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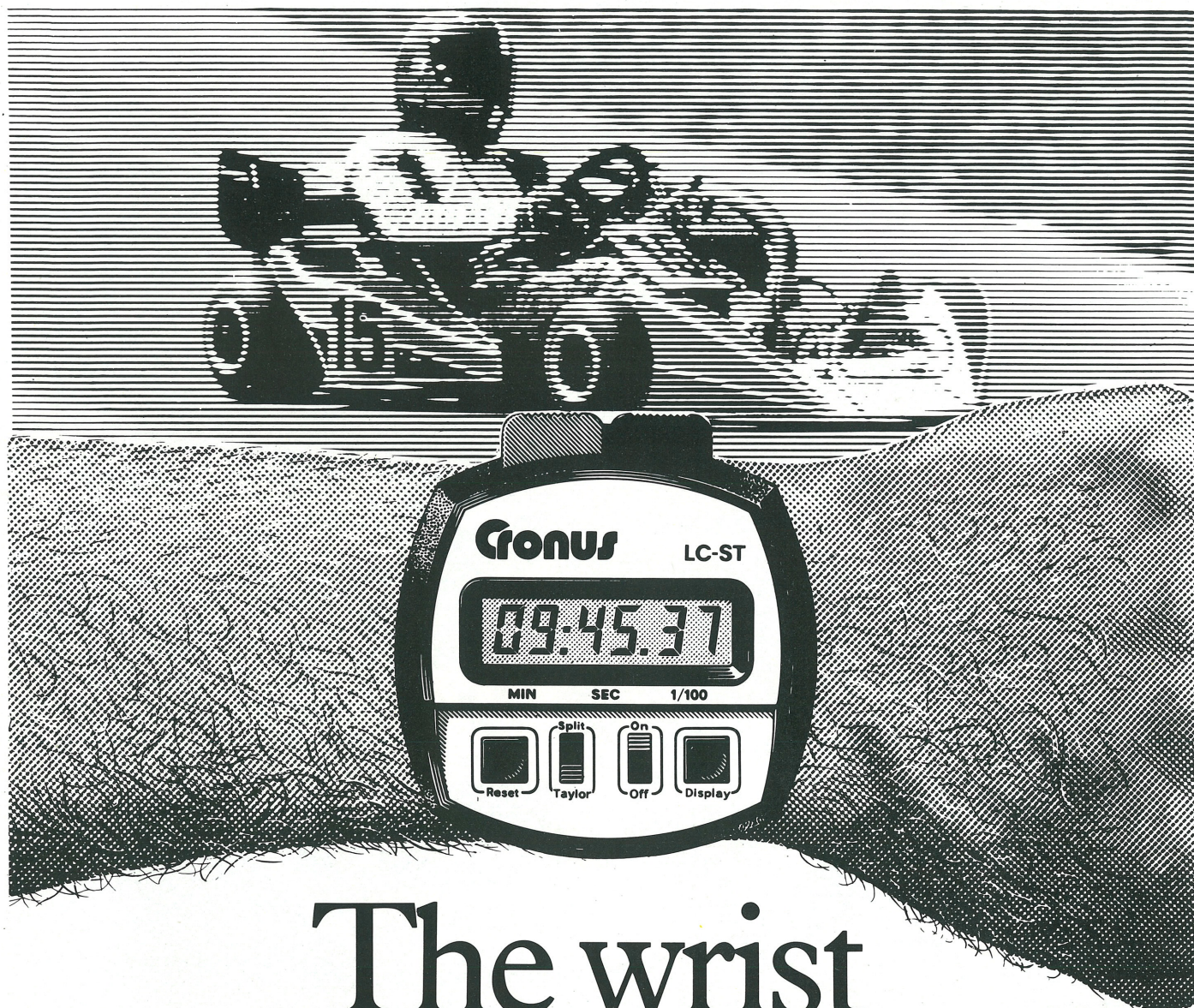
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# APRIL

**4** ELLOUGH (2 miles from Beccles, Suffolk)

**6** 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)

FELTON (7 miles north of Morpeth on A1)

LITTLE RISSINGTON (RAF Station south of Stow on the Wold)

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

**3 SISTERS** (off Junction 25, M6, nr. Wigan), Cheshire Club.

SURBITON (Worcester Park)

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

CHASEWATER (Pleasure Park, Brownhills, off A5)

CLAY PIGEON (Midway Yeovil/Dorchester on A37).

KIMBOLTON (10 miles S.W. of Huntingdon).

**20** **3 SISTERS** (off Junction 25, M6, nr. Wigan), Lancs. Club.

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

HEMSWELL (6 miles east of Gainsborough)

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

EASTBOURNE (on the promenade!)

**27** FULBECK (8 miles from Newark, Lincs. First right after major service area, going north on A1) 2nd round Green Man, R&R Champs.

BLACKBUSHE (Airport, off A30, near Camberley).

# MAY

**3/4** RYE HOUSE (Hoddesdon) Global Cup International - for 100cc International and Juniors.

**4** LITTLE RISSINGTON - National permit meeting.

**3 SISTERS** (Lion Kart Club)

TIBBENHAM

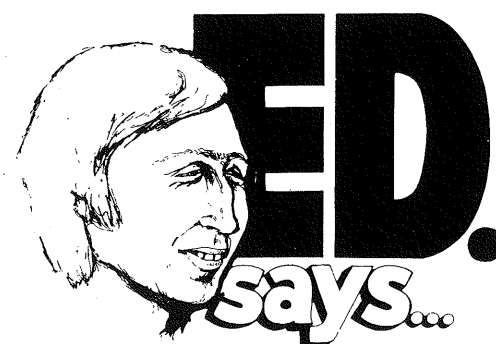
**4/5** FELTON - National permit meeting.

**5** WOMBWELL

SURBITON

**11** KIMBOLTON - Kart & Superkart, SAM series Round 2.

Kalendar



It is no coincidence that three separate contributors have this month chosen to speak very, very frankly about the relationship which currently exists between the sport at large and the RAC Motor Sports Council, or indeed between individuals on that body and various karting manufacturers.

Under normal circumstances, my general policy is that discussion of 'politics' in a magazine of this sort should be kept to a minimum - for two reasons. Firstly, the image of any sport to outsiders is done no good at all if it is continually seen to 'air its dirty linen' in public. And secondly, only a minute percentage of those actively involved in the sport have any remote interest in the day-to-day administration hassles - they just want to enjoy their sport. BUT - and it is a big one - when such a situation threatens the general stability of the sport as a whole, and when the sport at large is losing faith in its governors, it is in their own interest that everyone should know what is happening and thus concerned people should be allowed to express their opinions fully.

And so, you will find some strong words in amongst these pages. Read them and then ask yourself one question - can they *all* be wrong? If you find yourself answering in the negative then, to quote a rather over-used expression, *do something about it!* Public opinion can go a long way to motivating change...

It is to be hoped that something happens very shortly to solve the current stalemate. It has to come from the top - and there are at least encouraging signs that those involved seem prepared to listen. Let us hope they act swiftly, so we can all get back to the racing...

This month sees the kick-off of the 1980 Kart & Superkart 100 National Championship. With the success of last year's series and the tremendous support shown by the karting trade in this year's prize list, indications are that the 1980 K&S Champion will have to regularly beat a very large gathering of the country's best 100 National competitors. The competition will be intense...

I would like to wish everyone concerned with the 1980 series - competitors, officials, sponsors - a great and memorable time. As I said, let's get back to the racing...

CHRIS LAMBDEN

## FRONT COVER:

Hermetite are the biggest supporters of British karting at present, and in this issue we talk to their Managing Director about sponsorship, its costs and benefits. Here, two members of the Hermetite team, Martin Hines and Calvin Fish, test their distinctive silver machines at Cadwell Park, prior to the season's first event there. (Photo: Jeff Bloxham)

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# KART AND SUPERKART

Monthly

016

## contents

### 2 Just Heard

The latest in news, views, and opinion from around the world of karting.

### 7 Eleventh Hour Elmore

Phillip Bingham reports on an exciting Superkart season opener.

### 13 Ponder with Pudney

The return! Pudney back behind the wheel at the Sisley Kart School.

### 17 Your Letters

A batch of readers express their opinions on current matters.

### 18 The Sponsors

We talk to the M.D. of Hermetite, and hear how one other driver found backing.

### 23 Mainly Merlin

Chris Merlin on a variety of subjects, including the controversial 'Double'.

### 28 The One That Got Away...

A fishy story from a chilly Snetterton long-circuit meeting!

### 31 Basics

Some simple, but important, ideas on chassis preparation.

### 33 Hines Quarter

Martin Hines talks frankly about the current problems affecting the sport.

### 36 The Trade Page

New products, and general news from within the karting trade.

### 41 Club Scene

Latest coverage from around the club circuits.

### 56 Kalendar

A full schedule of karting events to see in the near future.

## NEXT MONTH:\*

KART & SUPERKART - Rd 1  
LOCKHEED SERIES - Rd 1  
DONINGTON & CADWELL

ON SALE - 1st MAY

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

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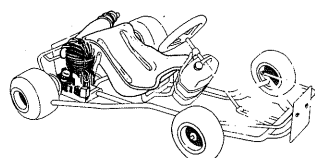
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## New CIK Regs Arrive

We recently received our copy of the 1980 CIK Annuaire du Karting, containing the current international regulations. There are several notable changes – but bear in mind these only affect International CIK meetings.

- The new class structure as announced last year is made official – including provision for the 135cc 'Formula K' category:

### Group 1:

**Formula K;** Homologated single cylinder series production engines.

Maximum cubic capacity 135cc, without gearbox. Minimum weight: 125 kgs.

**Formula C;** Single or twin cylinder engines. Maximum cubic capacity 125cc, gearbox with at least 3 ratios. Minimum weight 150 kgs.

### Group 2:

**Intercontinental A;** Homologated single cylinder series production engines.

Maximum cubic capacity 100cc without gearbox. Minimum weight 125 kgs. Minimum weight for Juniors and Ladies 120 kg.

**Intercontinental B;** Homologated single cylinder series production engines.

Maximum cubic capacity 135cc, without gearbox. Minimum weight: total 145 kg. Driver 80 kg.

**Intercontinental C;** Homologated single cylinder series production engines.

Maximum cubic capacity 125cc, gearbox with at least 3 ratios. Minimum weight 150 kg.

**Intercontinental E;** Series productions single or twin cylinder aircooled engines.

Maximum cubic capacity 250cc, gearbox with 3 – 6 ratios. Minimum weight 175 kg.

No mention is made anywhere of anything along the lines of the old 'Formula Europe' regulations, so we can only presume that the European Individual and Junior World events are reverting to full, open international regulations.

- Chassis homologation, applicable to all Group 2 classes, is seemingly to go ahead, with the first homologation date not given, though. Homologation will take place every year with chassis being homologated for 2 years – with a possible extension of the homologation at the end of the first year. At each homologation 25 chassis must be available for inspection.

- Although we thought that a final decision was yet to be made, tyre homologation is included, and applicable again to all Group 2 classes. Again no date is given for the specific introduction of homologation.

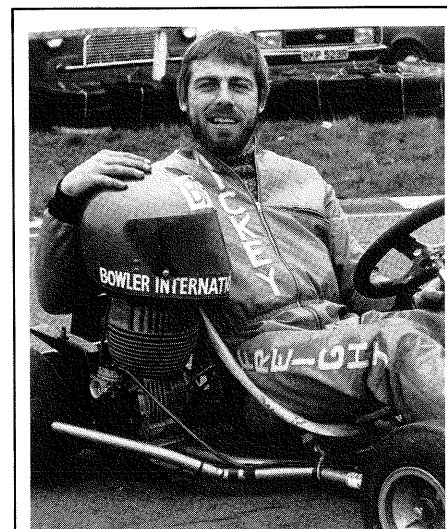
- Maximum noise levels permitted are reduced from 90db to 88db, with a 3db tolerance. Penalties for exceeding 91db are high – for example, a currently legal reading of 93db would be penalised by adding 1.6 secs to the drivers timed practice result, and the addition of 4 points in every heat, second chance race, and final!

As no word has yet been received from any of the manufacturers on availability of new, quieter exhaust systems, something of a shambles seems likely at the first international meetings this year . . .

- The CIK has gone homologation mad! Even circuits are now to be homologated, before they will be considered for CIK events . . .

- The maximum number of sets of tyres allowed to be used at the various CIK events must now include one set of rain tyres.

- The timed practice idea pioneered at Jesolo last year has been adopted for the 1980 World Championships at Zolder. Drivers will draw lots to split themselves into groups of 4. Each group will have 10 minutes on the circuit, and the average of each driver's 6 best laps will constitute his practice time. All of which should signal the end of qualifying tyres.



Regular 100 National pilot Mick Beauchamp will be assisted by Bowler International Freight this year. Mick will be following the Kart & Superkart Championship, using Dart/TKM equipment, and following last year's consistent placings, could well provide the odd surprise or two . . .

### Stop Press

As we go to press, the Kart Committee has just met, and has decided to abandon the 250 International minimum 'kart only' weight ruling until at least the end of the year. The 180kg overall minimum will remain. Good news!

On the other side of the scale, completely out of the blue and apparently with no consultation with the manufacturer concerned, the lightweight wheel trims recently introduced (see *Trade Page*) have been banned! No reasons have been given for the ban . . .

Britain Class chassis price limits are raised to £305 (kit) and £325 (assembled).

Regulations for the Le Mans Superkart event (April 18/19) are available from the RAC Office, 31 Belgrave Square, London SW1.

*continued. . .*

of 'incidents'. Robbie Childs, who looks more confident every time I see him, won both heats with John Herbert and Gary Foster-Jones finishing 2nd and 3rd in the first heat and reversing this order in the second.

The final started as it meant to go on with John Herbert's motor almost dying as the flag went up. Robbie Childs from pole went off like a rocket leaving the rest to sort themselves out but first Derek Higgins, then Gary Foster-Jones and Herbert left the track. Andrew Stapley, now in second place, drove his usual steady race to finish in this position with Dean Chandler third.

100 NATIONAL B and C: No doubt inspired by the Juniors both these groups provided thrills and spills for the spectators. Nicole Turner, whose mum will shortly be on sedatives, probably put in the best performance of the day with a first heat, first bend dive into the tyres which resulted in three lady spectators ending up in a heap, and a short flight in the final after a collision which warranted a ride in the ambulance! Fortunately no bones were broken, so get well soon Nicole, see you next month. The rest of the racing in these groups was, as it should be – hard, fast and exciting, so I will let the results speak for themselves and move on to the A group.

100 NATIONAL A: As usual a very competitive group here. The first heat brought a win for National Champion Mark Tredwell whose number 2 position on the grid gave him a chance to avoid some of the incidents that rearranged the running order from time to time. Brian Hooley, always well placed moved up to second place in the sixth lap and stayed there with Steve Watts third and Steve Stapley fourth. In heat 2 Roger Moth decided that

Robbie Childs is settling into Junior National well, and beat some well known names to win well. (Photo: Dennis Callingham)



it was about time to do something positive and led from flag to flag. John Adolpho after an unsuccessful first heat followed in second place and the returned prodigal, Wayne Homer, was third.

In the final Mark Tredwell, although being involved in a second heat shunt had accumulated enough points to be on grid 2 with Wayne Homer on pole. Once again quite a few of the good guys were handily placed behind them so a good start was essential. Fortune was with them because this time it was the back end of the field that came to grief. Wayne took the lead with Mark on his tail, and a cat and mouse game went on for quite some time until on lap 9 Mark found a gap and was through into the lead. Roger Moth meanwhile was close behind and briefly took second place but Wayne wasn't having that and slipped past him again. At the flag it was another win for Mark Tredwell with Homer second, Moth third and the consistent John Aitkenhead fourth.

CLASS IV's: With an increased entry in both classes, separate races were run for the 210s and 250s.

In the 210 heats Colin Ling and Jim Paffett renewed their monthly rivalry, each taking a first place. With Jim third in the first heat and Colin second in the second heat they took pole and 2 for the final. These two lads are so evenly matched that their racing is inevitably close and exciting.

Colin held the lead for most of the race and passed the flag in this position, but Jim was on his tail or alongside him all the way – great stuff lads! Gary Parker also driving well took third place, and Alan Johnson took the Novice prize.

The 250 National and Internationals were notable for their consistency. Barry Morgan (250 Nat.) won both heats and the final while Mike Jackson did the same in the International class. Roger Steer made his debut in the 250

Internationals but appeared to be having mechanical problems.

100 NATIONAL NOVICES: The last class of the day was by no means an anti-climax. With some very respectable equipment and a great deal of enthusiasm the heats and final were well worth watching.

In the first heat I noticed a driver who bore a remarkable likeness to one of Barry Foley's cartoon characters. His name in the programme was Niss. No doubt we shall read more about him elsewhere in this magazine – suffice it to say that with two thirds in the heats and a stirring drive in the final, only to be robbed of first place a lap from the finish, marks him as a devious character driving under an assumed name!

The actual winner of this race was K. Gleadow, an ex grass-tracker who distinguished himself by starting on grid 11 and winning comfortably, giving 'Mr. Niss' a short lesson in grass racing on the way! John Finch was second with Martin Kitchen third and Tom Waring fourth.

Next month's meeting will of course be the first round of the Kart & Superkart Championship. Thank God Chris Lambden will be doing the race report for that one . . .

Dennis Callingham

### Results:–

#### Junior Britain

1st	Lee Cranmer	Kestrel/Sisley Arrow
2nd	Paul Dryden	Kestrel/Sisley Arrow
3rd	James Chitty	MTB80/Arrow

Novice: Phillip Jackson Cobra/Arrow

#### Junior National

1st	Robbie Childs	Lane/Parilla
2nd	Andrew Stapley	Cobra/K88

#### 100 National C

1st	Bob Humphries	Zip/Zip 48
2nd	Hayden White	Zip/Parilla
3rd	Gerard Cox	Kestrel/Komet
4th	Michael Mayers	Zip/Parilla
5th	Chris Dalton	Goblin/Komet

#### 100 National B

1st	Martin Moore	Zip/Zip
2nd	Dave Tebbutt	Cobra/K80
3rd	Dave Russell	Zip/SS20
4th	Keith Baines	Cobra 80/SS20 BHP
5th	Mick Beauchamp	Dart/TKM

#### 100 National A

1st	Mark Tredwell	Zip/Parilla
2nd	Wayne Homer	Sprint/Sirio
3rd	Roger Moth	Cobra/Arrow
4th	John Aitkenhead	Dart 80/SS20
5th	Mark Sayer	Dart/Devco Parilla

#### Class IV : 210 National

1st	Colin Ling	Barlotti/CL Upton
2nd	Jim Paffett	Barlotti/Villiers
3rd	Garry Parker	Barlotti/Startline 9E

Novice: Alan Johnson Zip/Upton

#### 250 National

1st	Barry Morgan	Barlotti/Bultaco
-----	--------------	------------------

#### 250 International

1st	Mike Jackson	Zip/Yamaha
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#### 100 National Novices

1st	K. Gleadow	Birel/SS20
2nd	John Finch	Cobra 80/K80TT
3rd	Martin Kitchen	Sprint/Parilla
4th	Tom Waring	Dart/SS20
5th	Dick Grantham	Sprint/K88

## PRB's Cadwell Comments . . .

- **John Ball** must be the first State paid Superkarter! Once a mechanic with the Bolton based Chevron racing cars concern, he has been unemployed since the Derek Bennett founded company fell foul of the receiver's pen, so has been collecting his dole money in between racing a Superkart. Some people will do anything to turn pro!

- There is no truth in the rumour that Prestige Double Glazing were recently seen buying a pit board and wing mirrors for works Aero pilot **Steve Stylin** . . .

Interesting coincidence that the first Deavinson Sprint with double engines was placed in the able hands of Haydock Park Motorcycles, under the control of **Paul Devoy** – who just happens to be a qualified solicitor!!

- Contrary to popular thinking, designer **Tony Harvey**, the 'boffin' in the Rapid Movements camp, is already of the suspicion that the recent outburst in fibreglass bodyworks will only be of use at venues like Cadwell Park, Oulton, and Carnaby. At fast circuits such as Snetterton and Silverstone he predicts the bodywork will be a mere hindrance. The drag, he says, will be a real disadvantage, outweighing the cornering advantage. So, it is aerodynamics rather than ground effects with which Superkarts will be playing for some time yet.

- **Malcolm Turner** made a not particularly surprising return to the wheel at Cadwell Park following a 'retirement' from the works Aero

seat last season. Seated on a Zip GP, he ran with Merlin power to 25th place.

- **Roy Turner**, effervescent brother of British Team member Malcolm, will be back in force again in 1980. Having shown promising form towards the end of '79 in 250 International, Roy threatens to return to this class as well as a planned foray into 125 National.

- **Davina Galica**, former member of the women's British downhill skiing team and a past contender of the British Formula One and European Formula Two Championships, might just be seen at the wheel of one of John Gillett's Lynx Superkarts later this season.

- Remember the fine showing by British Superbike star **Roger Marshall** in the televised Superkart race which formed part of the BBC televised 'Superbike Six' competition just over a year ago? Well, it seems that the two-wheel stars are still at it, for **Pat Hennen**, recovering well from his horrific tumble at the Isle of Man last summer, is now competing in home Superkart events.

- **Brian Heerey**, the former 210cc pace-setter, also famed for his hospitalisation after being hit in the eye by a flying champagne cork on the winners' rostrum(!), has wasted no time in getting down to business following his transition to the 250 International category. A winner at Three Sisters early this year, he parked in third spot on the grid for the Superkart final at Cadwell, and crossed the line a creditable seventh.



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## In a Word . . .

● Well we did it again! Before you go rushing off to Cadwell Park, Three Sisters, or Tibbham on Good Friday, you ought to know that all three meetings are on Sunday 6th April. Our apologies for an error in the 'make-up' stages of last months Kalendar.

Incidentally, there is no truth in the rumour that Sydney Taylor of Cadwell (twice victim of Kalendar gremlins) is completely rescheduling the season there, to help us out! . .

● A gleeful Wombwell Club Chairman, Nigel Edwards, has just informed us that track re-sealing is to begin immediately after their April 7th meeting, and a big National permit meeting is planned for May 5th — Bank Holiday Monday — to inaugurate what will undoubtedly be a transformed circuit.

The 'New Tarmac Meeting' will have both Junior Classes sponsored, by Beta Parts, and all other 100cc, plus maybe 125, classes will run.

Entries (£6 non-members, £4 members) to Mrs S. Edwards, 2 Arnold Ave., Retford, Notts.

● The enthusiastic, and relatively new, Eastbourne Kart Club are to hold a race meeting on the Eastbourne Promenade — on the smooth tarmac surface of the Wartling Coach Park. April 20th is the date. The Club are hoping for a first class entry from all 100cc classes, in order to demonstrate karting at its best, and hopefully inspire someone to come up with some land for a permanent circuit.

Organised in conjunction with the local Rotary Club, and with press and TV coverage laid on, the event is the result of hours of work by the Club Committee. And incidentally, one J.F. Pudney is being imported to handle the commentary — but don't let that put you off!

Secretary of the meeting is Joan Hunnisett, 105 Green Street, Eastbourne, Sussex. Tel: Eastbourne 21627. Entries close April 9th.

● Firm dates are now available for the 3 French 250/125 meetings: April 19th — Le Mans, June 8th — Folembay, July 6th — Tremblay.

● More details on the intriguing Plymouth Kart 400 meeting — to be held on the famous Plymouth Hoe where one Sir F. Drake once played bowls . . . The meeting is to be sponsored by the Plympton and Plymstock Round Table, with prize money and trophies in all 5 classes, and all profits going to Round Table charities.

Dunkeswell Club are running the event on June 15th.

## Lockheed Sponsor Green Man Series

AP Lockheed are to be the major sponsor of the 1980 'Green Man' Championship, and in fact the series will now be known as the AP Lockheed 100 International Championship.

In addition to the goods vouchers allocated on a round-by-round basis, as detailed last month, AP are presenting a further £1,000 worth for the overall Championship place-getters as follows: 1st — £200, 2nd — £175, 3rd — £150, 4th — £125, 5th — £100, 6th — £80, 7th — £65, 8th — £50, 9th — £35, 10th — £20. The winner will in addition receive a specially plated and mounted brake unit — valued at £200 — which can either make an interesting addition to a trophy collection, or even be bolted onto a chassis . . .

## Tyre Meeting in Berne

We have some news from the meeting in Berne between the major tyre manufacturers and the CIK.

The proposal to be put to the next CIK meeting is that each manufacturer be allowed to homologate either:

- One compound of tyre in two different sizes each, for front and rear.
- Two compounds of tyre in only one size front and rear.

