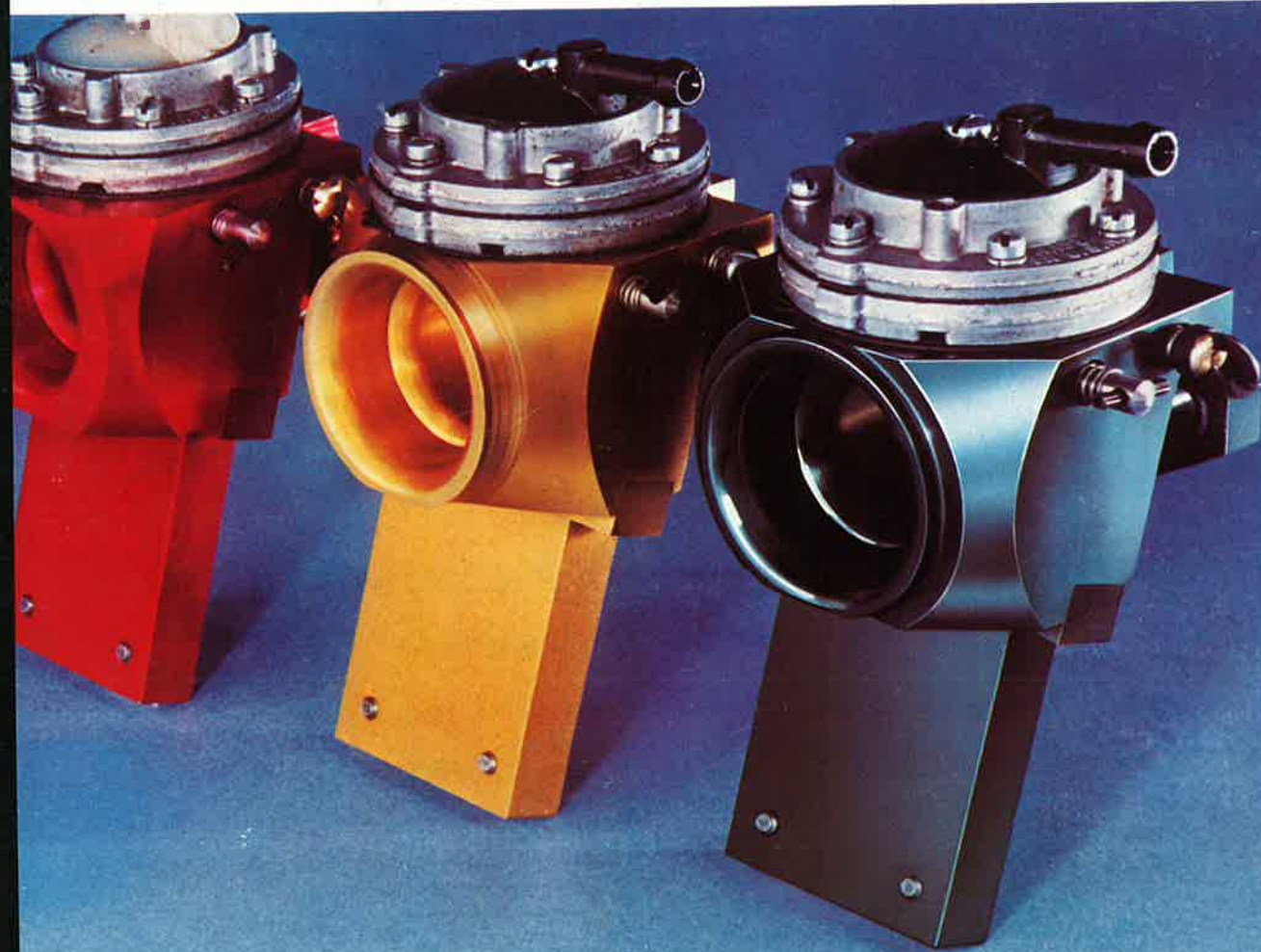




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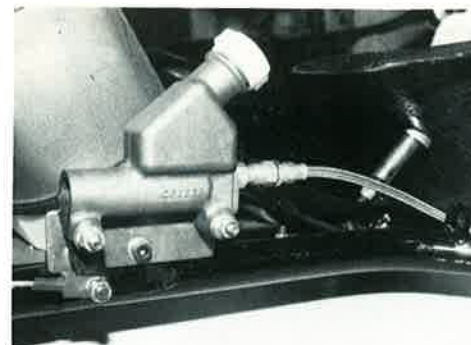
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RAC News

Homologation

The F Series Yamaha YZ250 with the converted gearbox to five speeds, has been homologated by TVM for use in the 250 National Class. This homologated engine, in the words of the RAC press release "uses a central exhaust port and has a 9mm engine mounting hole."

Obviously, the engine is available within the class price limit of £700, and should give the 250 National grids the healthy boost they need.

British Team Selection

Selector Mason Minns certainly seems to have the whole team selection business well in hand this year and has announced observation meetings for selection of teams for the two first events of the year, some of which have already taken place.

● European Team Championship (13 applications were received). Three Sisters, 6th April; Clay Pigeon, 13th April; Fulbeck, 27th April; Rye House, 3rd/4th May.
Team announcement – 10th May.

● Junior World (24 applications received). Three Sisters, 6th April; Fulbeck, 27th April; Rye House, 3rd/4th May; Clay Pigeon, 8th June.
Team announcement – 12th June.

In both cases, the Rye House event is compulsory for all contenders. However, once again, the Hoddesdon Club have, despite an approach by Mason Minns, refused Terry Fullerton's entry for the meeting...

The Continuing Saga of 'The Double'...

"The Tribunal convened to hear the appeal lodged by P. Devoy against the exclusion of the Deavinson Sprint/Honda Kart from the Kart Race Meeting at Cadwell on 24th February 1980, find that the Scrutineers were wrong to exclude the Kart on the basis that there were six operative gears.

The Tribunal point out that seven gears are permitted in the 125cc National Class, and that

The 'Double' – RAC Court of Enquiry says it is ineligible, but the decision is now subject to appeal.
(Photo: D. Smith)



therefore in this respect the Kart complied with the regulations.

The Tribunal order the return of both the Appeal and Protest fee."

Immediately after this Tribunal, an enquiry was held to establish the eligibility of the machine under the current regulations. The Court of Enquiry's findings are as follows – and it makes interesting reading...

"The Court of Enquiry convened under GCR 204 into the acceptability of a twin-engined 125cc kart into Class 250 National and/or 250 International have considered the apparent contradictions between regulation 65 and 66.

The view has been expressed to the Court that in Class 250 National the words "those eligible for Class 125 National" indicated that the complete Kart should be able to race in both 125 National and 250 National Classes without alteration, and indeed this argument was used successfully by Mr. Devoy in putting his Appeal against exclusion from the Cadwell Meeting on February 24th.

The Court feel that this argument carries forward into the 250 International Class, and that therefore any Kart competing in this class under paragraph 66(a) must comply with the class regulations for 250 National in all respects.

Thus, since a twin motor 125cc, using engines that comply with the 125 National regulations is not eligible for the 250 National Class, it is not eligible for the 250 International Class.

The court feel that insufficient care was shown in the drafting of the regulations concerned, and in particular in the effects of the addition of the words "those eligible for Class 125 National" in rule 65."

In summary then, a twin 125cc engined kart is deemed to be ineligible for either 250 National or 250 International, and as we pointed out in our March Editorial, insufficient care seems to have been shown in compiling the regulations concerned.

However, there the matter does not end, for Mr. Devoy has appealed against this decision to the Stewards of the RAC. Meanwhile, the kart is permitted to compete, with all results being provisional, until the Appeal is heard...

In a Word...

● It seems as though the annual Jesolo meeting is on. The date is set down as 31st May/1st June, and it looks as though DAP may be relieving Mr. Grana of the greater part of the financial burden of putting on the event.

● Interkart of Highgate, London, who successfully ran Pepe Bisquert of Spain in last year's major 100cc International events announce that they are continuing with their support for Bisquert throughout the 1980 season.

Coming under the Interkart banner for the first time is Juan-Carlos Abella who was Spanish 100cc International Champion in 1978 and Runner-up to Bisquert in 1979.

The team will be run, as last year, from Britain and British prepared equipment will be used. Bisquert's DAP engines and chassis will be supplied by John Mills and maintained by Roger Mills and Richard Galvani of Interkart. Abella will be using Bisquert's 1979 equipment, Birel/Parillas, which will again be prepared by Mark Barnard of Redhill Racing. Tyres used will be Dunlops supplied by Lane Racing Developments and other British equipment used will come from Zip, Sisley, Sportac and Interkart.

All the major 100cc International events will be contested and it is hoped that this Anglo/Spanish team will be able to capitalise on its 1979 successes.



Pepe Bisquert

● Scottish karters were recently shocked at the tragic death of long standing Kingdom Kart Club stalwart, Bruce Hall. Bruce, a former Scottish Champion, was recently married. Our sincere condolences to his wife and father.

Cronus Award

This month we make another Kart and Superkart Cronus Award for an outstanding contribution to British karting.

The 3 Sisters Lockheed meeting saw the first major 100 International win for a British engine. TKM have decided that 1980 will be the year that they make their mark, and a factory backed assault is being made on several of the 100cc classes.

However, this first big history-making win was not by the factory supported team, but by an individual, tuning and preparing his own engines.

For providing the first big 100 International win for a British engine, a Kart and Superkart Cronus Award – a Cronus LC20D digital stopwatch valued at £74 – goes to Simon Wright.

continued...

out of the restart along with Hastilow. Eventually the race was restarted, but not before one driver was caught swapping his tyres. However, the Clerk of the Course soon sorted that out! John Gravett led the field for the first three laps followed by Biff Harris. Then they both drifted wide allowing Martin Smart to take it up with Gravett and Harris dropping to 2nd and 3rd respectively. On lap 8 Alan Lane seized for the second time in the day. A lap later Richard Weatherley dropped out after being in 5th place. Some really close fast racing was seen in the final by the first seven or eight drivers, but once in front, Martin Smart made sure of staying there with a good piece of driving. At the line it was Smart from Gravett, with Biff Harris holding onto 3rd ahead of Alan Gates.

So an exciting, (if hairy) day of racing came to an end with the sun settling down behind the hills. Once again thanks go to all our helpers and the drivers. A special thanks to the four lap scorers and Competition Secretary Nora Unwin. Thank you girls.

A.J.B.

Results:-

Junior National

1st	Kevin Warner	BM/Hewland
2nd	John Herbert	Cobra/Sisley K80
3rd	Mark Bailey	Zip/Parilla

Junior Britain

1st	Stephen Brogan	Dart/DK TKM
2nd	Ross Mason-Smith	Zip/Arrow MM
3rd	Barry Somers	MM2/Arrow

100 National

1st	John Crookes	Sprint/TKM
2nd	John Percy	BM/K88
3rd	Jon Crawford	BM/Arrow

100 Britain

1st	Ron Shone	Kestrel/DAP
2nd	Peter Dunne	Barlotti/Arrow
3rd	Steve Alway	MM1/Manx

Britain Novices

1st	Harry Woodford	Zip/Arrow
2nd	Peter Tibbals	Kestrel/Manx
3rd	M. Cook	Zip/Manx

250 National

1st	Alan Collard	Barlotti/Montessa
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125 National

1st	Chris Lord	Zip/TVM Yamaha
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250 International

1st	Roy McDonagh	Zip/Suzuki
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210 National

1st	Allan Miles	Zip/Villiers
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100 International

1st	Martin Smart	Zip/BM
2nd	John Gravett	TKM/TKM
3rd	Biff Harris	DAP/DAP



Martin Smart used his home track knowledge to stay in front well in the team selection final.

Karting in the Forces

Kart racing in the Armed Forces has continued in popularity over the years. It is not widely known that the development of 'go-karts' for competitive purposes, albeit in a simplified manner, was largely due to the services. Motoring magazine, in November 1979, ran a report on development of karting and credits the services with early development. Currently there are some 150 plus drivers in the armed forces, the high proportion of them in the RAF. 100 National and 100 International are by far the most popular classes but there are the occasional drivers in Class 4. There are 7 or 8 clubs located at Service Units in the UK but, regrettably, none of them own their own track. This is usually because karts and aircraft do not mix well! Thankfully for Service drivers, the RAFMSA as a club is affiliated to all regions, most clubs welcoming Service drivers to their closed meetings in addition to the larger events.

Karting overseas is also popular. The Armed Forces in Germany and Cyprus run combined Service clubs on several stations and compete regularly. Cyprus closes one camp on one day each year to hold a Road Race, a very well supported and different event.

The RAF hold a Championship Series spread over 7 meetings combined with civilian clubs. This ensures that competition is carried out with civilian drivers thus constantly raising the standards of Service drivers.

There are no sponsors for RAF drivers, although some benefit from sponsorship. The spirit of competition is high and each year sees a new crop of budding Terry Fullertons. Drivers

own their equipment, with the exception of 'indifferent' club hacks used to foster the sport. A wide range of equipment is used and this means a constant review of equipment and performance is possible. Because most drivers have only one set of equipment the standard of preparation and maintenance is usually very high. A sudden silence and tyre smoke can be a disquieting event to a guy who has just spent his pay on an engine rebuild! Because of the involvement in club activities and the regular assistance afforded to newcomers, some of the experienced lads are very knowledgeable. Have a chat to Ray 'Ted' Heath at Bruno Ferrari's or Pete Saunders at Brize Norton and you will see what we mean.

It is unlikely that the Services will provide a National Champion, or even a British Team Member, but there is no doubt about the healthy state of karting in the 'uniformed ranks'. One of the most encouraging aspects is the range of ages and ranks, varying from the wrong side of 48 to 17½ year old recruits just entered the Services.

Representative teams exist and compete at Inter-Service level, with the exception of the annual RAF Kart Team and RAF Germany kart team visit to Jersey CI for the Hill Climb in the summer.

Anyone considering a Service career will be assured of continuing support in the karting sense, but as yet they haven't formally recognised Kart Mechanic as a trade!

Sqn. Ldr. Jim Martin



YAMAHA

SPARES

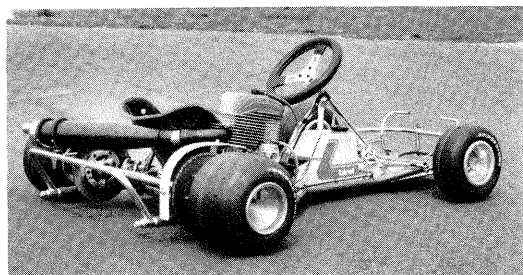
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One of the interesting pieces of machinery on
display at the recent German Kart Show was
the water-cooled Hetschel 125cc engine. The
engine and gearbox are in two totally separate
sections and can be interchanged readily.

The engine itself uses the same bore and
stroke configuration as the 125 Yamaha, and in
fact utilises a Mahle TZ-type piston. It weighs
about the same as a 100cc engine, due to the
use of magnesium crankcases. Carburation is via
a Hetschel-made 34mm slide carburettor.

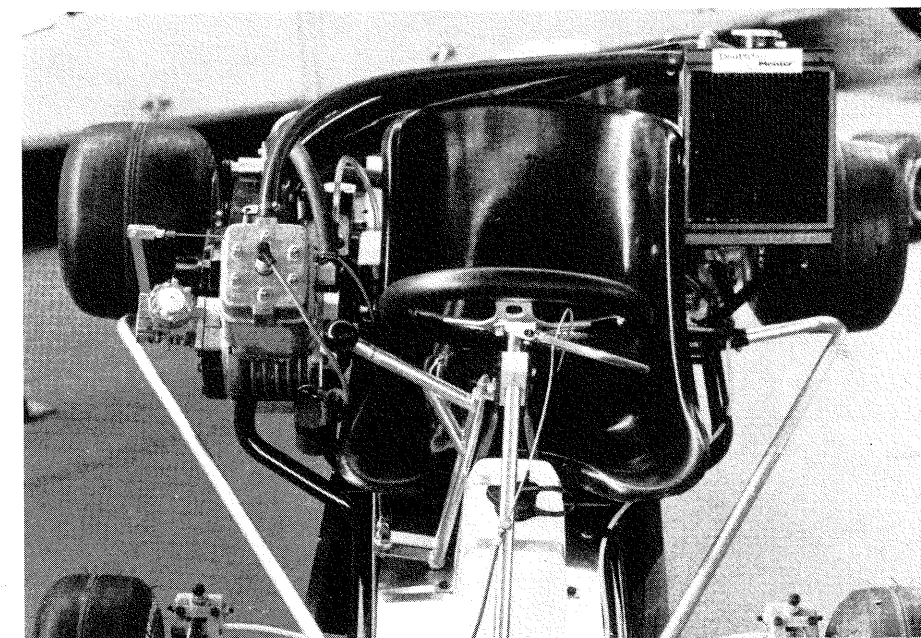
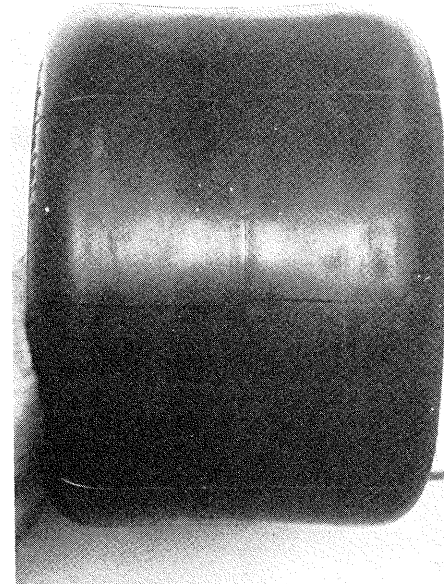
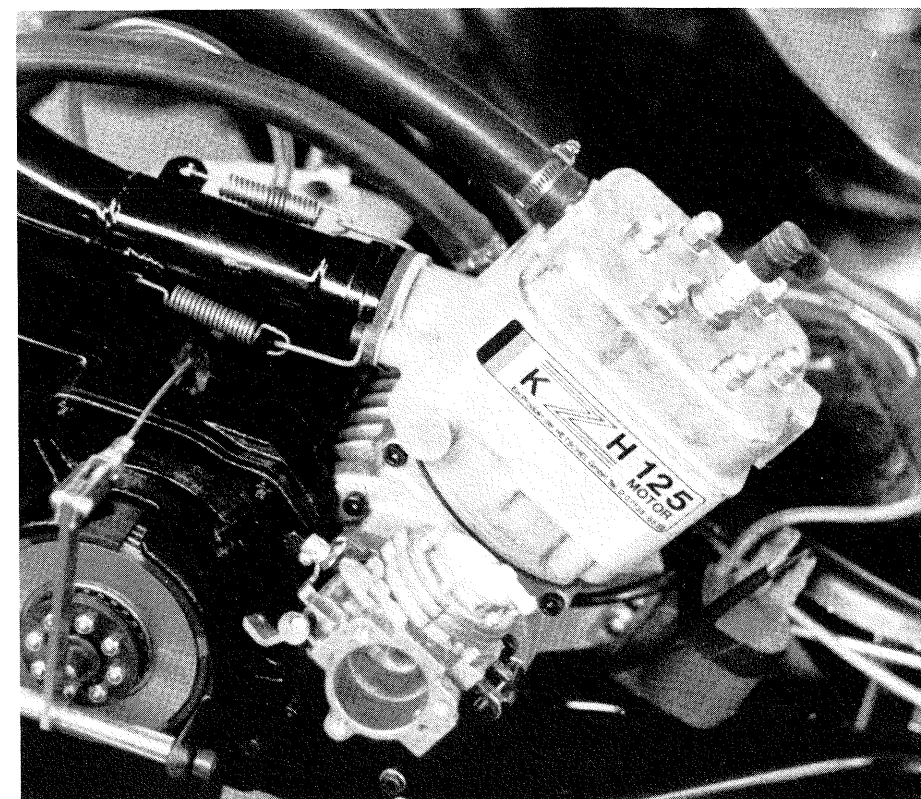
Feature of the whole unit is the gearbox,
designed and built solely for karting use. A dry
clutch is used, but also of interest is the 'axle
clutch' fitted to the kart, which apparently
stops axle tramp under heavy braking.

Power figures are quoted as 34 b.h.p. (din),
which is apparently equal to 38 'British' b.h.p.,
at 10,500 rpm.

The engine is of course not eligible for use
in British 125 racing, but is showing a distinct
pair of heels to the European contingent. Also
seen at the show were some new 6.50 width
Continental slicks, designated KH2C.

Illustrations. Right: the Hetschel 125 engine, in
this case fitted with a large bore Tillotson
carburettor. Note the simple operation of the
dry clutch. Below right: Hetschel's own Mach 1
kart. The fairly large radiator is mounted out to
the left, with the water circulated by an axle
driven pump. Left foot braking is used, with a
hand operated clutch. Hetschel's machine is
apparently proving almost unbeatable. . .
Below: the profile of the new 11 x 6.50 x 5
Continental slick.

Seen at the German Show

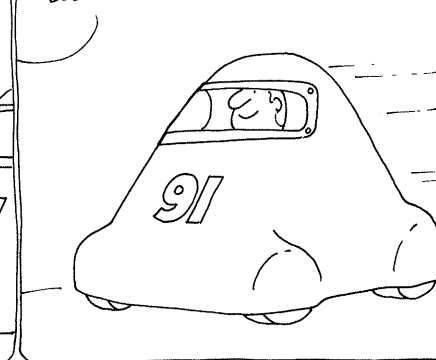


FRIGGIT

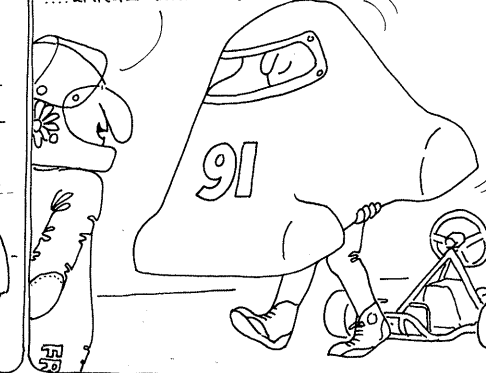
'91' IS GOING WELL, HE'S A GOOD 10 MPH
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continued. . .

