madam, the fault was entirely ours — for inviting you!' A fair comparison I feel — next time I trust Rapid Movements will give greater consideration to who they feel will be suitable to receive their generous hospitality...

As was mentioned in last month's K & S, Steve Styron is switching his talents to an Aero Kart chassis, with some additional outside sponsorship. The name of 'Aero' is one of the oldest in karting, going back to 1959-60, when the karts were produced by Aero Controls Ltd., of Northampton and were a close copy of the Fastakart which was the most successful name in gearbox engined karts in those early days. The whole Aero Kart operation was bought up by Les Loakes when Aero Controls ceased to be interested in karting.

In last month's mention of Styron's change to Aero, it was regarded as a 'brave step', which may be so. You can however, make the best chassis in the world, but without a top driver and engine achieve absolutely nothing. I would describe it as the 'right step' by Aero Karts if they wish to be on terms with the rest of the field up front. In addition to luring Steve away from a Zip they have also snapped up one of the top drivers in 125, Brian Hill, who with his Kawasaki engine showed some of the Rotax men the way home last season. Good luck to all concerned — I await results with interest.

It would seem that to be in contention it will in future be necessary for all chassis manufacturers to find a sponsor and then attract an established driver in order to be considered a serious competitive force in the battle for dominance in this very cut throat business. Hines started it all and now the rest must follow. Star Karts and Barlotti must, it would appear, look to their laurels. The enormous expense of a chassis manufacturer fielding a team without sizeable sponsorship is clearly prohibitive.

It does alas increase the gap between the man racing for fun, and the near professionals. I always thought that karting was originally conceived for the former category, but perhaps I am living in the past. Those responsible for allowing twins into 250 in the form of the Suzuki and then rapidly allowing the intrusion of the even more expensive to maintain Yamaha could not have been expected to see the way things would go, even though enough people warned them!

Last month's K & S showed a picture on page 35 in the report from Jordan of a lady driving what was described as an 'intriguing kart'.

continued . . .

Having been around in the 'good old days', it closely resembles the early Keele kart Circa 1961-62 as campaigned by Barry West, Bob Burnham, Roger Keele and last but not least Stirling Moss, who was at one time a director of the Keele Kart Company. (Mick Keele (Roger's Father), designed and made many of the mechanisms for Moss's electronically controlled gadget house, hence that connection). King Hussein of Jordan visited the Tring factory in those distant days and took 6 karts back to Jordan, which would make the kart in the picture surely one of the oldest still going!

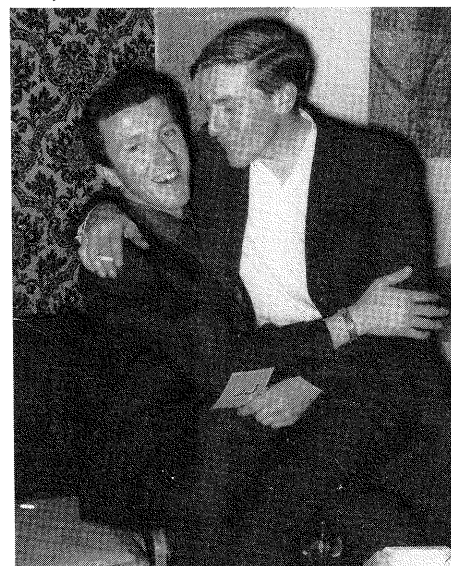
Everything at the Cumbrian track Rowrah, is perhaps running a little too smoothly these days! The track has just been resurfaced, although the contractor concerned seems to have omitted to allow for any water run off and has laid a very smooth 'brew' of tarmac into the bargain. Regrettably at the least mention of rain the otherwise excellent Cumbrian track has become a skid pan, necessitating a recent

Something
to sell?
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mini-ad
See page 44

meeting to be foreshortened after numerous people 'fell off the track'.

It never fails to amaze me the many different walks of life that karters come from - barristers to train robbers - jumbo pilots to taxi drivers, doctors to undertakers, florists to 'feather pluckers' (well, turkey breeders). Considering that most karters are not averse to lifting their elbow occasionally, I don't know of any active karters who are publicans. One 'ex Ace', Tony Palmer, Class IV Special Champion 1965, has just recently taken over a pub however, 'The Wheatsheaf' at Colmworth, Bedford-

Tony Palmer and C.M. at the Bouley Bay Hill-climb, Jersey, 1966. Merlin doesn't recall this 'moment' but was given the photo last month - and is now awaiting the price of the negative!



shire. That small commercial should be worth a large whisky I suppose. I cannot guarantee which side of the bar you will find Tony, but the lovely bird behind the taps, called Sandra, knows that your wife doesn't understand you, and is incidentally married to Tony Palmer!