Apparently the manufacturers were able to more or less agree on this approach, which is somewhat surprising. The karting world being what it is, testing will soon prove one manufacturer's product to be slightly superior, which will leave the rest of the manufacturers with greatly reduced if not zero sales — at least until the following homologation . .

● 100 International campaigner Biff Harris will be lining up for the AP Lockheed Championship with DAP chassis and DAP/JM prepared engines.

● The Esso National Schools Karting Championships are to be held at Felton this year, on July 12th and 13th. Schools (not individuals) interested in competing should make early application to N. Coulson, Whitley Bay High School, Tyne and Wear, quoting numbers, for accommodation — at £8 per head. Entries, restricted to member schools of Nat. S.K.A., are £2.50 per kart.

● The Golspie circuit, way up North near Little Ferry, has been extended by 220 metres to make it more useable by the growing band of 250 Superkart drivers up there.

Paul Fletcher continues his backing of the series, and indeed the continuation of the 'green Man' name, by contributing £800 towards the Green Man Driver Awards.

At each round a panel of 3 judges — Paul himself, John Pudney, and David Bewley — will decide the 'Green Man Driver of the Day', based on their assessment of who has made the most spectacular contribution to the day's racing, in terms of sheer effort etc. The driver will receive £75 cash and 4 points towards the 'Green Man Driver of the Year'. Two runners up will be nominated, receiving 2 and 1 points respectively.

At the end of the series, the 'Green Man Driver of the Year' — with the highest points total — will receive £275 (highest place in the Championship will decide a tie).

It goes without saying that due to the generosity of AP Lockheed and Paul Fletcher the 1980 Championship series has a very worthwhile pot of gold and should attract a very good following.



Late news from the Formula Ford world, where ex-Sisley kart driver Tim Davey is to receive some backing from — wait for it — Mark Thatcher Racing! MT Racing is to support Tim by taking care of all his entry fees and associated costs for the season. It is hoped that Tim's association with MT — who has that uncanny knack of regularly making the press headlines, like his Mum! — will bring to light the major sponsor so desperately needed. Tim is currently running a Tiga, on loan from Richard Galvani's Interkart firm, but current funds are only good enough for a few more meetings.

BY BARRY FOLEY

## FRIGIT





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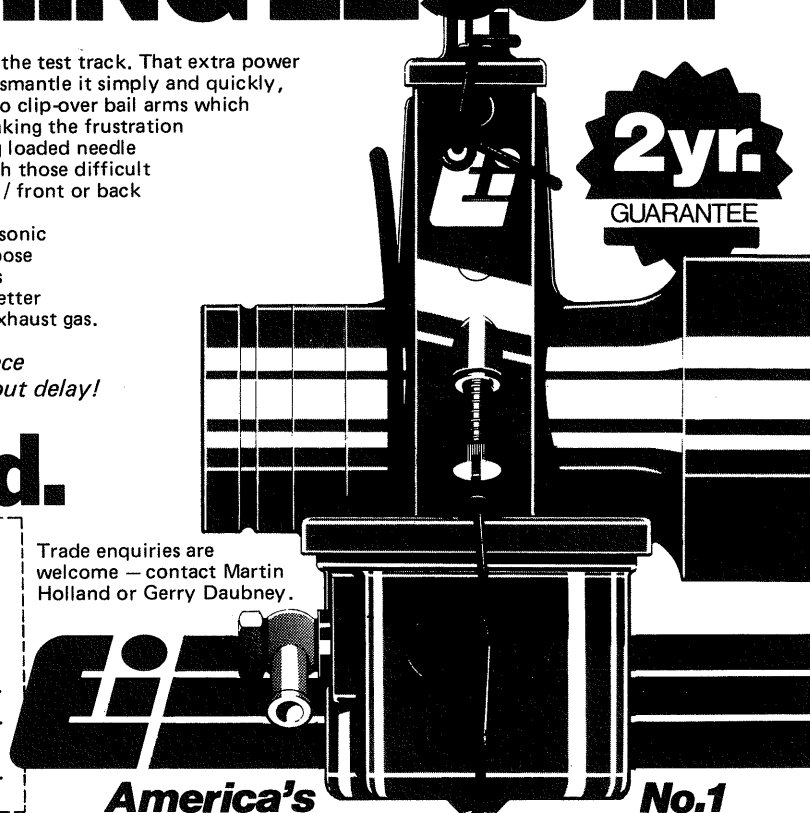
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210 BARLOTTI UPTON, discs, German Good-years, plus wets, spares, sprockets, rims, steering wheel, exhaust, spiders, chains, tools, stand, push bar, jets, quick, £375. Dave Sweeney, 17, Foxes Lane, West Lynn, Kings Lynn, Norfolk.

RD 250 DX MOTORS. All low mileage road engines, £150 each. Tel: Stuart Skinner (0472) 56679.

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**ENGINES FOR SALE:** TKM TT transi ignition, £215. K77TT points ignition, £125. Aspera 3½ hp 4 stroke c/w clutch, £50. Aspera 3½ hp 4 stroke as new, £70. Tel: Gordon, 021 706 5627.

**BIREL LATEST MODEL 1** only, £375.00. John Mills, 90A Valley Road, Worksop, Notts.

*continued...*

Why not come and see the opening round of the 1980 series. A huge entry is expected at Tilbury on 13th April — can Roger Moth repeat his surprise first round win of last year? Racing begins at 11am.



# Mainly Political!

Having attended every Kart Club Conference in one capacity or another since 1968, there is no shadow of doubt that the so-called Open Day held by the Motor Sports Council for karters and Clubs in October 1979, was the lowest of the low, both in content and attendance. The advance publicity this 'major' event was afforded by the organising authorities was non-existent. Talking to Club Officials and drivers afterwards, it soon became apparent that very few of them had even been informed that an Open Day had been arranged, let alone the fact that this event was to take the place of the usual Club Conference. It may be that the powers that be at the top of the tree don't know the difference between an *Open Day* and a *conference*. As far as the English Dictionary is concerned, an Open Day means just that — the doors are open, and all the functions and workings of the RAC or whatever organization it be, are there for the perusal of the public. A conference is a gathering of persons, to discuss items that have been put on an Agenda by such persons as might be interested. Advance warning is usually given as to what items have been placed on the Agenda, to enable those taking part to form their own opinions and have their say if they so wish.

If the Kart Committee itself, with the Chairman of that Committee hurriedly looking through scraps of paper to see what items he would be discussing next, was an open meeting, it wasn't — it was just a pitiful scene! At no time was an Agenda produced before or at the meeting, which was held in the RAC basement in Belgrave Square (which was all we saw of the RAC workings!), so nobody had their thoughts prepared.

But perhaps this is what the Motor Sports Council has decided is best for karting. After the poor showing this year they will probably not even arrange for any kind of meeting in 1980, and put it down to lack of attendance in 1979! Boy, how things have changed and deteriorated — to think that just 3 short years ago, in Pall Mall, over 100 members crammed into one of the main halls. The chair was taken by the then Director of the RAC, Dean Delamont, with Basil Tye in attendance. Every

# Kart and Superkart Magazine

## 100 National Championship

### Round Two Entry Information Kimbolton — 11th May

#### Saturday 10th May

12.00 — 14.00: Scrutineering — competitors may scrutineer their equipment at this time to avoid the rush on Sunday.

14.00 — 17.00: Practice (Fee: £2.00)  
Evening: Disco at local Mandeville Hall (£1)

#### Sunday 11th May

9.00 Scrutineering  
10.00 — 11.30 Practice  
12.00 — First Race

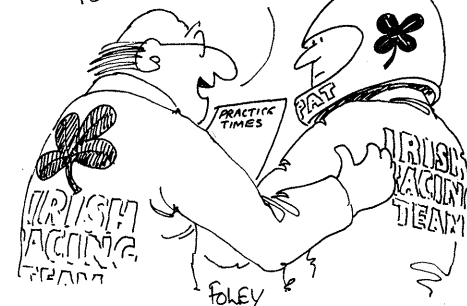
Camping available at circuit  
Caravans £1, Tents 50p  
(Bringing your own water.)

Entry Fee: £6 Entries to: R.J. Haines,  
3 Grays Drive, Stanion, Kettering, Northants.  
Closing date: Tuesday 6th May. (SAM 80 entries to same address.)

driver, official, and person present left, not always with the feeling that he had got his way, but at least he had been given the opportunity to put his views forward and at least had his say *and that at least justice seemed to have been done.*

Subsequently, I had a long discussion with the Chairman of the Kart Committee in my own house, on the lousy way the 1979 Open Day was presented, and I quote his words: "Yes, I agree with your comments, but I was afraid to let any of the Committee say anything in case they said the wrong thing — and remember the RAC look upon themselves as the professionals, and the Committee as a lot of amateurs." So now you know!

IT'S NO GOOD PAT, WE'RE USING THE 350 MOTOR. YOU'VE GOT METHANOL AND NITRO MIXED WITH YOUR AVGAS, AND I PUT ANABOLIC STEROIDS IN YOUR BREAKFAST, BUT YOU'RE STILL TWO SECONDS OFF THE PACE — WE MIGHT HAVE TO START CHEATING!



What you may ask is all this leading up to? When I decided to publish a magazine on the sport, I did decide that I would keep politics out of its pages, and that I would certainly not write articles or news items myself. But with the way regulations have been changed in the new Blue Book, and by a Committee that is not elected by karters, but solely by the RAC, with absolutely no reference to drivers as to what *they* want, I find that I can no longer sit back and say nothing. This does not mean that I want to have a slanging match with the RAC,

or the Kart Committee, far from it — but things that want saying will be said, so occasionally I will put pen to paper under the heading of 'Mainly Political'. The views contained therein will be mine and mine alone — so there can be no danger of Licence losses!...

Something that could certainly do with a lot more consideration is the process by which our rules and regulations get changed. Far more consultation with people who are affected by them is necessary before the Kart Committee can expect to make changes that are not immediately greeted with ridicule.

Take for example the new minimum weight for kart alone recently imposed on the 250 Superkart long circuit brigade. Certainly an increase in the overall (kart plus driver) weight was in order — increasing use of the bodywork has increased the weight of the karts noticeably — to discourage *over*-lightening of chassis. But what do we have? — the ridiculous minimum kart weight that finds 'heavyweights' like 17 stone John Morrell having to add even more weight!! Fair? No way. Rather than decrease the disadvantage of the heavier driver, this does the opposite...

With the International CIK weight minimum (all up) being left at 175kg, anyone competing seriously in the French meetings, or European Championship, is going to need 2 karts — one 'heavyweight' for British racing, and one 'lightweight' for Europe.

Karters pay the Motor Sports Council a lot of money for the privilege of holding a licence — and they deserve better, more thought out rule changes than they get.

What is the answer? Scrub the new regulation and revert to the 1979 rules until such time as the Kart Committee have had full and frank discussions on the subject, preferably with some of the top drivers in the country — yes those same drivers stated to be cheating in this month's 'Karting' magazine, edited by — you guessed it — the Chairman of the RAC Kart Committee!

Well that's it for now. Next time; "Twins — to be or not to be?"; "What's happening on the tyre front?"; "Are some rule alterations leaked?" "Would Dave Buttigieg's idea of a Drivers Committee, to present ideas to the Kart Committee, work?" Let me have your views.

Mark Hines



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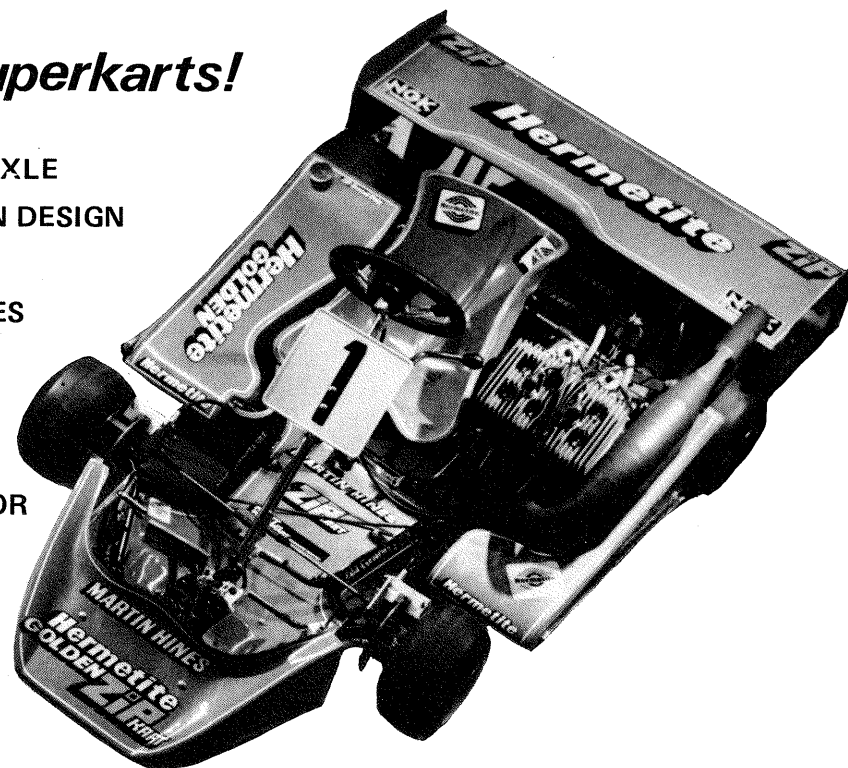
**3<sup>RD</sup>**

125 National Final — ZIP GP125 — 1<sup>ST</sup>

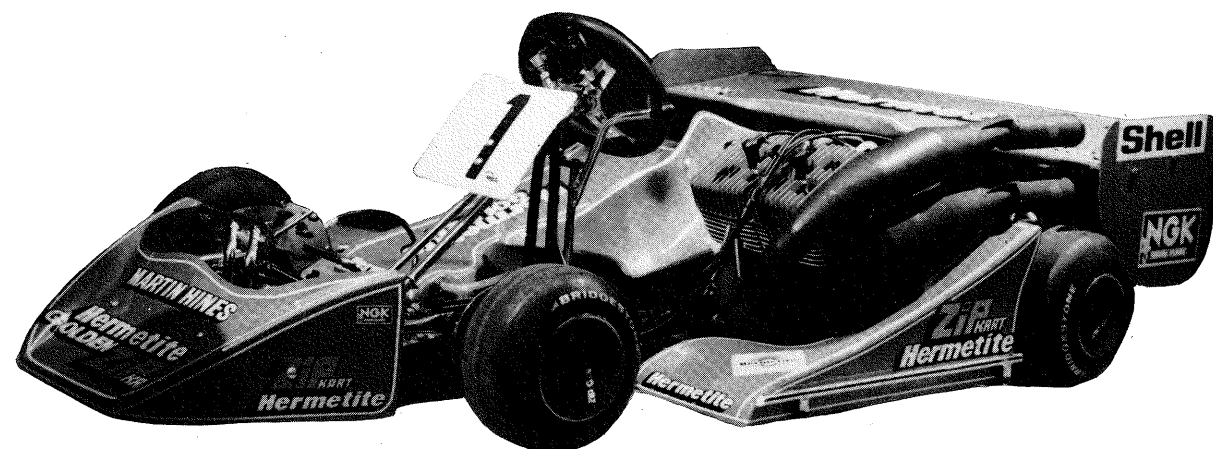
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## CLUB SCENE

*continued. . .*

Gearbox			
A Drivers	1st	Hull 6S	Garelli
B Drivers	1st	St. Wilfrids	Yamaha
C Drivers	1st	Breezehill	Yamaha

Staff		
	1st	Breezehill
	2nd	St. Wilfrids
	3rd	Greatfield

## Tilbury

Drawn no doubt by next month's Kart and Superkart meeting we had a bumper entry of Nationals for the March meeting. A, B & C groups would you believe, all with full grids, plus of course the usual Junior Britains, Junior Nationals, Novices and Class 4's. A dry day was just what we wanted to keep things moving and give the drivers a run for their money.

JUNIOR BRITAIN: Paul Dryden appeared to have the first heat well sewn up when a back marker crashed and spilled tyres onto the track which brought Paul off as well. This left Mark Handyside in first with Steve Brogan second and Lee Cranmer third. In the second heat Handyside ran out of luck when a tangle on pit bend put him out of the race. Cranmer was the winner this time with Piers Hunnisett second and Graham Steer third.

The final looked all set for a ding-dong battle with Lee Cranmer on pole, Steve Brogan



Lee Cranmer (Kestrel/Hewland) led all the way in the Junior Britain final (photo: D. Callingham)

on 2 and a group of likely looking lads on their tails. However at the first bend Steve Brogan spun out, leaving Lee with a clean start. Paul Dryden from grid 6 made one of his charging runs, and after a certain amount of resistance from Graham Steer took second place. The pattern looked pretty settled until James Chitty moved up onto Paul's tail. An exciting last two laps ensued with Paul keeping the lead, and his cool, while James driving hard but clean was just not able to overtake. Steve Dart made

fourth place and Steve Brogan after his disastrous start came fifth. The Novice prize was won by Phillip Jackson.

JUNIOR NATIONAL: With the usual smaller entry for this class you would have thought that there was room for everyone on the track, but there seemed to be a kamikaze spirit reigning as both heats saw more than their fair share

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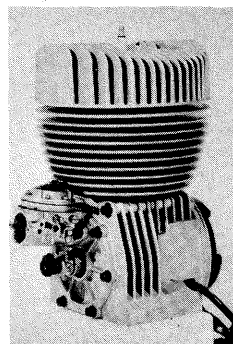
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# Eleventh Hour Elmore

Paul Elmore snatches victory from Steve Styrin at last corner in foggy Superkart opener. Works Zip debutant Calvin Fish third from Dennis Crompton and an on-form Carolyn Grant-Sale. Disappointing starts for Rapid Movements and Team Gola equipes. Controversy surrounds new twin-engined creation - but the RAC officials let it race, although don't allow it to feature in the results.

Reporting: Phillip Bingham

Superkart racing, bolstered by an increasing splash of sponsor interest and colourful professionalism, has moved into the Eighties. But it has dragged some of the murkier characteristics of the Seventies through to the new decade with it.

With the start of the 1980 season represented by the first round of the Superkart Championship at Cadwell Park on 24th February, the higher, most publicised echelons of our sport looked healthier than ever. On the surface, that is. Beneath the colourful veil drawn by bigger sponsors, teams, and welcome threats to the established order, lurked, as ever, that most malignant of karting's diseases: Politics, and its unpleasant symptoms of bickering, counter-bickering, and a sad failure to keep one thing in perspective: that karting is a sport.

But then, if the proceedings at the Lincolnshire circuit a month ago were anything to go by, perhaps the politics, too, are sport to some!

### Pit Bits

Several new teams, machines, and, in the starring role, regulations, kept the wooded Lincolnshire paddock alive and buzzing throughout the day.

Undoubted (if not most warmly welcomed) centre of attention was an unusual new creation from the Deavinson stable, run by Deavinson dealers Haydock Park Motorcycles. Piloted by former 100cc British Team member Derek Price, the Sprint chassis was designed to house not the one conventional 250cc power mill, but two 125cc Honda engines, located one each side of the chassis. Introduced last year, the new Honda engines proved to be highly suitable for a 'double' design because of their slimness, and certainly, regardless of the cries concerning the associated regulation changes, etc, etc, the two squat engines made the kart look the part.

Driving a solid rear axle through six gears, the two engines relied on a common gear change, operated in unison through one gear-lever and a beefy looking hand operated clutch, and, whether it was mere politic or genuine technical assessment, Price and team were inevitably enthusiastic about the machine's quietness, stability, and 'controllability' as a result of the equal weight distribution.

Technically, the Deavinson double was highly interesting. Politically though, it was quite another matter. The possible methods by which this kart arose, and its jumping of the RAC's legislative gun, marked it as an unlikely candidate for the "Welcomed with Open Arms" award!

The Scrutineers would not pass the kart -

citing the '5 gears only' regulation from 250 National - and their decision was subsequently protested by the entrant. RAC Steward Mason Minns rejected the protest, but as he did so the entrants made clear their intention to appeal to the RAC itself.

Following discussion with Steward Minns, Chief Clerk of the Course Ron Goodsir opted for an understandable policy - without treading on anyone's toes, he permitted the kart to race in 250 International, but it could not feature in the official results or prizes, and had to start from the back of the grid. Remembering the Golden Rule "innocent until proved guilty" this seemed fair enough, but hardly solved the matter, and, as this report is written, the controversial 'double' is the subject of RAC deliberations.

After its appearance in the first heat, Messrs Martin Hines (Zip Karts), Bob Clowes (Motiv Design and Development), and Dave Buttigieg (Rapid Movements) protested the kart, if only to ensure that its questionable legality was scratched onto the official records. However Mason Minns was able to convince the trio that the best procedure was not to protest, but for him to carry their opinions forward to the RAC. And there the matter rests - for the moment!

Decked in silver livery rather than gold now, the works Hermetite Zip Team have added youthful Norfolk aspiring star Calvin Fish to their familiar Martin Hines/Paul Elmore line-up. Fish, of course, debuted with the Hoddesdon team at Daytona during the Christmas period, but this was to be his first British works Zip appearance. Many eyes were rested on his seat, interested to see just how quickly he could come to grips with 'life at the top' and justify his plum ride. As ever, between them the works Zip team had the edge over everyone else in terms of sheer testing mileage during preceding weeks, although in all fairness, Elmore hadn't

British Champion Steve Styrin looked to have wrapped up a superb debut victory in his new role as works Aero pilot - but amidst a cloud of tyre smoke, Paul Elmore (below) clinched the honours at the last corner. (Photos: D. Smith)

really been in on the act. Unbeknown to many though, the Hoddesdon based marque began the day with the memories of a disastrous test session earlier in the week which had been plagued with constant, expensive seizures.

Main threat to the strength of the works Zips this year can be expected from a three-person line-up backed by Rapid Movements and Team Schemes. Running conventional Zip GP mounts, World Cup holder Dave Buttigieg spearheads the attack, accompanied by Nigel Smith and Butty's wife, Carolyn (nee Grant-Sale). The team had been involved in pre-meeting testing, although not to the same extent as their Hermetite rivals. On hand to keep an enthusiastic, fatherly eye on the operation was





continued . . .

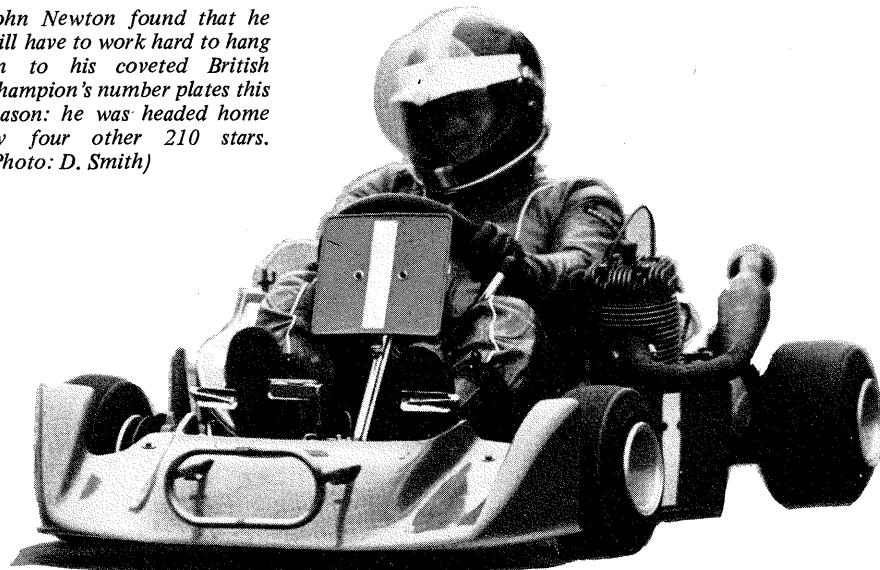
'Boss Man' of the Rapid Movements air freight concern Ted Moore, while also present was Tony Harvey, a designer of some note in the racing car world who will mastermind the technical (especially aerodynamic) side of the team's efforts.

Liveried in a distinctive black and yellow scheme, the new team certainly added to the professional appearance of an ever-public sport, despite the fact that the pressures of a rapidly arriving new season meant that there was plenty of scope for an even more glittering image!

Ranking beside this new equipe in the perennial battle to quash the works Zip might this year, will be Team Gola Tony Smith Racing International. Marking a welcome new involvement in the sport, the Gola sportswear concern have invested their sponsorship resources in former Chevron mechanic, 24 year old John Ball, and one of the most experienced names in the sport, Reg Gange. Tony Smith is the team's helmsman and engine tuner, and he turned out his smart entourage complete with some finely adorned Dino chassis, sporting one-piece fibreglass undertrays, laterally 'upturned' to attain a semi-skirt appearance. Cadwell was hardly the ideal place to try such an arrangement, and the ripples in the track surface were quick to bite away at the fibreglass.