Final placings in the Zip Kartspeed series, run over the two long circuit meetings at Snetterton and Donington are:—

125 National		Pts
Roy Wooldridge	Zip GP/Merlin Rotax	37
Geoff Brown	Barlotti/Rotax	28
Mark Allen	Dale/KR Maico	24

250 National		Pts
Bob Phair	Barlotti/Bultaco	35
Bill Tinkler	Blow/Bultaco	30
Tony Taylor	Barlotti/Honda	22

210 National		Pts
Clive Leeson	Zip/Leeflex Upton	31
John Hughes	Barlotti/GB	26
Eddie Cortijo	Lynx/Upton	20

250 International		Pts
Calvin Fish	Hermetite Zip/	
	Yamaha	31
Owen Jones	Zip/Rolph Yamaha	30
John Ball	Gola Dino/Smith	
	Yamaha	17

The RAC Speaks...

Following last month's issue in which one or two of our writers were critical of the RAC, we have received the following letter from RAC Kart Executive, Robert Langford. After the usual 'code of silence', it is reassuring to find somebody prepared to open up and put the RAC point of view. The letter reads:

Dear Sir,
May I take this opportunity to reply to the 'Mainly Political!' column in your April edition.

There is nothing strange or sinister about the Open Day (perhaps they should be called Open Discussion Days) and the kart day follows exactly the same format as those for the other branches of motor sport — race, rallies, off road etc. The dates for these days were published in advance (and for the record, the Kart Open Day is set for August 20th this year). Perhaps it would be possible to make it clearer that items for discussion should be submitted, in writing and with any supporting paper work, by a given date so that a proper Agenda could be drawn up, but I feel that it would be difficult to circulate an Agenda in advance.



Robert Langford

Further, let me clarify the intention of the Council in holding these Open Days. They are NOT decision making. Their

Kart and Superkart Magazine

100 National Championship

Round Three—1st June

The meeting will be promoted by the Buxton & District Kart Club at the 3 Sisters venue, off Junction 25, M6 Motorway.

• Entry forms from: Mrs O.M. Fabby, 13 Sunfield, Romiley, Stockport, Cheshire.

• Entry Fee £6. Entries close Monday 26th May.

• Race Day Programme: Signing on, 8 a.m.; Scrutineering, 8.30 a.m.; Practice, 10 a.m.; First race, 12 noon.

• Saturday Practice. Haydock Park Motorcycles (Tel: Ashton-in-Makerfield 717385) have the franchise for practice facilities at 3 Sisters. Enquiries about Saturday practice should be made direct to them.

Cadwell Championship—Progress

Current leading scores after 2 rounds of the various Cadwell Championships are as follows:—

Cadwell Superkart		Duckhams 125		M.W. 210	
Steve Stylin	35	Mark Allen	27	Peter Haywood	40
Paul Elmore	32	Roy Wooldridge	20	Clive Leeson	24
Calvin Fish	27	Paul Molloy	20	John Hughes	21
Dennis Crompton	18	Mike Henry	20	Bill Longden	18
Martin Hines	16	Neil Myers	15	Colin Mills	15

A New Haven?

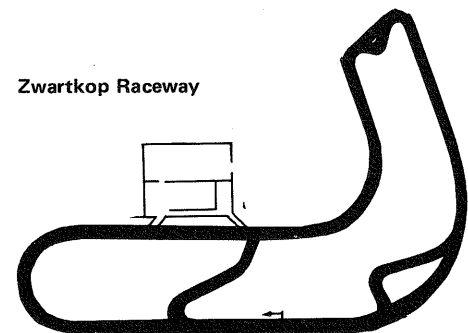
News of exciting plans for a new circuit near Rochester. The Medway Kart Club have acquired land, have permission, and now it seems, the capital to proceed with a 1,000 metre plus, circuit, complete with all sorts of facilities.

RAC man Robert Langford has been consulted in coming up with a design that has a bit of everything. Barring any last minute problems, it is hoped to be operational by the end of the year. More news as it comes.

In a Word . . .


• We now have a plan of the Zwartkop Raceway, near Pretoria, South Africa, where the CIK All African Open Championships are to be held, for 100 and 250 International, next January. The gearbox machines use the faster, outer course.

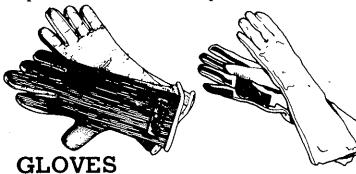
Mason Minns, RAC team selector, is investigating tour prices for British competitors.



The Jersey Kart Club will be running their 15th International permit hill-climb and race meeting, on September 4th and 7th respectively. Every year, a contingent of British drivers enjoy a short holiday in the unique atmosphere of the Jersey event, and would unhesitatingly recommend it. . .

As Jersey is a holiday spot, arrangements should not be left to the last minute. Entry information can be obtained from the Comp. Sec., Mrs Sue Dix, Flat 1, 64 Great Union Road, St. Helier, Jersey (Tel. (0534) 20367) or the Secretary, Pat Walker, 32 Halkett Place, St. Helier, Jersey (Tel. (0534) 30093).

	NOMEX Standard £11.44 Eye-hole £14.38
BALACLAVAS	HAWK NOMEX Double layer - standard £15.40 Double layer - eye-hole £15.40
LINEA SPORT FPT Standard £11.32 Eye-hole £12.95	FORMULA ONE Standard or eye-hole £ 9.95



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LINEA SPORT FPT Pin stripe - blue, white or red £34.80	
STAND 21 Clubman Nomex £18.37 A14 - as per suit £40.25	
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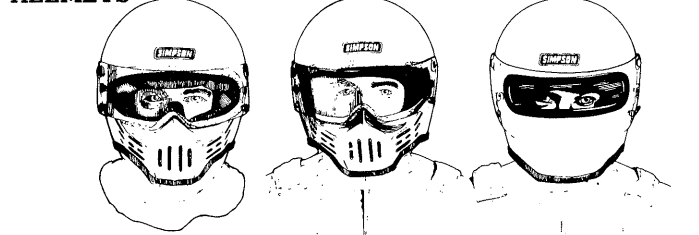
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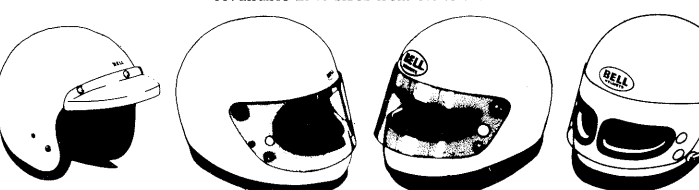
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continued. . .

What a 'hairy bunch' the 'B' group were! Even stalwart Fred Elderfield (making his 1980 comeback) had a moment or two. Mind you, the racing was always interesting and a real crowd pleaser. . .

Fred and Andrew Chenery were always to the fore and with just about everyone missing a heat, scored enough points to take 1st and 2nd respectively. Colin Croxford, in his last drive as a novice, drove forcefully throughout and gave the Green Plates a run for their money. The honour of Best Novice went however to John Townsend in his first meeting as a novice. In fact his only kart experience was four laps of the track some six months ago. His was another case of consistency, never finishing below 5th in any heat.

Well that's it for another month. Congratulations to all trophy winners, hard luck to the non winners, but we know you will be trying that much harder next time. See you all then, gearbox boys as well, I hope.

D.A.C.

Results:-

Junior National
1st Tim Peachey

100 National 'A'
1st Bob Kett Corniche/FE TKM
2nd Robert Smith Zip/Parilla
3rd Derek Calver J.T. Motors Cobra/FE TKM
4th Mick Ashton Corniche/FE TKM

100 National 'B'
1st Fred Elderfield Mustang/FE Parilla
2nd Andrew Chenery Corniche/FE TKM

100 National Novice
1st John Townsend J.T. Motors Corniche/FE TKM
2nd Colin Croxford Zip/K77

125 National
1st Kevin Blyther Goff/Honda

210
D. Massey Zip/Villiers

250 International
1st R. Rogers Zip/Yamaha

100 Britain Novices

Harry Woodford took 2 wins and a fourth in the heats, with the other heat winner being M. Cook. But then Harry was found to be underweight and was disqualified from heat 1. So the race was given to 2nd placed man M. Cook. But in the final Harry made sure of his weight and romped home to win from Peter Tibbals with M. Cook coming home 3rd.

210 National

All three heats were won by Allan Miles who was followed home on two occasions by Les Ruddy and once by Malcolm Williams. And in the final it was again Miles who walked away with the race, winning by nearly half a lap from Malcolm Williams with 3rd place going to Les Ruddy.

125 National

Only 3 drivers entered in the 125s. After 2 heat wins it was Chris Lord who again won to take the 125 class.

250 International

Four drivers entered and the first 2 heats went to Desmond Roche. But heat 3 and the final went to the winner of the last meeting Roy McDonagh.

250 National

Six drivers in the 250s and some good racing between Mike Cannon and Alan Collard. Cannon winning 2 heats to Collard's 1. But in the final it was Collard who won with Cannon 2nd.

100 International

You would have thought some of the drivers were trying to impress the British Stock Car Team selectors not Kart Team selectors! One or two drove as though they scored extra points for knocking off the opposition. As one selector was overheard to say, "how can you pick a team when everyone seems intent on knocking each other off?" Still it made for some exciting races despite the mishaps. . .

Heat one went to Alan Gates, thanks mainly to Ricky Grice and Richard Weatherley colliding and spinning off whilst dicing for 1st place at the hairpin. Green Man winner Simon Wright took 2nd place ahead of Jackie Brown. Alan Gates also took the 2nd heat ahead of Richard Weatherley and Alan Lane. But again the result could have been so different were it not for another shunt. This time Grice, Brown, Leach and Paul Jackson were involved in a pile up whilst following the race leader. Biff Harris and Simon Wright had spun and were trying to push start side by side as the leaders bore down on them. Gates managed to avoid them but the next four weren't so lucky. And Grice, Brown, Leach and Jackson all came off, letting Weatherley up into 2nd.

Heat 3 and in the first corner seven drivers came to grief. Practically everyone managed to get going but with no chance of catching the leaders. Those involved this time being Lane, Wright, Brown, Jackson, Leach, Fisher and Gates. The race eventually won by John Gravett ahead of Biff Harris and Dave Evans.

So to the final and into the first corner, after four rolling laps, and once again a nasty pile up occurred. This time the red flag came out as the track was blocked and Dig Hastilow lay upside down under his kart. Only seven of the drivers weren't involved out of the whole grid! Jackie Brown had bent his axle and was

Team Selection at Clay Pigeon

Yet another lovely sunny day for the 2nd meeting of the season here at Clay Pigeon. Over 140 drivers entered despite clashing with the K & S and SAM 80 meeting at Tilbury. We also welcomed the British team selectors who were watching the Internationals with a view to selecting a team for the forthcoming season.

Junior National

British Champion John Herbert started off the meeting by winning heat one ahead of Kevin Warner. Heat two went to Derek Higgins with Kevin Warner again following the leader home, with Herbert coming in third. Heat three and with Herbert and Higgins well up at the front, they both looked set for some more good points. Then a back marker cut across Herbert causing him to brake hard and Higgins ran straight into the back of Herbert, causing him to roll over into the fencing. Thankfully Herbert was okay apart from a sore back. Higgins and the unknown back marker were also okay. This left the way open for Kevin Warner to claim heat 3. In the final it was Kevin Warner who led from start to finish with a sore John Herbert second ahead of Junior Britain Champion Mark Bailey. Derek Higgins had been well in contention before spinning away his chances.

Junior Britain

Twenty two Junior 'B's lined up for the final after 3 good heats. Heat wins going to Stephen Brogan, Lewis Gee and Mark Jennings. Jennings also had 2 seconds to claim pole for the final. Into the first corner and it was Brogan who led despite a push in the back from John Glenville, with the latter spinning off. Lewis Gee went into the pits after being well up and Mark Jennings spun his chances away. Brogan meanwhile stretched his lead over second placed man Ross Mason-Smith, who was in turn followed by Barry Somers. At the line it was Brogan from Mason-Smith and Barry Somers. Behind these came 3 drivers with only inches separating them, Darren Mapley, Mark West and Richard Marsh.

100 National
Club Champion John Percy took heat one. But heats 2 and 3 both went to John Crookes. In the final it was Crookes who romped home ahead of Percy. Behind these two a good race went on between four drivers, Jon Crawford, Clive Shutler, Clifford White and Phil Hardy. And that's the way they stayed as they crossed the finishing line. So a good win for John Crookes who had worked all week to repair his kart after a bad accident over Easter at little Rissington, when the kart had been nearly written off.

100 Britain

With Peter Rochford and Nigel Cleveley, amongst others, having gone to Tilbury for the SAM 80 round, we waited to see who would take the honours out of the 24 drivers on the grid. One driver who hadn't gone was Ron Shone. And it was he who was on pole for the final after two wins and a second in the heats. The other heat winner being Derek Cowee. Also well up on the grid were Roger Lee and Peter Dunne. But missing were Phil Sheldrake and Bernie Bowker after both rolled their karts in an earlier incident. Sheldrake's chassis being bent and Bowker with a suspected fracture of his right hand. As the flag dropped it was Shone who took up the lead and soon pulled away from the rest of the field, but behind him a bunch of karts fought for the other placings. Then Lee spun, but luckily everyone missed him. Poor Roger had a look of terror on his face as karts went either side of him. Then as he dragged his kart off, a late arrival ran into it. But happily both were okay. Next to go was fourth placed Stephen Miles, who lost control after leaving the track, and had a front wheel torn off as he hit the fence. But again, no harm done to the driver. This narrowed the bunch down to three chasing the leader. But after an incident free last few laps it was Ron Shone who led across the line. Then into 2nd place came Peter Dunne, with 3rd place going to Steve Alway and 4th place to John Alexander.



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TZ 34/36mm carb mounts	£3.50		
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TZ small end bearings	£1.10		
TZ outer main bearings	£12.50		
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Alan Gates (18) scrapped mightily with Wright before the pair collided and Gates was out.
(Photo: J. Pudney)

Wright On!

AP Lockheed and
Road & Racing
Championships
Round 1

Surprising, but well earnt Lockheed Championship win to Simon Wright, beating Allen and Fullerton into 3rd and 4th. Alan Lane earns Green Man Driver of the Day Award with a stirring drive to second. Alan Gates shows well but crashes out of lead dice. Luby and Weatherley surprise in the heats. R&R Junior races go to Paul South and Steve Brogan.

Reporting: John Pudney (Lockheed series)

Peter Wardle (R&R Juniors)

The prospect of a Bank Holiday weekend in Wigan, when everybody else in the country seemed to be heading abroad or down to the West Country, did not exactly appeal to a southerner like myself. But in the event, the beautiful weather with which England was blessed over Easter did not miss Wigan or the 3 Sisters kart circuit, and this coupled with a first class entry and friendly and efficient organisation by the Buxton and District Kart Club made the Sunday's racing a huge success.

For those who have not visited 3 Sisters, the circuit is situated in a huge amphitheatre, surrounded by well kept grass banking - ideal for spectating. The track itself is very open, giving very, very long slipstreaming straights and ultra fast bends, so making it an 'engine' rather than handling circuit. The surface is excellent, with lots of run off space, making it very safe - borne out by the fact that over the whole weekend the ambulance was not called into use once. Most of the drivers liked the circuit, but I don't think too much should be read into the results due to the major differences between this and most other kart circuits. As a barometer for what's going to happen through the season, the next Championship meeting at Fulbeck should be a better guide.

As can be seen by the grid for the final, there were some interesting results from the heats not least of which was Wright on pole position, alongside Allen. Gates was on 3, but Kurt Luby, after some brilliant heat performances was on grid 4!! And warming the cockles of Bill Sisley's heart was Richard Weatherley - on grid 5 alongside John Gravett.

	Chass.	Eng.		Chass.	Eng.
Allen	B	I	Wright	I	B
Luby	I	I	Gates	B	B
Gravett	B	I	Weatherley	B	I
Fullerton	I	I	Grice	B	I
Smart	B	I	Lane	B	I
Spencer	B	I	Homewood	I	I
Jackson	B	B	Evans	I	B
Edgar	B	I	Austin	I	I
Brown	B	B	Mellish	B	B
Button	I	I	Christo	B	I
Knapfield	B	I	Needham	B	I
Stanton	B	I	Fletcher	B	I
Leach	B	I	Worth	I	I
Dickson	B	B	Browning	B	I
Beaumont	B	B	Hastilow	I	I

(B = British, I = Italian)

With 30 of Britain's best 100 International drivers all in one race, including some quick boys towards the back, it looked as if the final would be one hell of a race - we were not to be disappointed! Roy Austin missed out on his mid grid starting position as he was about 100 yards behind the main pack when the flag dropped, after a last minute panic because the head wasn't tightened down. However, up front

Wright had grabbed an immediate lead ahead of Gates who had somehow got the jump on Allen at the start. Mickey had some strong words to say about Wright's first corner antics afterwards, but in turn he himself was blamed for taking Kurt Luby out during the hectic first lap and Luby in turn knocked off Dave Evans! Whilst poor Luby failed to restart, Evans appeared at the tail of the pack along with Martin Smart who had also got involved in someone else's incident, and the 2 circulated like a couple of unpartable lovers for the rest of the race. Up front again and Gates had usurped Wright from his leading position whilst Terry Fullerton was showing his class by quickly getting through to second spot, from which he then gradually dropped as the race progressed. Unlike last season, when more often than not Mickey Allen disappeared into a huge lead never to be seen again, this race found him struggling to hold third place. Whilst Alan Gates and Simon Wright TKM'd their way round in a dice for the lead, so Mickey was caught by a hard charging Alan Lane, as Fullerton slipped back into the clutches of Richard Weatherley. The race for the first six positions therefore developed into a three-pair dogfight, fascinating to the spectators and onlookers if not for the very spectacle it produced, then for the fact of who was dicing with whom. Added to this excitement, there was plenty going on behind - Ricky Grice taking out John Gravett on the pit

continued . . .

bend and Doug Spencer taking out Grandad Fletcher on the fast bend at the end of the main straight! Whilst Spencer and Gravett failed to restart, 'Grandad's' drive before this aggravation from grid 23, and his subsequent drive back up the field to tenth position was a feature of the race, along with Roy Austins drive into eighth.

Wright and Gates meantime continued to scrap furiously for the lead, Wright holding the advantage but dropping wheels off the edge of the circuit here and there. On lap 16 Wright went a little wide at the end of the straight and Gates dived for a gap which suddenly diminished. In the ensuing tangle, Wright was the only one to emerge intact as poor Gates' race was run. As the race ran its course, Wright could be seen gradually being caught up by the dicing pair of Allen and Lane, but despite a bent track rod received in the fracas with Gates, Simon crossed the line an unexpected but nevertheless deserving winner, ahead of Alan Lane who had, with a little bit of pushing, managed to get past Allen on the last bend of the last lap. Terry Fullerton disdainfully held off Richard Weatherley's advances to hold fourth position, whilst Martin Homewood took sixth ahead of a subdued, rather off-the-pace Paul Jackson. Roy Austin resurrected eighth spot after a storming drive from the very very back, whilst Dave Mellish distinguished himself by getting ninth in a major Championship round ahead of 'Grandad' and 'Kosher' Knapfield.

After the race Simon Wright was justifiably delighted with the result, with the attitude to me that 'if you didn't think I was capable of winning then I damn well knew I was!' The

Top right: After a frantic dice Alan Lane (15) finally got the better of Mickey Allen (1). Centre: Richard Weatherley's showing was his best for some time, harrying Terry Fullerton (23) in the closing laps. Below: Martin Homewood (45) is unaware of Ricky Grice's dramatics, behind. (Photo: J. Pudney)

Lanes seemed well pleased with Alan's drive, and delighted with the £75 cheque he received as 'Green Man Driver of the Day' after his superb and (from the outside) very clean-looking dice with Mickey Allen.

Mickey on the other hand, as usual, did not consider third position worthy of his attendance at the prizegiving and rushed off home, an action which many consider to be a positive snub to organisers and sponsors alike. Terry Fullerton, however, did turn up to collect his fourth place trophy (and Easter egg, which every prizewinner received - nice touch!) but Richard Weatherley, whilst being delighted to gain fifth place after a mature and unflurried drive, had a few words to say about Terry's blocking tactics...

Seen behind the scenes at 3 Sisters.

Good to see the Lanes and Ricky Grice on the up once more. After last season, this year just had to be better, and things are looking



very promising with some very good Club meeting performances earlier this year. Ricky also looks much more mature and stable (though perhaps John Gravett might disagree!) and showed well in his heats and the early part of the final before retirement.

Tyres for once did not seem to make much of a difference at this track, the field seemingly evenly split between Bridgestone and Dunlop. The Lanes rolled up with huge numbers of front and rear 049 Dunlops for sale, and didn't take any home...

Paul Jackson was rather detuned on this, one of his home tracks. Perhaps he will enjoy more success down South, where he has gone rather better of late!

The Sisley team were delighted with Richard Weatherley's performance and the obvious potential of the K80, whilst I was very impressed by the systematic and methodical approach to testing and racing adopted by Richard.

Simon Sutton on a Sprint/Parilla used this meeting as a baptism of fire into the hurly-burly of International racing and showed well in his heats until sidelined by various problems.

An interesting entry was in the shapely form of Yvonne Keating, who was entered on the unusual, to say the least, combination of a Zip engine on a Sprint chassis! Unfortunately, Yvonne's debut was plagued with problems, but she reckoned she was enjoying herself. Brave girl!

Martin Smart showed very well in his heats,

continued . . .

A nice clean start to the final saw Bell away into the lead followed by McAdam, Young, Johnstone and Brewis. Second time around saw Johnstone up into third place. Brewis fourth place. Lap seven of a twelve lap final and Johnstone was up into second place and on lap ten he took the lead putting the race leader for ten laps into second place with McAdam third and this is how it was at the finish.

Class 1V racing is really picking up on our circuit now and we have some fast lads coming here, so why don't you Class 1V lads give us a try.

S. Heslop

Results:

Junior Britain

1st	Alistair Reed	Zip/TKM
2nd	David Kirk	Barlotti/DAP
3rd	Jason Plato	Sprint/Arrow

Junior National

1st	Richard Burr	BM/SS20
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100 International

1st	Mark Windle	Zip/Sirio
2nd	Nigel Davison	Premier/WRE Komet
3rd	Mark Thompson	Dino/Parilla

210 National

1st	Bill Cole	Barlotti/Villiers
2nd	Des Davison	Zip/EDE Villiers

Boyndie

A cold windswept day greeted a good entry of drivers at Boyndie's opening meeting of the season. It was encouraging to see a full grid of Juniors with remaining Class 100's well supported. However, there were rather disappointing grids in the gearbox classes. One of the reasons was that most of the Golspie drivers were hard at work on their new track extension, which is now ready.