The kart chassis buying public is probably one of the most fickle to deal with. With engines or engine tuners, he whose engines go the fastest, is he who sells the most. With chassis it would seem to be a completely different ball game - if you live in Lancashire you may well buy a Star; if you live in the Reading area and drink at the 'Cricketers' near Blackbushe on a Tuesday night, you will quite likely find you have bought a Barlotti by Wednesday morning! If you are mates with Hines you'll have to have a Zip - and so on. So why have so many people bought Dinos? It hasn't won a single meeting of consequence in Britain (the kart that Poul Petersen won the European Championship with at Mondello last year was not a Dino but a special, using some Dino components). It is far from conventional but superbly made, and it's made in the town of Middelfart - perhaps that accounts for the 'wind' of change!...

You see, I am always preaching "if you don't enjoy it, don't do it," and my sons have always lived by that code. I am of the belief that 'family karting' has now been overtaken by all the technical carry-on. Your tyre war still goes on, and to be truthful, it bores me.

Goof Dept. Kart Kalendar February K & S. Our Kiwi Editor seems unsatisfied with our leap year arrangements and has inflicted yet one more day to the month. The Cadwell meeting we are told will be held on February 30th! I hope you were all there on the 24th!

C.M.



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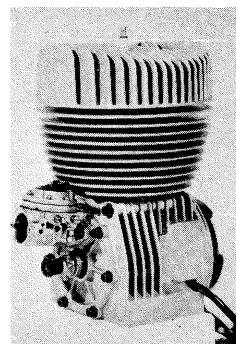
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1980 - Best Year Yet?

Series convenor Peter Wardle previews the 1980 Road & Racing Racewear Junior Championships.

I thought long and hard about a seasonal survey of the 1979 Road & Racing Racewear Championships, and every time I started I knew I would end up upsetting someone. Since this would have then dragged on over the winter I decided to avoid this conflict and instead have a look at the new season that is already bursting upon us. A Coward's way out? Maybe, but the danger of presenting my predictions for this year will no doubt rebound on my head as some relative unknown dominates the scene while the predictable Superstars (Supercandles for Junior Britain??) fade ignominiously into seizures and spins before our very eyes!

I must confess that the task has been considerably helped by the new RAC ruling about the Junior/Senior age transition. This really is the best thing that has happened to Junior racing that I can remember, finally solving the perennial problem of losing the best drivers half-way through the year, their unfortunate parents having totally failed to anticipate the inconvenience of a summer birthday when family planning! In the past this has tended to distort some of the Championship results as top runners, who knew that they couldn't complete the season, drifted away when it became obvious that they were chasing an impossible goal. Now our young hopefuls can all go hell-for-leather right through the Series knowing that every race is vital and won't be wasted, and I believe that 1980 will see the most competitive Junior racing ever staged, particularly in Junior National.

So who is going to be winning? Not so easy this as I can see at least ten drivers who have already demonstrated their potential, and I am quite sure that there will be many others just as keen to topple the experts regularly and hard.

The two Champions in Junior National, Kevin Warner (Road & Racing) and John Herbert (RAC), must continue where they left off. Kevin particularly has matured over the past year and this showed with his presence of mind at the final Road & Racing round in taking the Championship rather than risking a confrontation for 2nd place in that race. Herbert tends to be all or nothing. When it's 'all' it really is everything - fast, and thrilling to watch - and obviously being enjoyed immensely both by John and those watching. When it's 'nothing' it's still 100% effort, coming to nought by some simple error of judgement or annoying mechanical mishap. There's no doubt that John must be one of the hardest triers around, giving second best to no one, but, as the school reports so often say, he needs to



Kevin Warner begins the defence of his R&R title at 3 Sisters on April 6th (photo: D. Callingham)

be a bit more consistent (or perhaps lucky).

Simon Sutton has a lot going for him. Good equipment backed by his consistent talent give a blend of performance which could allow him to dominate, but he sometimes gives the impression of lacking that edge of confidence that makes the difference. He will certainly be out to prove a point this year and is bound to enhance the excitement of the racing. Derek Higgins on the other hand gives almost the opposite impression. Hugely confident and undoubtedly very talented, the resources available to him have sometimes denied him results in the past, but this is not to suggest that his 1980 programme will be anything second rate. He has won a lot of races lately and only missed last year's Road & Racing crown by ten points. What might have been if he had been able to start the season on the equipment that he finished with...

Gary Foster-Jones seems to vary between confident, morale shattering speed, and strange spins. If he gets round the first couple of laps at the front of the field you can usually count on

Can anyone dominate Junior Britain as Mark Bailey did in 1979? Bailey will be the 'dark horse' of Junior National this year.