Nevertheless, both drivers pronounced themselves happy with Smith's approach to the ground effect theme, and the very tidy bodywork above it, which seemed to be a wise amalgamation of the best ideas from several past designs. Incorporated in this two piece bodywork was an angled seat, attaining more of an aerodynamically clean, lay-down position than

John Newton found that he will have to work hard to hang on to his coveted British Champion's number plates this season: he was headed home by four other 210 stars. (Photo: D. Smith)



that seen on previous Dinosaurs, neat headrests a la 1979 Turner/Aero bodywork, narrow, wedge shaped nose cones, and some tidy side ducts to increase airflow through to the rear brakes. Given the time to sort things out further, Gola will no doubt be highly pleased with their team, and the inter-camp rivalry between young blood Ball, and the vastly experienced and very highly rated Gange, promises to be a point of immense interest . . .

The other main change was to be found in the works Aero pits, where the pilot is now British Champion and GP winner Steve Styrin. With concerted enthusiasm from the Loakes' kart building concern, the typical 'hunger' of Styrin, and an influx of pennies to keep the act running from Dave Zubrot's Prestige Double

Glazing concern, 1980 must surely represent the greatest chance so far for Aero to really strike it rich.

## Gartmore's Dividends

Gartmore Fund Managers Ltd have increased their investment in karting this season – and, already, it has started to pay dividends. Sporting the glaring colour scheme of his enthusiastic sponsors, Peter Haywood piloted his self-tuned Aero with a cool efficiency throughout the day, and simply monopolised the category.

With two heat wins under his belt, the bearded Haywood catapulted away from the front row to claim an immediate initiative in



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## March Event

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continued . . .

Nigel Mitchell and Neil Douthwaite on the front row of the grid. Nigel took the lead from the start, with Neil only six inches behind him for all 10 laps. They finished in that position, and got a cheer from the crowd for their efforts. Shaun Egan finished a good third.

## Junior Britain

A fantastic 20 entries in this class which seems to be growing all the time. All these lads were trying hard for their club points. The first heat was a win for Victor Vaughan, with Chris Marsh and Simon Blessed coming in close behind. Heats two and three were taken by Kerry Thorpe, with Phil Kershaw going really well to finish well up in all the heats. Also showing well were Novice drivers Jason Plato from the Northumbrian Kart Club, and Alistair Massarella, both driving in their very first races, and showing a lot of promise.

In the final, Kerry led from start to finish, with Victor going hard to try and catch him. Simon Blessed finished third, which keeps him in the lead in the Championship by one point. This looks like being a close thing!

## 100 Britain

This is another class that seems to be growing in size at Wombwell. Sixteen entries, and some good racing. Heats one and two provided good wins for Stephen Gill, flying the Chris Stoney flag, while he races in National. David Smith and Andrew Wood had a good race for second place in one heat, and a coming together in the other heat, which put them further down the final grid than was necessary. Ray Chatterton, a new face at Wombwell, had a good second in one heat, but some bad luck in the other which put him to the back of the grid for the final.

The final was a carbon copy of last month's final, with the same results down to fourth place – Stephen Gill first, David Smith second, Eric Smith coming through to third, just in

front of Andrew Wood.

## 210 National

All the 210 lads came out of hibernation for this meeting, and it was nice to see a full grid of Villiers again. Gary Hill was back on form, winning the first heat. Although he never appeared in the second heat, he came out and won the third heat too. The second heat was a win for Alan Cheetham, with Dudley Martin and Glenn George having a rare battle for second place.

George started on pole for the final, and drove well to lead all the way to the finish. Gary Hill pushed him hard for several laps, until he suffered some mechanical fault, giving second place to Alan Cheetham, Dudley Martin coming through for a good third.

Sarah Edwards

## Results:

### Junior National

1st Nigel Mitchell	Premier/WRE TKM
2nd Neil Douthwaite	Cobra/RD SS20
3rd Shaun Egan	BM/Peary TKM

### Junior Britain

1st Kerry Thorpe	UFO/CSK Arrow
2nd Victor Vaughan	Zip/Parilla
3rd Simon Blessed	Premier/WRE Parilla

### 100 Britain

1st Stephen Gill	UFO/CSK Arrow
2nd David Smith	Sprint/T70
3rd Eric Smith	UFO/Brad Arrow

### 210 National

1st Glenn George	Zip/Upton
2nd Alan Cheetham	Dino/Peak Revs Villiers
3rd Dudley Martin	Blow/Villiers

### 100 National

1st Ian Williams	Premier/WRE Parilla
2nd Barrie Peary	Dino/Peary TKM
3rd Nicky Fletcher	Sprint/FRED Arrow

# Nat SKA News

The first meeting of the year for the Lancs & Yorks schools saw an entry of 30 karts take to the Wombwell circuit on the 1st March in some very welcome sunshine.

The usual two classes were being contested, low power 100's and gearbox 50's with a much improved entry in the latter. During the winter schools had been working hard on their 50's to close the gap on National Champions Breezehill and in the first enduro for half an hour it was obvious that St. Wilfrids, Bransholme and Hull Grammar could all offer a reasonable challenge. The Breezehill kart had led the race from the flag until just one minute to go when a seizure let the St. Wilfrids kart through to end a run of some twenty-odd successive victories for the Oldham outfit.

The low power class had been expected to be a battle between the two National Championship winners from Greatfield (Solo Class) and Breezehill (Low Power Class) but the latter's JLO was withdrawn early on to leave Greatfield easy winners with Hull 'A', Marist 'A' and Breezehill 'C' some 3 laps behind in that order. The separate race for 'B' team drivers produced a win for Seaton Burn, (who had made a 350 mile round trip from Northumberland), on their Honda 90 with Pontefract's and St. Wilfrids' karts coming second and third.

The meeting was rounded off with sprint races for each of the team drivers. The Low

Power races saw the Breezehill Solo's back on form with Greatfield's Solo snatching one win and the Breezehill JLO collecting the remaining victory. The first gearbox sprint produced the shock of the meeting with Hull 6S's Garelli leaving the highly tuned Yamahas for dead, but the other two races fell to the Yamahas of Breezehill and St. Wilfrids.

Not surprisingly the staff race turned out to be a battle between the teachers from Breezehill, St. Wilfrids and Greatfield who crossed the line in that order.

The Federation was grateful to Messrs Wilson, Moss, Watkins, O'Haran, Wright and Mrs Oatfield for donating a very large table full of trophies which were well received by the winners from well over a 100 contestants.

Brian Lord

## Results:—

### Enduros

#### Low Power A

1st Greatfield	Solo	31 laps
2nd hull 6S	Homelite	28 laps
2nd Hull		

### Enduros

#### Low Power A

1st Greatfield	Solo	31 laps
----------------	------	---------

# Llandow

Cardiff Kart Club's first meeting of the season at the Llandow circuit was held on 24th February, on a cold but, surprisingly for Llandow, dry day. A total of fifty eight entrants contested the days racing.

T. Peck took the Junior National final whilst the Junior Britain final went to M. Powell from M. Warr.

The 100 National final was a fierce three cornered battle which finally went to Keith Summerill (Mamba/Parilla).

In the increasingly popular 125 National final, Russell Shears spun away his first lap lead whilst third placed Dave Horder (Barlotti/KR Maico) steadily hauled in leader Phil Jenkins (Barlotti/KR Maico) to pass him on the last lap and take the flag on two wheels after tangling with a back marker.

Current long circuit Champion John Sellars had a comfortable victory in 250 National, as did D. Roach in 250 International by virtue of being the only finisher!

Although a survival of the fittest, the 210 National final provided some close racing with, after the demise of the early leaders, Mike Hodgins Jnr. (Lynx) having the narrowest of wins from Steve Cyran (Barlotti) – both drivers recently having graduated from Novice plates.

## Results:

### Junior National

1st T. Peck	Zip/TKM
-------------	---------

### Junior Britain

1st M. Powell	Zip/Manx
2nd M. Warr	Barlotti/TKM

### 100 National

1st K. Summerill	Mamba/Parilla
2nd C. Berry	Lane Aerospace/Parilla

### 125 National

1st D. Horder	Barlotti/KR Maico
2nd P. Jenkins	Barlotti/KR Maico

### 210 National

1st M. Hodgins Jnr.	Lynx/Villiers
2nd S. Cyran	Barlotti/Villiers

### 250 National

1st J. Sellars	Barlotti/Bultaco
----------------	------------------

### 250 International

1st D. Roach	Zip/Yamaha	R. Western
--------------	------------	------------

2nd Hull 6S	Homelite	28 laps
3rd Marist	JLO	28 laps

### Low Power B

1st Seaton Burn	Honda	30 laps
2nd St. Wilfrids	Solo	27 laps
3rd St. Wilfrids	Yamaha	25 laps

### Gearbox

1st St. Wilfrids	Yamaha	33 laps
2nd Breezehill	Yamaha	32 laps
3rd Bransholme	Yamaha	30 laps

### Sprints

#### Low Power 100

A Drivers	1st Breezehill	Solo
B Drivers	1st Greatfield	Solo
C Drivers	1st Breezehill	JLO



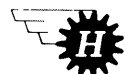
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Another British Champion out of luck was Paul Molloy, now running a Zip GP with Merlin prepared Rotax power. (Photo: D. Smith)

the ten lap final (shortened from twelve tours due to the impending mist), with Clive Leeson (Zip), Colin Mills (Zip) and John Hughes slotting in behind him.

Haywood wasted no time in hauling out a healthy margin, and inched ahead by about 0.3 secs per lap, making the most of a clear road whilst his pursuers slowed each other in their furious battling.

After the first couple of hectic tours of barging and shoving, the lap chart settled into the tentative order — Haywood, still easing away from Mills, a hard charging Bill Longden (Barlotti), Leeson, and British Champion John Newton (Barlotti). Hughes, meanwhile, had begun a gradual tumble down the order despite some valiant resistance that included kicking up the dust on the track edges in his 'tenths' effort. Also nosing boldly into the hunt was Gordon Douglas (Star), a comparative 'unheard of', but alas, his fiery challenge to the established names gyrated to an end at the tight Mansfield Corner on lap four.

By mid-distance, Mills had nibbled away considerably at Haywood's advantage, and with four tours remaining he was huddled into the leader's slipstream as they flashed past a dejected Phil Ansell on Park Straight, the usual 210cc pacesetter dumped on the sidelines following a whole day of niggling engine gremlins.

As the last few miles unreel, third place man Longden, too, was waging big efforts to squat in leader Haywood's slipstream, and suddenly the leader's advantage looked less than secure. Into lap six, Haywood fumbled a gear, and that was all that Mills required to pounce. Side by side the two squabbled as they plummeted through Mansfield Corner and snatched their way up through the gears on the approach to the out-braker's haven at the Hairpin. Here, though, Haywood seemed to have the legs, and once more he nosed ahead, shutting the door as they scrambled around the Hairpin. Maybe the Gartmore racing driver had simply relaxed too much, for as quickly as it had arisen, the cat and mouse act ended. The mouse had been frightened, and proceeded to scurry away into the distance — Haywood crossed the line with a 2.5 sec winner's margin.

Burgess Racing Developments' flag waver Mills, settled for an excellent second, with Leeson in pursuit, ahead of Bill Longden, who was busy recovering from a couple of 'moments' in battle, with John Newton fifth from John Hughes, and Gordon Douglas, who didn't seem to fully regain his inspired pace following that hairy spin at Mansfield Corner. Hot on his heels was Roger Hall (Zip), from Vincent Mun-

day (Barlotti), and Kelvin Bonarski, seated in his unique Solar Manta.

1st Peter Haywood	GartmoreAero/PH Upton
2nd Colin Mills	Zip/Burgess Upton
3rd Clive Leeson	Zip/Leeflex Upton
4th Bill Longden	Barlotti/Upton
5th John Newton	Barlotti/Upton
6th John Hughes	Barlotti/CTB

## One Man Show

As with the 210's, the 125cc grid was subject of a convincing one-man show. This time, it was Merlin man Roy Wooldridge who starred, and again it was a case of dominance from the word go. Lap by lap, he extended his neat lead, to reduce the interest in the race to the dicing between the rest of the pack for second spot.

After some gritty lappery, it was Mark Allen (Dale/Maico) who trailed in behind Wooldridge's Zip/Rotax, with an aggressive Robin Stoner culminating an excellent day's driving with a claim to third. Michael Henry (Star/Rotax), whose early stages charge marked him as a possible dark horse in the final, eventually negotiated his way to fourth, from challengers Keith Bisp (Barlotti/KR Maico), the extremely smooth Tim Parrott (Dino/Smith Yam), and the spectacularly piloted Barlotti of Steve Rawson. Wooldridge emphasised his superiority in an unusually professional race with fastest lap.

1st Roy Wooldridge	Zip/Merlin Rotax
2nd Mark Allen	Dale/Maico
3rd Robin Stoner	Zip/Yamaha
4th Michael Henry	Star/Rotax
5th Keith Bisp	Barlotti/KR Maico
6th Tim Parrott	Dino/Smith Yamaha

## Hollow Hall

Sadly the 250 National racing witnessed an ailing class slip seemingly even further into the grave. Weak grids, and processional racing saw a hollow win to Douglas Hall from Tony Draper and the immensely enthusiastic traveller from Northern Ireland, Joe McBride.

1st Douglas Hall	Barlotti/BHR Bultaco
2nd Tony Draper	Star/Wood Bultaco
3rd Joe McBride	Dino/Montessa

Right: Carolynn Grant-Sale salvaged the day for the Rapid Movements equipe with a fiery heat win, and fifth in the final. (Photo: D. Smith)

## Last ditch Elmore

Upsets were the order of the day in the Superkart heats. Although the expected pace-setters usually managed to find their way through to the front of the pack, few seemed capable of staying there until the flag dropped — and as a glum Steve Styron would have told you, had you dared to question him after the all-important final, the race isn't finished until that chequered cloth has fallen!

Wins in the heats (of which there were a total of four, with the entry divided in half) fell to Dennis Crompton, Cadwell expert Derek Rodgers, works Aero debutant Steve Styron, and none other than Mrs Carolyn Buttigieg (nee Grant-Sale). But, for Rapid Movements, the fiery lady's excellent win over Rob Kerkhoven after a furious five lap battle, was all that there was to be pleased with. Nigel Smith revealed flashes of speed before joining the towering pile of victims subject to monotonous engine seizures; and Dave Buttigieg was likewise forced lucklessly out of the running, despite actually leading one heat for a lap.

The works Hermetite Zip camp was hardly all smiles either. Martin Hines and Paul Elmore salvaged a fourth and a sixth placing respectively, but both limped into retirement on their second outings as a legacy of a fairly large shunt — which Elmore had in fact triggered off! So it was left to the young newcomer to keep the Zip flag waving — and Master Fish chalked-up a steady ninth, and a creditable second spot behind Steve Styron's Aero.

Gladly for the keen Kimbolton based equipe, Styron was brimful of praise for the new Aero chassis. A worrying tumble down the lap chart from the lead to fifteenth place in his first heat was analysed, to the accompaniment of wiped brows from the Loakeses, as engine weakness rather than chassis inadequacy, and, needless to say, both the Aero and GBRD concerns were all grins after that encouraging second outing victory.

The eagerly awaited Team Gola Tony Smith Racing International set up? Hardly a dream debut, to put it mildly. Seizures were the story of the highly professionally turned out new team, and Reg Gange actually failed to make it from the dummy grid to the start proper in one heat, while John Ball was similarly thwarted by engine bugs, and managed to become entangled in a series of contretemps on his other outing.

Other names to show up well in the heats included graduate from the front of the 210 National class, Brian Heerey, who netted a third and a fifth; the gritty Robert Johnstone, with an excellent second and third to his credit;





continued . . .

Owen Jones (making his 250cc long-circuit debut), Richard Dean, Colin Olden, Alan King, and Alexander Dalgarno (from way, way north of the border!)

And so to the first Superkart final of 1980. But for ten seconds, it could have been a dream debut win for new Aero protagonist Steve Stylin, in the new Aero chassis. But motor racing is full of 'ifs', and, no doubt about it, Paul Elmore fought tooth and nail as the Lincolnshire fog shrouded the circuit to claw every tiny fraction of a second away from Stylin's cool advantage.

To Stylin, victory was oh, so near. To Paul Elmore and the cold record books, it might as well have been light years away. Amidst a flurry of callous witticisms about racing mirrors and pit boards, surprised 'loser' Steve Stylin trudged away from Cadwell Park acutely aware that the race isn't over until the line has been crossed . . .

It was just that which made the race so rivetting. By the third tour, Stylin had scrambled through from the third row of the grid to cling to a tentative initiative, and Paul Elmore must have been his last worry in the world. With a hard charging Carolyn Grant-Sale breathing down his neck, highly reluctant to relinquish her early, popular lead, Stylin was hard pressed to keep the privilege of pace-setting his, but he looked to possess the 'edge'. Meanwhile, Elmore was way down in eighth spot, barrelling his way up the ranks, yes, but not reeling in the leaders quickly enough. Or so it seemed . . .

By mid distance, Stylin had pulled over two seconds out of the bag, and was enjoying the luxury of a clear track while his pursuers were at loggerheads. Carolyn was still really flying gamely in second place, but Calvin Fish was knocking heavily on the door on behalf of the Hermetite equipe, from a somewhat lonely Brian Heerey, Martin Hines, Derek Rodgers and, yes, you guessed it, that man Elmore.

The dice for second became really frantic with four tours to go, and out of the passing and counter-passing it was Elmore who latched onto the spot, from Dennis Crompton, who was pressing on with immense gusto in an effort to keep Fish, Grant-Sale, Heerey, and a distant Hines off his back. Inch by inch, Stylin continued to ease away. Victory almost began to look like a formality.



Dennis Crompton impressed with a well earned claim to fourth place, having piloted the Chatterton Zip/Yamaha with commendable neatness. (Photo: D. Smith)

That wasn't the way it worked out, though. There were problems for much fancied runners as Smith, Ball, and Kerkhoven, who fell by the wayside with recurring seizure problems, and Buttigieg's tigering enthusiasm to salvage pride at his first meeting with Rapid movements got the better of him, and resulted in quite the opposite as he somewhat bent his mount in a high speed excursion on the back of the circuit. But poor Stylin was destined to suffer even more acutely.

As the works Aero wended its lonely way around the Cadwell countryside for the last few times, well meaning marshalls began to gesticulate to Steve in indication of his comfortable margin. 'Take it a bit more easy', they signalled, worrying that he might overcook matters quite unnecessarily.

That is just what Stylin did. He slackened his pace by 1.5 secs per lap, and began to carefully nurse his GBRD powered Aero home. And in so doing, he quite literally snatched defeat while in the jaws of victory!

Having slashed away determinedly at Stylin's advantage until the bitter end, a wisp of blue smoke from tortured Bridgestones drifted across Mansfield Corner as notice of a last ditch do-or-die gamble on Elmore's behalf paid handsome dividends. To the astonishment of Stylin, the West Countryman swooped by in the last few yards to clinch the chequered flag by little more than the skin on his nose. Stylin's only consolation was a claim to fastest lap.

Third place was the ultimate property of Calvin Fish, who was quick to justify his place in the highly prestigious Zip team with a smooth, business like outing, commenting "it's good to get the first meeting out of the way; now we can get down to the business at the faster circuits . . ."

Equally impressive was Dennis Crompton, who bravely gave everything, and a little bit more, in the early laps squabbling, evidently desperate to beat Mrs Buttigieg to the post! Carolyn sailed home fifth after undoubtedly her finest showing to date. Following her heat triumph over Kerkhoven, she had voiced the worry "there must have been something wrong

with Rob's engine - I would never normally beat him like that." Chauvinistically, it was tempting to walk away from the Rapid Movements pit believing her. The first few laps of the final were all that was required to erase such unfair doubt; with the backing of Rapid Movements behind her, and some more attention to her own equipment rather than devotedly pitting her attentions largely on Dave's efforts, Carolyn was quite simply *quick*! She also ran with conventional fuel pumps, while Smith and Buttigieg utilised a new type of 'heart' from Mikuni, operated, rather inadequately it seems, on a pulse mechanism induced by crankcase pressure. It was more than coincidence that the Mikuni equipped engines strangled themselves, while the lady in the team sung on without missing a beat . . .

A little subdued by usual standards, Martin Hines rounded off the top six after seeming to prod the second/third place battle exploratorily and then drop back again appearing almost disinterested. Brian Heerey gave game chase, in what most expect to be a forewarning to greater things, from a lonely Reg Gange, DMA Racing's Richard Dean, and PDS supported Derek Rodgers.

Next stop for the high speed circus is Snetterton, a track, many were already saying at Cadwell, that will really reveal the shape of things to come this season. Which must surely mean that the anticipated 'Giant' teams will pick themselves up, and pitch into battle . . .

### Final Results

1st	Paul Elmore	Zip GP/Zip Yamaha
2nd	Steve Stylin	Aero/GBRD Yamaha
3rd	Calvin Fish	Hermetite Zip GP/Zip Yamaha
4th	Dennis Crompton	Chat Zip/Yamaha
5th	Carolynn Grant-Sale	Rapid Movements Zip/Smith Yamaha
6th	Martin Hines	Hermetite Zip GP/Zip Yamaha

Race Time: 11 mins 4.3 secs (81.28 av. speed)  
Fastest Lap: Stylin, 1 min.5.0 secs (83.07mph)

Left: Calvin Fish had every right to be pleased with his British works Hermetite Zip debut, netting third spot. (Photo: D. Smith)

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# CLUB SCENE

continued . . .

## Results:

Middle East Championship		
1st	Roger Mills	Dap/T70TT
2nd	Ottmar Lange	Barlotti/Arrow
3rd	Adam Wittort	Zip/TKM
4th	Alan Maxfield	Goff/T80
5th	Dion Kooyman	Zip/T80
6th	Phil Sharp	Zip/Arrow

## Team Results:

1. ENGLAND	(Mills, Tipping, Byrne, Hopkins)
2. SURRA	(Lange, Sharp, Simpson, Maxfield)
3. DUBAI	(Cooper, Prevost, Kooyman, Willey)
4. SALMIYAH	(Eley, Rigby, Gladdish, Kent) Alan Maxfield

## Clay Pigeon

Sunday March 9th turned out to be a sunny, clear day for the opening meeting of the 1980 Clay Pigeon season. And with over 100 drivers signed on we looked forward to a busy days racing.

**JUNIOR NATIONAL/JUNIOR BRITAIN:** Separate heats were run for Junior National and Junior Britain, but with the light fading the 2 classes were combined for the final. Heat winners were Kevin Warner (2), Gary Moynihan in Junior National, and Nicholas Crabtree, William Hewland and Barry Somers 1 a piece in the Brits.

The start of the final, and chaos erupted as Nigel Clark (Nat.) spun in front of practically the whole field and when the dust had settled a dozen or so karts had joined in the melee. Fathers appeared from all directions to get the unlucky ones going again. First to get going was Clark who made the most of the mishap to take the lead, which he held all the way to the flag although pushed closely over the last couple of laps by Gary Moynihan. First of the Junior Britain's home in third overall was William Hewland. The unluckiest driver was Kevin Warner who was clear favourite after the heats but failed to restart his engine after the first corner accident.

**210 NATIONAL:** M. Williams was clear favourite after winning 2 of his 3 heats, the other heat being won by David Jenkins with Williams in 2nd place.

In the final it was Jenkins who made the most of a poor start by Williams, to gain the advantage into the hairpin. But Williams soon caught the leader and inches separated the two of them until 2 laps from the finish. Williams attempted to take Jenkins going into Billys Blind, but failed and ended up in the fencing. So it was Jenkins who took the flag comfortably ahead of Les Ruddy.

**100 NATIONAL:** Steve Davis had made the trip from London and soon showed that he hadn't come down for the ride. He won 2 heats (would have been three but for a spin on pit straight) and looked a class above the rest of the field. The heat he failed to win gave a rare win to one of the elder campaigners, Arthur Wood (sorry Arthur).

But in the final Davis was back to his earlier form and romped to an easy victory ahead of Gerry Cain, Andrew Clark and Neil Hann, Cain,

Clark and Hann having a close battle for most of the race. In fact the first 2 came over the line side by side, but Cain managed to hold his second place.

**100 INTERNATIONAL:** Only 7 drivers but some good racing nevertheless, star name here being British team member Doug Spencer. Spencer led both the first 2 heats but failed to finish either after a mishap with Tony Ripacandida and then a seized motor. But he won heat 3 while Russell Maple and Ripacandida took heats one and two respectively.