Junior Britain

The heats produced some fine close racing with heat wins going to Andrew McLean, and Tommy Currie with Craig McWilliam, Robert McMorine and Mike Barron well in contention in the top places. In the final, Tommy Currie took an immediate lead from pole position followed by McWilliam, Barron and McMorine. The leading trio pulling out a good lead from the rest of the pack, but while lapping back markers we lost Craig McWilliam. So it was to the flag, a fine drive by Tommy Currie, with Mike Barron second and a superb 3rd from the back of the grid in his first ever race by Nigel Williamson, surely a youngster with a bright future.

Junior National

Philip Paterson proved to be the man to beat in the final after his two heat wins. Gordon Vass, Andrew McLean and Tommy Currie taking the remaining top places. In the final, as predicted, Paterson shot into the lead, while behind, a fierce battle developed between Vass, McLean and Williamson. For the remaining final 6 laps, McLean's constant pressure did not ruffle Vass into giving up second place, McLean finished 3rd with Paul Williamson 4th.

100 National

A large entry in this class necessitated 2 grids. Heat wins went to Andrew Graham, Graeme Foubister, Bob Knowles and Duncan White. As they lined up for the final the stage was set for a dramatic race, with none of the heat winners having showed complete supremacy. At the hairpin for the first time it was Knowles, Graham, Mowat, Ingram and White. With constant place changing for the next few laps, Knowles held the lead with White carving his way through to second spot. A fierce battle ensued between these two until White slipped past at Caravan Corner. White took a superb win, Graham a fine 2nd, Knowles 3rd, Mowat 4th and Ingram 5th.

125 National

A good mix of 125s battled out the heats with wins going to Gavin Nicholson on the Yamaha,

Louie da Resta on a Honda, with 2 seconds going to Gordon Petrie on a Rotax. Da Resta took an immediate lead followed by G. Nicholson, Cook and Petrie. Cook slipped past Nicholson on lap 2 to take second place but spun out a lap later, leaving Nicholson 2nd and Petrie 3rd. Da Resta meanwhile was pulling out a good lead and took the chequered flag with ease, unlike 2nd place man Nicholson who was anxiously flapping his carb nursing a sick motor over the line with Petrie hard on his heels in 3rd place.

210 and 250

Both heats went to current Scottish Champion George Bett with Les Campbell and Roy Gallant chasing that elusive win. Gallant made his move in the final taking an immediate lead followed by Campbell, Bett, Taylor, Hepburn and Baillie. A fierce battle ensued for 7 laps until at one point the leading trio found themselves 3 abreast going into Caravan Corner, somehow all 3 emerged, Campbell leading, Bett 2nd and Gallant 3rd. At the flag a relieved Campbell took a fine win, fending off immense pressure from Bett and Gallant.

250 International

An unusually small grid, consisting of Sandy Dalgarno and Robert Grubb made up the entire 250 field. As expected, Dalgarno was untouchable, lapping the entire 210 field and almost breaking the lap record!! While Grubb flew away from his ex 210 rivals on his first race on a twin.

100 International

Gordon Murray and Bob Knowles shared the honours in the heats with a win each. Graeme Foubister had 2 seconds, Donoghue and McKenzie a 3rd each. Foubister took an immediate lead in the final followed by Knowles, Murray, Brown and Buchan. On lap 3 Murray disappeared in a cloud of smoke with a seized motor. Knowles slipped past Foubister on lap 4 and took the lead, with Buchan moving through the field to 3rd spot. Lap 7 and an unlucky Knowles pulled off with a deflated tyre leaving Foubister to take the flag with Buchan desperately trying to close up on the leader.

Jenny Taylor

Results:-

Junior Britain

1st	T. Currie
2nd	M. Barron
3rd	R. McMorine
4th=	C. McWilliam
	N. Williamson

100 National

1st	Ian Williams	Premier/WRE SS20
2nd	George Price	DAP/GEP K88
3rd	Mike Ballantyne	BM/BM

125 National

1st	Paul Wanless	Blow/Yamaha
2nd	Bob Thompson	Star/Yamaha

250 International

1st	Rob Johnstone	Barlotti/ARD Yamaha
2nd	Murray Bell	Zip/Yamaha
3rd	Glen McAdam	Harrier/Yamaha

Junior National

1st	P. Paterson
2nd	G. Vass
3rd	A. McLean

100 National

1st	A. Graham
2nd	B. Knowles
3rd	D. White
4th	I. Mowatt
5th	J. Ingram
6th	C. Kennedy
7th	G. Douglas

125 National

1st	L. da Resta
2nd	G. Nicholson
3rd	G. Petrie

210 National

1st	G. Bett
2nd	L. Campbell

250 International

1st	A. Dalgarno
-----	-------------

100 International

1st	G. Foubister
2nd	T. Donoghue
3rd	A. Buchan

Tibbenham

Sunday April 6th turned out to be a sunny, warm day for the second meeting of 1980 at Tibbenham. Only a small gearbox entry signed on, a pity really because the new track layout has just the right balance of corners and straight to test drivers skill and still allow fast racing. So come on you gearbox drivers, local and not so local, give Tibbenham a try.

The 100 National entry usually needs two grids and this meeting was no exception. With the fastest men in the 'A' group while the slower (?) drivers were joined by the novices to form the 'B' group.

National 'A' looked interesting with Derek Calver out for the first time on his new Cobra against the Dino of Miles Townsend. Miles however had carburettor trouble in heat one and failed to finish heats two and three so unfortunately the battle never really got off the ground. After two heats it was anyone's meeting but a seize for Gordon Chenery, a spin for Derek and a nasty looking last heat crash for Robert Smith left the way clear for 'Market Man' Bob Kett to take first place overall. Some very fine driving from Bob, scoring consistently in each heat. Another driver to score consistently was Mick Ashton, discarding his faithful K88 in favour of a new TKM to take 4th spot.



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but was delayed in the final as reported earlier. Neil Hann (now clean shaven and looking about 20 years younger) was quick to point out, after my comments from last year, that Martin's BM lasted the long 22 lap final with no problems at all...

Simon Wright, now DAP mounted and delighted with it, reckoned that the secret of his success was the fact that he has more time to spend on preparing his own equipment, now he is on his own. One thing's for sure — he won't have done his business any harm after this meeting's performance!

Alan Gates, now attended full time by Alan Turney, was driving the new TKM kart, finished in a horrible shade of purple! If it looks like a Birel 'clone' to you, it's meant to, because Alan Turney unashamedly admits that it is a virtual Birel copy — only cheaper. The team seemed to accept their disappointment in the final very well, but I suppose a TKM did win anyway...

There are times to approach Terry Fullerton and times not to. After destroying 2 engines in practice and experiencing farcical problems over accommodation, Sunday was one day you left Terry alone! His poor showing in the final was attributed to the crankshaft on his 'bitsa' race engine fouling the crankcases.

Jackie Brown, like Dave Evans, was sporting new leathers and has also gone 'Star Warring' with a new helmet. Jackie also had practice problems, blowing engines, although he made the final using his one remaining unit.

Also in the Zip camp, Dougie Spencer has not, despite extensive testing, quite cracked the secret of success in 1980 yet, and was experimenting with a narrow fronted chassis and an ex-Fullerton DAP motor.

Mark Rose, the friendly, Pennine Radio disc jockey, had made the big jump into 100 International from National racing, I reckon a little too soon, but showed pretty well in his heats before misfortune struck.

The major surprise of the meeting was undoubtedly young Kurt Luby. On the brand new BM chassis with Dunlop tyres Kurt, who I for one had virtually written off last season, was a transformed driver. Excellent practice times were backed up by some superb heat performances and despite their misfortunes in the final I am sure the ever friendly and cheerful LDR team will be rejuvenated now for the 1980 season.

Martin Homewood was back on a Birel — lack of time to carry out sufficient testing on the ART was the reason given for the switch of allegiance. However Martin Leach was going pretty well in the racing, fairly flying through the field from the back of the grid in the final, before elimination with a broken con rod.

John Gravett, on a Zip SE80, for once didn't retire with engine problems in the final, but just

as he was really getting going, he got put out after a tussle with Ricky Grice.

Biff Harris, on a new DAP, had a weekend he would rather forget about. After losing his steering wheel in practice on the flat out corner by the pits — luckily without injury, he barely finished a heat and even retired from the B final.

Mick Worth, now on a Birel with Lockheed Brake, won the B final and was going really well in the A before confessing to screwing in his carb jets a touch too much and seizing spectacularly on the main straight, to join Doug Spencer in retirement!

Final Result

1st	Simon Wright	DAP/TKM
2nd	Alan Lane	Lane/Parilla
3rd	Mickey Allen	Sprint/Sirio
4th	Terry Fullerton	Fullerton/DAP
5th	Richard Weatherley	Cobra/K80

Interesting to note 5 different makes of kart and engine in those results...

J.P.

R & R Juniors

In spite of the practice and races that many of the competitors had found time for at Three Sisters, Easter weekend fooled just about everyone by being bright, warm and sunny. In fact perfect racing weather by any standards. This, combined with a generous coating of rubber that accumulated through the weekend, resulted in virtually every driver having to rethink on everything from tyres to gearing.

In Junior National Paul South, having not turned a wheel there beforehand, got it right in Spades with a chassis that he and his father had put together for fun over the winter, dominating the final in style in spite of the early challenge from John Herbert and Kevin Warner, while the Junior Britain event was just snatched by a much more confident Steve Brogan (celebrating the acquisition of a brand new pair of Road & Racing orange Nomex gloves) after a very tight race-long duel with Lee Cranmer and Mark Beddall.

General practice for everyone got off to a hesitant start with a long queue at the circuit gates while the organisers, Haydock Park Motorcycles obviously not used to the professional approach of so many top drivers, kept everyone waiting at the paddock gate to sign on. It was decided that the planned sessions should go out of the window allowing free practice for everyone at the same time and, in spite of one or two expressed reservations about the wisdom of letting Internationals and Junior Britains out together, the system worked very well. There is little doubt that virtually every driver at a meeting of this standard is well able to cope and act sensibly on the track, and it was very noticeable that the International drivers have come to respect the attitude of the top Juniors in a mutually satisfactory co-operation. One incident typified this, with Terry Fullerton, after he had inadvertently carved up Nick Crabtree, taking the trouble to seek him out immediately afterwards in the paddock and offer his apologies.

Brogan's Way

The heats and B final left a grid of thirty Junior Britains led round on the rolling lap by Mark Beddall and Steve Brogan. As they came up to the start line for the first of the 1980 Championship finals Steve launched himself straight into the lead, followed closely by Paul Dryden off the second row, who was promptly relegated half way round the lap by Mark Beddall, reasserting his right to the front positions. Just behind, Lee Cranmer led a huge snaking train of karts all trying everything to find an advantage before the end of lap one.

Initially Brogan managed to pull out a lead of about twenty yards but this didn't last very long, as first Mark Beddall towed back up to him and then Lee Cranmer succeeded in breaking away from the third place queue to close right up with the leaders for a three cornered fight, leaving Steve Dart well down the field having made an unsuccessful attempt to overtake Lee under braking at the end of the straight. Paul Dryden seemed to be working very hard at moving down the order, while Jeremy Cotterill, had latched on to the back of the seven kart pack all going for fourth place.

Beddall then proceeded to set about Brogan in earnest, the two of them more often side by side than in tandem as Mark tried anything that looked vaguely like a gap and Steve blocked anything that might hint at being successful. They certainly touched wheels a number of times and it is to the credit of both of them that neither succumbed to the temptation to leave the other in the scenery — it was just very hard racing in the best traditions of Villeneuve and Arnoux.

Lee Cranmer had easily the best view of all this and watched with interest as Mark finally succeeded in snatching the lead. It didn't last though and next time round Steve towed past across the start line leaving Mark and Lee bumper to bumper right behind. Just a couple of laps later Mark tried to reverse the situation again by repeating Steve's move up the straight but as he got chopped off Lee made a dive inside him, sliding wide at the exit but still holding down second place by the skin of his teeth as they completed the lap.

While all the spectators eyes were rivetted to this spectacle, the racing was even more fierce just behind, Jeremy Cotterill having got to the front of the next group, but still it was anyone's race. Martin Prior and Simon Blessed tangled, dropping well down before restarting and leading to Simon's eventual retirement, and this

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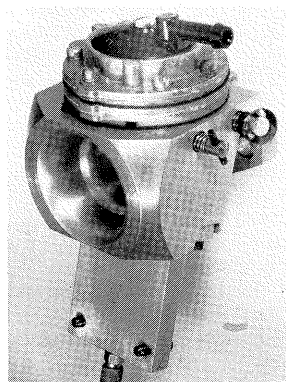
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CLUB SCENE

continued . . .

Rissington

Sunday April 6th, Bromsgrove Kart Club's Easter weekend meeting at Little Rissington was blessed with ideal weather with good entries in 100 National and 210 provided the best racing for spectators attending. Amongst the 190 entries we had RAFMSA Members competing in their own Championships. The Clubs smooth organisation resulted with no hold ups throughout the 35 race programme.

Junior Britain/Junior National

National Trevor Peck spun away his lead on lap 3 giving D. Hoyle the lead, Peck restarting well down. D. Pope and R. Mason-Smith in Junior Britain moved away to an early lead with C. Duncan, S. Cox, C. Taylor and C. Ridge contesting third place bumper to bumper. Halfway, Pope and Mason-Smith moved ahead of Hoyle (Nat.). The battle for third now with Duncan holding off Cox, the remaining field well spread out. Pope maintained a comfortable lead in the final laps to take the flag.

250 National and 125 National

Paul Klaasan held the lead from flag to flag with D. Jones second. D. Lockwood held at bay A. Bishop to take the 125 trophy.

100 Britain

Nigel Cleveley had a perfect day, taking the heats and final with well controlled driving. From the flag he took up the lead, closely followed by J. Lay during the early laps. With a clear track in front, Cleveley increased his lead, taking the flag. The battle for third went to Andrew Bundy who moved up through the field passing B. Taylor, R. Lee and on the last lap edged through past S. Allway with half a lap to go.

250 International

Billy Joe Moses perfect results ended in the final on lap 3, with P. Hammond outbraking him at the end of the back straight. Moses was unable to regain the lead, slightly dropping back, R. Western holding third from N. Bangham.

100 International/RAFMSA and 100 National Novice

All three classes together for a full grid. C. Owen (RAFMSA) took the lead from R. Heath (100 Int.) by the end of lap 2 and moved well ahead. Showing well were A. Quirke, P. Griffin, G. Cardell, novice drivers amongst RAFMSA Nationals.

210 National

Some of the best racing of the day from the 210 heats. Eddie Cortijo, Steve Thornell and G. Upton led the pack through the first bend and began moving away from the bunch headed by J. Brotherston. Thornell was on Cortijo's bumper lap after lap trying to find a gap, with Upton dropping back. Martin Wall, moving through, took J. Brotherston and C. Ling on successive laps, but the gap to third placed Upton was too great to close. D. Lloyd's last minute charge took 6th from Paul McRae and J. Brotherston right on the line.

100 National

The largest grids, providing 6 different heat winners — P. Wilkes, J. Crooks, P. Carr, G.

Waldron, N. Box and M. Ankrett. The final had Box on pole with R. Arkell alongside. From the flag Box had the lead, which he never gave up. Arkell in second had Wilkes on his bumper, with A. Browning leading the remaining pack. Lap 3 and Wilkes moved through at the chicane taking up 2nd. Browning's lead over the bunch built up during the early stages, although towards the end S. Moore began to close on Browning after moving up well.

N.J. Tompkins

Results:-

Junior Britain

1st D. Pope	Zip/Arrow
2nd R. Mason-Smith	Zip/Arrow
3rd C. Duncan	Kestrel/Arrow

Junior National

1st D. Hoyle	Zip/DAP
2nd T. Peck	Taifun/TKM

250 National

1st P. Klaasan	Crusader/Bultaco
----------------	------------------

125 National

1st D. Lockwood	Barlotti/Yamaha
-----------------	-----------------

100 Britain

1st N. Cleveley	Barlotti/Arrow
2nd J. Lay	Barlotti/Arrow
3rd A. Bundy	Barlotti/Manx

250 International

1st P. Hammond	Zip/Yamaha
2nd B.J. Moses	Zip/Yamaha
3rd R. Western	Barlotti/Yamaha

100 International

1st R. Heath	Ferrier/PCR
--------------	-------------

RAFMSA 100 National

1st C. Owen	Zip/Arrow
2nd C. Whibley	Sprint/TKM

100 National Novice

1st A. Quirke	Rapide/K88
2nd P. Griffin	Zip/T80

210 National

1st E. Cortijo	Lynx/Upton
2nd S. Thornell	Barlotti/Villiers
3rd G. Upton	Barlotti/Upton

100 National

1st N. Box	Zip/Parilla
2nd P. Wilkes	Zip/Parilla
3rd R. Arkell	Sprint/Parilla

Felton

Sunday 6th April, cool, sunny and getting hotter as the day progressed, saw 77 kart drivers ready to pit themselves and machines against each other. The meeting ran quick and smoothly to give satisfaction to both competitors and spectators. After practice and a bite to eat the racing was all ready for the off. At 1 o'clock the first race was for;

Junior Britain & National

Heat 1 was won by Jason Plato, a novice, a really fast lad, followed by David Kirk. Third, David Price — another novice. Heat two was a win for Alistair Reed, second Jason Plato, third Gary Drummond. Heat 3; at the flag it was Reed, second Drummond, third Price.

In the final, from the flag it was Reed, Drummond, David Kirk, Jason Plato and David Price, really tight racing. On lap 3, at Drummond's expense, Kirk moved up to second with Plato up to third and Price up to fourth and this is how the 10 lap final finished.

The one Junior National entered, Richard Burr, didn't really get a race because all the Club Junior Nationals have gone up into Senior National or International. We could use a few more Junior Nationals, so why not come and give Richard Burr a try — he's pretty fast.

100 International

Heat one was a flag to flag win for Mark Windle from Mark Thompson, and Stephen Burr. Heat 2 was again a win for Mark Windle, second Nigel Davison, third Stephen Burr. Heat 3 was a repeat of the two previous heats — a win for Windle, second Burr, third Garry Ashurst.

On the front row of the final were Mark Windle and Stephen Burr. A good clean start and Burr was in the lead, followed by Windle, Davison, Thompson and Ashurst. The battle was on! Windle moved up to take the lead from Burr on lap two. The field was still in a tight bunch when Davison took over the lead from Windle, only to lose it again in a tight battle in the sixth lap. With Windle now in front, Davison second and Thompson third, this is how it was at the flag.

100 Nationals

Heat 1 was a win for Ian Williams, second Malcolm Clark, third Mike Ballantyne. Heat 2 Williams first past the flag, second Willie Grieve, third Clark. In heat 3 Ian Williams wins again with second Mike Ballantyne and third William Turner.

Ian Williams was on pole for the start of the final, and took an immediate lead followed by William Turner, Terence Laybourne and Mike Ballantyne. By lap five it was Williams, Ballantyne, Clark and Price, but after another three laps Price was up into second spot. Williams had pulled out a good lead on the field by the time he got the chequered flag, with Price second and Ballantyne third.

125 National

Heat 1 was a win for Bob Thompson, second Paul Wanless and third Barry Bolam. Heat 2; from flag to flag it was Bob Thompson, second Bill Ridley. With only two 125s running it was decided they should run behind the 210 grids. Finishing positions for the third heat; 1st Paul Wanless, 2nd Bill Ridley.

The final was a win for Wanless.

210 Nationals

Heat 1 was won from flag to flag by Club Champion Bill Cole, second Terry Ramshaw, third Gordon Brown. Heat 2 was a flag to flag for Cole, second Brown, third Des Davison. Heat 3 was another flag to flag for Cole, second Davison, third Alan Cheetham.

The final was a repeat of the heats by the fast and reliable Bill Cole, second Des Davison.

250 Internationals

From the start heat 1 was a really close run heat with Rob Johnstone leading for six laps of ten before going out with gearbox trouble, putting Glen McAdam into No. 1 spot, followed by Mike Brewis and Murray Bell. Heat 2; the first three laps were led by Murray Bell, the next two by Glen McAdam, then flying Mike Brewis shot into the lead for five laps to the flag. Heat 3 saw the return of Rob Johnstone who won from flag to flag with second Mike Brewis, third Nigel Young.

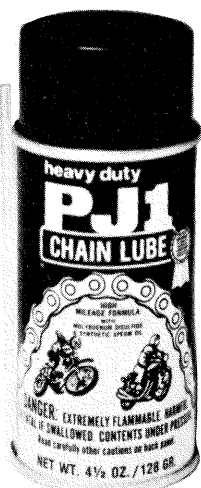
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continued . . .

allowed Jeremy to open up a worthwhile gap to Stephen Murphy, Paul Dryden, Peter Studer, Simon Collins, Piers Hunnisett and Chris Marsh. Following but in a good position to take advantage of any mistakes was Gary Chapman, just ahead of Lewis Gee, Nick Crabtree and Mark Jennings, while William Hewland was making up ground quite fast from 20th position on the grid.

At the front, Lee Cranmer was still trying to get into position to tow past into the lead, and at the same time fending off the attentions of Mark Beddall. As they came up to lap some back markers, Brogan got slightly baulked and this was enough to let Lee sweep past him at the far end of the track, only to be retaken almost immediately. Steve then took advantage of the frantic scrap just behind him to put the pressure on and move two or three kart lengths away to take the chequered flag for a very well judged win, Lee and Mark flashing across the line to end their race, all three closing up to shake hands on the slowing down lap after a superb exhibition of ten tenths driving. Next through was a rather lonely Jeremy Cotterill, nonetheless pleased at his performance, and followed by the fifth place chain which resolved itself into Stephen Murphy, Peter Studer, Piers Hunnisett and Simon Collins, just ahead of Paul Dryden and Chris Marsh. Phew . . . !