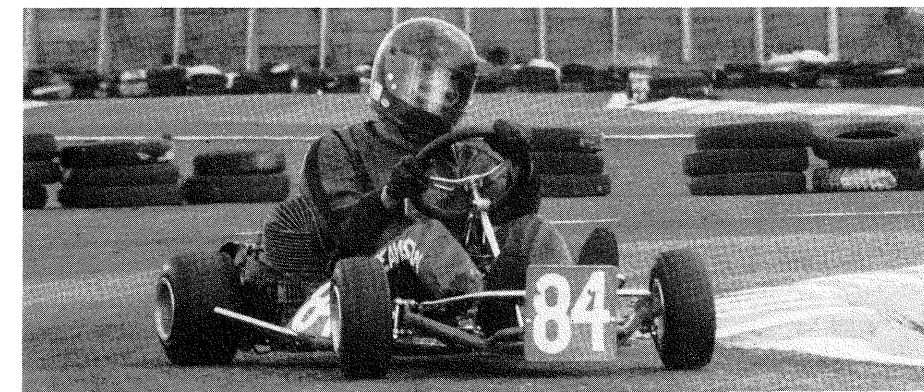
him still being there at the end, but a bit more thought would see him very much further up the Championship table. Andrew Stapley advanced dramatically last year after a cautious start the previous season, and he could well shine in 1980. He did take a very creditable second at the final R & R round last year and must be set for a very good season.

I really felt that Nigel Mitchell should have achieved better than his rather average performances last year, after doing so well in Junior Britain in 1978. In racing this can often be traced to wrong-guessing on equipment at the start of the season and this is how it looked to me. Nigel is always a cheerful trier, never giving up whatever the odds appear to be, and it would be good to see if he can really get his act together and surprise us. Another driver who should have had better results is Paul South.



Gary Foster-Jones can be shattering if he gets away to a good start (photo: D. Smith)

Simon Sutton must surely take a Championship win in 1980 to make up for the disappointment of the 1979 RAC Championship.



That he didn't was largely down to the delay in getting his new chassis at the start of last year, coupled with some very average engines. This combined to make him try harder than ever which tended to give the false impression that he would just as soon drive over the opposition as round them. This year with substantially better equipment right from the start, I expect to see him as a regular front runner.

The dark horse must be Mark Bailey. I don't think that anyone will easily forget the way he dominated Junior Britain last year and I am sure that he is hoping to do the same to Junior National in 1980. Judging from his winter practice times this could happen, and I know that some of the regulars are beginning to get a crick in the neck as they practice looking over their shoulders. This may change to forlorn disbelief as Mark charges off into the middle distance, but then motor racing does have a strange way of being totally unpredictable for the tiniest reasons. We shall see...

Junior Britain is more difficult to predict. This is because there is a much larger contingent of

newcomers who have the habit of suddenly coming good once they have accumulated a bit of experience.

Of those who are staying in, on past performance, my bets are on William Hewland and Nick Crabtree, with a whole host of about twenty others vying with each other to scramble ahead of these two. William on his day, backed by the substantial resources of his Father's famous Company, can be unbeatable. He does seem to lack the confidence to attack properly in traffic though, which has in the past resulted in some performances that definitely lacked sparkle. I think that 1980 could be his 'make or break' year and it's going to take quite an effort from him and his team to make sure that he is at his best every time it matters.



Derek Higgins came on strong at the end of 1979 and has started this year as if he means to continue the same way (photo: D. Callingham)

Of all the potential winners my personal money must be on Nick Crabtree. In his very first RAC Championships two seasons ago he finished third, only having lost second due to a puncture, but otherwise up until now has continually suffered from being the youngest of the three Crabtree brothers, tending to have to race with what was left over. Now, both Colin and Mark have moved out of karting leaving all the effort behind Nick. At the same time he has physically got big enough to exercise proper control over his kart and this, coupled with his natural confidence, skill, and increasing experience, is going to make him very hard to beat. Remember too that brother Mark was the first ever Junior Britain Champion, and the competitive spirit within their family is having an interesting effect on Nick's approach to his task.

Others to watch for must include Lee Cranmer, Jon Banks, Simon Blessed, Jeremy Cotterill and Steve Brogan, all of whom have already proved quick but sometimes erratic in achieving results. 1980 could see all of them emerging as their experience controls their competitive spirit.

Mentioning every driver by name is impossible and by now I must have made enemies of at least eighty or ninety leading Britain drivers (not to mention the Nationals) who are quite sure that 1980 will be their year! If it's any consolation you can be absolutely sure that my race reports throughout the year will remain as unbiased as ever. If you're up there you will be noticed and I have even equipped myself with a Sony Minirecorder to make sure that I get all the details I can for the coverage. This proved a real boon in Hong Kong and I hope you enjoyed the resulting report. Even Pudney doesn't run to one of these (on the other hand his cameras are nice though - be sure to smile as you rush past him!)...

I am really looking forward to April 6th at Three Sisters, and hope that this year the Road & Racing Championships will exceed all previous records of entries - and sheer fun. If you want to see how good you really are, and learn from the best in the business, don't be nervous about entering a round or two. Steve Dart showed the way last year as his very first non-novice race was a Road & Racing round in which he finished an amazing 13th overall! If he can do it - can't you?

Incidentally, it's always difficult to pick up all the detailed information about everybody's individual successes and disasters, so if you think that there is anything that might be interesting, please phone me. If you are not already on the mailing list for entry forms, newsletters etc., then let me know immediately. You can get me during the day or evening on 01-947 4117.