In the final Spencer had an easy victory ahead of Ripacandida, who drove well to finish 2nd after dropping to last after a spin early on.

**250 NAT., 250 INT., and 125 NAT.:** Lack of entries caused the three classes to be run together throughout the meeting. At the end of the day it was Alan Collard who took 250 National, having driven well all day. 125 National was won by Keith Bisp, but the surprise was in 250 International where Novice Roy McDonagh passed the experienced Malcolm Burnett on the last but one corner to take the honours.

**100 BRITAIN:** Without a doubt this is the place to be if you want to meet top class opposition in this class every meeting. Heading the list were British Champion Peter Rochford and South West and Midland Champion Nigel Cleveley. 33 signed on and an A & B final were once again needed.

Rochford and Cleveley both took two heat wins apiece. Cleveley also picking up a fourth place, whilst Rochford finished his third heat halfway down the field after a 5 kart pile-up on the first lap.

So it was Cleveley on pole for the final with Ron Shone alongside him and Rochford a couple of rows back. From the flag it was Cleveley who stormed into the lead ahead of Shone. Rochford wasted no time in moving quickly up onto the tail of the leader, as Shone dropped out with a blown piston. So the 2 top drivers in Snr. Britain today led the rest of the field which was headed by Philip Sheldrake ahead of Peter Knight, Andy Bundy and Steve Davey, Bundy having lost his first season in Seniors after a successful Junior Britain career. But although Rochford tried hard to gain the lead from Cleveley (and with an extra couple of laps he might have done so), it was the latter who took the chequered flag to gain another deserved victory over the British Champion. Nigel certainly seems to have the evil eye over Peter and could well take his British Championship in August.

Lastly a mention must go to John Donovan who qualified from the B final and fought his way up to 7th overall in the A final.

A.J.B.

## Results:-

Junior National		
1st	Nigel Clark	Sprint/Parilla

Junior Britain		
1st	William Hewland	Zip/Arrow

100 National		
1st	Steve Davis	Zip/Zip
2nd	Gerry Cain	BM/Komet
3rd	Andrew Clark	BM/BM

210 National		
1st	David Jenkins	Barlotti/KR Villiers
2nd	Les Ruddy	Zip/H.R.R.D.

250 National		
1st	Alan Collard	Barlotti/Montessa

250 International		
1st	Roy McDonagh	Zip/Suzuki

125 National		
1st	Keith Bisp	Barlotti/KR Maico

100 International		
1st	Doug Spencer	Zip/DAP

100 Britain		
1st	Nigel Cleveley	Barlotti/Arrow
2nd	Peter Rochford	M.M.2/Arrow M.M.
3rd	Phil Sheldrake	M.J.M./Arrow
4th	Peter Knight	Zip/Arrow

## Wombwell

**Club Championships - Round 2, March 9th**  
The day was fine and clear, and there was a great entry of over 100 drivers. Enthusiasm in the pits was fantastic, with everyone trying to raise that extra money for track resurfacing. We are now sure to get it done for May and (fingers crossed) maybe for the April meeting. Every club member has done so much to help and it will be a proud moment for everyone when the new surface is first used.

## 100 National

Six heats to get through, and a lot of close, tough racing. The first heat saw Pat Teakin involved in a frightening accident, from which he was lucky to walk away virtually unhurt. This heat was a flag to flag victory for Nicola Fletcher with Mark Rose and Ian Browning close behind. Ian Williams showed his super consistency by winning the second heat, and scoring a second and a third in his other heats. A change of racing number to 13 proved lucky for Barrie Peary. Driving better than he has done for a long time (perhaps due to his new kart) Barrie won heats three and five. Mark Wilson (just up from Juniors) won heat four, then went on to prove it was no fluke by gaining a second and a third in his other heats. The winner of heat six was Chris Stoney, showing good form, after bad luck in his other heats.

The 'B' final was a good race between George Price and Craig Leclere, with Brian Chilvers and Mike Mulhearn also qualifying for the 'A'. Mike was warned about his driving in the 'B' final, but explained that his bootlace was caught round his accelerator pedal, and that therefore he couldn't take his foot off the throttle . . . !!).

The 'A' final was packed with excitement. Barrie Peary led the first lap, Ian Williams led the second, then Mark Wilson took over, and after six laps had pulled out a superb lead, when his motor seized. Ian Williams took over, with Peary coming home second, Nicky Fletcher third.

## Junior National

Heats one and two were victories for Nigel Mitchell, with Neil Douthwaite a close second in one heat, and Shaun Egan coming home second in the other. There was only a small Junior National entry, but the racing was very fast and very close. Douthwaite won heat three, with Egan second, and Mitchell storming through from the back of the grid to finish third.

The final looked like being a thriller, with



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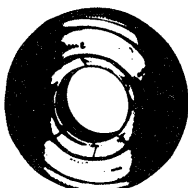
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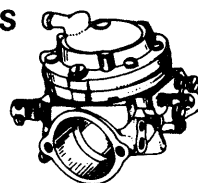


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# CLUB SCENE

## Middle East Championships

This, the second running of the Middle East Kart Championship, attracted an increased number of entrants from England, Dubai, Kenya and the host country, Kuwait. Maybe next year we will also have a better response from Oman, Saudi Arabia and Cyprus.

With an entry of 48 karts, the heats got underway on time at 1.00 p.m. Thursday. (Our 'weekend' is Thursday/Friday). From the start it was obvious that Roger Mills was the fastest driver on the track, but the Gulf competitors were by no means disgraced. Roger won his three heats, the others being won by Thomas Cook sponsored Guy Tipping (U.K.), Adam Wittort (Kuwait) and Alan Maxfield (Kuwait). However, when the points were added up the consistent second placings of Ottmar Lange (Kuwait) gave him number two slot alongside poleman Mills. The first six into Friday's final were Mills, Lange, Wittort, Maxfield, Roger Gladdish (Kuwait) and Dion Kooyman (Dubai). The top twenty from the heats went straight into the final grid, leaving the rest to fight it out in the 'B' final with only four to qualify. This promised to be interesting, with last year's champion Phil Sharp (Kenya), Dubai front runner Paul Willey, Surbiton driver Andy Byrne and Kuwait's Ian Simpson all, for various reasons, failing to qualify in the top twenty!

Thursday evening's Social gave everyone a chance to get together and discuss what had gone wrong (or right!) and sort out a few points with the Mills brothers and the Tippings of Monteagle in an atmosphere far removed from the busy pits.

The 'B' final on Friday saw a convincing win for Phil Sharp, having sorted out his carburettor problems, with Paul Willey, Ian Simpson and Essam Kuhail also qualifying in that order.

And so to the Championship final. As expected, Roger Mills took an immediate lead and was never challenged. Short of mechanical problems nothing could stop him and, of course, with his long experience in preparation, nothing did. Number two man, Ottmar Lange, although never making an impression on Mills, opened a comfortable gap over third place



Away goes the field to start the Championship final, and Mills (18) gets the jump on Lange (19).  
 Below: Rothmans of Pall Mall put up the array of trophies.



Adam Wittort who was being pressed by Alan Maxfield in the early laps. Momentary carburettor problems slowed Maxfield, allowing Marvi Kashkoush (Kuwait) and Phil Sharp to slot into the resultant gap. In the following lap Sharp left the circuit and Kashkoush spun at the hairpin, so the finishing order after the 15 lap final (1km circuit) was Roger Mills (U.K.), Ottmar Lange (Kuwait), Adam Wittort

(Kuwait), Alan Maxfield (Kuwait), Dion Kooyman (Dubai) and Phil Sharp (Kenya).

The race format then changed to team racing, with four man teams entered from Kuwait, England, Dubai and various areas of Kuwait. The England team of Mills, Tipping, Byrne and Andy Hopkins (a Kuwait driver borrowed for the day) were the victors with two wins by Roger Mills (one of which was by a mere half a kart length over Phil Sharp), two wins by Guy Tipping and good finishing places by Byrne and Hopkins. The Surra team (an area of Kuwait City) of Sharp, Lange, Simpson and Maxfield looked likely victors until an engine seize by the latter earned them a good few penalty points. The Dubai 'A' team came in equal third with Salmiyah (another Kuwait City area), whilst the Kuwait team could only manage fifth, so Dubai have at last fulfilled their aim! (The previous record was Kuwait 4 - Dubai 0).

The International Meeting was declared closed and we then had a celebrities race with some ex-drivers, some sponsors of our Club and others taking part. Geoff Tipping was persuaded to drive a kart for the first time ever, and by judicious use of some short cuts finished fifth, behind four ex-drivers. John Mills was unable to take part due to a twisted ankle but a full grid set off with Ray Balfour, the British Consul in Kuwait, Harry Carpenter of KT Club, John Dedman of Rothmans and many more. The race was won by Judy Lesniewski with Ray Watson second but the main thing was that the race was thoroughly enjoyed by drivers and spectators alike.

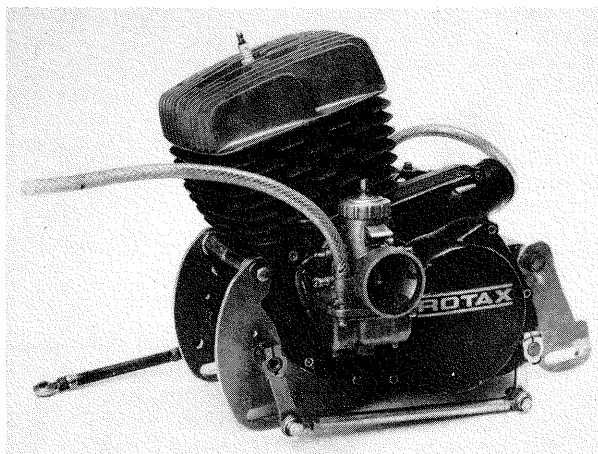
Roll on next season for the next Gulf meeting in Dubai, probably in November, and the next Middle East Championship in Kuwait next February.



On the rostrum (l to r): Lange (2nd), Mills (1st), and Wittort (3rd).



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on: Why you shouldn't put new boots on the table.  
"It don't half hurt, Mum!"

I always said that the only way I would ever have another go at kart racing was if some kind benefactor offered me, free of charge, a competitive chassis, a really good engine, the latest tyres, and all looked after and prepared by competent mechanics. Well out of the blue that kind benefactor recently materialised in the form of one Bill Sisley.

At the Annual London Kart Club Dinner and Dance I had dismissed the offer made to me by Bill as one of those rash promises made when one is under the influence of the demon drink! However the redoubtable Bill was on the phone to me first thing the following Monday morning reiterating his offer that I should attend the Sisley Kart School at Tilbury one Saturday and if I could then lap Tilbury under 36 seconds, he would provide a competitive 100 National outfit for me to race at the next meeting. The joke of the whole thing was, however, that this fierce critic of the best drivers in the world, who had not raced for nearly ten years and had let his licence expire ages ago, would have to race as a Novice! However, the opportunity to get back behind the wheel was too much to miss, and the changes over those ten years were bound to offer an interesting comparison.

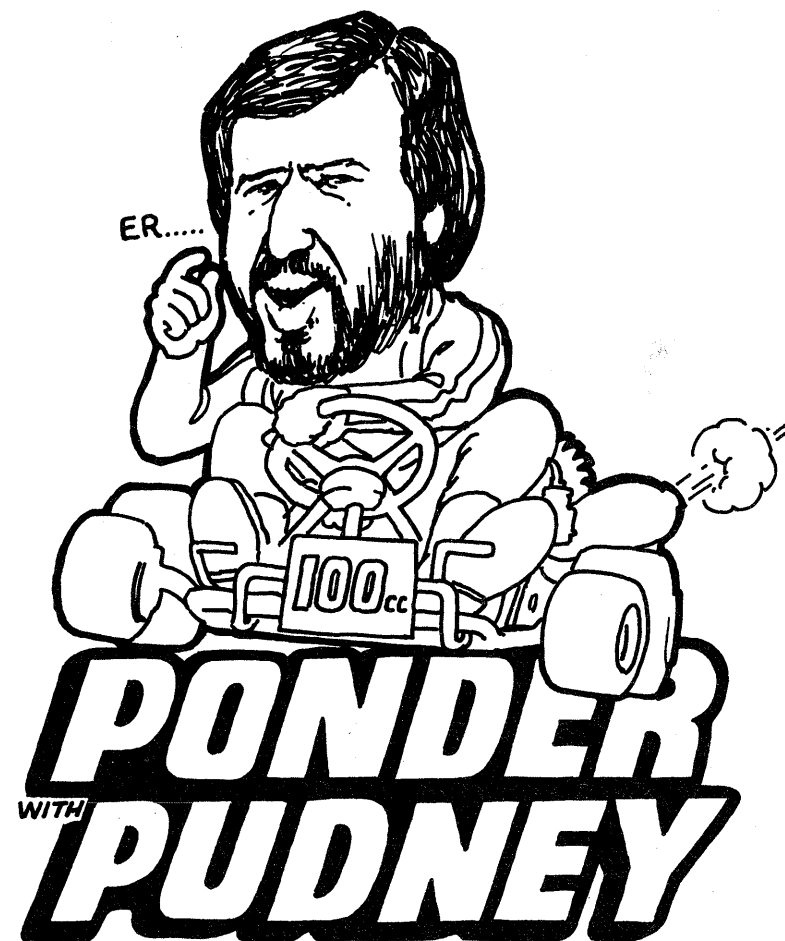
With some trepidation I rolled up at Tilbury one Saturday for my first taste of kart driving for quite a few years. In deference to my wishes, the school was kept to an absolute minimum attendance — in fact only one other stalwart braved the atrocious conditions because it was, as you can see from the photos, absolutely bucketing with rain! Tim, and the outrageous globetrotting Nicky Paul from Sisley's were there to oversee operations and I watched with interest the thorough tutoring, which deals with every single aspect of chassis preparation, how the brake works, essential maintenance etc., and then moves on to the basic workings of the engine. When the pupil is thoroughly conversant with the kart and the basic rudiments of driving style, one of the

instructors, in this case Tim, takes the kart out for a few laps to warm things up, then hands over to the pupil.

In this case the pupil was me and I am not proud to tell you that I got about 10 feet to the first corner before spinning, but having restarted actually managed about 3 laps before ... the engine blew up!! Yes, in 3 short, slow, wet laps I achieved what scores of people before me had failed to do, and blew up one of the normally ultra-reliable school Komets K88s. It was all taken in very good spirit by Tim and Nick and very quickly another motor was bolted on, this time for the intrepid first timer to try. I'll tell you something, that guy was good!! In absolutely pouring rain and on slicks he managed about ten laps at very good speed before spinning, and even then tried and nearly succeeded in bump starting the kart on his own — and this was his first ever drive in one!!

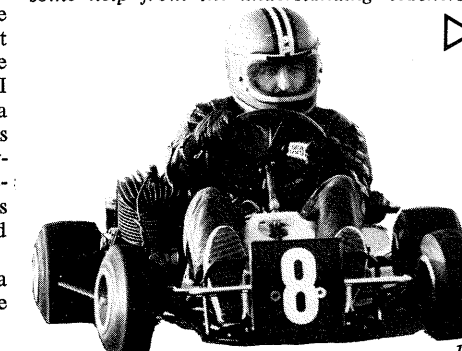
As conditions were so appalling not much could be learnt that day and the magic 36 second mark was obviously impossible. Tim and Nicky decided that further testing would be worthwhile and I would probably be good enough to race. As for the school pupil, he went faster and faster all day and at the evaluation session at the end of the school was rated an excellent prospect. Talking to him afterwards he said that despite the weather he'd had a good time, would seriously consider taking up karting, and — most important — considered the school to be an excellent stepping stone into the sport and good value for money at £25 (although he did jib a bit at the £10 hire charge for a set of vinyls!) From my side, I thought the school was very well handled, in a strict but friendly way, and can only see it as being one of the best ways of getting newcomers into the sport — a point obviously realised by many other people, when one sees how many similar schools are opening up and down the country.

My next practice session was thankfully a really beautiful day. I arrived feeling like



Terry, expecting to shatter lap records and was amazed to find that in my first session in the dry I was miles off the pace. I had also forgotten how much more physically tiring it is to drive in the dry rather than the wet and started to find muscles in my body that I had forgotten existed. However I persevered, and gradually whittled down the times until the magic barrier set by Bill was broken. At this point though my nearside ribs were objecting to the forces they were not used to and it became just too painful to carry on, so 'testing' was abandoned for the day. A third and final practice was scheduled for the Thursday before the 'big race' but as the heavens had once again decided to open over Tilbury not much was achieved except confirmation that my ribs hurt like hell!! So worried was I about them that I decided to have an X-ray, but as this showed nothing cracked or broken, the race was on!

If nothing else the next few days really proved I've lost my bottle! Once a long time campaigner who'd raced against some of the world's best and didn't used to be afraid to race with the likes of Ferris, Fullerton or Allen, I was a nervous little twit on the Saturday night, debating seriously whether or not to suffer a quick brain tumour until Monday *Terror in the writer's eyes, above, was calmed between practice and the race (below) after some help from the understanding 'teachers'!*





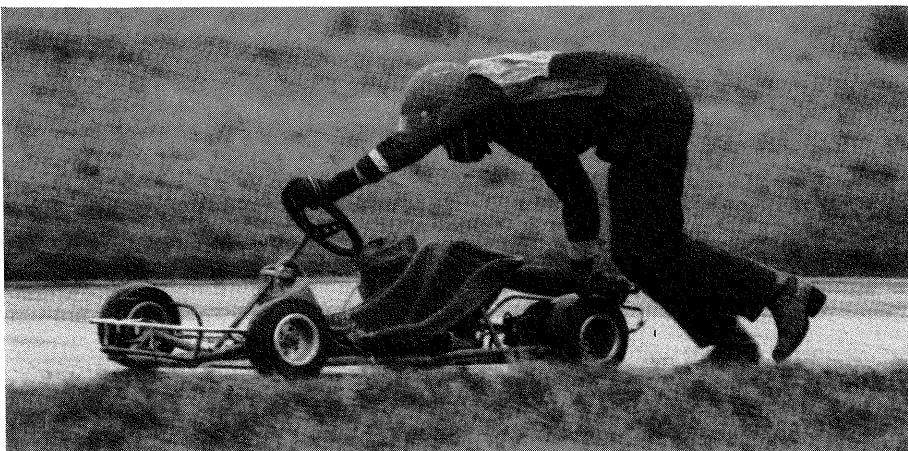
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morning to avoid having to race! But in the event of course I did find myself present at Tilbury early (for me) on a mercifully fine Sunday morning. The irony of the situation was that I wasn't really supposed to be me (having taken a licence out under an assumed name to avoid possible embarrassment!), so I had to hide away in the back of the pits trying to avoid everybody, pretending I wasn't there.

Practice confirmed that the chassis was handling well and that the K80 Sisleys had prepared certainly seemed to have some urge. The huge difference in driving standards amongst the Novices was a bit alarming, *and my ribs still hurt!!* I was delighted to be drawn near the back of the pack on grid 19 of the hearteningly oversubscribed entry of 24 in my first race, reckoning that I hadn't got much to lose and everything to gain. With the words of Nicky Paul echoing in my ears, to "let everybody knock each other off for the first couple of laps then try to make progress through the field", I ticked over round the rolling lap. (Surely we never used to go this slowly in the old days?) Away we went and I promptly forgot everything Nicky had told me and tried to dive through some gaps, only to get hooked up between 2 other karts involved in the usual first bend tangle! I was very lucky to get unhooked without stopping and set about chasing back through the field. The engine Bill had provided me with certainly had some dig, and I made good progress but must admit to being appalled at some of the driving standards — I arrived alongside a couple of drivers only to have them turn straight into me and was chopped off viciously by 2 others who were obviously totally unaware of my existence! I did survive to finish 4th and came in to a talking-to from Nicky for being too enthusiastic on the first lap — *and my ribs hurt!!*

The next heat I was No. 6 on the grid and made a much more cautious start and only overtook people when I was right past (if you know what I mean!). However caution was forgotten as I closed on the leader and although I didn't really need to win for a good grid position in the final, a small gap on the last lap was too much of a temptation — and I was once more chopped into the grass and down to third place *and my ribs hurt!!* And so to the final, the culmination and final act of the shortest comeback of all time (beat that Muhammad!). I was quite pleased to get No. 2 spot on the grid — more a case of surviving the heats without mishap than any great driver ability. However, I was suffering an acute attack of nerves and the fact that by this time my presence had become known and I was subject to much good natured banter, and being told that "you've got to win this one," didn't make things better. All my old aggression had gone and I was sitting on the grid thinking how happy I would be to settle for 2nd place, when Bill and Nicky came up and explained that I *had* to get the jump at the start in order to win, which made me realise how important it was to *them* that I pulled off a win.

Fortunately I managed to 'do it right' and after three laps had pulled out a fair old lead as all the others tried to knock each other off and was soon getting 'slow down' signals from Nicky. Slow down I did — perhaps too much, as I became acutely aware that someone was catching me fast and in fact as the race drew to a close, he was right with me. Although he was right on my tail, it was easy to hold him back by driving a really tight line (a la Tredwell at the Rye House British Champs final), and I was quite confident that my position was secure. It



*Even the Aces make mistakes — and after his writings of the last year, the crowd of willing helpers has yet to appear!*

was — until the last lap, when, would you believe it, I got 'taken off' at the esses. The damn motor wouldn't fire up again, so that was my brilliant debut ruined! Still, I wasn't too disappointed, as I felt that I had proven my point, and the fact that the guy came up and apologised afterwards was I suppose some consolation. But my ribs still hurt . . .

Well what did I learn from my brief return? Firstly, the onward march of years has definitely taken away my nerve. I was actually driving round thinking, "what if I hurt myself; what if the brake fails?" etc. etc. Secondly, and from my point of view as an outside observer most importantly, I now realise just *how* tough it is, and *how* good you have to be, to be a top driver nowadays. I thought I was pretty wonderful out there, but the top drivers were consistently lapping seconds a lap faster than me! I now remember just how difficult it is to drive from the front under pressure rather than from the back of the grid and just how disappointing it can be not to win when you were expecting to.

To harp back to the old days, it was amazing to find that although basic chassis design has remained remarkably similar to 10 years ago, if not a little simpler, tyre and accessory development have mostly transformed the machinery. Everything nowadays is so simple to change and adjust — Motoplat means timing an engine is easy — no more points etc; 2 bolts and the engine is off — it used to be 8 and lots of aggro with chain adjustment; handling can be altered remarkably easily by changing front and rear track — something we never even thought about in the old days!! So whereas an

*Tilbury's smart, mobile changing facilities, complete with tinted windows!*



engine change between heats used to be almost impossible, nowadays it can be accomplished with time to spare.

All this adds up to the major noticeable improvement over the years — reliability. Apart from one engine blow up and a broken coil bracket (already diagnosed but forgotten about) the Kestrel chassis and 2 Komet engines sampled, ran faultlessly during the multitude of laps, both wet and dry, covered during testing and racing.

I am so glad to have had the opportunity of finding out what it's all about out there on the track nowadays, because it will obviously help my reporting and observations to become much more subjective. Although I have no further aspirations to race again, I would welcome any opportunities to test equipment as I would personally keep track of and assess the continual development of tyres, chassis and engines etc. So please don't forget me!

To Bill Sisley and his happy band, I can only extend my thanks for providing me with the opportunity to race again, and must admit to being very impressed with the keen and friendly attitude of Bill and all his staff. Thanks Bill — sorry I couldn't quite win, but let's call it a moral victory!

And if you are all wondering what the hell putting 'new boots on the table' has to do with kart racing, it's simple. My wife is full of old wives tales, and when I put my new driving boots on the table to lace them on the Saturday night, she said, "Don't put your new boots on the table — it's bad luck." It could be she's right!!! And my ribs still hurt!!...

J.P.

continued. . .

tory for Parrott, eventually winning by the margin of almost half a lap. Pete Shaw battled through the grid well, to claim second spot by the end. Max Richardson eventually had to be content with third ahead of Bob Thompson who was making up for some terrible luck in the heats. On the evidence of this meeting I would say that Tim Parrott is in for a good season . . .

210 NATIONAL: The entry for the 210s, though disappointing numerically, was encouraging in as much as this class contained four Novice drivers. Beginners are always a welcome sight.

The first two heats were good wins for Des Davison with Bill Cole winning third. The placings were contested by Gordon Brown and Terry Ramshaw, with Novice Lawrence Anderson clinching grid 3 for the final.

Bill Cole led away in the final followed by Gordon Brown, Des Davison and Lawrence Anderson. Brown, took the lead on lap three and held a tenuous lead throughout the final with Cole glued to his bumper, these two gradually pulling away from Davison, all three holding their positions to the flag with Terry Ramshaw pipping Lawrence Anderson for fourth on the last lap.