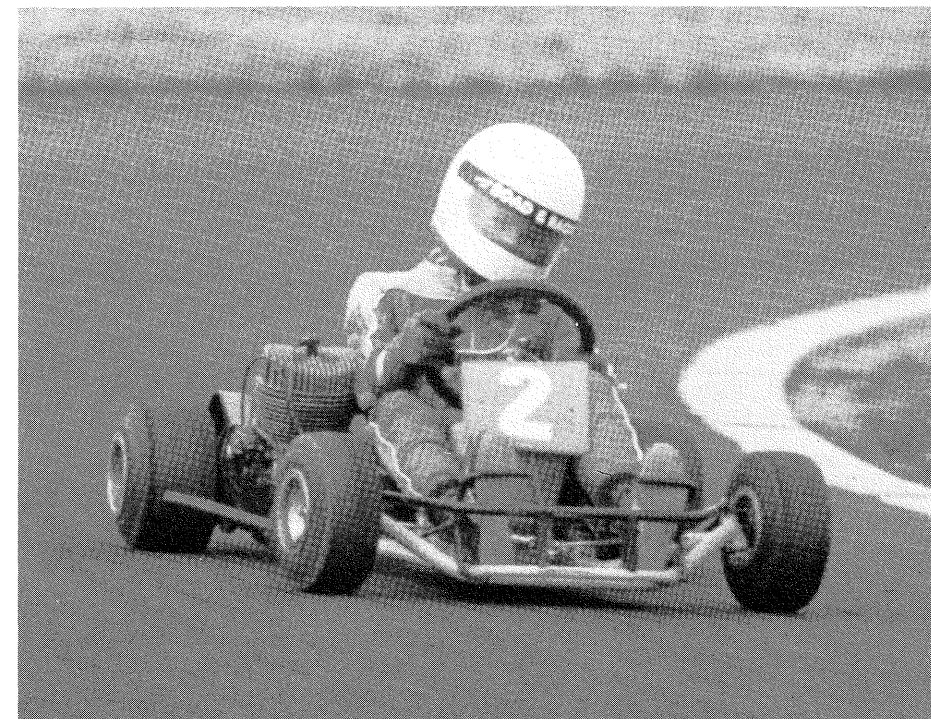
Result:

1st	Steve Brogan	Dart/DK Parilla
2nd	Lee Cranmer	Kestrel/Sisley Arrow
3rd	Mark Beddall	Zip/Manx

Heading South

Having won two heats, Junior National RAC Champion John Herbert took pole for their final, with Paul South alongside him, but right behind them a very confident Tim Sugden and Neil Douthwaite, both fresh from Britain racing last year, were ahead of the reigning Road & Racing Champion Kevin Warner. Mark Bailey, although very fast had only managed 12th spot, while regular race winner Derek Higgins, having won his first heat, found himself right back on grid 21 after dropping out of his last one.

The flag shot up and immediately Herbert charged into the first corner ahead of Paul South. Warner tried a demon move right round the outside of Sugden and Douthwaite but didn't make it, squeezing back into fifth again, to snatch fourth as they all flashed across the start line at the end of lap one and quickly move into third to challenge the leaders. Herbert pulled slightly ahead but Paul towed back up to him, and Warner was trailed by a huge group consisting of Sugden, Douthwaite, Gary Foster-Jones, Stephen Wright, Per Sorenson, Mark Bailey and the rest.



Paul South survived a torrid battle with Herbert and Warner to win his first R & R round by a comfortable distance. But the Junior Britain final (below) was alive right to the end. Steve Brogan, Lee Cranmer and Mark Beddall file through. (Photos: J. Pudney)

Lap three and Warner produced a brilliant move to snatch the lead after South had got alongside Herbert on the top corner. This lasted until the end of the straight when Paul dived through under braking, sliding wide at the exit but still hanging on to his lead as they completed the lap.

The leaders had pulled a whisker clear but just behind, no less than eleven drivers fought for an advantage. Tim Sugden led Neil Douthwaite, Gary Foster-Jones, Per Sorenson, Stephen Wright, Mark Bailey, Shaun Egan, Andrew Stapley, Robbie Childs, Nigel Mitchell, and the fast climbing Derek Higgins.

Warner tried everything to get past South lap after lap, just lacking that edge of power that might have let him by down the straight, and being firmly outranked by a super-confident Paul every time. Lap eight and Herbert, who had closed up again, moved back into second place just before Warner's engine gave up, leaving him instantly sidelined. Even this state of affairs wasn't to last, for as the two leaders started to thread their way through a bunch of back markers, Herbert tripped over one on the left hander at the bottom of the pits, getting started again but down in tenth place. This left Paul with a huge lead at half distance, and he kept the pressure on right to the end to make quite sure of his first Championship round win, setting a very fast 41.78 second time (which would have shown up about half the International field) in the process!

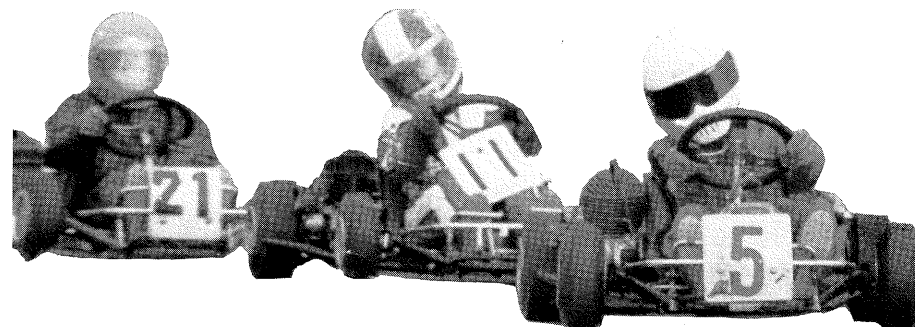
The field making up the second group had acted a bit like the ten green bottles as they dropped down or out one by one. Gary Foster-Jones suddenly slowed down and ran for a couple of laps in 19th place before retiring, and Mark Bailey was next, stopping by the pit entrance. Stephen Wright went missing on lap eight, to be immediately followed by the most amazing seize at the end of the straight by Nigel Mitchell. His motor went just as he reached the braking point and he slid right off the track and up the grass bank to finish neatly parked close to the commentators 'office' with a fine view of the rest of the race. Robbie Childs disappeared from a very competitive third place, behind South and Sugden, on lap 11, and he was followed just a couple of laps later by Per Sorenson who did his best to repeat the Mitchell trick without quite managing it.

This left 'Jonty' Millward following Tim Sugden with Neil Douthwaite, after he had made a three lap pit stop, running between them. Tim knew Neil was well behind and was content to safeguard what he thought was a comfortable second place. He even avoided a possible dice with Neil allowing him to unlap himself and this was his undoing. He hadn't noticed how close Millward was getting and in the move that let Douthwaite through Jonty made good use of the gap, right on the final lap, to snatch a very well deserved second place. It just shows that nothing is secure until the flag has dropped, and Tim looked suitably frustrated as he crossed the line into third spot! Derek Higgins had proved yet again that he is one of the best exponents of the class by moving into fourth, and he was followed home by Andrew Stapley, Phil Foster, John Herbert and Percy Jordan (making the trip from Ireland).

Result:

1st	Paul South	South/TKM
2nd	Jonty Millward	DAP/TKM
3rd	Tim Sugden	Sprint/FRED Parilla

If this is the way that the Junior racing is going to proceed this year then we are in for the best racing anyone has ever seen, and so far there is no one driver who can consider himself ahead of either group. Fullbeck on the 27th should be more than interesting . . .



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Cyl. base gasket		Allen screw kit	£ 1.92	Extra long r/c cable	£ 4.00	TZ/DX clutch springs	27p
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continued...

Hay, Sakr, Roche, Moore and a dutchman with an unpronounceable name, always bumper to bumper.

Grid for the final saw Cox on pole, Boom second, then Moore, Hay, Sakr, Roche and the others. Cox took an immediate lead from the flag which he was to hold to the end. Behind him, Moore got the jump on Boom, and Hay on Boom's bumper. Close all the way, Moore threw away second place when he clipped the tyres just before the archway causing a spectacular but harmless excursion. This let Boom through to take second, and Sakr took third.

The National Class using Arrows and T80s, fully lived up to the expectations of the crowd as normally close racing was made more so by the nature of the track. One entry from Kuwait (Eric Breadmore) added to the grid, while Paul Willey, with this to be his last race in Dubai, was determined to pull out all the stops. The first heat saw Willey setting the pace from pole, but not drawing away from Prevost, Kooyman, Clark, Cooper, Atie and the rest. Lap three saw disaster for some as Kuhail spun under the arch and Prevost who was on his tail had nowhere to go. Clarke then came round the blind corner, and added to the mess, in the process bending both his own and Prevost's axles. Willey, Kooyman, Cooper and Atie finished in that order.

The next two heats saw Priestley, Breadmore, Willey and Cooper high on the finish orders, which gave a final grid of Willey on pole, Priestley alongside, then Breadmore, Cooper, Kooyman, Atie, Kuhail, Prevost, Clarke and the rest behind. Two rolling laps were forced on the tight circuit, and at the drop of the flag, Priestley on second pole hesitated with oiling, Cooper shot through behind Willey, with Breadmore, Kooyman and Atie behind. Willey and Cooper were perfectly matched, and knowing each others capabilities pulled out 15 yards a lap by driving right on the limit. Brick walls and kerb stones were forgotten as they were nose to tail all the way for 14 laps — Cooper edging alongside Willey on the straight, but having to drop back each time for the corner. The last lap board was seen by neither driver, and as they reached the end of the straight side by side, Cooper misjudged Willey's approach, clipping a kerb hard with his front wheel, and bending everything. So a sure second place was thrown away, and Willey led home Breadmore, Kooyman and Priestley.

The Ladies race rounded off the day's racing, and top rivals Jan Cooper and Agnes Kooyman were drawn in 4th and 5th grid spots. Ahead of them were, Di Hudson, Jill Cope, and Lorna Somerville and a couple of Dutch girls (they all have unpronounceable names!) filled the grid. At the flag Cooper and Kooyman both got well up through the others, and by lap 2 Cooper was in the lead followed closely by Kooyman — these two pulling steadily away from the others who needed a few restarts on the less expected corners. Earlier complaints from the men that overtaking was difficult were made nonsense of by these two girls, as they swapped the lead 4 times, always in the most unlikely places. Two laps from the chequered flag, Cooper inexplicably slowed, and Kooyman took first, followed by Cooper, and one of the Dutch girls. Later inspection showed Jan Cooper had a hole the size of an apple in a rear tyre — enough to slow down the best.

After the prize giving, crowds gathered around the pit area and wanted to know more about karting, with two or three people buying

CLUB SCENE



Top: Clubmans heat. Cox leads Boom through the rockery! Middle: Willey (47) won the National final after Cooper (7) hit a wall. . . Bottom: Moore, Sakr, and Groot disappear behind the 'scenery'.

karts on the spot. Thus a tremendous days racing, and, most important, a successful day for sponsors Marlboro and Goodyear, and also for the Club in helping to spread the word that karting in the Middle East is here to stay.

Results:-

100 National

1st Paul Willey
 2nd Eric Breadmore
 3rd Dion Kooyman

Zip/Arrow
 Zip/Arrow
 Zip/T81

100 Clubmans

1st Paul Cox
 2nd Max Boom
 3rd Tarik Sakr

Zip/T80
 Lynx/T70
 Lynx/T70

Ladies

1st Agnes Kooyman
 2nd Janet Cooper

Zip/T81
 Zip/Arrow
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(Photo: J. Pudney)

Aero's Era

Steve Stylin romps away to record an impressive first big win for Aero. Torrid five-way battle for second resolved in John Ball's favour. Reg Gange, an impressive Owen Jones, and Calvin Fish take the places. Business very much "as usual" in the 125 and 210 finals. Report: Chris Lambden

Team concept.

Several drivers had taken delivery of new 1980 equipment, among them being Rapid Movements' Carolyn Grant-Sale and Peak Revs' pilot Brian Heerey, both out with new Zip GP's.

Wizardry

The 125 category continues to flourish, with a full field of over 50 entries down to start. As now seems usual, the Merlin duo of Roy Wooldridge and Paul Molloy would be the ones to beat, and sure enough, there was Roy's Rotax powered Zip GP on pole, although a heat puncture put Molloy's sister machine back on row 6. Sharing the front row with Wooldridge after consistent heat showings were Roy Patterson (Sprint/Chat. Yamaha), Geoff Brown (Bartolotti/Rotax) and the Bartolotti/Maico of KR Racing's Keith Bisp. Short circuit Champion Mark Allen had suffered heat problems and would start well down the grid.

Wooldridge hesitated at the start with an over-rich engine and was swallowed up as the field poured into Redgate. As the bunch whined up Starkey's Straight to the chicane, Molloy could be seen plunging down the inside line in a cloud of late-braking tyre smoke. But it was Brown's Bartolotti which emerged to complete lap one at the head of the lap chart, with Molloy and a recovered Wooldridge tucked in behind. Boyd Barrington and Robin Stoner had both made rapid progress and were right there as the field disappeared for the second time.

This time round, the general race order established itself, with Wooldridge and Molloy moving rapidly away on one of their F1 type team demonstrations. Falling gradually behind was a tremendous four way scrap for third involving Stoner, Brown, Barrington and Mark

Allen who had pushed his KR Maico powered Dale through to join battle. Barrington was gone after a couple of laps, but the remaining three carried on the hammer and tongs, cut and thrust contest all the way to the line.

Wooldridge had meanwhile pulled a gap of a second or so on his team-mate, who appeared to be having occasional gear selection problems, but as the race drew to an end, he closed back up and in fact slipstreamed past on the last lap! The third place scrap was resolved more or less at the last corner, with Allen getting the nod at the line.

1st	Paul Molloy	Zip GP/Merlin Rotax
2nd	Roy Wooldridge	Zip GP/Merlin Rotax
3rd	Mark Allen	Dale/KR Maico

The 250 National field showed a definite improvement in numbers and the final itself produced a tight 3 way scrap for the lead between Bob Phair's Great Western Cars Bartolotti/Bultaco, Bill Tinkler's Blow Bultaco and Alan Collard's Bartolotti/Montessa after early pace-setters Tony Draper and British Champion John Sellars had gone out, the latter with a puncture.

1st	Bob Phair	Bartolotti/Bultaco
2nd	Bill Tinkler	Blow/Bultaco
3rd	Alan Collard	Bartolotti/Montessa

Guess Who

Geoff Upton took pole for the 210 final, sharing the front row with a regularly consistent Chris Anderson, Colin Mills and Bill Longden. Early season pace-setter, Peter Haywood, was way back on the 11th row after troubled heats, but would obviously need watching.

continued . . .

But it was none of this five who led into the chicane to complete lap one. This honour went to third row starter John Hughes, who led through Snetterton winner Clive Leeson, a fast-starting Phil Ansell and that man Haywood, pushing the Gartmore backed Aero past approximately 40 others on the first lap.

Ansell moved rapidly into the lead and was soon joined by Haywood. A gap developed back to Hughes who had a handy buffer over the action-packed bunch, headed by Anderson, Leeson, Longden, Eddie Cortijo, and Allan Miles. This fivesome were 'at it' for the whole distance, only Anderson falling by the wayside, on lap 7.

Haywood meanwhile was acclimatising to yet another broken clutch cable, and as he did so, moved in on Ansell, to squeeze by on the eighth lap. With only two to go, the Gartmore man pulled out a comfortable gap to notch his third win of the long-circuit season. Hughes had a lonely race in third, whilst the fourth place war ended in victory for Bill Longden.

1st	Peter Haywood	Gartmore Aero/ PH Upton
2nd	Phil Ansell	Zip/APV
3rd	John Hughes	Barlotti/GB

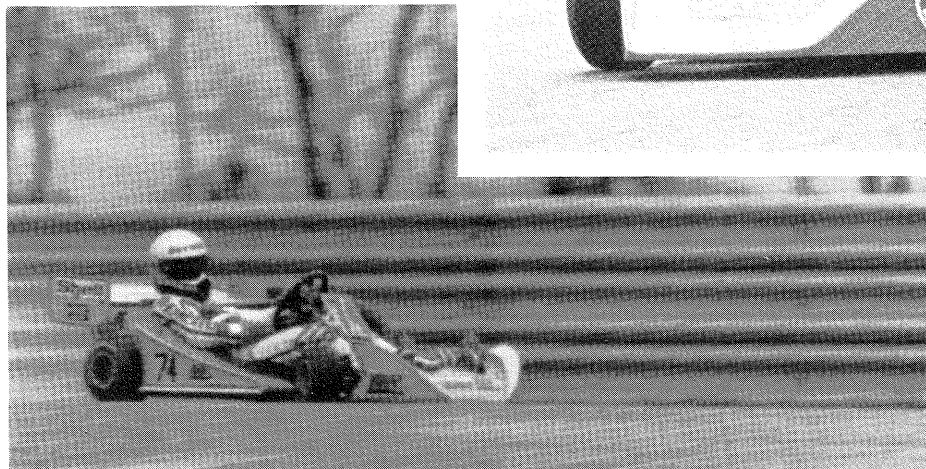
Mono-Polly!

The Superkart heats provided a fairly clear pointer to the action to come, with a pair of clear cut wins to Steve Styron, even though in the second, his rear tyres started to go off rapidly. John Ball took the orange Dino to an equally clear cut win in heat 2, but undoubtedly

Right: John Ball at last brought reward to the Team Gola camp, claiming second after an exciting battle with 'rising star' rival Calvin Fish (Photo: D. Smith). The young works Zip pilot threw away the spot under some desperately late braking at the chicane, below . . . (Photo: C. Merlin)

the heat of the day was the third, with a marvellous 'Rising Star Wars' duel between Ball and Calvin Fish. The pair passed and repassed in a concerted slipstream struggle, both so evenly matched that the final result seemed almost immaterial. But Ball timed his run well, towing past to take the flag, only to find that the race had run an extra lap, and on previous lap placings Fish took the win!

Owen Jones finished third in this particular heat, well within striking distance of the leading pair, outlining his threat to the current 'establishment'. Whilst some of the regular front



CLUB SCENE

continued . . .

Alan Barber had a heyday in this class winning all three heats and the final from Bob Green and David Massey. The Juniors were dominated by one driver again, Gary Beaumont, who, if it were not for mechanical gremlins in the first heat would have had a clean sweep. Gary was followed home by Robert Hall and Adam Moody. The 100 Nationals finished the afternoon's racing, with their final being run in a light drizzle, making the track very slippery. Ian Beaumont looked very fast but after spinning and restarting five times gave it up leaving Miles Townsend to take a hard earned win from Bob Kett with Andrew Chenery coming through from a 7th position grid to take third. Eric Crawley and Trevor Woodhouse picked up the two remaining trophies in fourth and fifth positions.

Results:

Junior	
1st	Gary Beaumont
2nd	Robert Hall

100 National	
1st	Miles Townsend
2nd	Bob Kett
3rd	Andrew Chenery

125 National	
1st	Boyd Barrington
2nd	Peter Tippell
3rd	Roger Barrington

210 National	
1st	Alan Barber
2nd	Bob Green
3rd	Dave Massey

Roger Barrington

Andrew McKenzie third and Philip Selkirk fourth.

Junior Britain
Craig McWilliam, one of the best Junior Britain drivers in Scotland, took an initial lead from Ross McMorrine, but Curry was soon up and challenging. Some close racing ensued, and Curry squeezed past on lap 5 to victory.

125s and 210s

In a race which was well-contested right down to the minor placings, the main point of interest was naturally the fight for the lead, where Andy Whitefield held the position of honour, although Bill Stoddart had other ideas. 125 driver Louie da Resta came storming up in third at about the same time as Stoddart put his plan into action to take the lead, and Whitefield suffered the dishonour of having to drop even further back.

100 International

Andrew McKenzie took the lead at the start and never lost it, although he was perhaps helped by a third-lap incident where Bob Knowles spun in front of John Cameron, and this also caused Tony Donoghue to spin. None of these three finished and second went to Philip Selkirk ahead of George Rosie and Lance Gauld.

Results:-

Junior Britain		
1st	Tommy Curry	Zip/White DAP
2nd	Craig McWilliam	Kestrel/Manx
3rd	Ross McMorrine	Kestrel/TKM
4th	Mark Abbott	Kestrel/Parilla

Junior National		
1st	Andrew McLean	Le Spectre
2nd	Philip Patterson	Zip/DAP
3rd	Tommy Curry	Birel/Komet

100 National		
1st	Gordon Murray	Le Spectre/Wilson
2nd	Tony Donoghue	Sprint/TKM
3rd	Andrew McKenzie	Sprint/TKM
4th	Philip Selkirk	Cobra/Ace K88

100 International		
1st	Andrew McKenzie	Sprint/TKM
2nd	Stewart Evans	Sprint/TKM
3rd	George Rosie	Zip/TKM

125 National		
1st	Louie da Resta	Sprint/Honda

210 National		
1st	Bill Stoddart	Barlotti/Villiers
2nd	Andy Whitefield	Zip/AWS Upton

Summerlee

Having been deprived of their racing in February because of snow, West of Scotland KC held their March event as planned beneath a warm and friendly sun.

Junior National

Andrew McLean, in his first race in National, led throughout to take a fine victory from Philip Paterson and Tommy Curry, the latter being another newcomer to the class.

100 National

Gordon Murray reigned supreme, although Bryce Whiteford was very close in second. After a lot of very interesting driving midfield, Tony Donoghue eventually took second with

Mini Monaco in Dubai

Fresh from their recent visit to Kuwait for the Middle East Championships, Dubai Kart Club held a mini-Monaco Kart Special on the 22nd February. As mentioned in earlier reports, one of the big problems in the Middle East is that kart tracks are few and far between, so that we always look for new ideas. This week saw the

Kart Club move their entire circus out to the grounds of the Dubai Grand Metropolitan Hotel, where on the Thursday morning a track was set up through the car park, with part of the track passing through the main entrance of the hotel through an archway - if we had the ocean there it would really have been Monaco!



Unique setting for the Mini - Monaco event was the Metropolitan Hotel grounds! . . .

Thursday was supposed to be for practice, but someone must have heard mention of our request for aforementioned ocean, as it poured with rain all day making the entire track an ocean, and as such undrivable, especially since kerb stones and brick walls, despite large numbers of (Goodyear) tyres and mattresses, came perilously close to the track at times.