250 NATIONAL/INTERNATIONAL: Club Champion Robert Johnstone started 1980 the way he ended 1979, winning heats one and two and clinching pole for the final with a third in the last heat, although he could not afford to completely relax as he had tough opposition in the form of Peter Cook and Glen McAdam who made up the front row in the final grid.

The final saw McAdam snatch the lead at the start and hold it until lap seven when he unfortunately disappeared from the leader board, handing the race to Johnstone who held a comfortable margin over Cook with Nigel Young turning in a good drive to pick up the third place trophy.

A great days racing from the 'Big Bangers' who were revelling in the conditions on the Felton Class Four circuit, being spectacularly fast into the pit bend. If only we could attract a few more Class Fours . . .

Results:— C. Parias

100 Junior National  
1st Shaun Egan BM/Team Peary TKM

100 Junior Britain  
1st Terry Stamper Barlotti/Manx  
2nd David Hillcoat Zip Euro/TKM  
3rd Alistair Reed Zip/TKM

100 National  
1st Brian Parias Zip/Dickson TKM  
2nd Ian Williams Wilson/Wilson SS20  
3rd Lewis Marsden Wilson/Wilson TKM  
4th George Price DAP/GEP SS20  
5th Mike Ballantyne BM/BM  
6th Ian Browning Wilson/Sirio

100 International  
1st Roy Dickson Zip/Dickson TKM  
2nd Nigel Davison Wilson/TKM  
3rd Stephen Burr Zip/BM

125 National  
1st Tim Parrott Dino/Yamaha  
2nd Pete Shaw Barlotti  
3rd Max Richardson Star/Yamaha

210 National  
1st Gordon Brown Sprint/Villiers  
2nd Bill Cole Barlotti/Villiers  
3rd Des Davison Zip/Edd. Villiers

250 International  
1st Robert Johnstone Barlotti/Ard. Yamaha  
2nd Pete Cook Zip/Yamaha  
3rd Nigel Young Barlotti/Yamaha

Best Novice of the Day — Junior Britain  
Michael Robson Zip/T70

Juniors  
1st Ray Lincoln  
2nd Andy Chenery

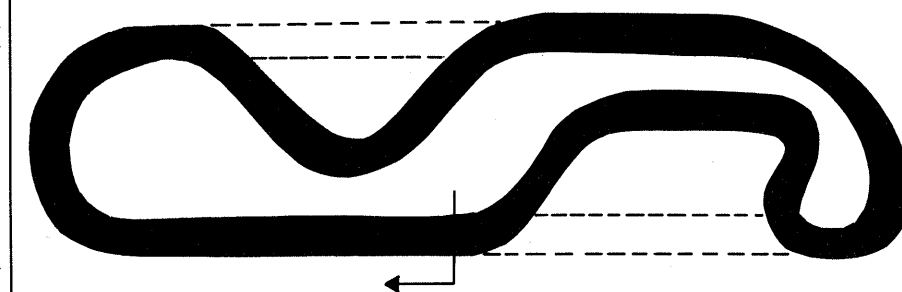
100 National A  
1st Gordon Chenery  
2nd Derek Calver  
3rd R. Smith

100 National B  
1st Mick Ashton  
2nd Andy Simpson  
3rd Trevor Woodhouse

## Tibbenham

Norfolk and Suffolk Kart Club members have been frantically busy improving the Tibbenham track over the winter months, with the result being a more interesting and a lot longer track, benefitting from two alternative routes, depending on class of karts.

The revised and extended Tibbenham circuit.



Basically, after all the usual 'hassles' and long negotiations with the local farmers about the amount of concrete we could use, it was decided by the Committee to increase and vary the amount of corners for Class One, whilst substantially increasing the length of the straight for those 'hairy' Class Fours.

The track measures some 520m long and still retains many of the features that Tibbenham has been renown for, but now includes a tight hairpin corner at the top end of the track, doubling back on itself, a small stretch of straight and an 'S' bend back onto the original straight, with a more 'sweeping' pits corner leading into the existing chicane, another length of straight and finally that new hairpin again. Phew! (See layout plan).

At time of writing, we anxiously await our first meeting on 2nd March (and the first Sunday of each month afterwards) when it is hoped to attract more gearbox class karts — somewhat lacking in previous years. The Club has decided, at great expense (ahem!), to run a new Championship system this year to include not only the Class 1 Juniors and Seniors A and B, but also the gearbox classes as well (assuming, of course the support is there).

Whilst on the subject of Championships, may we just briefly mention the recent Presentation Evening held at Brome Grange Motel, covering the 1979 Club Championships. This was the first event of its kind held by the Norfolk & Suffolk Kart Club and was very successful indeed, with many a cheerful soul (drunk) enjoying the spoils of a successful year's racing. The prizes included some very inspiring trophies, together with cash sums amounting to over £200. The winners were as follows:—

## Nuthampstead

The results of the Cambridge Kart Club meeting held at Nuthampstead on 17th February were as follows:—

Junior Britain  
1st Colin Lakin Sprint/DAP  
2nd N. Kyriakides Burgess/DAP

Junior National  
1st Malcolm Russell Zip/Parilla  
2nd Martyn Curry Ambassador/TKM

100 Britain  
1st Nigel Goff Mustang/Arrow  
2nd Chris Hunt Ambassador/DAP

100 National 'B'  
1st G. Thomas Zip/TKM  
2nd Andy Saville Lane/Parilla  
3rd Michael Kyriakides Burgess/Sirio

100 National 'A'  
1st Dave Lees Sprint/Sirio  
2nd Dave Page Mamba/Parilla  
3rd Chris Hawes Zip/Parilla

210 National  
1st Paul Allen Zip/Upton  
2nd Rod Bettis Zip/Upton

125/250 National  
1st Dave Morris Zip/Yamaha  
2nd B. Palmer Zip/Bultaco  
3rd D. Butler Barlotti/Bultaco  
P. Hunt





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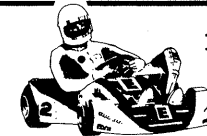
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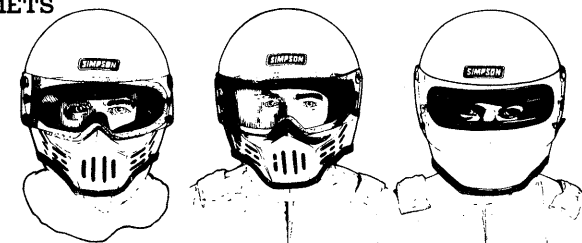
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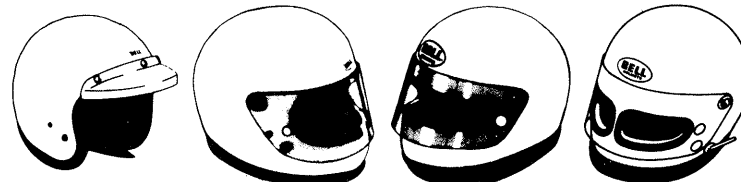


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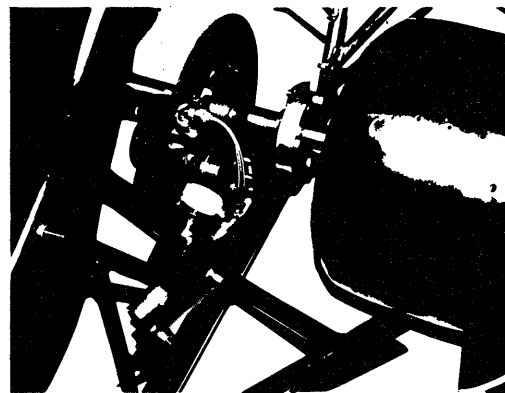
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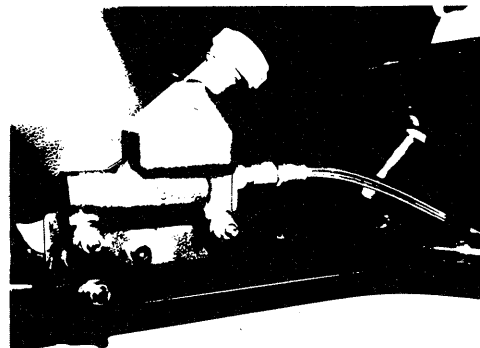
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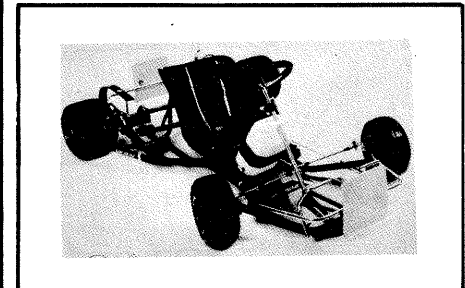


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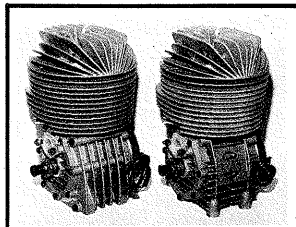
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## CLUB SCENE

## Get off the Grass!

Grass tracking is alive and well and still going strongly. Peter Drew sent us the story below of one such Club near Wisbech.

The W.D.K.R.C. is now 20 years old and is probably the eldest Grass Kart Racing Club in the country. It has some 25 racing members and this number is increasing yearly. There are many social members in the Club, who help organise race meetings, and support the Club's social events.

The track is at a village called Gorefield, situated 2 miles out of Wisbech itself and meetings are held every 4th Sunday of the month from April to October. The field is rented off a local landowner — at the moment we are looking for another field to race on so that we can alternate meetings, and do not cut the track up so badly during the year.

There are three main classes that race. Firstly there is the 250 Class or 'specials'. This class has Yamahas, Bultacos, Montessas and last year saw the appearance of two Jawa CZs.

The 9E Villiers Class has the largest number of karts. Most of the 210s on the grass have the old iron barrel as the aluminium Upton's are few and far between at the moment.

The third class is a combination of quite a few engines. It is known as the '8E and under 175cc Class'. Main reason for the combination is the acute shortage of 8E karts, and the relative newness of the 125. Also in the class is what we consider to be a karting 'first' — Honda CD175 engines (yes, 4 strokes). The

class is run on a handicap basis which is determined by a stopwatch.

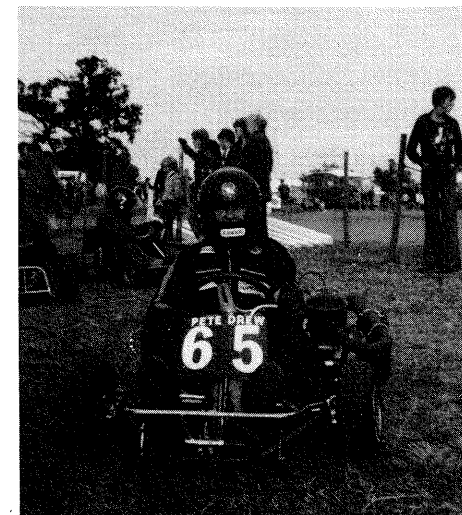
The most popular frame in the Club is the Zip Silverstone and Brands but these are now very hard to come by. We also have Aero Kites, Dale, Blow Hustlers and one or two home built frames.

The Club meets every second week at a local pub, the Tea Gardens at Elm, where we arrange race meetings and discuss social events. During the winter months our annual pool, darts and dominoes trophies are fought for! This helps the Club to stay together when the racing is finished.

As well as racing at Gorefield, the Club attends the Eye Show in Suffolk at August Bank Holiday. Many people there have never seen a kart before and are amazed at the speed and size of the karts. Last November we were invited to race at the Kings Lynn Speedway track during a gigantic firework display evening. Although it was very muddy everyone had a very memorable time.

The idea most people get of a grass kart is one of a dirty kart covered in grass, oil and dirt — but nothing could be further from the truth. Many of the karts are very smart and clean and annually the Club presents a cup for the best prepared kart. It is presented at the first meeting of the season to the kart that is smart and clean although it also has to perform well.

Safety is also a Club policy — we have our own scrutineer and sheets are printed for each kart and items are ticked off as they are



The Author's Zip Silverstone Villiers is a typical example of grass track machinery.

checked. Of course the general smooth running of the Club depends on many people, too numerous to mention.

Several people who have been successful on the 'road' began as members of our Club — Stan Harvey (250 Int.) and Tony Missin (250 Nat.) to name two of many.

So if anyone is wondering what happened to their old Silverstone with the iron barrelled 210 engine, the chances are it is going through its paces round our field at Gorefield! See you there, one day.

Peter Drew

## Felton

A rather dull and overcast day greeted the 91 entries at the Northumbrian Kart Club's Felton circuit for their first race meeting of 1980, with rain falling as practice commenced, but finer weather following with the track drying out as racing continued. The racing was exciting although quick lap times were prevented by the bitter cold causing the tyres not to reach optimum temperature.

100 JUNIOR NATIONAL/JUNIOR BRITAIN These two classes were combined as only two Junior Nationals entered, with Nigel Mitchell showing that a change of equipment had vastly improved his performance, winning all three heats comfortably, followed each time by fellow National Shaun Egan.

Heat winners in 100 Junior Britain were Terry Stamper, David Hillcoat and pole man David Burwood, with all these lads in with a good chance in the final.

As the flag was raised for the final, Mitchell shot into an immediate lead and proceeded to pull effortlessly away from Egan, whilst in the Britain Class David Burwood's challenge disappeared on the first lap, leaving Terry Stamper to win the Britain Class having led every lap. He was followed home by the battling duo of David Hillcoat and Alistair Reed who kept the crowd on their toes throughout.

Shaun Egan claimed the Junior National pot after poor Nigel Mitchell flipped a chain whilst comfortably in the lead with only two laps to go, (hard luck, son).

The 'Best Novice of the Meeting' trophy was awarded to Junior Britain driver Michael Robson whose performance was quite outstanding against very experienced drivers. A name to watch.

100 NATIONAL: The largest class, with 39 entries (plus one 100 Britain) led to divided heats. Heat winners were Lewis Marsden (2) Brian Parias (2) George Price and John Gallagher with Ian Williams consistently in the placings.

The B final was led away by Gordon Wilson only for him to drop out after half distance leaving victory for Terence Laybourne who with Mark Thompson, David Blackshaw and Nicky Stamper joined the back of the A final.

After a tense rolling lap the A final got under way with the order at the end of lap one being Price, Parias, Marsden, Williams in a tight bunch followed by Willie Greive and Ian Browning, with Mike Ballantyne charging hard. Lap 2 Marsden passed Parias, then all hell let loose as the ambulance was called to tend Malcolm Clark who had crashed heavily. Red flag. The re-start in gathering gloom saw Ian Williams snatch the lead and pull away from the rest with ease, chased first by Lewis Marsden who was quickly passed by Parias with George Price, Mike Ballantyne and Ian Browning never far behind. The race order then seemed stalemate but in appalling visibility with two laps to go Parias and Marsden were right with Williams (who had been delayed by a back marker), Parias slipstreaming past to hold on for the win, followed very closely by a frustrated Williams, and Marsden. George Price held a constant fourth place comfortably ahead of Mike Ballantyne and Ian Browning. The trophy winners were completed by Tony Bell (7th), John Gallagher (8th), Willie Grieve (9th), and George Turner (10th).

A great days racing from the Nationals with a comforting footnote that the injuries to Malcolm Clark were confined to a severe shaking up and winding.

100 Britain was a walkover for Mathew Freeston.

100 INTERNATIONAL: Only 12 entries (this reduced to 11 by the withdrawal of Kurt Luby) saw some quick, close racing with three different heat winners, Mike Kellard, Roy Dickson and Nigel Davison winning one race each.

Mike Kellard led them round on the rolling lap flanked by Nigel Davison, and the final was underway at the first time of asking. Davison grabbed the lead from Kellard and Dickson, pulling out a few lengths lead in the course of the first lap. On lap two Kellard spun to the tail of the field leaving Dickson to close in on Nigel. After two laps of feints and dives, Dickson was through into the lead, a position which he held to the end of the race, pulling effortlessly clear of Stephen Burr with Gary Ashurst and Mike Kellard the only other unlappped runners at the finish.

Good performances from Roy Dickson (first competitive meeting in over a year) and Nigel Davison (first meeting on a new prototype chassis). These two are names to watch for future meetings along with Mike Kellard, Stephen Burr and Michael Little.

125 NATIONAL: The fact that there were more 125s than 210s at Felton is perhaps an indication of an increase in popularity of the former class and a definite decline in the latter.

A new face to the 'gearbox brigade' came in the form of former Junior Club Champion Tim Parrott who the previous week had made a brilliant long circuit debut at Cadwell Park with 6th place. Tim continued his winning ways at Felton, completing each of the three heats with a comfortable lead over the opposition. The greatest threat to Tim came from Pete Shaw with Tim Ryder, Barrie Bolam, Paul Wanless and Max Richardson being the most consistent of the rest.

The final was the expected flag to flag vic-



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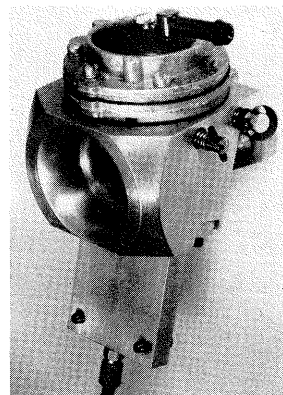
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Dear Sir,  
Whilst reading the December issue of your very entertaining magazine, I was flabbergasted when I read that hydraulic brakes are now permitted in the two Britain Classes.

Being a very keen and enthusiastic karter, though only just completing my fourth race, I just cannot see the logic behind this decision, as these Classes were allegedly designed to keep the price of karting down.

Being such an unnecessary addition to this class, I think I speak for many young drivers in karting, when I say that I find karting expensive enough, without having to equip my just 1 month old kart, with £50 odd worth of hydraulic brakes.

"That's not much to pay," I hear all the team, sponsored etc., drivers saying, but for a string budget competitor such as myself, who has only just received a completely new outfit, this additional expenditure is absolutely formidable. There are two questions I would like to ask on this point;

- (1) What are your views on this topic?
- (2) Is there anything I could do to discourage, or bar, the usage of these brakes?

Richard Fores,  
Chalfont St. Peter.

Although I agree in principle with your sentiments, may I add one point, which is that hydraulic brakes, whilst now allowed, are not compulsory under the new rule. Some manual brakes can be as good as, if not better than, hydraulic units when properly adjusted.

ED.

Dear Sir,

What is wrong with the Karting Trade?

Allow me to explain myself. I am new to karting, and have recently bought a new outfit, in kit form. Ten (10) separate items were wrong! At first I thought there must be a common denominator, ("perhaps they have given me the wrong frame") but no, they were in fact 10 separate mistakes by the Dealer. As some of these problems are not apparent until you actually assemble the parts, they cannot be noticed at once. So, after four return trips to the Dealer, (60 miles per trip) I finally completed my kart. After talking to other karters, it seems that this sort of thing is the rule, not the exception.

Anyway, to continue, I then saw a sale advertised in your mag. and decided to spend a hundred odd pounds on some wheels and tyres etc. After a couple of weeks, my parcel arrived, containing (hopefully) 3 sets of slicks, a set of wets, 4 wheels, and a chain. Not a very complicated order really, but 2 wheels were incorrect, 2 tyres were incorrect, and the chain was missing! After checking my order to con-

firm the mistake was not my own, I returned the incorrect items with a letter of explanation. A month later, having not heard from the Dealer, I decided to phone him (long distance). Yes, he probably has received my parcel, but can't remember. Anyway, what does he owe me. Well, being an honest sort of guy I tell him — 2 tyres, 2 wheels and a chain. I'm sure if I'd said 2 karts and 4 engines he would not have known any better ...

Is it really this bad?

J. Blackburn,  
Cheshire.

I am sure the Karting Trade as a whole is not quite as disorganised as your experiences might suggest. Indeed there are many very well run karting establishments about which we rarely receive a complaint. However, the couple of firms involved in your experience will no doubt note your comments and tidy up a little!

ED

Dear Sir,

May I, on behalf of the members of the Hayes and Harlington Kart Club, offer a very sincere thank you to all clubs, officials and organisers, both at home and abroad, where our members have raced during the past year.

Jim Lakin  
H.H.K.C.

Dear Sir,

May I through your columns, express my thanks to Road and Racing Accessories for their sponsorship of the Junior Karting Championships. I am sure that everybody who took part, not just the prize-winners, got a tremendous amount of pleasure in competing in events that included all the best Juniors in the country.

I would also like to congratulate Peter Wardle on his efficient organisation which included the writing of the reports in your magazine and the newsletter that is sent out to every competitor after each round.

I understand that Peter will also be running the Green Man International Championship in 1980. If his running of all three categories is as efficient as it was in 1979, we should all be in for a wonderful season's racing.

R.E. Collins  
Bramley End

Dear Sir,

I must inform you that a noise complaint has been received from local residents in regard to the Three Sisters circuit.

During our race meeting on the 17th February, a noise meter was used continuously throughout the day. The results were alarming. Whilst Class 1 karts were recording between 88 and 95db, most of the gearbox karts were over 100db and some were as high as 106db. These results are even more alarming when you take into account that it is intended to reduce the noise level to below 90db in 1981.

The dilemma faced by this Club on race day was, should we have disqualified all the gearbox karts after practice, some 84 drivers.

Can we have some constructive comments from our exhaust Manufacturers before another circuit disappears from the karting calendar.

J.E. Fabby  
Hon. Sec. Buxton & District K.C.



**We welcome your letters on any topic to do with karting. Post to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. Letters must have name and address of sender, whether or not this is to be published. Opinions expressed in letters are not necessarily those of the Editor.**

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Without a doubt, the biggest sponsor in British karting is the West Drayton based firm Hermetite Products Ltd., who apart from their backing of the well known Superkart team, put an awful lot of money into the promotion and running of the British Kart Grand Prix. Why does such a company — which as recently as 4 years ago was prominent amongst World Saloon Car Racing ranks — involve itself in karting, and what do they gain from it? To answer these and other questions we recently talked to 'Mr. Hermetite' — Managing Director Harry Werrell.

As a company, Hermetite goes back a long way — to 1916 in fact — but for the greater part of its existence the firm was one of myriads of general industrial chemical concerns, laying somewhat dormant. Harry Werrell joined the company in 1955 as Chief Chemist, at the time that the 'new' polymer chemistry was evolving, providing a host of previously unimaginable chemicals and compounds to work with. Using these new resources, Hermetite moved into the 'automotive aftercare market' in the early sixties and in the mid-sixties began in earnest their move into the marketing and distributive field with their first 'sales force' as such, and the beginnings of Hermetite as we know it today.

But to find the Company's first involvement in motor sport, you only need to look back as far as 1973, when Avon announced the first Avon Rally — which in fact was a mixture of rallying and racing. Les Blackburn, son of the owner of the garage that Hermetite dealt with, approached them for help in running a Capri in that event. The Company agreed, backed the car fully and the project was a success, the car finishing 7th out of the field of 110.

As the car was prepared anyway, it was run in several Group 1 saloon races later in the year — getting seconds and thirds — and immediately Hermetite began to get feedback from the automobile trade. Encouraged by this, they undertook to sponsor the Capri for the British Saloon Car Championship in 1974, and the Spa 24 Hour Race. The latter was looked upon as the first steps toward establishing the Hermetite name in European markets and therefore an important project. A second Capri was prepared for the event and in fact the team did very well

# 'The Sponsors'



"Mr. Hermetite" — M.D., Harry Werrell

— actually leading the race from 6am on the morning of the second day until the engine blew at 9.30am!!

"... you get far more out of this business if you are involved in it."

1975 saw a second Hermetite Capri entry, with the well known long distance specialist Tom Walkinshaw at the wheel, partnered when needed, by John Fitzpatrick. "We realised during that year," comments Harry "that one of the things that was very important (and I'm surprised other people haven't realised it) is that you get far more out of this business if you are involved in it — running the team yourself gives you much more of an edge than if you are purely a sponsor."