Friday morning dawned bright and sunny, however, and by 9 a.m., practice was in full swing, with tremendous enthusiasm from the drivers for the tight and twisty track. By 1 p.m., crowds of spectators had already gathered, together with a large contingent of the Dubai Police Force who had kindly agreed to help with crowd control. The meeting opened with Stan the commentator) Robinson, Keith (Mr. Marlboro) Barden, and Graham (Mr. Metropolitan) Golby, driving slowly round the track with their respective flags waving, Stan carrying the U.A.E. National flag. At 2 p.m. sharp the first Clubman's heat (our beginners class) set out on their rolling lap, with 9 karts. From the flag, the pace was set by Paul Cox and Max Boom, with Dave Moore, Hugh Hay, Tarik Sakr and the others close behind. Overtaking proved difficult unless serious mistakes were made by the man in front, but it was close all the way with the crowd, many of whom had never seen or even heard of karts before, thrilled by the speed and agility of the small machines. Cox ran out the winner with Max Boom, Hugh Hay, Tarik Sakr following close behind. Heats two and three saw Boom and Cox fighting all the way with each taking one win, but the real battles continued further down the order, with



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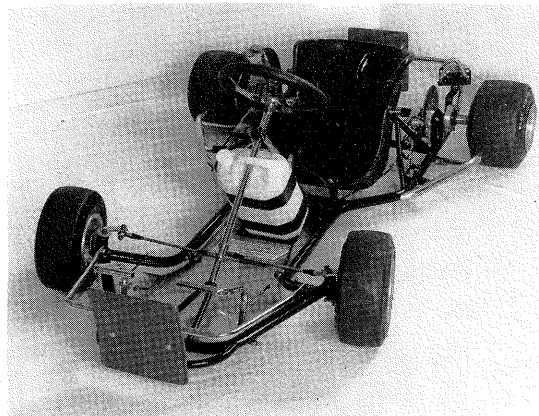
- | | | |
|-----|---------------|------------------|
| 1st | Peter Studer | Junior Britain |
| 1st | R. Styles | 100 Nat. Novices |
| 4th | Mike Devine | 100 National |
| 5th | Shaun Andrews | 100 National |

Three Sisters 6th April Green Man

- | | | |
|-----|---------------|----------------|
| 9th | Dave Mellish | |
| 6th | Peter Studer | Junior Britain |
| 8th | Simon Collins | Junior Britain |

Surbiton 7th April

- | | | |
|-----|--------------|-------------|
| 1st | Peter Studer | 100 Britain |
|-----|--------------|-------------|



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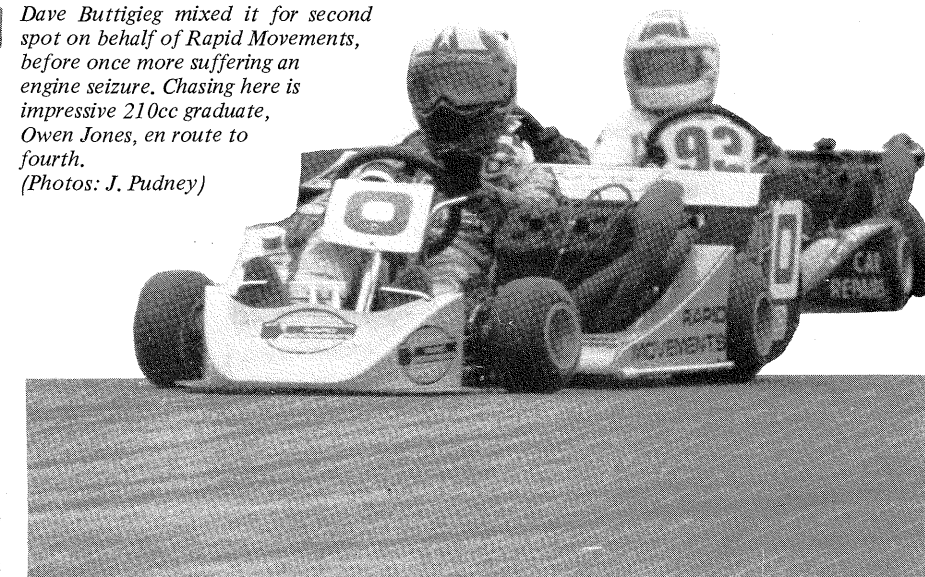
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Dave Buttigieg mixed it for second spot on behalf of Rapid Movements, before once more suffering an engine seizure. Chasing here is impressive 210cc graduate, Owen Jones, en route to fourth.
(Photos: J. Pudney)



Below: Phil Ansell provided the main challenge to Peter Haywood in the 210 ranks, only to be pushed back to runner-up spot at mid-distance. Bottom left: At last it all came good for the hard working Aero equipe — Barry Loakes, Trevor Peach, and Stylin's expressions tell it all. (Photos: J. Pudney)



runners struck problems — mysterious seizures for Nigel Smith and Martin Hines, and gearbox gremlins for Paul Elmore — noteworthy performances were coming from some new and not so new names: Ex 210 winner, Peak Revs backed Brian Heerey — a second to Stylin; Graham Roscoe, running the Paul Johnson Racing Dino, — third in that same heat; Derek Rodgers and Donovan Collier — consistent good grid earning places.

It was nice to see Reg Gange enjoying engine reliability and pushing the Team Gola colours around well enough to join Stylin, Fish and team-mate Ball on the front row for the final. Dave Buttigieg, ever so slightly off his normal pace, headed the second row from Collier, Rodgers, and Jones. Mick Haith, Heerey, Peter Lipman and Alexander Dalgarno were close on hand, making up the third row.

Missing altogether from the final line-up — for the second meeting in a row — was Paul Elmore, going out of the 'B' final after only one lap. Also out were Rapid Movements pair Nigel Smith (seized) and Carolyn Grant-Sale, who had looked set to qualify, but slid wide on the last corner with front brakes locked.

Fifty colourful Superkarts snaked round to the rolling start and as the green light flickered, John Ball lept away to head the swarm into Redgate. But predictably it didn't take Stylin long to push past and it was the red and white Aero that opposite locked through the chicane first, with Fish, Ball, Buttigieg, Jones, Gange and Rodgers in line astern.

And, as far as the race for the lead was concerned, that was that! Stylin had decided against pulling a more conservative gearing for the final, and with the GBRD Yamaha pulling fairly healthy revs, soon pulled out a comfortable margin and was then able to ease off and maintain the gap.

Behind him, an enthralling tussle developed, with Fish, Ball and Buttigieg continually swapping positions, marginally ahead of a Reg Gange/Owen Jones duel. Lap after lap these five ducked and bobbed, with only Buttigieg falling by the wayside, just after half distance, seemingly with a seized engine.

Some short distance behind this bunch, a similar confrontation was taking place, headed by Derek Rodgers and Graham Roscoe, with

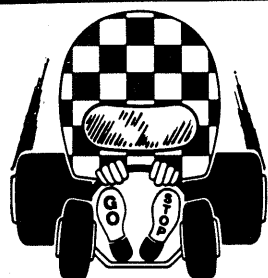
Doug Rees, Brian Heerey (later to exit spectacularly with a locked brake), Nigel Jenkins and Jon Dickson swarming all over them. The latter was to end Rodgers and Jenkins interest in the race with 3 laps to go, an uncharacteristic 'no way' late braking dive into the chicane sending Jenkins down the escape road and an irate Rodgers into the retaining wall.

As Stylin pushed relentlessly on, the battle for second seemed to have settled, with the departure of Buttigieg, into a two-way fight between Ball and Fish, the latter holding the ascendancy on the chicane/finish line section, until with just over a lap to go. As they plummeted under the Dunlop Bridge for the second to last time, Calvin pushed the 'stop' pedal just that bit too hard, overshooting the apex in a plume of front tyre smoke, just keeping the silver Hermetite machine on the road. But before he had collected it all, Ball, Gange and Jones had all scrambled through.

A last lap deflation of the right front tyre was not to stop Stylin and to the obvious joy of the hard-working Aero crew, he took the flag well clear of the Gola pairing of Ball and Gange, with Jones in close attendance, ahead of an obviously annoyed with himself Fish.

- | | | |
|-----|--------------|--|
| 1st | Steve Stylin | Aero/GBRD Yamaha |
| 2nd | John Ball | Gola Dino/Smith Yamaha |
| 3rd | Reg Gange | Gola Dino/Smith Yamaha |
| 4th | Owen Jones | John Watkins Car Repairs
Zip/Rolph Yamaha |
| 5th | Calvin Fish | Hermetite Zip GP/Zip
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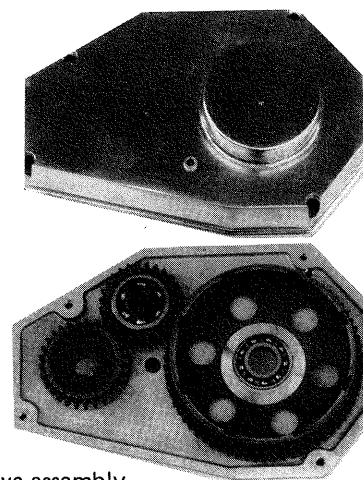
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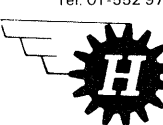
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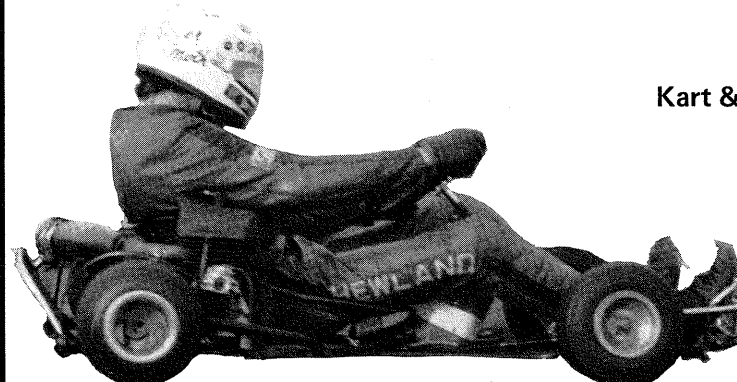


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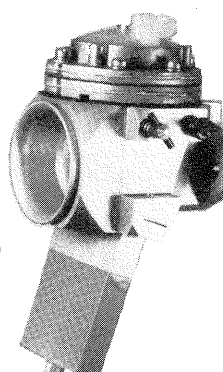
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Rowrah

Spring sunshine and a dry track contributed to near perfect conditions for the Cumbria Kart Racing Clubs second meeting of 1980 at Rowrah Stadium on Sunday 9th March.

The JUNIOR BRITAIN final produced a race long battle between Terry Stamper and Steve Murphy, with Tommy Currie holding a watching brief in third place. Murphy's challenge wasn't quite race long, however, as he spun under pressure at Quarry on the last lap, leaving a grateful Stamper to take victory from Murphy and an out of touch Glyn Ellis.

The JUNIOR NATIONAL class was a procession that gave Phil Foster a flag to flag victory from a trailing, but nevertheless quick, Simon Howarth, in his turn comfortably ahead of Jon Earnshaw.

The 100 NATIONAL class final produced a race to be remembered. Paul Proctor took the lead with Mark Shaw right up with him and trying all he knew to get past, whilst behind him Phil Foster and Mike Ballantyne were equally determined that the lead was going to be theirs. A first lap multiple collision at the Chicane had temporarily eliminated about a dozen competitors, but the ones that mattered were already well clear when the collision occurred. On lap seven the race took on a new twist as Brian Parias came into the picture, slotting into third place and on the next lap moving up to second ahead of Shaw. Parias was determined to win this one and on the last corner of the last lap he sliced up to the leader at a tremendous speed. Unfortunately his timing was slightly wrong and he gave Proctor a hefty clout, sending the leader off in a series of tyre smoking black rubber marks. After a brief moment himself, Parias went on to win from Shaw and Ballantyne. A subsequent protest however saw Parias being demoted to second place by the Stewards of the meeting, with Proctor being awarded first place. Shaw was subsequently demoted to third ahead of Ballantyne in fourth.

The 210 NATIONALS should have been a Bill Coles benefit as he led away ahead of Ian Blain, Des Davidson (driving brilliantly all day, apart from a high speed excursion at St. Johns in heat two) and Ian Reading. Although he never gave up trying there was no way Blain was going to get past Coles, likewise Davidson seemed to have met his match in Blain. On lap nine however Coles pulled out of the race at Surrey, leaving Blain to lead the desperate Davidson over the line by inches with an out of touch Reading in a worthy third place.

The 100 INTERNATIONALS was one of the best races witnessed at Rowrah. Gordon Murray went into an immediate lead but behind him he had a bundle of dynamite in the form of Mark Windle. For five laps Murray kept Windle behind, but to those watching it was just a matter of time. Lap six was that time as Windle forced his way past in a breath-taking manoeuvre that was further heightened by Murray's determination not to relinquish his hard earned lead. Windle did it to lead over the

line on lap six. Murray however was not beaten and sliced back past a startled Windle on the next lap. Undaunted Windle made his next move on lap eight, coming round the fast St. Johns wheel to wheel with Murray to take the lead yet again. Not surprisingly Murray paused for breath and Windle immediately opened out a slight gap that he subsequently held to the flag, with Murray coming in a challenging, but beaten, second, leaving everyone just a little pale round the gills.

In the 250 INTERNATIONAL class Mike Davidson led from flag to flag, but did he have to work for his victory. Behind him Hartley Timmins fell over him at every corner in his efforts to get past, snaking from side to side as they braked hard at the end of the fast Rowrah straight, whilst behind these two Kieron (whiter than white) Hill, held onto third place. On lap eight Timmins hesitated on the start/finish line and in a blinding flash of white leathers Hill was through into second. From then on Davidson stroked it home to a comfortable victory from Hill, determined to keep his second place ahead of a disappointed Timmins in third. Behind these three came Craig Dixon to win the 125 INTERNATIONAL class ahead of 250 driver Des Graham. Second place 125 was taken by a trailing Barrie Bolam.

W.J.D.

Rye House

If a mild winter is the foretaste of a good summer, 1980 should be great. The weather was quite spring-like for the third round of the Rye House Promotions sponsored Winter Series which has become established as a firm favourite at Rye House for spectators and competitors alike and had attracted almost 150 of the cream of 100cc drivers. With the points situation after two rounds being so close it was obvious to all those assembled that positions had to be fought for and held because one or two places dropped could cost any one driver a place in the ultimate trophy winners frame.

Practice with such a large entry had to be controlled very carefully and our ex racing Secretary, Brian Snelling, did sterling work in getting the drivers on the circuit promptly and everything running to time. When I asked Brian if he wasn't racing because of 'blown' motors he replied that he was just too idle to compete - still at least he wasn't idle in coming forward to help when and where most needed, I wish some other drivers when 'resting' would offer the benefit of their experience to help run the meeting.

The trophies were presented - five to each class for the positions gained on the day, lovely silver cups this time, complete with £££'s for the first three, as donated by Doug Jest on behalf of Rye House Promotions, to the overall winners in the Winter Series. Our usual thanks go to the girls in lap scoring and race control, and also to the boys on the grid, start and finish line and waving flags. Not forgetting St. Johns Ambulance, who regretfully had to

attend to Lee Crane who fractured his collar bone. I am sure you will all join me in wishing Lee a speedy recovery and return to competition.

Alan Kilbey

Results:-

100 National A		
1st John Aitkenhead	Zip/SS20	
2nd Wayne Homer	Deavinson/SS20	
3rd Mike McGing	MJM/SS20	

100 International		
1st Alan Gates	Birel/TKM	
2nd Dave Evans	BM/Arrow	
3rd Alan Lane	Lane/TT22	

100 National B		
1st Peter Giddings	MJM/SS20	
2nd Paul Russo	Deavinson/Sirio	
3rd Curt Guy	Deavinson/TKM	

Junior National		
1st Per Sorensen	Burgess/SS20	
2nd Derek Higgins	Birel/Sirio	
3rd John Herbert	Cobra/K80	

100 National Novices		
1st T. Harvey	Goblin/K80	
2nd Ian Turner	Deavinson/TKM	
3rd Philip Bisgrove	Deavinson/SS20	

Junior Britain		
1st Paul Dryden	Kestrel/TKM	
2nd Steve Brogan	Dart/TG14	
3rd Gary Smith	Zip/TKM	

Junior Britain Novices		
1st Kevin Keith	Zip/TG14	

Winter Series Winners

International - Alan Gates

Junior National - John Herbert

Junior Britain - Paul Dryden

National A - Keith Fine

National B - Paul Russo

National Novice - Phil Bisgrove

Ellough

Beccles and District Kart Club opened their 1980 season at Ellough Airfield on 16th March with a well attended meeting. The track was looking very smart - all curbed, white lined and levelled, with a much improved class 1 track and extension. Also we are pleased to announce we have a public address system manned by one of our Club members, Don Briggs. Many of you will have heard Don commenting at long circuit meetings.

Racing started at 12.30 p.m. with a good grid of 125 Nationals. Among the entrants we were pleased to see was the East Anglian Champion Peter Hall who took two straight wins and a fourth place, giving him pole position for the final. Peter could not hold the pace in the fifteen lap final and was forced back into fourth place by Boyd Barrington, Peter Tippell and Roger Barrington with Mike Meadows a very creditable fifth. 210 Nationals followed and



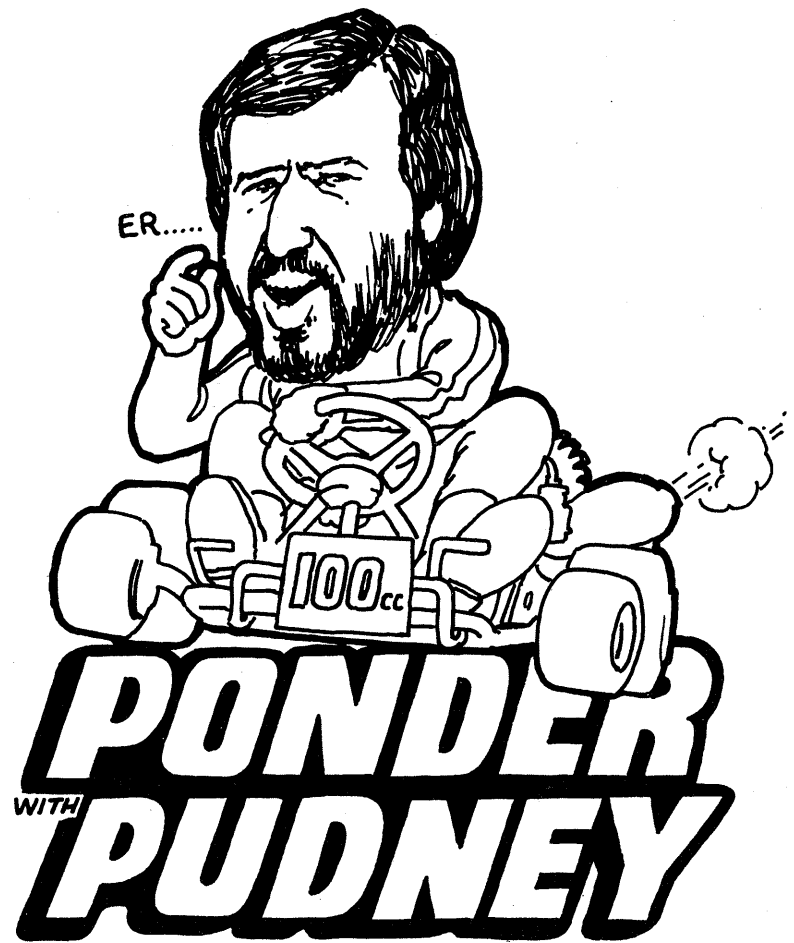
To my delight and the ill-disguised disgust of my wife, who won't see me for dust at weekends until at least the end of October, the season is well underway. And what a season it's shaping up to be!

On the 100 International scene, as I write this, the established aces have already been beaten, and beaten by a British engine to boot. Could this be the year that British engines take on the World, and beat them? By 'the World' I mean of course the Italians, whose engines have been so totally dominant in International karting since its inception. Am I going too far too soon with my enthusiasm? I don't think so, because all it takes is a major victory for a relatively new make of engine for many sceptical of its potential to jump on the bandwagon. Immediately after 3 Sisters, all the signs were there, and the moment the TKM gets into general use, various individual tweaks will be tried and the motor will get even quicker. And of course the Hewland is fast proving to be a rapid International engine as well. You never know, my dream of another British World Champion may come true and he might even be powered by a British engine. If he was also on a British chassis, well Utopia!! Anyway, congratulations to Simon Wright for his preparation and driving of the winning TKM, and Bernie and Alan Turney for producing the first British engine to score a major success on the British 100 International scene. Long may it continue.

Whilst on the subject of British World Champions, I make no excuse for once more bringing up the subject of Terry Fullerton. Most of you will know that Terry was tempted away from Zips by the offer from DAP of help and development of a chassis bearing his own name, plus a very good retainer to use their engines, the obvious idea being that if DAP couldn't actually win the World Championships using a DAP chassis, then at least the odds were that it would be a chassis built by them, and certainly with a DAP engine. Well, as history relates, DAP did win the World Championship, but of course not with Terry, their brightest hope, but with a relative outsider, using both DAP chassis and engines. So now that DAP have achieved their big ambition, what of Terry? The fact that Fullerton chassis are not exactly in abundance on the kart tracks of the world is not due to any lack of sales, but purely to DAP's inability to deliver the goods. Now that the world title is theirs, they are obviously snowed under with orders both for chassis and engines. So, do they now need to spend time helping Terry develop and build his own chassis? Do they now need in fact to have the expense of Terry on the payroll at all? Although this would be a very short-sighted move, it would appear that there is a communication problem between the parties at present . . . Now if I were an ambitious kart manufacturing concern, I would reckon that Terry might be fair game for an offer. Despite the fact that Terry might not be on the best of terms with all the British kart manufacturers, the fact remains that he is indisputably the finest 100cc driver in the world, and at the moment I personally reckon he's out on a limb.

In addition to the interest developing on the 100cc front, the 250 Superkart scene is positively flourishing. Despite attempts by certain other parties to permeate an atmosphere of gloom and doom on the 250 class, it continues to go from strength to strength. As I have said so many times before, the best exposure of karting to the mass media lies with Superkarts, as they attract the outside sponsors, and look and sound spectacular.

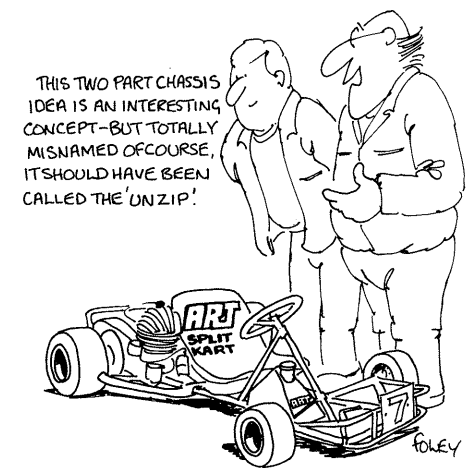
This season has seen the emergence of professional looking teams sponsored by Gola, Rapid Movements, the expanded Hermetite



on: Success for British engines.
Out on a limb.
The flourishing Superkart scene.

Team, and Gartmore, in addition to the numerous individuals sponsored by people within karting. The general turn out of a major 250 grid is now to such a high standard that I would defy even the harshest critic of kart racing to fault it, and this is before they start racing!

I paid my much looked-forward-to first visit to Cadwell for the first 1980 meeting in February. Apart from being impressed by the turn out I was quite frankly devastated by the speed and quality of the racing. Just as the plunge down the hill to the hairpin at Morecambe is one of the spectacles not to be missed in karting, so is the sight of a full grid of 250s coming into the hairpin on the Cadwell short circuit. It was fabulous.



Of course I was lucky to be there on the day when a bit of history was made - namely Carolynn Grant-Sale becoming the first woman to win a long circuit Superkart race. Not only did she win her heat, but she won it brilliantly - dicing with Rob Kerkhoven all the way through (and he's no chicken), overtaking him on the outside going up the hill away from the hairpin, lap after lap. Her fifth place finish in the final was little short of sensational, and I tell you when she finally wins a major meeting, (as she surely will if she keeps the Cadwell standard up), then that result will do more for karting publicity than any single win ever has.

Unfortunately the Superkart scene has a malignant undertone running through it at the moment, in the form of the controversy currently raging over the eligibility of the twin engined kart. I think it best to leave it to the experts to sort out the legalities, but from my point of view as a relatively unbiased observer, the whole situation is developing a bit like Watergate. If you look back at Watergate you will recall that as the scandal unfolded so the lies and deceit increased, and I can see this whole episode going the same way. Many people are now of the opinion that if Nixon had admitted his lies and cover ups early on, rather than let it drag on and down, then he may have been able to resurrect his Presidential career. Could there be a parallel somewhere?

Anyway enough of the heavy stuff and on with lighter matters, still with the 250 scene, towards which I am showing a distinct swing recently



continued. . .

due to the much more friendly and approachable attitude of the top drivers and teams over their 100 International contemporaries. Every class has its characters, not least of all the 250 brigade. I feel sure that not many people would disagree that probably the nicest and most extrovert character in Superkarting is Nigel Smith. To me Nigel represents all that is good in kart racing. He races for FUN, for enjoyment

Can it be long before Carolynn Grant-Sale nets a big win? The feminine side of the Rapid Movements Team is not short on determination . . . (Photo: D. Smith)



— not that his 250 season has been much fun so far, with 8 barrels ruined and a poor finishing record apart from Snetterton. But the thing about Nigel is that he keeps laughing through it all. Not only does he race Superkarts, but is not above digging out his old McCulloch powered Class 1 to do a Surbiton Club meeting. At the Easter Bank Holiday meeting, Nigel had also lured along one Dave Buttigieg to take part in the McCulloch race and the difference in attitudes to racing was interesting to see. I've had a go at Nigel for not taking his 250 racing seriously enough — he's always waving to me

when he shouldn't be and generally larking about — but that's Nigel. However when he was 'dicing' for the lead in the McCulloch final with Butty, Butty went off trying to pass him. The difference in attitudes was plain to see when they got back to the pits — the born racer Butty was obviously quite put out at not finishing well up, even in such a clubby race, whereas you got the feeling that had it been Nigel then he wouldn't have cared a damn, win or lose. I suppose it all comes down to the element of nastiness factor . . .

One of the best things about the 250 drivers, from which 100cc drivers could learn a lot, is their basic honesty. When I asked Butty in the pits at Donington why he wasn't doing quite as well as we normally expect he replied that he just could not get it together that day. Whereas most 100cc drivers blame everything else except themselves, Butty was honest enough to admit his own defects.

One man who seems to be getting it all together at the moment is Steve Styron — or 'Poly' to his friends (took me months to figure that one out!). I don't need to tell you the success he's enjoying at the moment, but he's certainly giving Aero a new lease of life and the question of exactly why he's getting on so well came up in a discussion with Reg Gange Junior. Reg reckoned that when you're British Champion it comes a lot easier to stay at the top as you've got a psychological advantage to start with, as well as the fact that you try that little bit harder to retain your position. Now I would have reckoned the opposite — that you relax when you've won the title — but 'Poly' obviously isn't, and Reg Gange *should* know the secret — he's been British Champion — I certainly never have!!

J.P.

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THE TRADE PAGE

New Brakes

Engineering Services of Bedford are working on the prototype models of some interesting new brake systems built specifically for karting use.

Director Derek Barnet has had links with karting for several years via his son Chris, who then went on to Formula Vee and Formula 3 racing. The thoughts behind the braking system reflect this car racing involvement and in fact the front wheel braking assembly resembles a miniaturised formula racing system.

Machining and finish is to the highest of standards, with all aluminium parts machined from solid. The production units will have an anodised finish. The discs are cast iron, and radially ventilated for maximum cooling effect. By comparison with most regular karting brakes, the pads are small in area, but as the system works under higher hydraulic pressure, this area is all that is needed, in conjunction with the correct grade of pads. Pad wear over a day's use amounts to only a few thousandths of an inch.

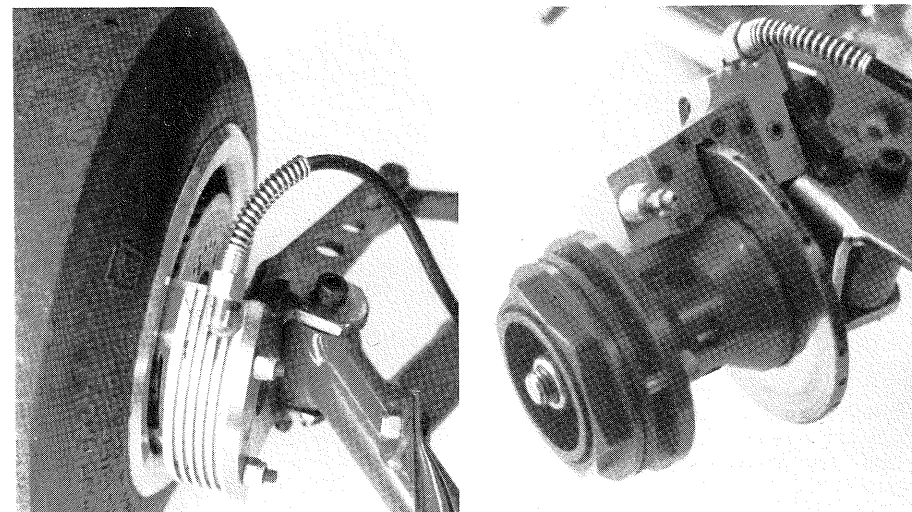
The feature of the system must be the front wheel brake assembly. Neat little four inch discs allow the caliper to fit partially inside the front wheel itself. Equally small front hubs locate the wheel on three pins, and a large aluminium retaining nut — left and right hand threaded on appropriate sides — holds the lot together.

Obviously this set up is eminently suitable for running 4 wheel braked 100cc karts, as well as 250's. Preliminary testing has been carried out by the Goff Karts crew and they are very impressed, their 100cc test kart pulling up rapidly, without drama.

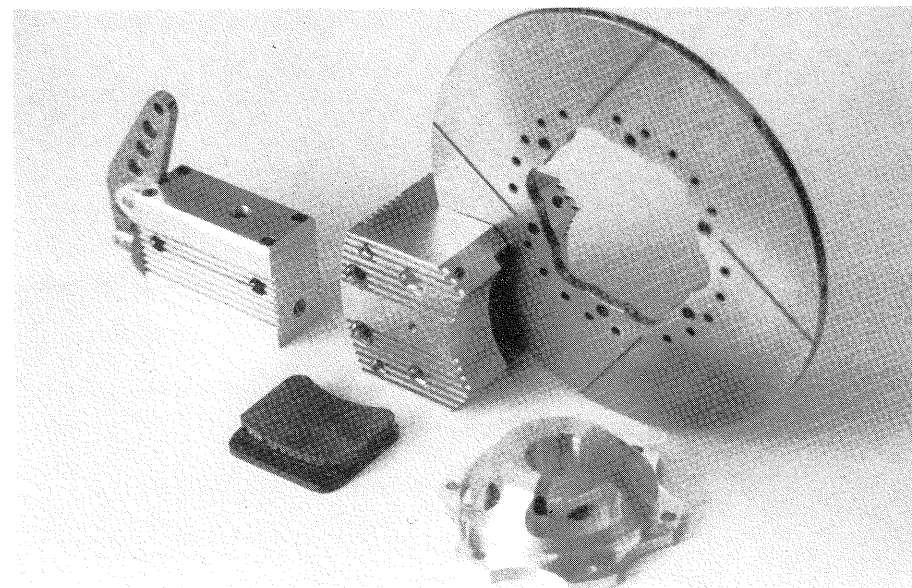
Kelgate Ltd., is an associated marketing Company, and it is planned to use the Kelgate name for the brake units. It is hoped to market conversion kits to enable the system to be fitted to any make of kart.

Engineering Services have the advantage of computer controlled machinery and expect to manufacture and supply other kart accessories. Already, high tensile precision 30mm axles and 30mm bearing support conversions are being made, and most recently a system of attaching hubs and carriers without use of a keyway or key is being looked at.

Further testing is still being carried out on the braking system, using different sizes of rear disc, although it is hoped to have the production brake format established very soon, and on sale. More news as it becomes available.



The Kelgate braking system. Below: the single rear brake unit, complete with ventilated cast iron disc. Above (left); the front wheel unit, sitting neatly inside the wheel, and (right) with wheel removed to show the 4" ventilated disc and hub assembly, with large aluminium "knock off" type wheel nut.



• As we go to press, Richard Wallis of Burgess Racing Developments expects to be installed in his new, much larger premises in one of Tottenham's main streets. By the way, the address is 272, High Road, and not 172 as Richard advertised last month . . .

• ART are busily developing a version of their Split Kart for use in National classes.

• Fletcher's Racing Engine Developments now have their neat mobile shop in action around the Northern circuits, and an impressive set up it is too . . .

• J & F Tools of Stockport are another firm to offer a cylinder 'reclaiming' service. They offer rechromed barrels, ground to a high precision finish, to original specifications.



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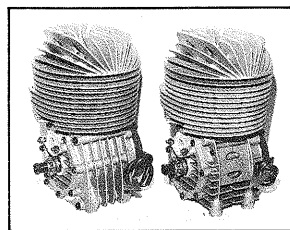
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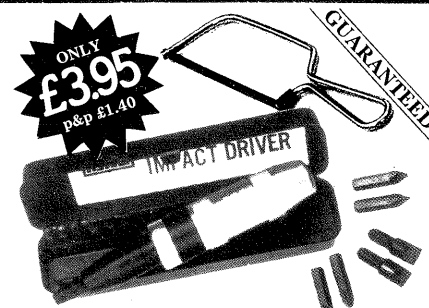
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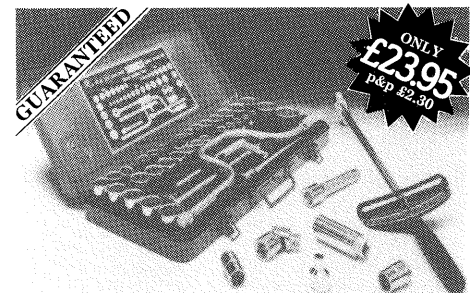
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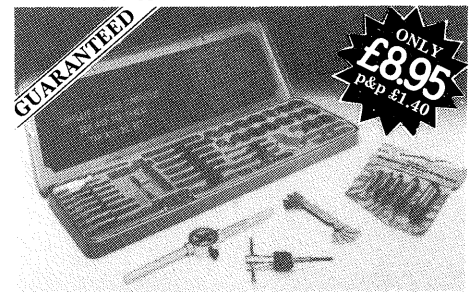


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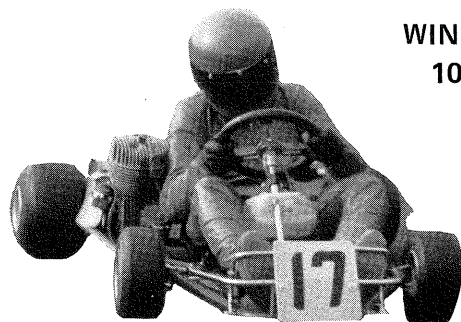
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Dear Sir,

A particular letter from Three Sisters comes to mind from your last issue. I would like to comment on some of its contents.

Most of the noise on the karts these days is mechanical noise and some of this has been eliminated by the use of the mini-chain. The use of the meter requires special talent or instructions on its uses as it can be made to do anything, and from last week's 100cc meeting, the measuring distances seemed to be a bit suspect and wrongly placed to say the least. Not that I want to condone excessive noise, but some of the problems have to be understood.

One of the prime culprits is the karter for being on the machine! The other is not changing the tail piece of his silencer before all the sound absorption material disintegrates and leaves a big gap. These units can be purchased or a Volkswagen tail pipe can be inserted in its place.

Also I would suggest another job for the overworked scrutineers - have a look at the pipe. If it does not look right, sling it out. But seriously, look at all the absorption holes and if no material is apparent behind them, then they should be changed.

The size of the carbs these days can make as much noise as the exhaust, so where do we go from there...

Bruno Ferrari
London

Back to the drawing board...

ED.

Dear Sir,

During the March 9th Wombwell meeting, I was informed by the Competitions Secretary that Novice awards had been abolished. This being caused by certain drivers abusing the system i.e. not upgrading after 4 signatures. Whilst I fully agree with the Secretary that this form of 'pot hunting' must be stopped, I must with all due respect disagree with the action. My system would read 'all Novices with 4 or more signatures will not be eligible for Novice awards'.

My son Jason, a Junior Britain Novice at his first taste of Wombwell finished 7th out of 18, attaining similar finishes in the heats. A similar fate was awaiting us at Three Sisters 16th March meeting, where he was first Novice home out of 26 starters, finishing 12th.

By the time the letter is published Jason will have his full licence, but remember these lads are the future champions and they and their parents should be encouraged.

T.G.D. Plato
Newcastle-upon-Tyne

Dear Sir,

I would like to thank Mark Hines of Zip Karts, Hoddesdon, for his help and the loan of a kart and engine, for a sponsored Kart Marathon which we held Easter Sunday in aid of the Ken Thomas Body Scanner Appeal. We had the loan of a large car park in Bracknell, Berkshire and I completed 330 laps in 4 hours raising over £1,300 for the appeal. We also got a few of our local lads interested in kart racing.

I would also like to thank Brian Noel, a 100 National driver, for his help and time spent mechanicing and generally running about for spare parts etc. Thanks Brian. And of course Dad for all his time and help. I would like also to thank those who turned up early in the morning to sweep and help lay out the circuit. It is nice to know you have a few friends in the sport and some Dealers who are not just after your money.

Tony Ripacandida
Warfield, Berkshire



Dear Sir,

It was announced by Sidney Taylor at Cadwell on Sunday 7th April, that if grids of 250 National did not improve then the class would be dropped at all Cadwell meetings in 1981. (There were 9 entries and 11 at the previous meeting.) The reason given was to make way for ever increasing grids of 125 Nationals.

As a 250 National driver, I find this most disturbing to say the least, because I feel, if one Club starts the ball rolling, others will follow and no long circuits will accept our entries.

I realise the class has decreased steadily in the past few years, but I believe, that with the introduction of the Honda CR250 engine and also the Yamaha 250 single, coupled with the fact that this has got to be the cheapest gearbox class, for Novices and Limited Budget drivers, things could revive.

Two Proposals:

- 1) Maybe if the class was given more and better publicity by race reporters it would encourage more 'new blood'.
- 2) If all 250 National drivers were prepared to write to a person who would try to get as many entries as possible at long circuit meetings, through correspondence, the class would be saved. (I would be very willing).

As I see the situation at present the clubs, organisers, and race reporters could kill the class, but if the drivers would get together things could improve.

Has anyone got any other ideas?

Tony Draper
Broadbottom, Cheshire

Dear Sir,

I would just like to put forward some of my views and ideas.

In the April issue at the end of Chris Merlin's column he mentions the case of Steve Styrin racing two numbers (GP & 1) illegally, yet on the cover photo Martin Hines is seen practicing while proudly displaying number 1, to which he has no right. While I can see no harm or racing advantage to this, I think if one deserves criticism the other does too and at least Steve has earned the titles and therefore the right given by the RAC to use the plates. Along the same lines the March issue shows Styrin in his kart with an illegal top fairing, quote: blue book page 278, 37: "Nothing (including any form of bodywork) may be vertically above any portion of the drivers head, body or limbs."

Also, if anyone wants to use side skirts as per John Ball last year he should note, page 280, 37 'no form of 'skirt' is permitted and only the tyres must come into contact with the circuit."

And what about all the Yamahas with TZ con rods? Page 284/285, 66: "All engines in

(c) shall have their induction, which shall be by reed or piston control, through the original inlet tract in the barrel. The cylinder head, barrel, crankcase, gearbox casing, crankcase and connecting rods must be from one of the listed engines, but components may be mixed from various models." But the TZ is not a 'listed model' or do TD3's & TZ's use the same rods, part number for part number?

All of this goes to show how easy it is to complain and cause trouble if futile bickering is one's idea of a good sport.

Now for the dreaded Deavinson twin engined kart. While I am not totally against this creation, if this is the shape of things to come then let us not stand in the way of progress. Get the regulations sorted out and find it a class. The outfit is supposed to handle well due to its weight distribution but as there is no direct link between the two cranks they could be firing together, 180 degrees apart or anywhere in between. And what happens if the gear linkage goes wrong? You could find one engine in top gear and the other in 2nd - I don't think an engine would like the idea of revving to 24,000 or more, and neither of these things will win any awards for 'High Technological Achievement'.

The answer to the Class problem could come from a comment in Martin Hines' column. 'Formula One Superkarts' sounds nice anyway. This could be run alongside the 250 International Class with only new homologation for 350cc twin cylinder air cooled engines and/or twin engined karts (stating the maximum number of cylinders and usable different gear ratios - remember there are 125 twins on the market!)

I think that with all the talk of 350cc, and the Americans using 400cc engines it's only really a matter of time anyway. So for goodness sake can these things be sorted out so that we can get down to the sport of kart RACING.

M. Hardy
Lowestoft

In defence of Messrs Styrin and Hines, both pictures that you refer to were taken for publicity purposes, and neither at a race meeting, so both are quite entitled to use whatever fairings, numbers, karts, tyres, engines, underwear and pocket handkerchiefs they wish! ... Merlin's original comment was, I think, more along the lines of your comments - showing how easy it is to go nit-picking - rather than a serious criticism.

My sources tell me that TZ and TD3 rods have been the same - until very recently. The very latest 'F' type TZ rods are thinner, and some competitors have been fitting them out of force of habit, only to find them breaking.

ED.



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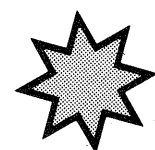
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Tilbury Moth!

Roger Moth repeats last year's opening round win with a remarkable ease. Wayne Homer goes out of a comfortable second with a flat tyre, whilst newcomer Martin Moore and Peter Christo take the places. Huge entry for the Kart & Superkart Championship opener. Nigel Cleveley wins out over the SAM 80 Britain field.

Report: Chris Lambden

April 13th came at the end of that week of glorious Spring weather and a perfect morning greeted the 156 capacity entry for the first round of the 1980 Kart & Superkart 100 National Championship. Also on the programme was the SAM 80 Britain Class event, attracting an encouraging 39 entries.

A fortnight previously, the Tilbury circuit had had 4 corners completely resurfaced, and the regular changes in characteristic as the new mix bedded down, provided something of a headache for those who like to do pre-meeting testing! However, the resurfacing has helped the circuit considerably and removed what used to be a rather bumpy centre section. The pits themselves have also been resurfaced, and all in all the venue looked to be in its best shape ever.

Overnight it seems, 100 National has taken on some of the more professional attitudes of the International group, and most of these are good to see. Certainly a more in-depth attitude seems to be taken on preparation and testing, and with the rash of new kart constructors sprouting up, 'works' or assisted drivers abound.

Since the last round in 1979, an extended version of the F1 'silly season' has been going on, with changes in chassis allegiance galore amongst the leading contenders. Defending Champion Mark Tredwell, now running with assistance from Mick Fullerton, is campaigning a Birel/K80 combination. Steve Davis is staying with his 1979 all Zip set up, while Nigel Edwards retains his links with Zip chassis and DAP/JM engines.

It's been an interesting winter for Paul Carr, landing himself with a works TKM engine offer, and then discovering that they were building a kart as well! The aggressive Midlander is starting the season in confident mood. Gary Prior is not quite so confident, after a few early season mechanical problems with his new all BM set-up, courtesy of Mistrale Racing, although the engine problem does seem to have been solved of late.

Roger Moth remains with the Sisley Cobra

A clear track behind signals the end of any opposition to Roger Moth's storming progress as he notches up a convincing win with his Cobra/Hewland combination. (Photo: D. Callingham)

chassis and Hewland engine. Recent developments on the re-shaping and sizing of the inlet port have shown a substantial power gain and Roger was confidently claiming a 0.5 sec lap time improvement — right across the board.

Wayne Homer pulled off the surprise of the meeting by turning up with a 'Gillard' chassis. Tim Gillard, until recently an important cog in the Sprint wheel, has started business on his own account, and apart from doing some engine work has been 'sticking a few tubes together'. The chassis, not unnaturally, bears a resemblance to the Sprint, and the first was only completed a day before the meeting. Wayne seemed pleased with its performance, and subsequent results were to back this up.

A new group of likely challengers to the 'establishment' has emerged, with some good off-season results to show in evidence, but with such a large entry there was bound to be a lot of surprises...

Cleveley's Coup

The new SAM series got off to a good start, with all the 'hot shoes' on hand, the list headed by British Champion Peter Rochford. Challenging were regular winners Nigel Cleveley and Steve Bierrum, whilst likely to be up with the action would be series sponsor Bill Sisley, showing no little ability from behind that rugged commercial (private joke) exterior!

All these likely contenders were powered by Hewland engines, the short stroke configuration seemingly dominating Britain Class racing. Offering the main challenge to this supremacy



continued. . .

was Adrian Mills, recently up from Junior competition, and flying the DAP flag.

Cleveley leapt away from pole position at the start of the 15 lap final to such good effect that Bill Sisley from grid three, was able to slip past outside front row man, Terry Williams. It was a fairly tight column that completed the first tour, these three heading Steve Bierrum, Adrian Mills, Peter Rochford, Andrew Bundy and Dave Pollock.

Cleveley pulled clear of the second place duel by a few yards each lap, whilst Bierrum could make no impression and settled into a lonely fourth place for much of the race. As Mills spun to the tail of the field — he did not restart, so presumably mechanical problems caused the spin — so Nigel Goff began to exert pressure on fifth placed Rochford.