The season as a whole was again successful and recognition of their success at running the cars themselves soon manifested itself in the form of an offer from BMW's Competition Manager, Jochen Neerpasch. BMW were planning to run 4 works cars in the World

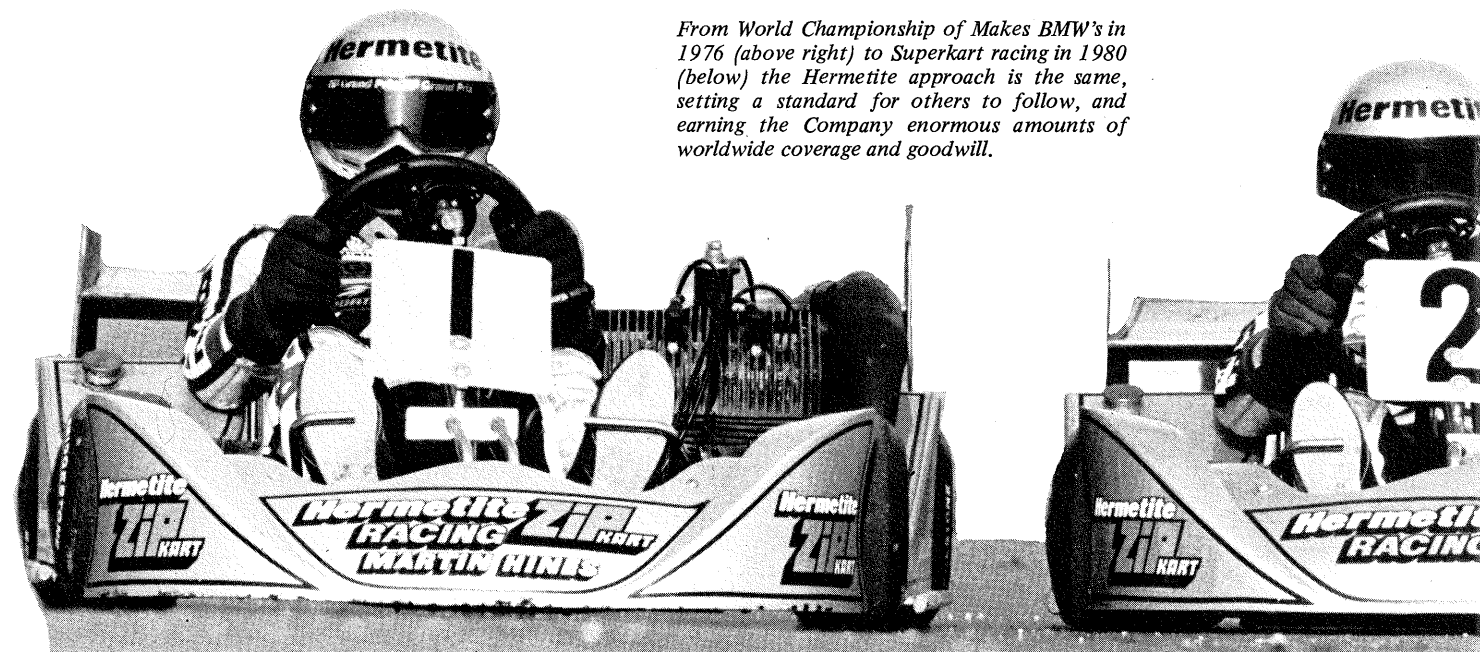
Championship of Makes in 1976 and asked Hermetite if they would like to run one for them. With firstly Walkinshaw and Fitzpatrick, and later Brian Redman and Ronnie Peterson at the wheel, they had a great year — winning the British round and all but winning the German event (the engine blew in the closing laps!). With support from the factory, the project in the end did not cost a lot, and publicity gained was immense — perhaps best illustrated by a major Japanese model-maker's decision to turn out a BMW model in Hermetite colours.

The main reason for Hermetite's deep involvement at this stage, centred upon the introduction of newer, more sophisticated materials in their automotive range, and the desire to convince the trade, and public, how good they were. Torque Seal, Golden Hermetite and in particular Instant Gasket were used extensively in the preparation of the car and the whole 'test bed' theme was the basis of the Company's pitch.

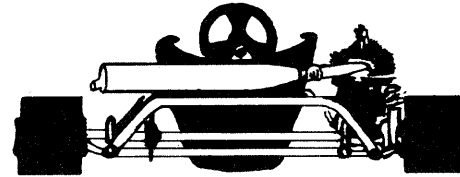
1977 provided the turning point for the firm's motor sport sponsorship arrangements, and for two main reasons. "Firstly, for success in Group 5 that year it was going to be necessary to be running a Porsche 935. We had a very good offer from the Kremer team to run one — but it was going to be a lot more expensive than our BMW set-up. Secondly, and unfortunately, motor sport — and indeed any sponsorship — can become a highly emotive issue in a company, and one is always being called upon to quantify the effect, in terms of sales of product etc. This is almost impossible to do, but you know through the reaction you are getting through the trade that it is a good thing. But as I said, to continue with Group 5 was going to be very expensive. I was coming under pressure from some of our Board — you find that people involved in accountancy and production hate the idea of money being spent on promotion. They can't see the return and therefore it makes them very nervous!"

"We had already dabbled in bikes and had some contact with Martin Hines, so we increased our involvement there. What probably finally decided our Superkart sponsorship was a conversation with Jimmy Brown of Silverstone.

From World Championship of Makes BMW's in 1976 (above right) to Superkart racing in 1980 (below) the Hermetite approach is the same, setting a standard for others to follow, and earning the Company enormous amounts of worldwide coverage and goodwill.



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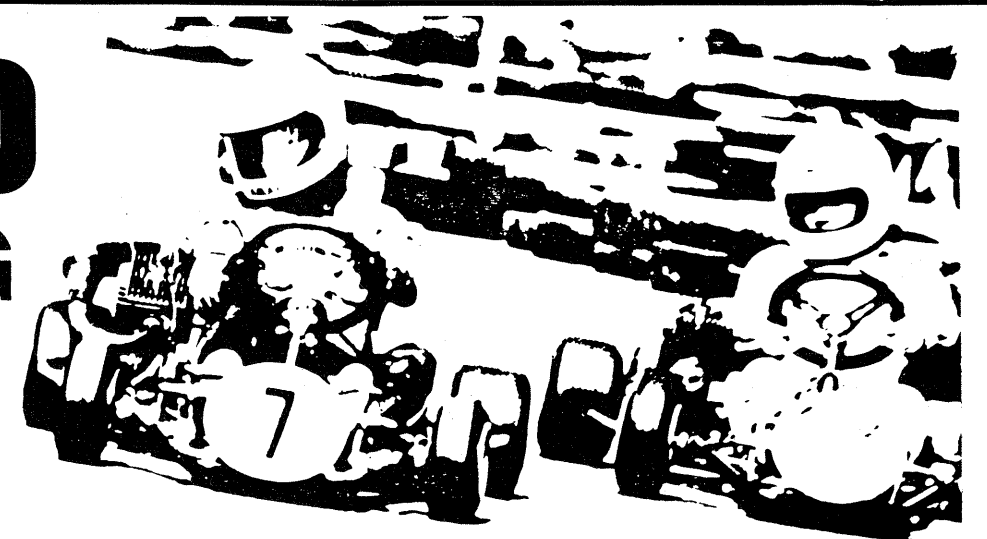
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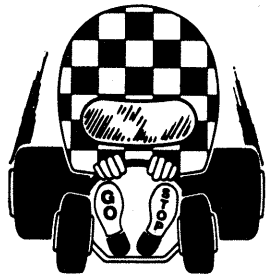
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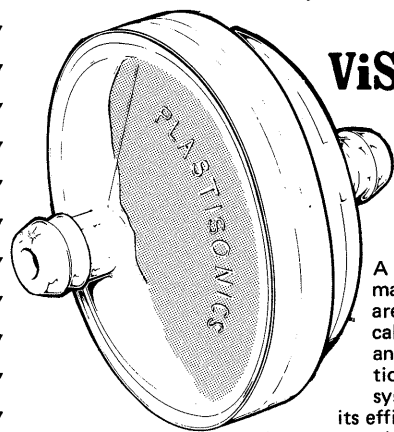
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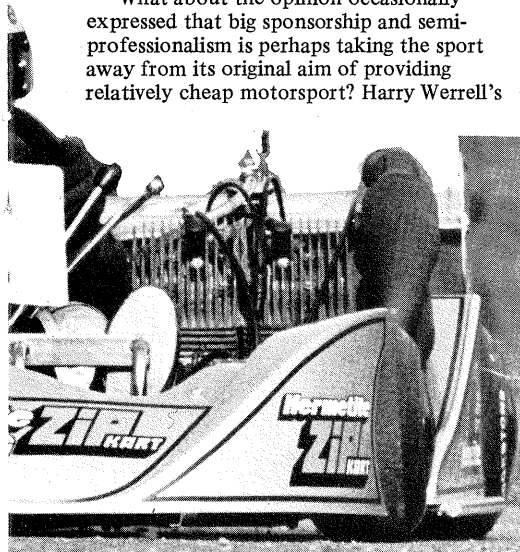
After Martin's first demonstration of a kart at the Bike Grand Prix, Jimmy said that he could envisage races for these things at Silverstone, and perhaps we could work on it together.

"We looked upon the whole thing as putting something back into motor sport, by backing a growing branch of it as much as we could. We felt that because of our immediately preceding involvement with World Championship of Makes, BMW, etc., our involvement in a relatively new type of motor sport might lend more credibility to it, and perhaps provide a lead to attract other sponsors in.

"Sponsorship can become a highly emotive issue in a Company ..."

"Since then we've done our utmost to help in the promotion of the sport, firstly through the Hermetite Zip Team, and secondly (and increasingly more) through our support of the Silverstone Grand Prix, which now is our focal point of the year."

What about the opinion occasionally expressed that big sponsorship and semi-professionalism is perhaps taking the sport away from its original aim of providing relatively cheap motorsport? Harry Werrell's



The whole sponsorship/promotion effort is of course aimed in the long run at selling more of products such as these. Harry Werrell's convinced it pays off.

opinion is that all successful sport today depends upon sponsorship money, but that this does not — or should not — take away that original aim. He cites the car racing world where F1, F2, F3 are backed by big-money, international sponsors, but where there is also a very healthy club racing scene providing motor sport without exorbitant expense. He sees karting developing along the same lines and sees a bright future for both elements.

How does he see 1980 developing and what plans do Hermetite have for the future? "This year the team is increased to 3, possibly 4, members. We hope it will serve as an example and incentive to other sponsors. From this point of view, we are delighted to see Rapid Movements, Gartmore, and now Gola backing teams this year. I hope this is just the start ... A lot of sponsors are becoming disenchanted with the enormous amount of money involved in car racing related to resultant exposure. We were offered a BMW Procar deal last year. It would have cost us £200,000, for what? — a race held the day before a Grand Prix ...

"Karting now provides a very viable alternative."

Karting, and in particular Superkarting, now provides a very, very viable alternative.

"Of course we are backing the Grand Prix again — this will be our third, and we are really hoping to push the promotion this year." But Harry Werrell's enthusiasm is tinged with slight concern as he adds, "the GP does involve a high outlay (no figures are disclosed, but Hermetite's 1980 GP budget is reputed to be in five figures ...) and we will possibly have to review the situation after this year's event. A really good crowd will help secure the financial future of the GP — and, you know, apart from all our promotional efforts, each individual competitor or supporter can help enormously.



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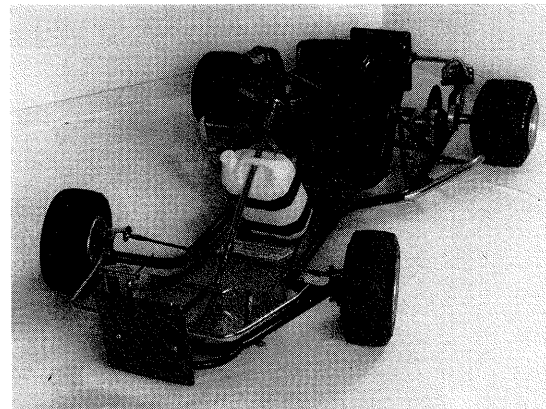
Three Sisters 17th February  
3rd Dave Mellish International

Camberley 24th February  
1st Peter Studer Junior Britain  
2nd Mike Devine 100 National

Rissington 2nd March  
3rd S. Chapman Junior Britain

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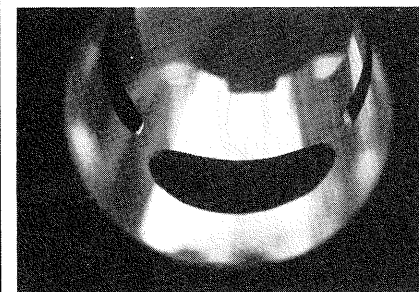


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## THE TRADE PAGE

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● Bruno Ferrari is currently investigating the feasibility of engine race hire — at sensible prices. Anyone interested in trying a Ferrari prepared engine on a one-off or regular basis can contact Bruno for details.

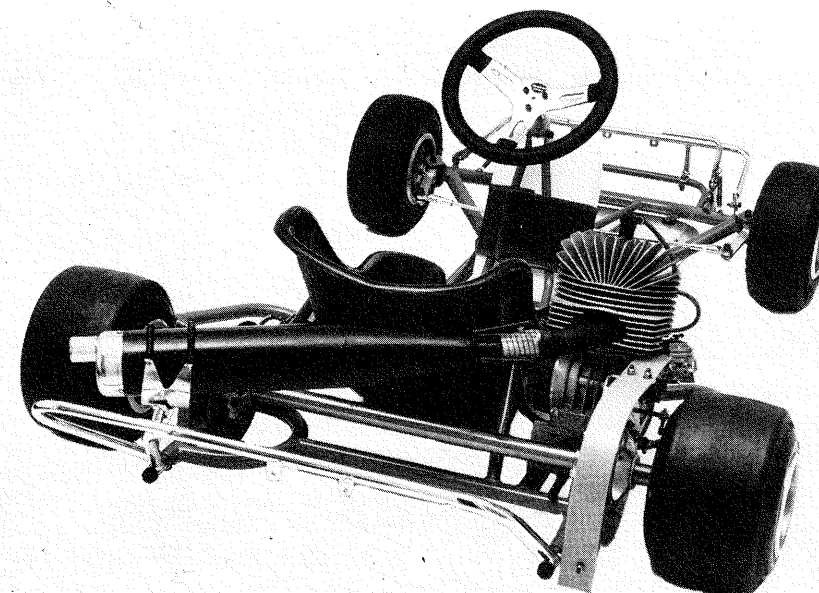


M.R. Holland Ltd., U.K. importers of the Ei slide carburetors recently opened their new premises in Spalding. Amongst the various Ei users on hand was Bob Clowes of Motivation, and the occasion was used to confirm Motivation as main Ei agents.

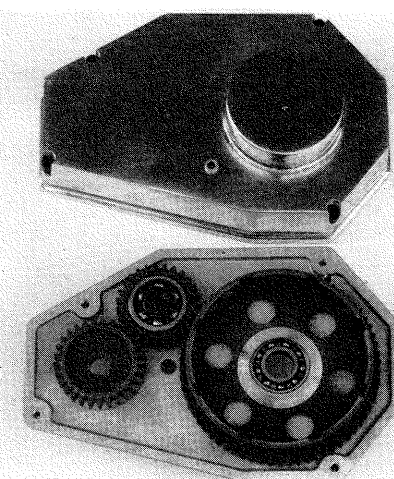
Bob is currently not working, on doctors orders, after an illness brought on by the excessive hours he himself puts into the business. Fortunately he had taken on extra help a couple of weeks earlier, and so supplies of Motiv goodies should continue as usual. We wish the ever cheerful Bob a speedy return to full health.

● Lane Racing Developments now have the latest Parilla TT27 in stock — for 100 International use.

Telephone: Hoddesdon 44201  
WITH TRADE NEWS



Sisley Karting have sent us details of their 1980 Cobra kart range. Above is the 104cm wheelbase, 2 bearing National class kart, with its unique rear end, designed to allow balanced chassis flex. The chassis is also available in 3 bearing version and in turn both are also available in 106cm wheelbase — for International use — with magnesium accessories.

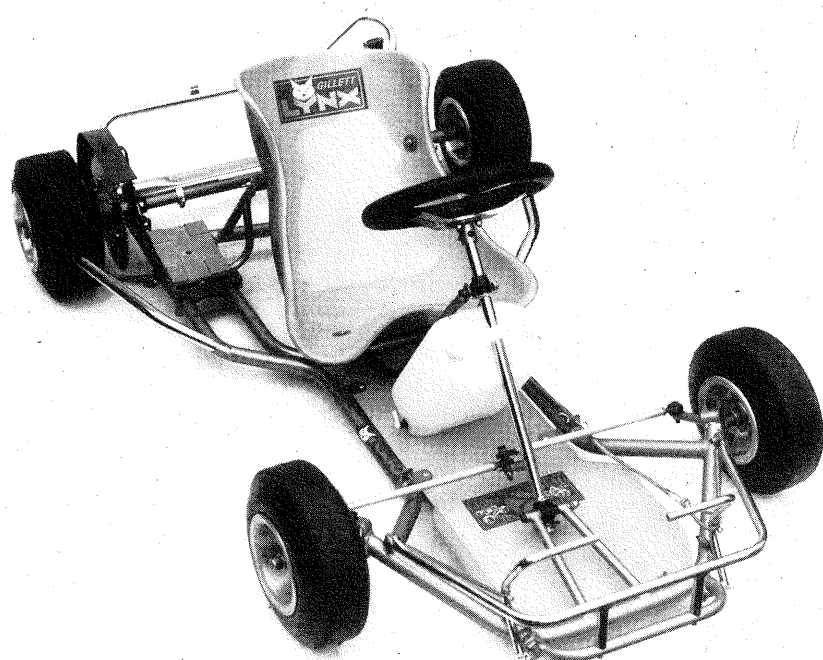


Kartpro have revamped their 210 gear drive system. The case has been reshaped and different ratio gears are incorporated to provide better meshing. As with the earlier model, the backplate only is attached to the engine — the cover itself bolts to the backplate, thus doing away with the old system whereby one bolt held the lot!

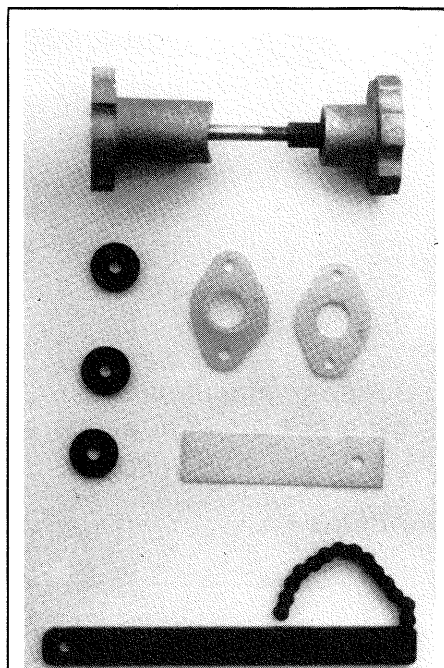
The backplate and cover are available as a separate unit, to encompass this latter purpose while retaining chain drive, if desired, and is available with either an oil seal or extra bearing support behind the clutch unit.

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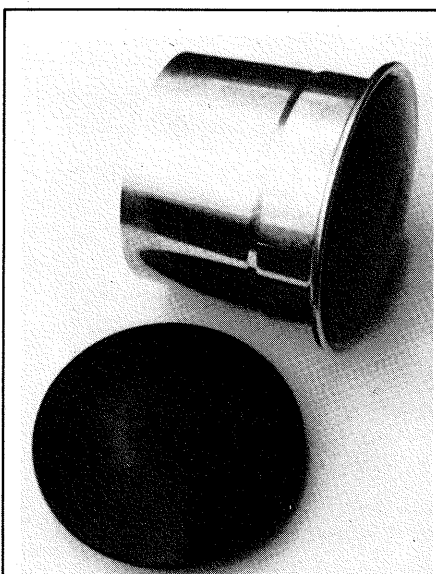




New from Lynx Karts is their GB80 Class Britain contender. The GB80, which features a 2 bearing axle, AP Lockheed braking system, and rubber mounted rear bumper as standard, comes complete with tyres and tubes at £285 (plus VAT!)



New accessories from Sisley Karting – top to bottom: Gudgeon pin extractor; plastic floor tray washers and carb. protector strip; 2 piece 100 Britain restrictor (as per 1980 rules); small pitch sprocket holder.



Zip Kart have increased the diameter of the shoulder on the entire range of their precision die cast alloy wheels, to overcome the problem of tyre bead movement – especially on 250 karts. All sizes are now available at £30 per set of 4 for 100cc use (complete with bearings, valves etc.) and £27 per set of 4 for gearbox use (with valves etc.)

Zip have also introduced some trendy lightweight plastic wheel trims. Not only for 250cc use, the press fit trims, form superb protection for the rims themselves, for those who occasionally bang wheels... Price: £3 per set of 4.

● ART report a steadily growing demand for AP Lockheed brakes – and adaptor kits. Lockheed are embarking on a relatively large promotional programme within karting and if their product is half as good as their success in F1 implies, then they should have little trouble winning over karters – and eventually kart manufacturers to the Lockheed way.

● Remrod are back in full swing again with the return of 'Pete' after his enforced lay-off following a leg operation.

● Mick Worth, who has for some time been preparing Steve Bierrum's Hewland Britain engines, is now stocking that marque and hopes to maintain a surplus of tuned motors to give ex-stock delivery.



Yes here it is – 'Circuit Paul Fletcher!' – not quite the International venue that Paul's ambitions foresee, but rather a test circuit laid out behind Fletcher's Bakeries to facilitate F.R.E.D.'s new Kart School, to cater for likely new and interested kart drivers in the Sheffield area.

The school will operate every Saturday from 9am – 1pm, under the tuition of top 100 National exponent, Nigel Colwards. Pupils will hear an introductory lecture, see a movie on karting, and look at the mechanical side in F.R.E.D.'s workshops before undertaking two 15 lap practice sessions under instruction. The cost of the entire session is £20 – which is refunded if the pupil subsequently purchases a kart and engine from F.R.E.D.

Classes must be booked in advance. Contact Paul Jackson at F.R.E.D.'s – see advert. elsewhere for address and phone number.

continued . . .

"As far as the future goes, I would like to see the scope of the GP enlarged, to perhaps encompass qualifying rounds in various European countries, the States, South Africa,

and the South Pacific, with the top few all meeting at Silverstone. I do think that Superkart racing is bound to become more and more international as time goes on and I just hope the category is allowed to make its natural progression."

So that is Hermetite, Harry Werrell, and some

As a footnote to the Hermetite story, readers will be interested in the following account of the way Superkart driver Trevor Lucas went about obtaining backing and got it, despite not being known as a front runner.

Sponsorship has been responsible for sport growth to a very large degree for some years now. As more financial commercial interest has been drawn into the sport it has always proven to give that particular sport a growth pattern far beyond other sections of sport. Good examples of this can be seen in Formula One and Superbike racing, where sponsorship involvement has been one of the major factors in its increased popular image.

It must be remembered that the greater the commercial interest, then automatically the more press and media attention is usually achieved. This is of course necessary to companies involved, in order for them to receive the publicity required in return for their investment. Quite often companies have existing public relations departments, highly professional in their field of creating good publicity, and these professionals when giving exposure to their companies, are building Super Sports images in the public mind – most important of all, increased publicity for the sport, building increasing spectator support and general enthusiasm.

Of course not all companies who become involved with financially backing an individual have professional P.R. Departments. But even the smallest company with modest financial interest can help the growth in the same manner, by increased efforts on the part of the sponsored driver to achieve public attention to earn his backing.

I am not referring to winning. Although naturally all race participants would like to win, it is a fact that more non-winners are

sponsored than winners! Even a person never having won or achieved good results can obtain sponsorship backing, and can give good value for assistance received. Local press will usually give good support, and exhibitions are being held all the time that would be interested in having you display your equipment. Garage showrooms and shop windows are another good form of achieving publicity to earn your sponsorship and at the same time increase public attention and ultimately sport growth.

What I am saying is nothing new. It is very close to the active policies of the man who in my opinion has achieved more for our sport in the last three years than any other person in the 23 years of karting. Martin Hines has paved the way, generating publicity by not only his own efforts but publicity machinery of sponsors he has encouraged into our sport. The unfortunate part of the image which Martin has created has resulted in competitors shying away from attempting to gain sponsorship because they do not win. Had Martin been a mid-field runner, then everybody would have adopted an attitude of "if he can get backing, then so can I." Martin's success is not the reason he is sponsored. He is determined enough to gain support and probably would be backed by some commercial interest or other even if he had never achieved race success.

My own positive belief that support could be found led me to put together a professional approach to obtaining sponsorship. I was determined to have a try at Superkarting, having served a healthy apprenticeship in 210 National, but there was no way in which I could afford it without assistance. The campaign I organised was an immediate success

insight into the why's and wherefore's of their involvement with karting. The involvement certainly hasn't done them any harm – the Company's modest 1970 annual turnover of £500,000 has since been multiplied ten-fold – and as they say, their lead is hopefully paving the way for many more companies to boost the sport further into the eighties.

and brought me the offer of help from no less than eight different sources. Of these I eventually narrowed down to using only a few because it is too complicated to be supported by too many different sponsors, and also totally impossible to fairly represent them all.

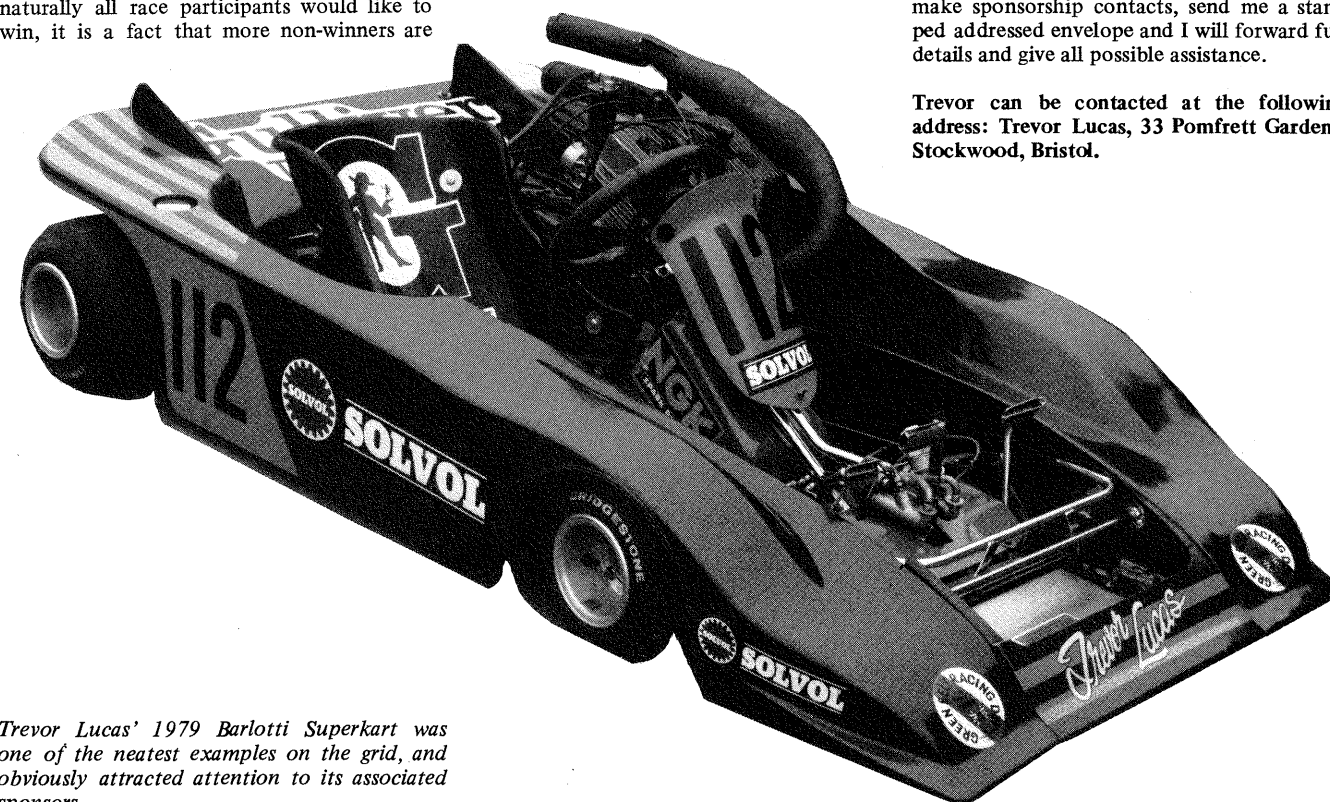
Another off-spin from my campaign is a promise from one company, who felt unable to become involved with sponsorship, to attend a meeting and generally service all competitors with free goodies of their manufacture. Great! None of us are averse to receiving free goodies . . . My campaign also had its comical side when my wife pointed out that we had interesting replies from both OKO (Prevents Punctures) and Durex. As it turned out red faces were saved when these never came to fruition . . .

The methods I adopted for producing my campaign material took in fact over a year to find, using the advice of people who are constantly involved with mail shots and cold canvas. I am now in a position to share the benefit of this experience with any other karting competitor interested, and would be prepared to supply campaign literature so that you too may benefit and of course, as previously stated, we will all benefit from sport growth.

At present I am busy organising a sponsorship campaign for no less than three of last years British Champions. All of these people are talented friends who desperately need backing to continue their run of success. They have seen both my methods of approach and results and naturally enough wish to use proven methods in making their own approach to potential sponsors.

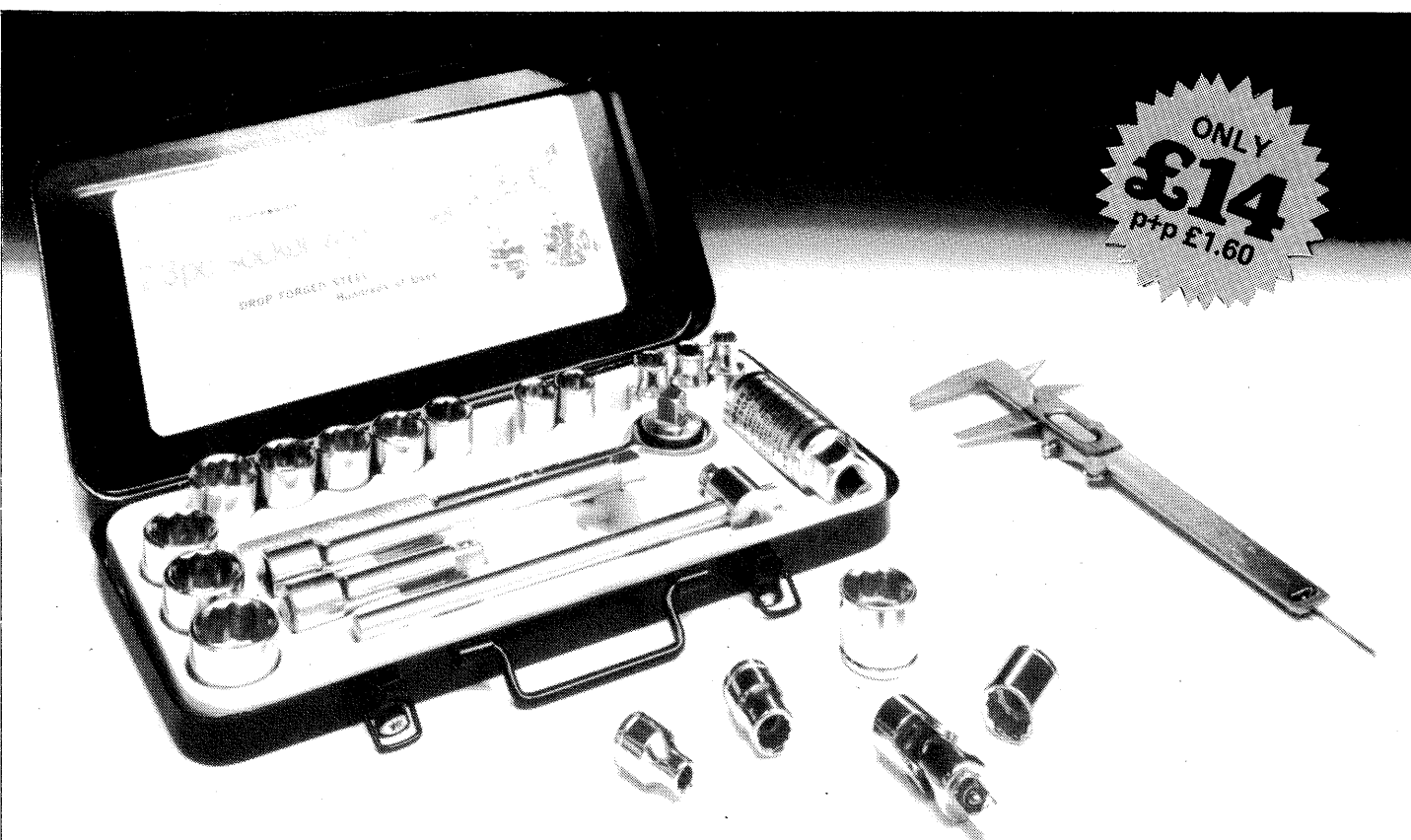
If any karter would like details and samples of the way in which I have chosen to make sponsorship contacts, send me a stamped addressed envelope and I will forward full details and give all possible assistance.

Trevor can be contacted at the following address: Trevor Lucas, 33 Pomfret Gardens, Stockwood, Bristol.



Trevor Lucas' 1979 Barlotti Superkart was one of the neatest examples on the grid, and obviously attracted attention to its associated sponsors.





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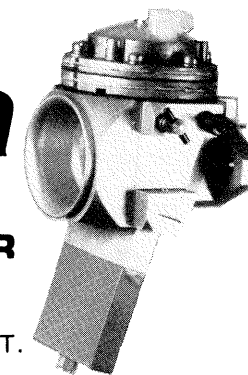
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A couple of months ago Barry Loakes confided in me his feeling of apprehension at having a number of star drivers on his karts this year, particularly Steve Stylin, as previous associations with top drivers, in his words, had been the 'kiss of death' on those concerned. After Cadwell he was wearing the widest smile in the paddock – what a pleasant change his honest and down-to-earth approach is in an atmosphere of increasing commercialism and wild claims. By today's standards the kart Stylin drove is very conventional and must give comfort and consolation to those less well off eyeing up some of the expensive aerodynamic masterpieces that abound in the Superkart fields these days.

Barry wasn't put out by Stylin 'blowing' the final on the last lap, and Steve was only mildly annoyed with himself, and content to set his sights on the more important meetings later in the season. Apparently it's the World Cup that he has really set his heart on – a declaration that somewhat surprised me. I would have thought that the European Championship would be the plum title to win this year at the fabulous Jyllands Ringen circuit. The Morecambe classic still seems to hold a magic all of its own for some, possibly because the names that have won it establish themselves as a part of karting history, and all justly so. Most close followers of the sport can reel off the past winners roll of honour for this event, but not too many remember the past dozen or so RAC class Champions though.

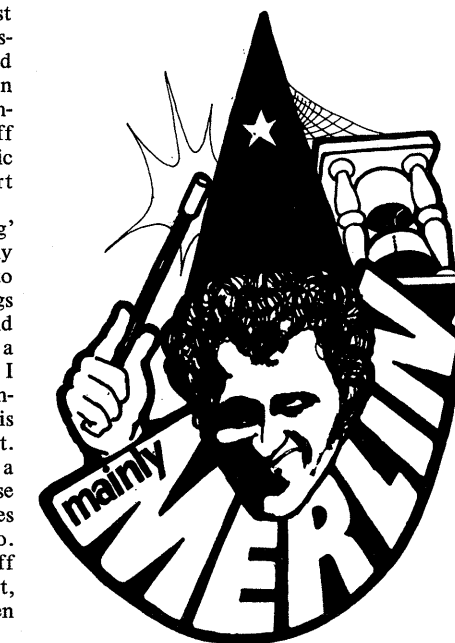
Owen Jones and Brian Heerey both new to 250 and up from 210 National showed no respect for the established names in the Superkart world. Heerey driving home the point by achieving a front row grid position for the final. It wasn't so long ago that Steve Stylin so long in the Villiers class did the same in the seasons opening meeting at Cadwell 1978.

What can one say of the new Mrs Buttigieg's performance at Cadwell? Male chauvinist to the bitter end, I couldn't fault her, it would seem after talking to Mr. Buttigieg that he has spent some of the winter months going through her motor and making it nearer the level of his, the price you pay for marrying a pretty girl? A total transformation has taken place, last year I recall watching her somewhat leisurely progress through the chicane at Donington and felt somewhat disgruntled that she should even be out on the track with people who were trying to have a race, but I saw a very different person at Cadwell, even down to the tricky Gooseneck which sorts out the men from the boys (well you can't very well say women from the girls!). I watched her there in the heat in which she beat Kerkhoven fair and square, she lacked nothing. The best thing Dave can do is to start a family, that would sort her out! And would save a few red faces amongst the men.

A face that will be missed from the Paddocks this year is that of Alan Rodgers, a somewhat unsung hero partly responsible for Paul Elmore and Martin Hines' successes last year. He has left Zips to work for Hesketh's at their Towcester workshops. Heskeths, the same people who put James Hunt on the map though they no longer participate in Formula 1 racing, have possibly the most respected name, outside Cosworth's themselves, for the preparation of DFV Cosworths, the V8 Grand Prix engine. They have also been developing for some while now, an all British Superbike. Alan Rodgers, who in his time has been a successful two wheeled road racer, should be in his element in this environment and I would like to wish him well.

Alan's place at Zips has been filled by the return of 'gorgeous' Garry Parks. He worked there back before Tony Smith's time – yes it gets complicated doesn't it – sort of musical

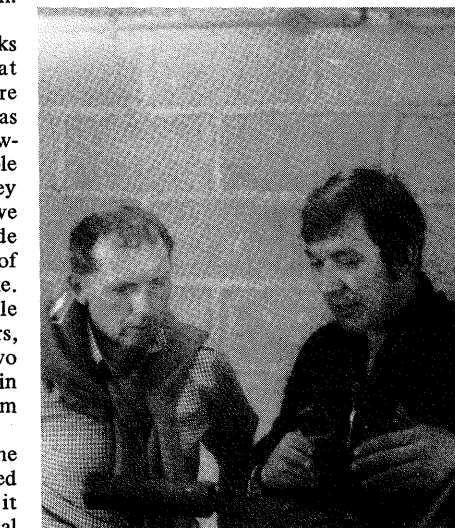
chairs. Garry, for all his quiet but carefree manner, participates in one of the hairiest of all forms of motorised sports – he has a 750cc Suzuki powered sidecar outfit. Good luck to him – he needs it!



## The Chris Merlin column

The RAC don't seem to be having much luck in filling places on the Kart Committee which fell vacant after Wes Lawson's departure and Dave Buttigieg's resignation. Could it be that since the existence of this magazine, a position on the Committee doesn't quite hold the same honour and prestige it should, now that the workings of the Committee have been questioned and criticised for the first time in print? Rob Kerkhoven and John Shaw took little time in turning down their invitations. Whatever

*At Silverstone last year, Alan Rodgers (right) discusses a point with Tony Harvey. Tony himself is currently assisting the Rapid Movements Team with aerodynamics.*



Kerkhoven's reasons were for turning down his position, it is my opinion that an active top driver's presence from each side of karting (Class 1 and Class 4) is not really what is most desirable, as they can tend to be more emotionally motivated than say their fathers, who get a wider picture of the goings on and requirements of the sport from the sidelines. John Elmore, father of Steve and Paul springs to mind as a likely candidate, and Reg Gange Snr. as another. Reg has been in karting almost since the beginning and knows karting from all levels – both from the competing aspect and club organisation. He is now the major shareholder in the Surbiton Town Sports Club and Manager of the same, leaving Reggie to earn the real 'bread' at the family garage business, Elton Park Motors. With his suitability as a Committee man at the back of my mind, I was talking to him recently and the subject of the Deavinon twin Honda inevitably came up – and he wasn't against it – so what the hell am I pushing him forward for?! He did agree with me though that he could not see how on earth it could be considered eligible for 250 International. There is little chance of him being asked, however, as he has crossed swords on more than one occasion with AyaTollah Burgess...

I remember, somewhat uncharitably, Reg Gange Snr's early exploits in karting. He had a secondhand Buckler Villiers (remember the Buckler?) and after a couple of outings he asked me where the engine drain plug was, to drain the sump, as he thought it was time for an oil change! He's going to kill me for that one! Still, I am sure that he knows twice as many 'mean' stories about me to get his own back...

Having now brought up the subject of the Deavin twin 125, I feel it is one of the purposes of a column such as this is to comment further on the 'beastie'. I would first like to make it perfectly clear that I hold no grudge against either Haydock Park Motorcycles or Reg Deavin. If they can take advantage of a loophole in the regulations they are entitled to, and good luck to them – I would expect anyone with any intelligence to do the same. Exploiting the regulations to the full is part of the game, like it or not.

At the time of writing my March Column, I hadn't seen either the 1979 or 1980 Blue Book. For all the times I have now read and re-read the regulations, I cannot find the loophole to permit the running of this concept of kart though. If I have missed the relevant all-important change in wording from 1979 to 1980, then how come the construction of the kart began in October 1979? The general outline of any new or changed regulations are proposed by the Kart Committee, but not worded by them. The wording is largely done by... guess who? Yes, the 'AyaTollah' and in fact the Blue Book is published by Lodgemark Press of Bank House, Chislehurst. Sound familiar! This year's book was not generally available until a few days before Cadwell, so how on earth did Deavinsons' get scent of a likely change some five months prior to this? No marks for your answer. Secondly, and this is the crux of the whole affair that I find so unpalatable, small changes that were made in the regulations' wording were certainly not structured with anything like this in mind – of this I am assured by those who do know.

On the Monday before Cadwell, upon enquiry, Robert Langford was apparently quite adamant in giving a ruling that would not permit it to race as it was clearly ineligible, and would issue a letter to that effect to be presented at Cadwell should it be required. Towards the end of the week this assurance and ruling



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## Please Read On — It May Surprise You!

Those of you who were at Cadwell Park for the first meeting of the year will have seen the significance of my remark re the effect Texas had on the Team. The hats — yes of course, and the idea seemed to go down well after all the obvious remarks had been made! Did you notice how much Calvin looked like 'Billy the Kid' and Paul like 'Doc Holliday' — the names that were given to me however, cannot be published as they may offend the squeamish. But joking apart, we really are a bunch of cowboys, so we might just as well dress the part...

The first meeting of the year brought about a few eye-openers, the main one being the incredible drive of Carolyn. She really did show the men a clean pair of heels and drove certainly the best race I have seen of her career — I was right behind her for the final, so had a good view of it! Certainly Rapid Movements must be very pleased with her showing, although Dave and Nigel did not have quite as much luck as they might have expected.

Calvin certainly lived up to his place in the Hermite Team by driving a really great season opening race. Paul started off the year as he finished the last one, by driving impeccably, and snatching victory at the very last moment. Steve also had a superb day in his new Team and was somewhat unfortunate to lose it on the last corner — believe me, I know how that feels, but that's the way the cookie crumbles at times. For sure Steve will come back even more determined next time though. The Hermite Team is to swell its ranks even further as from Donnington, with the addition of Steve Elmore on to the Team — cowboy hat and all.

Now let us look at something considerably more serious. I have just read the Editorial in the April issue of Karting Magazine, written by Mr. A.T. Burgess, Chairman of the RAC Kart Committee. It would appear to me that he is now saying that many people feel that some of the top drivers in 250cc are using either illegal fuels or 350cc engines! Well, I like to consider myself one of the top drivers, and I take it as a personal insult that someone in this position should suggest this, as indeed must be the case with any self-respecting 250cc driver — I am sure they must feel the same. There is hardly a driver I know of who does not at some time strip his engine down in the pits, or have the heads off, at which time it is perfectly obvious that they are not 350cc. Mr. Burgess may also recall that at most of the meetings on long circuits last year, fuel checks were carried out. Did you hear of anyone being disqualified for illegal fuels? I certainly did not!

When you also consider that Mr. Burgess, in his position as Chairman of the Kart Committee is a key figure in the making and changing of kart regulations and re-wording of regulations, it makes one wonder whether we are trying to help the class grow or kill it stone dead. The

new regulations regarding weight, for example, are obviously quite ridiculous, as perhaps best shown by the Cadwell officials choice to ignore it, and the whole idea of up-grading engines from 125 National to 250 National and on to 250 International, seems somewhat absurd. Now can it be that someone is trying to upset a class that has grown in leaps and bounds over the past 3 years to the extent that sponsors are becoming more of a common thing than one would ever have thought possible? Well, as Mr. Burgess quite rightly says, and I quote, "Unless you do something about it, you just revert back to the law of the jungle." End of quote.

So let's do something about it! If you feel the new weight limit is unfair, and let's face it for every driver over 60 kilos (9 stone 4lbs) in his birthday suit, it is unfair, *write to the RAC*. Otherwise we will end up with jungle law. If you feel it is perfectly okay to let a two-engine set up in that contradicts two or three regulations, puts the price of Superkarts up by 5 or 6 hundred pounds, could take about £1,000 off the value of your equipment, and maybe also kill the class, then good, sit there and do nothing. If you do not feel this way then *write to the RAC* or perhaps you are one of the 'top' drivers whom it has been suggested use a 350cc Yamaha or illegal fuels — (well obviously you are not going to say too much, but for sure you are not one of the drivers who has finished in the reckoning in the last twelve months, so it hasn't really done you much good). All those drivers who have finished in the reckoning will I know deplore such a suggestion.

*Oh well — every now and then you have to forget the aggravations and have a laugh.*

I am the poor unfortunate driver who stooped so low as to use a titanium axle, which is now it seems even getting the blame for giving me punctures, or by my lead, led to Fullerton using one at the World Championships and causing all his seizing problems! I am sorry Terry. Funny though, Terry changed the axle after practice — still it must have been delayed action!

If anyone would care to contact Bunting Titanium Ltd., who so graciously supplied me with the devilish titanium parts for my kart last year (which was in fact an axle and a few nuts and bolts) they will be only too pleased to supply the components for about 1/3 of the cost quoted by Mr. Burgess. I wonder why we had this ridiculous weight limit imposed on us — it would not have been to stop Hines using titanium surely, could it?

Well, draw your own conclusions to what I have written. Ever since the 1978 British Grand Prix, Mr. Burgess seems to have been having a bit of a go at me, and although I regret adopting similar tactics, you can only take so much before you really have to say something. Last year it cost me approximately £2500.00 to prove I was innocent of charges brought against me by the Kart Committee over the Hamburg European Championships, which I consider a disgrace, as if I could not have afforded it, I may well have lost the case and my Licence (in fact, I have probably just put my neck in the hangmans noose again!). But someone has got to say and do something before the rest of the Superkart drivers pay the price for two people's differences, which cannot be tolerated any further.

Well, that's that off my chest. Now for some good news! Peter Inchley has hopefully obtained another meeting at Thruxton for June or July. It looks as if Zip Kart will be involved with Peter in promoting that which will hopefully be a memorable meeting on a superb circuit. Incidentally, this will be a full kart meeting and not mixed with cars and bikes. However, to make it a viable proposition, we will really need all the support we can get from drivers and the Kart Trade alike, plus everyone you know as a spectator. There is also a remote possibility of getting the 'beeb' involved.

Well, that's about all for now, but please remember this — if you do not like some of the changes that are taking place, *do something about it*. It is so easy to moan and do nothing. Sometimes, speaking out and stirring things up can make you a bit unpopular, but do you want to be popular, or do you want to *help* the sport that gives you hours of enjoyment — and hours of anguish to your Bank Manager...

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continued...

was withdrawn, so who or what changed his mind?

The only two sentences in the entire regulations that do give rise to any consideration of two engines being considered is in Paragraph 32 concerning pedals! The last sentence of the paragraph reads — "With more than one engine all must be controlled by the drive pedal" — whatever that means! This is a legacy of the days of twin 100cc Class 2 racing, and should have been wiped off the slate 15 years ago, when the class regrettably died out. The other is Paragraph 65, concerning 250 National, which now seemingly permits 125 Nationals to run in this class. All committee members who were referred to on this matter agreed to this for the sake of club events, where the 250 National Class may be poorly supported, and only for that reason. This in itself is a contradiction as prior to this, the regulation clearly states a maximum of 5 gears for this class, and most 125 engines have 6 or 7 gears. As 250 National is a single cylinder class, that excludes two 125 engines running in it anyway.

If the justification to run in 250 International is by upgrading from the 250 National class or any other method, then its inclusion is achieved by 'nit picking' interpretation of ambiguous wording and if one is 'nit picking', then quite clearly two 125 Hondas or whatever they may be, at least have 12 operative gears whichever way you look at it, and 250 International is confined to 6 operative gears..

It is now history that after being rejected by the Scrutineer at Cadwell the decision was appealed against and the kart was allowed to run. The final decision is now before a forthcoming tribunal and out of the hands of the Committee. If the outcome of this is favourable towards the kart in question, the kart regulations may as well henceforth be written in Chinese for all the good they would appear to be, and the rank and file of the Committee reduced to a purely decorative role — and that is after they have asked for the resignation of their Chairman, and here I am not being frivolous. The fact that in his position as Chairman of the Kart Committee, he also edits and produces a magazine which in the March issue introduced the Deavin Double to the karting public as an 'exciting new concept for 250 International' and then accepted large advertisements in both the March and April editions without any suggestion of any doubt as to its legality, is to say the least irresponsible and questions where his allegiance lies. He cannot expect people to accept one train of thought whilst running his magazine, and then take an impartial role as Chairman of the Kart Committee.