Williams was meanwhile trying all he knew to get by a very stubborn Sisley and it was not until the latter inadvertently clipped a kerb that the opportunity came — it was taken immediately. With laps running out, Williams closed in on leader Cleveley, and was with him, with two laps to go.

No drama was to change the result though, and the lanky Cleveley held on well to win by the narrowest of margins from Williams, a small gap to Sisley, and Bierrum. Rochford had been forced out on the last lap with the exhaust system hanging off, so fifth went to Goff after a good drive from a bad grid.

1st	Nigel Cleveley	Barlotti/Arrow
2nd	Terry Williams	MM2/MM Arrow
3rd	Bill Sisley	Kestrel/Arrow

Moth's Flight

To say that the 18 heats for the 100 National contingent were somewhat hectic would certainly be understating the case! Although the old hands know well enough the cost, in terms of series points, of not finishing heats, it seems the message has not been passed along — to their cost! Several of the expected top qualifiers became involved in other people's accidents and did not make the grid for the long 25 lap final.

Sitting on pole as they formed up though, was the irrepressible Homer, with two heat wins

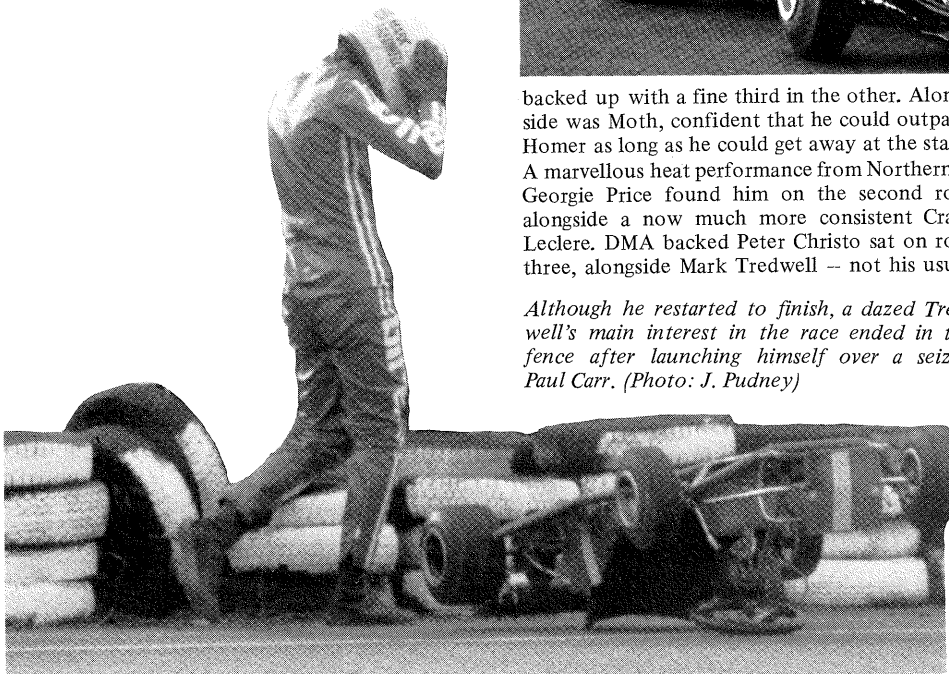


Above: Nigel Cleveley led the SAM final all the way. (Photo: J. Pudney) DMA's Peter Christo (106) battled it out with the exuberant Craig Leclere in the early laps of the K & S final until the latter's retirement. In the background, Tredwell and Carr pick their way inside a hairpin melee. (Photo: D. Callingham)



backed up with a fine third in the other. Alongside was Moth, confident that he could outpace Homer as long as he could get away at the start. A marvellous heat performance from Northerner Georgie Price found him on the second row alongside a now much more consistent Craig Leclere. DMA backed Peter Christo sat on row three, alongside Mark Tredwell — not his usual

Although he restarted to finish, a dazed Tredwell's main interest in the race ended in the fence after launching himself over a seized Paul Carr. (Photo: J. Pudney)



dominant self on his home circuit with the unfamiliar equipment.

Back on row 6, Paul Carr was cursing his luck, a somewhat unnecessary clash with a slower competitor in his first heat finding him upside down. However, this was the only blot on the record, two good wins making up the score, and Carr was confident that he had the pace to get to the front.

Winner of the 'B' final was Nigel Edwards, who took up his position near the back of the main final grid. Final qualifier after an eye-catching charge from the 'D' final, through the 'C' and 'B' fields was new face Ashley Sparks. New Zealander Sparks is to run the 'works' Fullerton machinery in National this year, under the watchful control of Terry Fullerton, and this effort outlined the obvious potential of the combination.

Second time around, starter Sid Harris let them go, and Moth leapt forward immediately, to reach the first corner clearly in front. Homer tucked in behind and the rest of the field filed through without incident.

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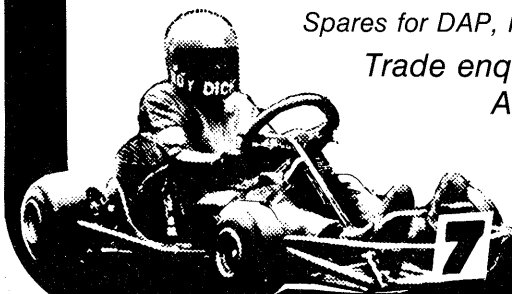
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Around they came to complete the first lap, and already Moth had a few yards over Homer, who was similarly clear of the 'congestion' behind — headed by Christo, Leclere, Martin Moore (up from the 4th row), Tredwell, Booth and Price. Carr was next, looking very wound up, poking his nose into every hint of a gap that appeared. A couple more hectic laps and the TKM man was forcing his way inside arch rival Tredwell.

Leclere's great run ended as he slowed to a crawl with what appeared to be carburettor problems. Further back, after making good ground, Sparks was out with big end failure.

Up front, and Moth was pulling relentlessly away from the pursuing Homer, while Christo was just in front of a torrid Carr/Tredwell conflict. Tredwell is undoubtedly brilliant around Tilbury, and was trying passing moves in the strangest of places. The pair were literally side by side for over half a lap at one stage as the strangest of places. The pair were literally side by side for over half a lap at one stage as the duel shaped up as the contest of the day.

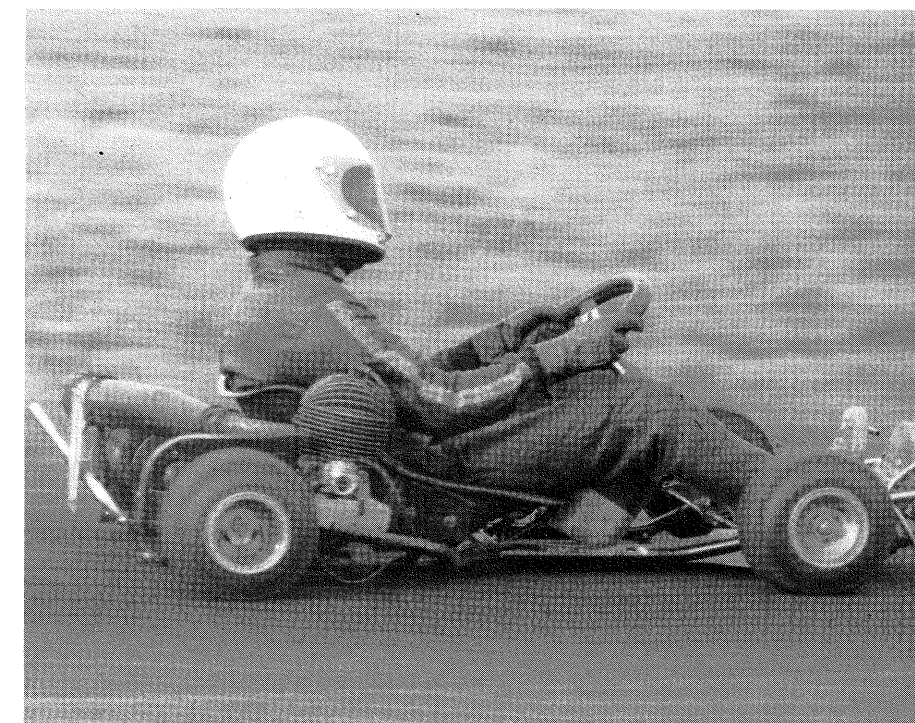
It ended spectacularly on lap 10. Carr's engine seized at the end of the straight, and Tredwell, unable to avoid him, hit the rear of his kart and turned over after bouncing off the tyre wall. A slightly dazed Tredwell collected his thoughts together and was able to restart and continue at diminished speed, the only visible damage being a bent steering wheel! Moth had meanwhile gone by, but as the leader eased his pace, Tredwell was able to unlap himself and finish, to score valuable points.

This incident left Price in fourth, ahead of Moore, Booth, Churchill, Chittenden, Wright, Adolpho, Gailer and Edwards, moving steadily forwards from his rear grid. At this stage the race settled into a fairly regular pattern, Moth

Homer was well clear in second, but a gradually deflating left rear tyre (below) eventually gave out altogether, to allow 'newcomer' Martin Moore (above right) to pick up an astounding second place. (Photos: J. Pudney)

still easing away in front. Moore began to close on Adolpho as the latter began to suffer progressively more oversteer. With three laps to go Moore was past into third, which immediately became second as a desperately unlucky Homer slowed with a punctured rear Goodyear. No change in the last laps, and Moth came in an easy winner, well clear of Moore, Christo, Churchill, and Price.

1st	R. Moth	Cobra/Arrow
2nd	M. Moore	Zip/Parilla
3rd	P. Christo	Zip/Parilla
4th	K. Churchill	Reema/Wyrac K80
5th	G. Price	DAP/GEP SS20



Bits & Pieces

● Martin Moore's claim to fame before this meeting was that he is a friend and sometimes mechanic for Jackie Brown. He has been competing for only a year, and under the circumstances showed great control and maturity.

● Gary Prior went out early in the meeting, with a broken collar bone the result of some hard contact at the end of the straight. Also out early, after a rapid showing in heat 1, was John Aitkenhead, again due to an end of straight incident...

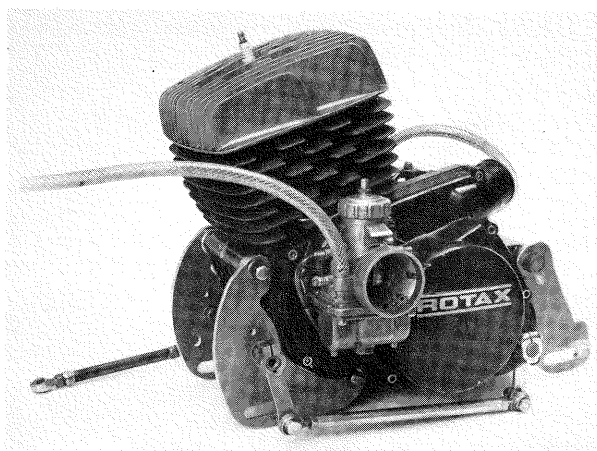
● Nicky Fletcher's regular winter driving seems to have paid off, and consistent heat performances saw an 'A' final start.

● Those in the know have noticed a difference in performance between Goodyears with a large and small '10A' marking on the sidewalls. Three types of front tyres seem to be in general use — 3.50 Superslicks, 3.50 Goodyears, and 4.50 Goodyears.

Top 50 Points		Scorers After Round One		
		Pts.	Pts.	
1	R. Moth	136	2 M. Moore	127
2	G. Price	127	4 P. Christo	126
5	K. Churchill	123	6 T. Wright	118
7	J. Adolpho	117	7 W. Homer	117
9	M. Tredwell	115	10 N. Box	113
11	S. Tillett	112	11 N. Edwards	112
11	N. Parrington	112	14 P. Elliott	111
15	R. Wright	110	16 C. Leclere	108
16	D. Harris	108	18 S. Chittenden	107
19	G. Till	106	20 C. Booth	104
20	N. Fletcher	104	20 M. Wilson	104
23	P. Carr	102	24 M. McGing	101
25	M. Gailer	100	26 D. Preston	91
27	S. Davis	88	28 J. Knell	85
28	A. Fairless	85	30 M. Smith	81
30	T. Bell	81	32 R. Smith	79
32	B. Humphries	79	32 M. Mayers	79
32	B. Chilvers	79	36 R. Cotterill	77
36	D. Tebbutt	77	36 C. Callingham	77
39	K. Fine	76	39 R. Arkell	76
39	P. Newman	76	42 A. Sparks	75
43	M. Kyriakides	74	44 M. Mulhearn	72
45	A. Clark	71	46 G. Cox	70
46	P. Dennison	70	46 R. Webb	70
49	G. Jones	69	50 R. Grimes	63
50	M. Harvey	63	50 T. Harvey	63



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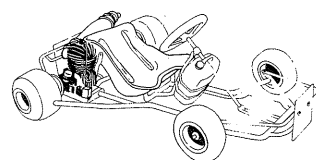
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After last month's 'heavy' column, this offering should almost be the calm after the storm — well almost, except for a little incident at Donington when Paul Devoy protested about the legality of my entry as I had a commercial interest in the meeting, through my firm's sponsorship of the Kartspeed series! Taking this silly situation to the limit would mean that if anyone was to donate a trophy at a meeting, then they would not be allowed to race.

Of course the protest was not upheld by the RAC Steward, but that was not the end of it as Devoy then appealed, and so it would appear that there will now be a full RAC Tribunal over it! Anyway, that's my problem again, but a word of advice to other competitors who may find themselves faced with this same type of thing in the future. There is an RAC Regulation that does state that a driver is not allowed to participate in an event when he has a commercial interest in the meeting. But do not worry, because all you have to do is write to Mr. Langford at the RAC, and the RAC will issue a letter to you exempting you from this rule — as they obviously do with people like Marlboro, who often sponsor meetings and have their own teams running.

But if your initials are not M.H. you would probably never get into this situation anyway, as was the case with the 16 other drivers at Donington whose sponsors also assisted with sponsorship of the meeting...

Onto a more pleasant and warming matter. Since last month I have had an informal meeting with Basil Tye and Robert Langford at the RAC. It was really just a friendly chat, looking at the hopeful development of karting in general, and in particular Superkarts from both sides of the fence. I must be the first to admit that the impressions I had rightly or wrongly formed about the general bias of the RAC against the development of Superkarts was completely unfounded as far as these two gentlemen go, I am relieved to say.

Certainly, now that Basil Tye is at the head of all RAC Motorsport, karting should hold a more prestigious place there, as Basil has been involved with karting for many years and, I feel, respects its development over the past few years. As for Mr. Langford, it would appear that he is working hard at ideas for the progression of the sport and generally greater harmony between drivers, manufacturers and the RAC itself. It looks very much as if these two are almost the 'men in the middle', caught up between drivers and the Kart Committee. It may be that in the past the blame for Committee decisions that have not pleased the general karter have been aimed directly at the RAC hierarchy rather than at the Kart Committee itself....

Anyway, I am now more confident than I have been for the past two or three years that at last there are two people in Belgrave Square who want basically the same things for the sport as the general karter, which has got to be a stride in the right direction.

Now for a few little snippets of news. My Kiwi mate Russell will be back at the end of May, bringing with him a special Maori potion to paint on the kart, wheels, tyres, engines — in fact, everything — which is guaranteed to bring good luck. I think the Kiwi name for it is Cow Pats! — still its got to the point where I'll try anything...

Now a Kart and Superkart scoop! (for the "Cow Pats" perhaps. Ed.) Martin Hines is going to run one of those nasty titanium axles again, despite the fact that it has in some quarters been blamed for punctures and engine seizures! It will be supplied by Bunting Titanium, and anyone else interested in purchasing one can do so by contacting me at Zip Kart. The price is not confirmed yet, but it will be realistic.

The next bit of news is really good. Peter Inchley has been slogging away to get another meeting at Thruxton and he has done it — 22nd June. Do not forget it and enter early. At that time of the year the weather should be excellent and make it a really good weekend for all the family. Special attractions for the kids are being arranged as well as aerobatic displays (which means Barry Loakes, Trevor Peach and Steve Styrin performing on a trampoline 5 mins. before the finals). In reality, there will be a proper aerobatic display, with hopeful television coverage and a veteran motorcycle race at lunch-time (we hear that Tony Smith has entered this on a 125cc Bantam). All in all it should be a really good meeting and will be open to all long-circuit Classes, but please enter early as the entry may have to be restricted. It is of course a full kart meeting and not mixed with bikes and cars and if it is a success then there is definitely the possibility of an annual event there. The meeting will probably be known as the "International Race of Champions" or the "Race of Champions", depending upon RAC approval.

It is good to see that Lydden have done what they said they would last year, and are running a three round Championship for 250 Internationals and 210s on the 11th May, 15th June, and 20th July, with good prizemoney at the end of it. It really is a good circuit, with a very friendly atmosphere, so let's give them some support this year.

Did you know that the quiet, unassuming little fellow called Gary Deal is coming back to have yet another go. Well he is, racing a Zip Grand Prix powered by a TVM Yamaha in the 250 National Class. I reckon he will need a lot of stopping (meant in the nicest possible way and not in reference to his beer storage tank!) I have a great deal (get it!) of respect for Gary as a driver and indeed as a mechanic, as he helped me at the '77 European Championship when I won it. He's affectionately known as M1. I just wish he would stop picking his nose while racing! For those who were not there, Gary was disqualified for lifting up his visor and picking his nose while leading a 210 final at Donington in '78 after coming through from the back of the field. I bet the RAC Steward's report made interesting reading...

I had a letter from Rich Burton today, who is a big name in American karting, completely agreeing with the sentiments on U.S.A. karting and organisation in my March column. He is interested though, in setting up some big 'World Series' type events with huge prize funds (several other people are talking about similar such things) for Superkarts. I will let you know further information as it comes to hand.

Reflecting on my meeting with the RAC again for a moment, I got the impression that Mr. Langford is hoping to see a real tightening up on scrutineering for big circuits, something which I fully endorse, as it can only improve safety on long circuits. The Scrutineers we have at present do their job well, but I feel we will perhaps see more of them at meetings in future and that tougher requirements for scrutineering will be introduced to cover things like wheel balancing, and fitting of valve caps and other obvious safety features that at present are not covered by any regulations. Sounds like sense to me.

Martin

The last Gary 'finger lickin' good' Deal comeback was early last year when he did a few meetings under the Mulcar Datsun banner.





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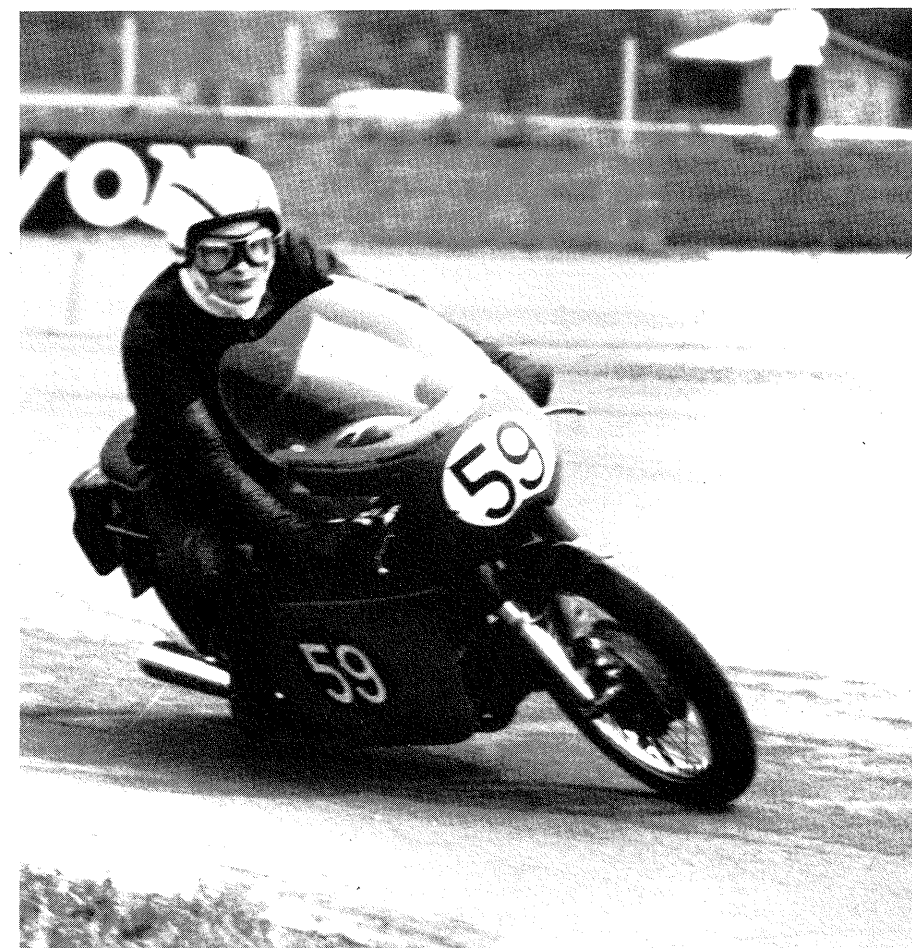
Wins in all eight heats and the four finals at both Cadwells, Snetterton and Donington is a fairly impressive record for the two man 125 team of Class Champion Paul Molloy and Roy Wooldridge. Paul's experience in racing goes back 3 years in karting and before that motor cycle drag racing. Whilst watching the final at Donington some colonial fellow with a New Zealand accent who has something to do with this publication, commented that Wooldridge's mild manner didn't seem compatible with a race winning kart driver, and questioned as to how long he had been karting. To deal first with the 'mild mannered' description - still waters run deep is the best explanation of that characteristic! As for not having been racing long . . . After I 'lumbered' Roy with Merlin Developments he ceased racing for five years, in fact until more or less the start of the 125 class in this country. In his teens he used to race a 650 Norton in production bike racing - how about that Kangol helmet and the ex RAF goggles! (See pic.) When he was a qualified teacher (no, not woodwork! - metal work) he worked at a school where one or two of the staff were karters, and got 'involved', firstly with a Villiers and later a 250. His two main achievements in 250 were a win in the Isle of Man in 1974 at the Castletown race (the only major win for a VR Montesa which was never as good as the 60 mm x 72 mm King 5 or MX engines) and before that he won the very last kart race - or motor race of any kind for that matter - on the marvellous Crystal Palace circuit, in what I think was 1972.

Thereby hangs a tale! Both he and I were racing, and in practice he 'did a big end', and I couldn't get my rather experimental disc brakes to work at all (and Crystal Palace had rather a lot of rather solid scenery for any heroics to be attempted!) So as we were in separate heats we put my engine into his chassis and both of us qualified for the 'A' final, which presented another problem! We solved this with the toss



The Chris Merlin column

of a coin, which he won, and then did himself proud by beating all the names of the day in the final. At that meeting a photograph was taken of him in the kart which subsequently



turned up on a jig saw puzzle which some of you may have seen - fame indeed! So he is not quite the newcomer to the winners circle that you may have thought . . .

I always associate reed valve induction with chain saw engines and Yamaha trial bikes which are reluctant to start after falling off them! In other words, I never associate them with successful racing engines, which is a totally wrong attitude when faced with the fact that Kenny Roberts manages with them on his 500 Yamaha and Steve Elmore last year (and the year before) didn't go too badly in 125! One reed valve fanatic and 250 driver is Bernard Hargreaves of 'Harpowa' fame. Bernard is largely responsible for Dennis Crompton's consistent high placings, particularly this year. He maintains that when he can obtain power around the 13,000 rpm range he will really give the normally aspirated engines something to worry about!

In an earlier column I said that of all the various walks of life that karters came from I didn't know of a driver who was a publican. However, Bernard runs a 'boozier' in Bury - The Crown Hotel. Mr. Hargreaves has roots in motorcycle racing having won the Manx Senior Clubmans in 1952. He's older than he looks! . .

Everyone seems to know the reason for Steve Styrin's new found form, but everyone's reason is different! Dunlop tyres are one of the suggestions; or the new 'fatty' exhausts that first appeared at Donington; the Aero chassis that everyone was prepared to write off as a 'one meeting wonder' when it didn't perform quite so well at Snetterton; "well of course Kerkhoven's only done one engine that goes that well and that's a freak"; the engine mountings are far more rigid than on the Zip and the Dino's are rubber mounted; - that's the reason, and many more! Listening to a few of the drivers who have been in close company, for albeit a short while, is far more illuminating. Most of the top drivers, particularly those experimenting with carburettors larger than 34 mm, seem to be experiencing either pick-up out of corner problems, and surge or starvation whilst in corners. Styrin *isn't* suffering from this. Also, the side wings that were first used at Donington must be producing more down force than the side pods in use by others. They are the work of Trevor Peach, 250 driver and follower of the Aero camp. Another reason for the success that seems to have escaped a few people's notice is Steve's driving! As I see it, the whole set up is very well and enthusiastically prepared and fully sorted out, with three or four people descending on the kart between races, whilst the other top teams have more karts and engines to work on than mechanics to look after them.

Calvin Fish, who last year I didn't rate highly enough to include in my Top Ten, is certainly putting my opinions to shame this year with a 1st, a 2nd, a 3rd, and a 5th to his credit already - marvellous consistency. One reason I didn't rate him that highly last season was due to what I regarded as a lack of 'fire in his belly'. At the World Cup I saw him put out of a heat in an incident in which he was totally blameless, which wrecked his kart. He got out of the kart, surveyed the sad sight and walked calmly and unemotionally away. By comparison, I was standing at the point where Derek Rodgers

Looking the part in open-faced Kangol helmet and RAF flying goggles, a young Roy Wooldridge 'leans in' his 650 Norton production racer!

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Nigel Smith
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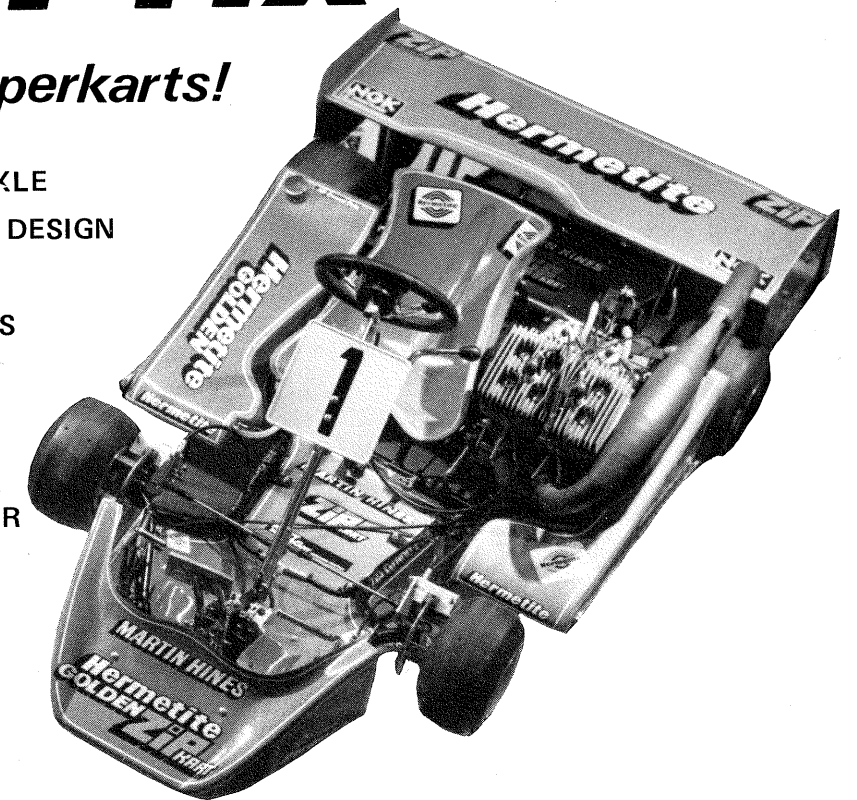
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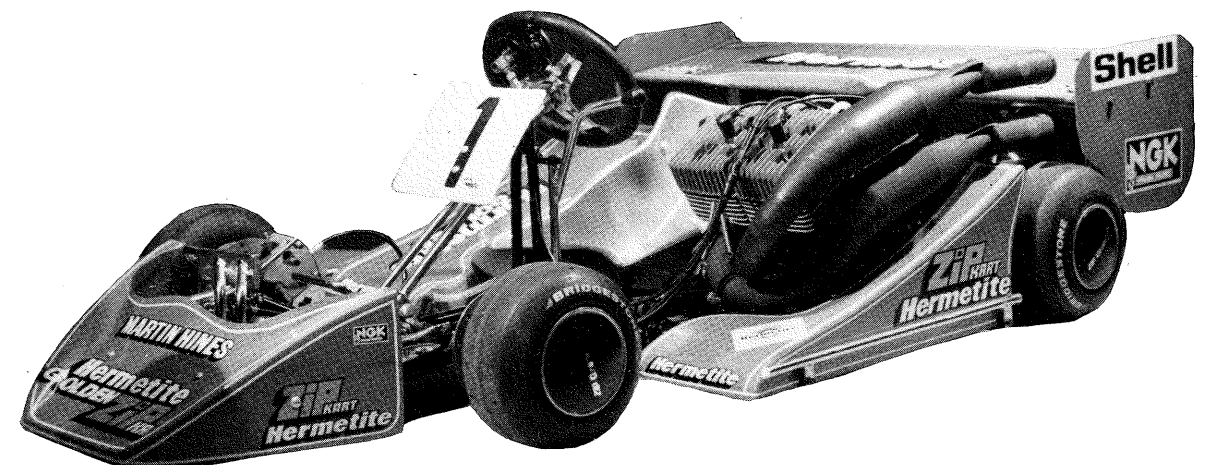
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continued...

lead, always slightly ahead of the two Elmore's and Derek Price. Lap 5, and as Stylin took Price, Elmore and Fish into the hairpin, Dave Buttigieg took advantage of Hines' wide line out of the corner to snatch the lead as Martin looked across the track in disbelief!

As they howled up the hill out of sight, the order was Butty, Stylin, (who had also slipped past Hines), Hines, Fish, Elmore, Price, Ball and Gange. Calvin passed Steve briefly, but next time round Steve was clear, followed by Fish. Where was Butty? As the leaders left the hairpin amidst swirls of tyre smoke, a spluttering yellow machine with 'O' plates left the circuit and went up the hill into the paddock — one of Dave's pistons had cracked out in the country and robbed him and the spectators of a likely ding-dong race with Steve.

Stylin now had the advantage of a relatively clear track ahead of him, and put it to good use, pulling away by just over a second a lap from

Fish and Hines, who had swapped places. Paul Elmore was holding 4th in a small gap between Martin's rear wing and John Ball's nose cone, while the roarty sound of Derek Price's Hondas held 6th.

The surprises weren't over yet though, for on lap 9 as Hines exited the hairpin, a little too much right foot spun the Zip in a half-circle right in front of the packed grandstand and exactly on the line out of the corner. As Elmore twitched the steering and took his Hermetite/Zip around the outside of Hines' kart, Martin executed a neat power-turn and screamed off before the next man had arrived.

Stylin had now broken the lap record for the third time, clocking 85.04 mph and was well in front of the field and taking absolutely no notice of any signals he may have been given — once bitten . . . Calvin Fish and Martin Hines stayed together until Paul Elmore and John Ball split them on lap 12, Ball getting ahead of Elmore on lap 13 to take third. It was unlucky 13 for John though, for as he piled on the

Dancing toe-to-toe! Hines rotates the Hermetite Zip in front of team-mate Elmore.

pressure to catch Fish his right rear tyre released its pressure completely putting him off the track for good. Reg Gange had seized back on lap 9 — it looks as though the Gola Team's run of bad luck isn't over yet. Derek Price and Dennis Crompton had been fighting for 5th and 6th since lap 10, and as Stylin took the flag almost 7 secs ahead of Calvin, Paul and Martin, Dennis squeezed past the Honda machine to take a creditable 5th place. A magnificent win for Steve Stylin though, in an altogether superb race, with action and thrills all the way through, roll on round 3! . . .

1st	Steve Stylin	Aero/GBRD Yamaha
2nd	Calvin Fish	Hermetite Zip/Zip Yamaha
3rd	Paul Elmore	Hermetite Zip/Zip Yamaha
4th	Martin Hines	Hermetite Zip/Zip Yamaha
5th	Dennis Crompton	Zip/Chat. Yamaha

In the paddock after the racing was all over, Steve Stylin, aglow with victory, was certainly rapt with his record breaking laps in heat 1, 2 and the Final. Dave Buttigieg was a bit glum about his cracked piston, while John Ball cheerfully told of his deflation! Carolyn Grant-Sale was profusely apologising for her machine's understeer in the final, this time due to a huge punt up the back on the first lap, which bent the chassis and put the track miles out. It didn't do her neck muscles much good either! Kevin Broadhurst, in charge of the Gartmore Team, was commiserating with James and Will Hoy, and especially with Ron Gill who seemed a little disconsolate. By 6.00 p.m. the paddock was almost empty of karts and slowly filling with motorcycles for Monday's racing. I'll bet it wasn't as good as ours! . . .

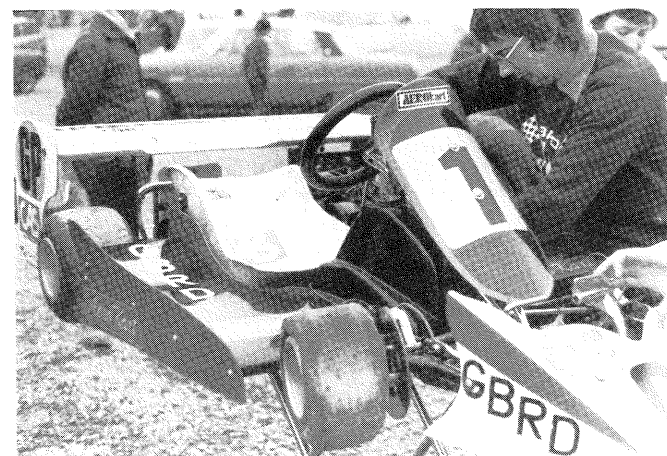
D.S.

continued...

'landed' after getting punted off during the Donington final and he was just 'ripe' to commit murder on whoever did the dirty deed! That's what I like to see — the adrenalin flowing and a 'fire in the belly'!

On my local television channel, Border TV, the other night, was a programme called Spring Sport which featured 15 or 20 minutes of karting from Rowrah, and very well done it was. There were interviews with Dave Leslie, Ken Bewlay (father of 'Norse Code' scribe David), a brief talk with a Junior driver, and a talk with Keirham Hill the 250 International driver, on whose kart a camera was mounted for a quick lap of the circuit. Some more shots

Secret of success? The low-profile side wings on the works Aero could well be giving Steve Stylin a downforce advantage. (Photo: Chris Merlin)



were taken with the camera mounted rear-facing, with the lens focussed on Mike Davidson's kart.

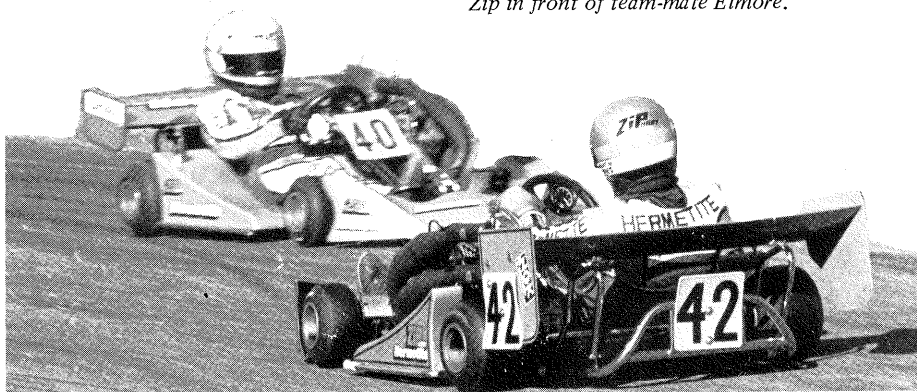
The shots of the actual racing were covered with very imaginative camera angles and altogether, the programme can have done no harm at all, being one of the best documentaries I have seen on karting to date. It was stated that Rowrah was the first purpose built track in Britain. I am not sure that Rye House and Tilbury will agree with that, or am I wrong?

Whilst I may largely write in this column about the Kerkhovens, Buttigieg, Stylin and Hines of the sport, I am nevertheless a champion of the cause and interests of the privateers, particularly in the Superkart Class. There is a growing practice which I think should be discouraged by some means, and that is the habit of the top drivers putting on a complete new set of tyres for the final to get that extra 'tenth'. This is

totally soul destroying for the amateur, who after all is the back bone of the sport. I would like it to be considered when next year's rules are drafted — difficult to legislate against possibly — but you could maybe stipulate that three out of four tyres must be scrubbed in when taking ones place on the dummy grid for the final, rain tyres excepted . . .

The Motiv versus GBRD exhaust argument has regrettably come to life again, and GBRD have now asked karting's Perry Mason, Paul Devoy to represent them. Motiv's workshop was struck by lightning the other day and at the same time my television was similarly disastrously affected — whilst we know that Paul Devoy now has a friend in high places at the RAC, could it be that he also has contact with someone from an even higher place? . . .

C.M.



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PROVEN WINNERS!



Decisive moment of the Superkart final, as Hines slides wide, letting Buttigieg (0) into a temporary lead. Styryn (1) has just demoted Fish, who clips the rear of the Aero as he powers out of the hairpin.

Styryn Again

Steve Styryn makes no mistakes to net his second win in 2 weeks for Aero, taking the 2nd round of the Cadwell Superkart Championship, with a new lap record along the way. Hermetite Zips take second, third and fourth. Dennis Crompton shows form again for fifth. The 'Double' nets sixth.

Report and Photos: Dave Smith

Cadwell Park's picturesque circuit was transformed by the Easter Sunday sunshine, and transfixed by the streaking speed of Aero Kart's Steve Styryn who gave a superb demonstration of high-speed driving from mid-field in both heats and the final. Despite fuel pump problems in his first heat which caused him to stop on lap 5, he still set a lap record — which he promptly broke in his second heat from the 11th row of the grid! From a lowly grid position in the final it took just five laps for him to get ahead of the pack yet again and once in front, the man from Leeds never looked like being caught.

The 210s, 125s and a very poorly supported 250 National Class couldn't quite match the Superkarts for spectacle, and although individual drivers were obviously quick, the races mostly settled into processions once the hectic first laps were over.

Pit Bits

Very evident in the paddock before racing started was the increasingly professional turnout



fuel problems plagued him all day, and it was left to Peter Haywood to uphold the Gartmore honour in the 210 Class.

Racing commenced with heat one of the Superkarts, the large entry being split into two races. Martin Hines led race one from start to finish with Paul Elmore in close attendance for the first couple of laps until the double Honda of Derek Price slipped through into second and harried Martin until the last lap, when Paul regained his place behind Hines to gain a Hermetite 1-2.

Race two gave better racing with Graham Roscoe leading for three laps before being pushed back by John Ball, Calvin Fish, Steve Styryn and Reg Gange. Another 'Rising Star Wars' resulted, with the honours finally going to Calvin with John and Reg following him home. Styryn had lost his fuel pump and coasted to a halt on lap 5. Carolyn Grant-Sale, in the Rapid Movements Zip, caused a few eyebrows to be raised — as well as a few fists — as she understeered wildly into the hairpin causing more than one driver to take the slip-road. Later examination found a fairing attachment bolt lodged in the steering gear, restricting its movement more than a little!...

After trouble with an over rich motor in his first heat, Dave Buttigieg led from the flag in heat three. Derek Price and Martin Hines were once again giving battle — on the track, where battles should be fought — with Derek

Gartmore's Peter Haywood took his third 210 win from four meetings!...

and his Hondas hanging on to 2nd spot until lap 5 when Hines got through to challenge Butty. Two laps from home and Martin 'zipped' out of Dave's slipstream to take the race. As Dave said later, "I could do nothing about it — it was a good move."

Heat 4 saw the return of Steve Styryn who once again set new record times as he worked his way up from the 11th row to take the lead after just two hours, demoting Dennis Crompton, Calvin Fish and Paul Elmore. By the end of the race, Steve led by the proverbial mile, while Calvin pipped Dennis to claim 2nd. Things were certainly set fair for a furious final...

Both the 125/250 Nat heats saw the Paul Molloy/Roy Wooldridge duo out in front. Each took a heat apiece, with Neil Myers and Mark Allen scoring seconds. Not a great deal of excitement in these races as both were led from start to finish with very little in the way of opposition for Paul and Roy. The 250 Nationals were once again sadly lacking in entries, with the second heat seeing just four machines taking to the track. Tony Draper took the first heat, and Doug Hall the second.

Phil Ansell had it all his own way in his 210 heats, romping away from John Hughes and then Mike Gardiner. Peter Haywood of Gartmore Racing and Clive Leeson took the other two heats, but as with the 125s, the racing seemed to lack sparkle, although several good battles developed amongst the mid-field runners.

Molloy March

First final of the day was for the 125/250 Nat. combined field and once Paul Molloy had shaken off the close attentions of Neil Myers and Mike Doble — who took the lead briefly on the sixth lap only to go missing next time around — he had the race sewn up. Paul drew steadily away throughout the last 8 laps while Neil Myers was left a lonely 2nd ahead of Mark Allen, Mike Henry, Tim Parrott and Keith Bisp who were scrapping furiously for 3rd place. At the end of the 15 laps, they finished in that order after what had really been a Molloy benefit race.

1st	Paul Molloy	Zip GP/Merlin Rotax
2nd	Neil Myers	Zip/TVM Yamaha
3rd	Tim Parrott	Dino/Smith Yamaha

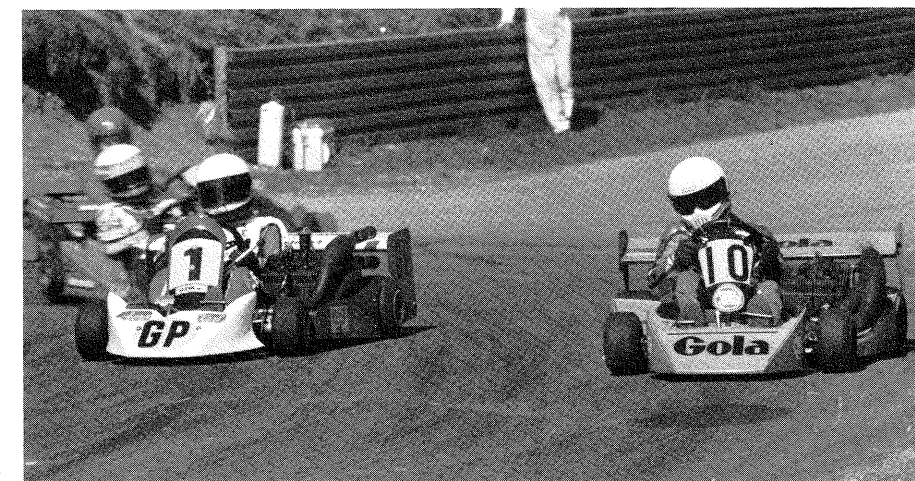
Tony Draper in 250 National had arrived expecting to last only a couple of laps — his motor's crank being on its last legs, but he and Doug Hall had a good scrap with Doug finally winning out.

1st	Doug Hall	Barlotti/Bultaco
2nd	Tony Draper	Star/Wood Bultaco

Peter Who?

The 210 final was actually held after the Superkart final and resulted in yet another win for Peter Haywood in the Gartmore Racing Aero, who led from start to finish. Phil Ansell, who looked to be putting pressure on Peter during the first five laps, disappeared somewhere out in the country and left John Hughes to take a lonely second ahead of Clive Leeson, Chris Anderson and Bill Longden who wormed their way around the track nose to tail, occasionally trading a place when one of them missed a gear.

1st	Peter Haywood	Gartmore Aero/PH Upton
2nd	John Hughes	Barlotti/GB
3rd	Clive Leeson	Zip/Leeflex Upton



Top: Paul Molloy (1) survived early pressure from Neil Myers to win the Duckhams 125 final. Superkart heat action, as Styryn slips inside Team Gola's Reg Gange (above). Below: A stone jammed Carolyn Grant-Sale's brakes and the unfortunate lady took off Owen Jones (93) and Mike Jennison (24) at the hairpin.



Styryn's Second

The Superkart final was what everybody was waiting for. Watching from the hairpin as the karts moved down from the dummy grid, the crowd of spectators, mechanics and non-competing drivers who followed them looked like a mass of ants! Styryn was obviously looking the fastest but was starting from row 9 after failing to finish one heat. Hines and Fish were looking potential race winners, Martin having

won both his heats and Calvin one. Dave Buttigieg wasn't likely to let Hines take him so easily again if he got away first, and as always, they all had to contend with John Ball who has generally had cruel luck so far this season.

As the pack screamed down to the hairpin on the first lap, it was Hines leading from Butty and Fish, with Elmore heading the rest of the field. Styryn was back in 10th place, caught up in a muddle of mid-field runners. For four laps the trio of Hines, Butty and Fish jostled for the