If the regulations can be so loosely interpreted, can we expect to see two Rotax 125 engines in 250? The disc valve aspect of this engine is only excluded on the listed engines for which the class is intended. £1,400 before you start?...

An ironic angle to the forthcoming tribunal is that the case for the twin 125 will probably be represented by Paul Devoy, who is associated with Haydock Park Motorcycles. Paul is the same guy who so successfully represented Martin Hines at the tribunal dealing with the farcical European Championships at Hamburg. Now they are well and truly on opposite sides of the fence...

All this seems a long way from the column I wrote relating happy memories of my visit to America, that seems not 7,000 but a million miles away from the squalid atmosphere that



The current debate about the 'revolutionary' Double has prompted an interesting letter from a New Zealand reader. This twin Suzuki RM125 engined machine was built over a year ago! The machine also incorporates a (left) foot operated gearchange system — whilst braking is provided by foot operated brakes on the rear, with the front brakes operated by a hand lever (a system incorporated on more than a couple of N.Z. gearbox machines.)

Of interest to the RAC may be the fact that the N.Z. Kart Federation refused to allow the machine....

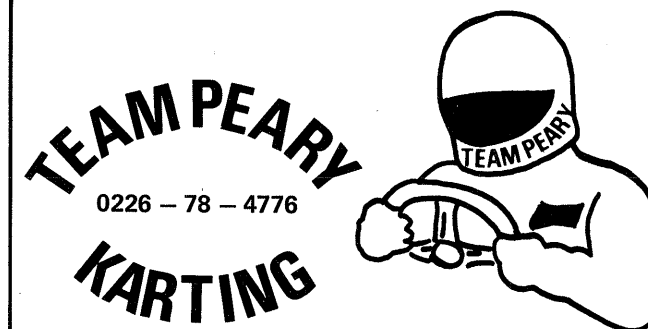
is growing within what should be, and was intended to be, an uncomplicated pastime for those who couldn't afford car racing!

After commenting on the dates 'boob' in the Kart Kalendar in the February edition, they've done it again in the March issue, and put 7 lines of Jock Mailer's on the end of my column. What next!

After having read the regulations many times in

the last couple of weeks, a word of warning to Steve Styrrin, Paragraph 38. Special numbers i.e. 'O', 'E', 1 or GP — "These special numbers may not be combined, so where a driver holds more than one title he must determine which one he (sex discrimination) wishes to use on his kart." Carolyn Superquick, I suggest that you should take this to the Sex Discrimination Board, if nothing else, to get the 'Ratbag' locked up somehow!

C.M.



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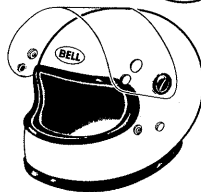


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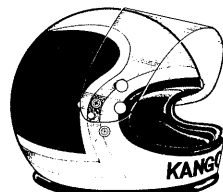
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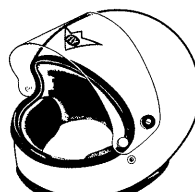
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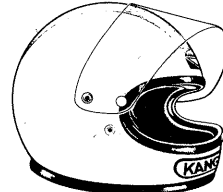
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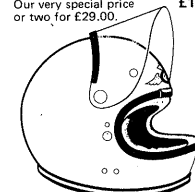
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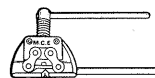
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## 1 Chassis Build - Up

In building up a new chassis, or rebuilding a well used one, attention to a few details of alignment can provide a free, straight running and therefore quicker kart.

**Rear Axle Bearings** when purchased are of the sealed type. Removal of all or part of the seal assembly, followed by a washing out of the grease with petrol, and application of a lightweight lubricant — such as Triflon — will result in extremely free bearings. This also allows the axle to be fitted to the kart and set up very freely.

**Fitting The Axle** correctly can be a time consuming, but ultimately rewarding process. Care should be taken to ensure the axle protrudes equally on both sides of the chassis. Where there is a certain amount of play in the axle mounting bolt holes, make sure the axle is square, by measuring forward to the kingpin on either side — both measurements should of course be *exactly* equal.

The bearing mounting bolts should be tightened in sequence, each a little at a time, to pull the bearings evenly and squarely into place. Any 'tightness' remaining in the axle can often be removed by undoing the axle bolts slightly and tapping the top of the bearing hanger sharply with a (copper) hammer.

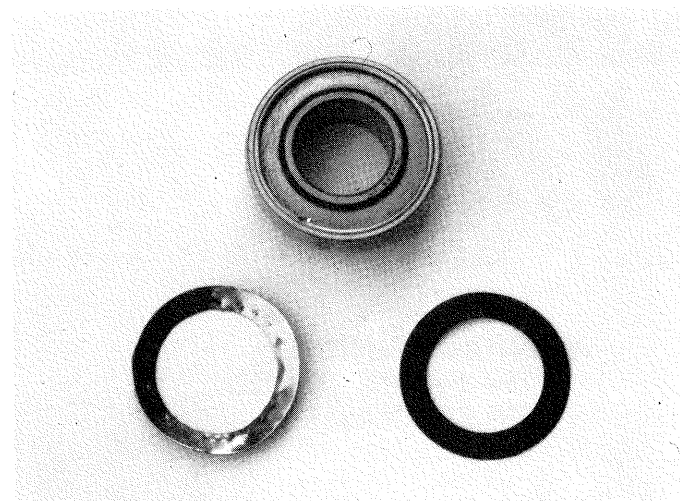
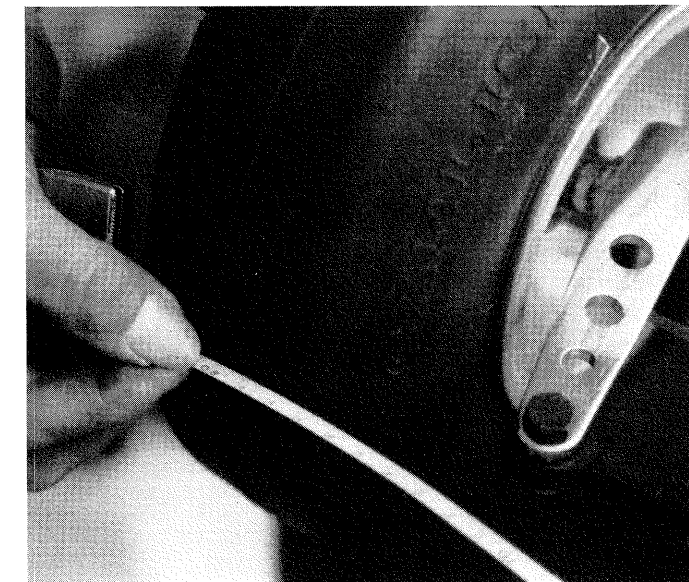
Bearing locking collars of the type that tighten by a sharp tap to rotate the collar should not be over tightened as this will invariably cause the axle to bind. To ensure no axle movement, in all cases, at least two locking collar grub screws should be positively located, by removing the screw, drilling through the hole into the axle — about a couple of millimetres will do — and re-fitting. All grub screws should really be tightened with a locking compound, such as Torque Seal.

**Front End Toe In** should be set at between zero and 1mm, by adjusting the length of the steering track rods appropriately.

With the wheels pointing straight ahead, measurements should be made at stub axle height (from an 'X' scribed on each tyre in approximately the centre — on new tyres, the 'mould mark' is ideal) across the front and rear of the tyres. The rear measurement should be equal to, or no more than 1mm greater than the front one.

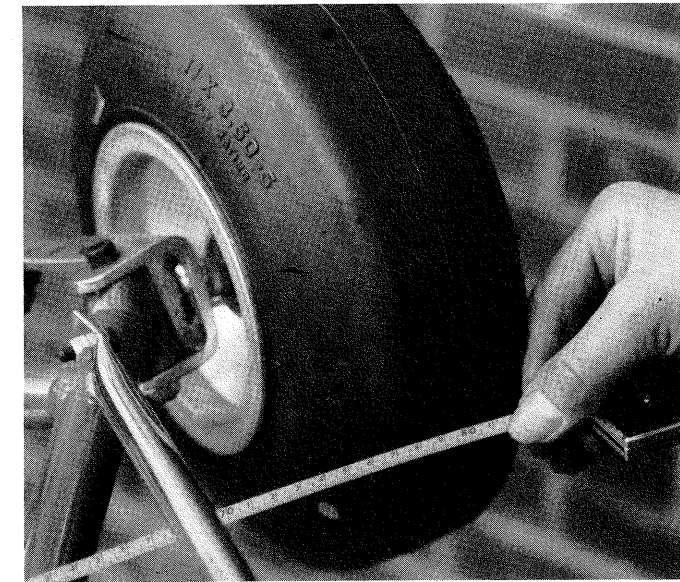
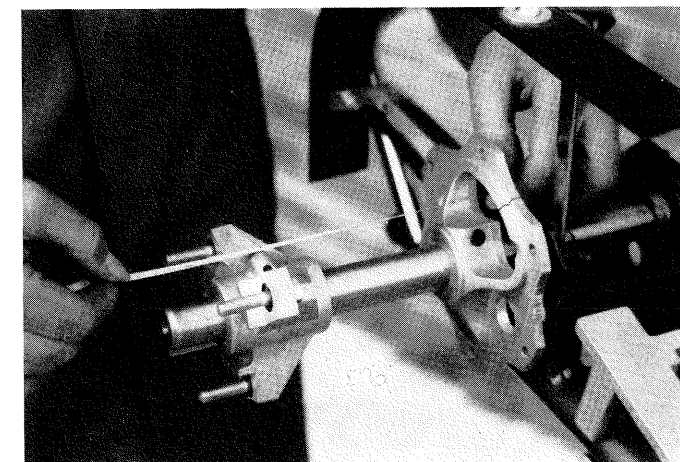
Toe-in is something that should be checked regularly, as the slightest tap can sometimes put the adjustment out.

Toe in: The rear measurement (left) should be equal to or no more than 1mm greater than the front one (right).



This type of axle bearing has an outer shield, a rubber seal, and an inner seal. The first two items can be permanently removed, to obtain very free running.

The axle should protrude equally on both sides of the axle.





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Clay Pigeon  
March 9th  
**1st**  
Doug Spencer  
**ZIP 80SE**



Jackie Brown — British Junior Champion 1977-78

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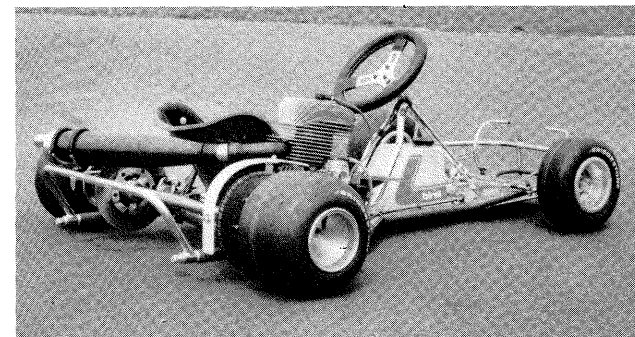
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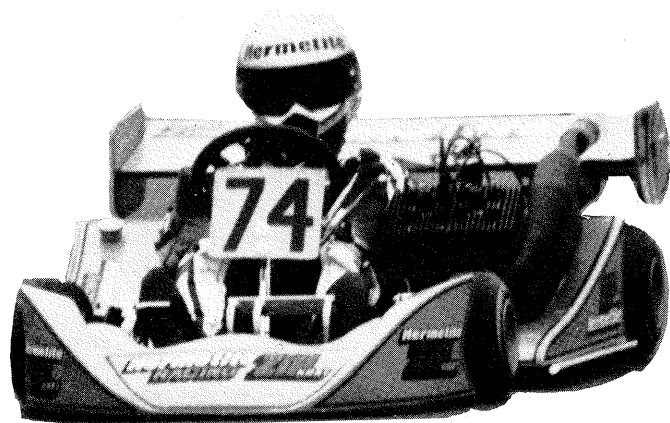
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# The one that got away...



Zip Kartspeed Championship — Round One

**Calvin Fish takes Snetterton amidst confusion as team boss Hines goes out on the last lap. Owen Jones superb in second, edging out Nigel Smith. Dean, Quance and Rees emerge from the ruck for the places.**

Saturday 15th July was one of those cold misty Norfolk days, with a biting wind providing a chilly welcome to a slightly reduced — presumably because of the Saturday event — long circuit contingent. The cold conditions provided something of a numbing atmosphere in the pits and the early heats reflected it, dissolving into regular, almost disinterested processions. But as time went on, the 'circulation' returned and the finals got better and better, climaxed by an enthralling Superkart event that kept everyone guessing and provided a twist in the tail . . .

## Pit Bits

Very few changes were evident from the Cadwell line-up, although noticeable by its absence was the controversial 'Double' and the animated talk surrounding it . . .

The Gartmore Team had hoped to debut their two Motiv Superkarts, but the project suddenly took an unhappy turn with constructor Bob Clowes being ordered away from work indefinitely by his doctor, after a near collapse due purely to over work. The team had Bob's development chassis on hand, but after the meeting announced that at least until Bob is back on his feet, they will be running a brace of Zip GP's, whilst continuing to try and iron the final bugs out of the 'reversed barrel' set-up on the Yamaha engines.

Team Gola's neat bodywork had been reliveried in an attractive shade of orange, making them clearly more discernable, while the offending Mikuni fuel pumps from Cadwell had been well and truly consigned to the bin!

After the now almost obligatory mid-week

testing, both Rapid Movements and Hermetite teams had been forced to undertake engine rebuilds — the latter after Martin Hines endured the excitement of a broken con rod whilst flat out in sixth . . .

## Leeson . . . just!

For most of the day, the 210 class looked set to be a repeat of the Cadwell domination by Peter Haywood, as he sat the Gartmore Aero/PH Upton on pole with almost contemptuous ease. From flagfall, the Cambridgeshire tuner merely romped away, pulling out over a second a lap on the tremendous three-way scrap for second — with Mike Gardiner, Gordon Douglas, and Clive Leeson leaning all over each other in a typical 210 slipstreaming duel.

But as the leader burst out of Russell to complete lap 6, a change in engine note signalled the end. Haywood coasted to a halt with a blown head gasket and suddenly the big battle was for the lead.

Two laps to go, and the leading trio became a duo as Douglas fell by the wayside. Some distance back, Chris Anderson and Eddie Cortiso were similarly disputing third after the departure of Andy Clarke.

In the end, the result would depend on whether there was enough room between Russell and the finish line for the pursuer to 'tow' past. Leeson timed his run perfectly, pulling out of Gardiner's slipstream at precisely the right spot, and nosing in front to take the race by inches. But by dint of a super smooth run through Russell, Chris Anderson retained his third place at Cortiso's expense.

Some compensation was earned by Haywood, who twice broke the class lap record, finally leaving it at 1min 20.9secs.

1st Clive Leeson	Zip/Leeflex Upton
2nd Mike Gardiner	Zip/APV
3rd Chris Anderson	Zip/ARR Upton
4th Eddie Cortiso	Lynx/Upton
5th John Hughes	Barlotti/CTR

## Another photo . . .

The 125 and 250 National fields were, as often is the case, amalgamated and run with a staggered start.

In the numerically much larger 125 field, Cadwell form was repeated as Rotax powered Roy Wooldridge repeated his previous show, but this time in the company of team-mate Paul Molloy — the pair putting on a particularly impressive 1-2 demonstration in the second heat.

They were joined on the front row of the grid by Short Circuit Champion Mark Allen, Maico powered, and a consistent Steve Rawson, Yamaha powered. It was hard to see anything other than a Merlin 1-2 and sure enough, the pair rapidly established a handy lead in the opening two laps. Another lap on, and suddenly the red flag was out. The field collected on the start line as news came through of the first lap incident on the far side of the circuit involving Bob Bricknell, who had been lying on the circuit, in a somewhat dangerous spot, with a suspected broken arm. The unfortunate Northants driver was, however, safely removed and taken directly to Norwich Hospital for examination.

On the restart, it was again Wooldridge who quickly established himself at the front of the queue, but for Molloy something had gone wrong, and the Birmingham based driver fell away from the leading bunch.

Second was being hotly disputed by a very evenly matched Neil Myers (Zip/Yamaha) and Geoff Brown (Barlotti/Rotax) and in fact, by towing each other along the pair whittled away the gap to leader Wooldridge and on lap 4 were on his bumper. After being handy in the opening laps, both Mark Allen and Alan Wilcox had gone, and the battle for the minor places centred on Peter Hall's Zip/Yamaha and the Barlotti/Honda of Mike Doble.

Absolutely as one, the leading trio snaked through the chicane for the final time and still Wooldridge held the running — would Myers be able to tow past coming out of Russell? The answer was no — but only just! Wooldridge's winning margin — about 3 feet . . .



1st Roy Wooldridge	Zip GP/Merlin Rotax
2nd Neil Myers	Zip/Yamaha
3rd Geoff Brown	Barlotti/Rotax
4th Peter Hall	Zip/BHR Yamaha
5th Mike Doble	Barlotti/Honda

Fastest lap: Paul Molloy (Zip GP/Merlin Rotax)  
1 min. 20.9 secs (new lap record)

Again, the 250 National entry was disappointing, with a mere 11 finalists. With the steady increase in popularity of the 125 category, perhaps the days of this class as a long-circuit class are numbered, although it may still have something to offer on short-circuits.

The final settled into a four way slipstreaming duel with Douglas Hall, Philip Spurge, Bob Phair and Bill Tinkler swapping positions at every turn of the wheel, but finally finishing in that order.

1st Douglas Hall	Barlotti/BHR Bultaco
2nd Philip Spurge	Corniche/Goff
	Bultaco
3rd Bob Phair	Barlotti/Bultaco

## Calvin Joins Up

The way things were going for the Calvin Fish entourage during the early part of the day, no one could have expected the local hero to go home with the first notch on his Superkart belt! A seized engine in practice was followed by an even bigger blow, at the first corner of the first heat, when a rod let go, destroying the engine. This first heat contained nearly all the Superkart 'names', but provided an easy win for Dave Buttigieg, although Steve Styryn's second from a late, 'pit lane' start showed potential.

Heat two was an equally easy walk for Martin Hines, and despite a rear tyre deflating in the late stages, the Hermetite driver was able to limp home as DMA's Richard Dean went out second.

Team Gola made the most of the front grid positions to put on a team formation display in the early stages of heat 3. However Gange was gone on lap 2, leaving John Ball in command. Some distance back a gaggle of karts squabbled amongst themselves — Richard Dean, again showing form, Jon Dixon, Nigel Smith, and the old campaigner — John Morrell. Buttigieg had

All set and ready to go: front row men Styryn, Hines, Buttigieg, and Dixon point varying nose cones hopefully ahead. But all failed to last the distance, and it was eighth row starter Fish who eventually got away. (Photo: D. Smith)

gone up the escape road on the opening lap, with an inoperative rear brake, but rejoined quickly, to disturb the relative calm of the bunch as he poured through to in the end relieve team-mate Smith of 4th.

Final heat — and an understandably apprehensive Fish on the front row. But how fortunes can change. From the flag, he was gone — into an immediate lead, which no-one looked like approaching. The rebuilt practice-blown engine gave not a hint of trouble. . . Team boss Hines moved rapidly into second and after a tussle, Styryn gradually fell back in third. Rob Kerkhoven was in contention early on but, in line with a generally bad day for him, soon dropped back. Fish set the best time of the day thus far as he raced away to win — 1min. 11.4 sec., whilst Hines had yet another puncture — this time a front! — but only lost one place, to Styryn, and held Fred Griffiths to 4th.

The final grid looked interesting, with some promising new names appearing in the front few rows . . .

Dixon	Buttigieg	Hines	Styryn
D.Rees	Crompton	Smith	Griffiths
Clark	Jones	Wainwrigth	Childerhouse
Miles	King	Moses	Grant-Sale
Eaton	Humphries	Taylor	Morrell

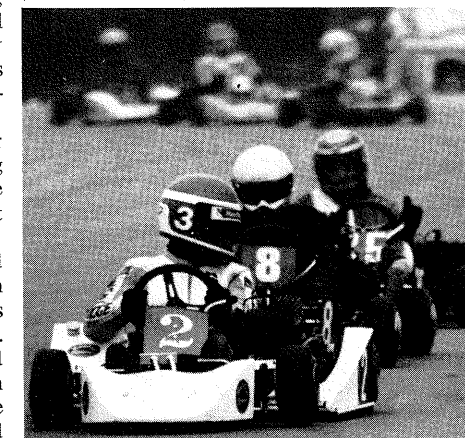
Fish and Ball shared the eighth row, with Kerkhoven on the ninth and Gange at the rear after two heat retirements. And where was Cadwell winner Elmore? As they say, karting has its ups and downs — and Elmore was on a downer. With two not immediately repairable engine blows early in both heats, the man now becoming known for his charging final drives was out for the day.

Buttigieg was slow away and it was Hines who led as the field re-appeared around Coram Curve. Outlining his superbly consistent heat results, Jon Dixon powered through at the head of the queue — Styryn, Buttigieg, and Smith. A small gap and then Ball and Fish moving rapidly past the bulk of the bunch to take up the chase.

Styryn didn't re-appear a second time, gyrating out of the contest in a bid to shut the door on a persistent Buttigieg! Team Aero put away their bright new pit board (remember Cadwell!) without even using it . . .

Buttigieg disposed of Dixon, whose amazing run was to gradually fade as the LD Racing backed machine suffered a slowly seizing wheel bearing.

"Where's he gone?!" Roy Wooldridge glances over his shoulder for challenger Paul Molloy. (Photo: D. Smith)



Lap four, and a classic confrontation loomed, as Buttigieg closed menacingly on Hines. Rarely is a head-to-head battle seen between these two greatest of (and seemingly much more amicable these days) rivals, but now it was on. Buttigieg passed — Hines repassed, both absolutely on the limit — Buttigieg hurling the Rapid Movements Zip GP inside unsuspecting back-markers, brushing the kerbs, sparks flying, and Hines (according to our regular back straight observer) almost on two wheels through the esses, as both reached, and exceeded, the limit.

Meanwhile, some distance away, Ball and Fish were involved in their own frantic tussle for third — the latter having amazed Nigel Smith by going past with almost 10mph in hand! Jon Dixon was still fighting bravely in fifth, while Smith was now coming under the close scrutiny of ex 210 whizz-kid (!) Owen Jones — running without a rear wing at all, and providing some excitement around the corners!

Back up front, Hines led into some heavy traffic at the Russell 'chicane', got baulked, and as he dived for a lower gear, Buttigieg was through — with a 20 yard buffer. How this duel would have developed we'll never know, as one lap later it was over — a disconsolate Buttigieg out, with — a puncture. . . Consolation (if anything could be!) was in the form of fastest lap, during the early chase of Hines.

With the race now seemingly in Hines' pocket, attention focussed on the tremendous scrap for second. Ball and Fish — the 'Rising Star Wars' again — passing and re-passing. Two laps to go and Ball was gone, spluttering past in midfield, on one cylinder. This promoted the 'Smiths v Joneses' family battle to third.

The starter peered into the growing gloom, to pick out number 42 as he swept down to the line. Time passed and almost nobody noticed Calvin Fish cross the line, and it wasn't until Owen Jones bounced through Russell in a successful all-out bid to hold Smith at bay, that the realisation of what had happened, dawned. Fate had once again contrived to deny Hines, half a mile from home. Of all things, the petrol pump cam arm had broken and as the carburettors gradually ran dry, the engine ran lean and seized solid. . .

Richard Dean led the bunch home in fourth, with Simon Quance and John Rees making good ground from bad grids for the remaining places.

Fish was remarkably calm and unflustered by his first big win, preferring to point modestly to the retirements amongst the 'names'. But as they say, "you gotta finish to be a winner" and the drive from mid-grid was certainly deserving of reward — as was that of Owen Jones in only his second big Superkart race. Nigel was very content with third, having driven a very 'conservative' race on a circuit he openly admitted to not overly liking.

Certainly a final to brighten the gloomiest Norfolk day. If the first two events of the season are anything to go by, then roll on Donington, Cadwell, Oulton. . . . .

1st Calvin Fish	Hermetite Zip GP/Zip
	Yamaha
2nd Owen Jones	John Watkins Car Repairs
	Zip/Yamaha
3rd Nigel Smith	Rapid Movements Zip
	Smith Yamaha
4th Richard Dean	Zip/DMA Yamaha
5th Simon Quance	Zip/Yamaha
6th John Rees	Zip/Goff Yamaha

Fastest lap: Dave Buttigieg (Rapid Movements Zip GP/Smith Yamaha), 1min 11.2secs (new record).