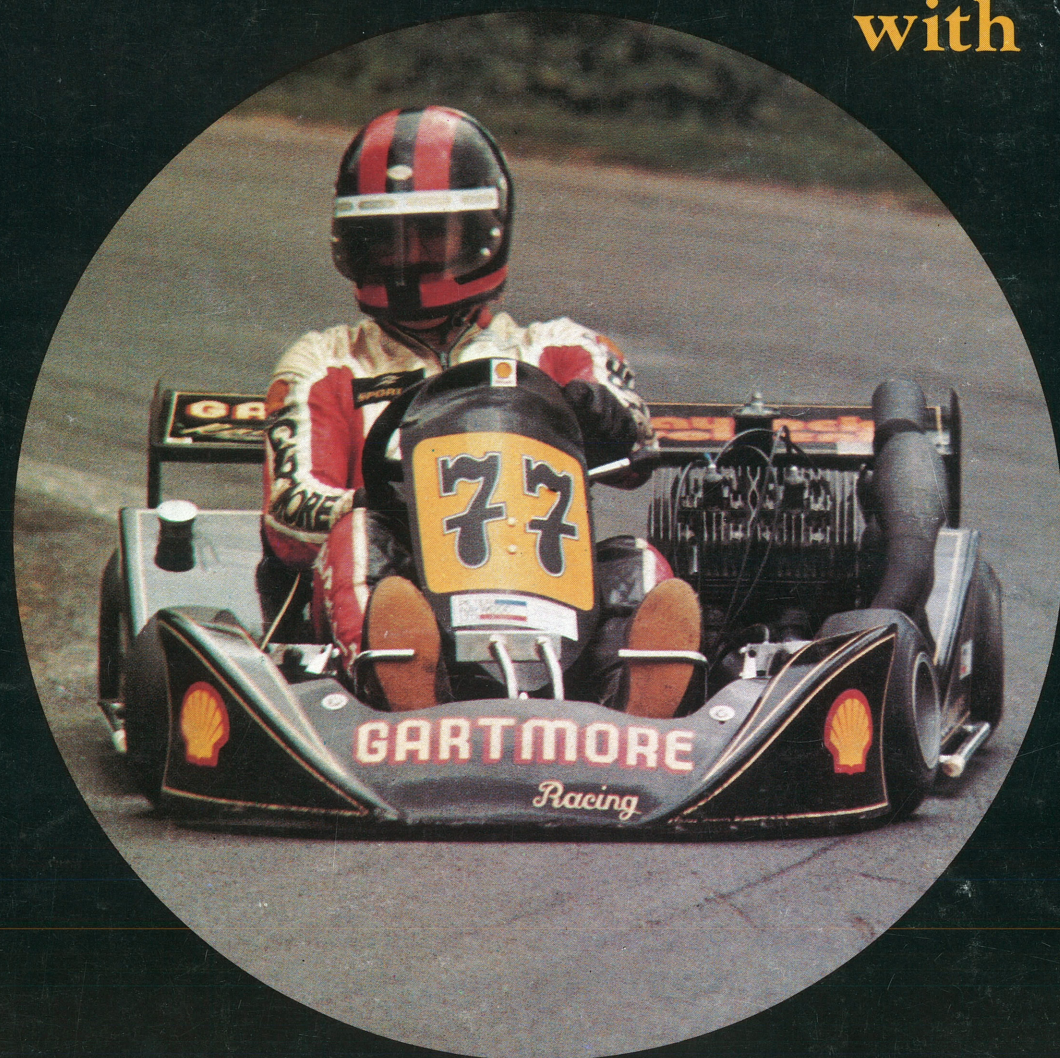




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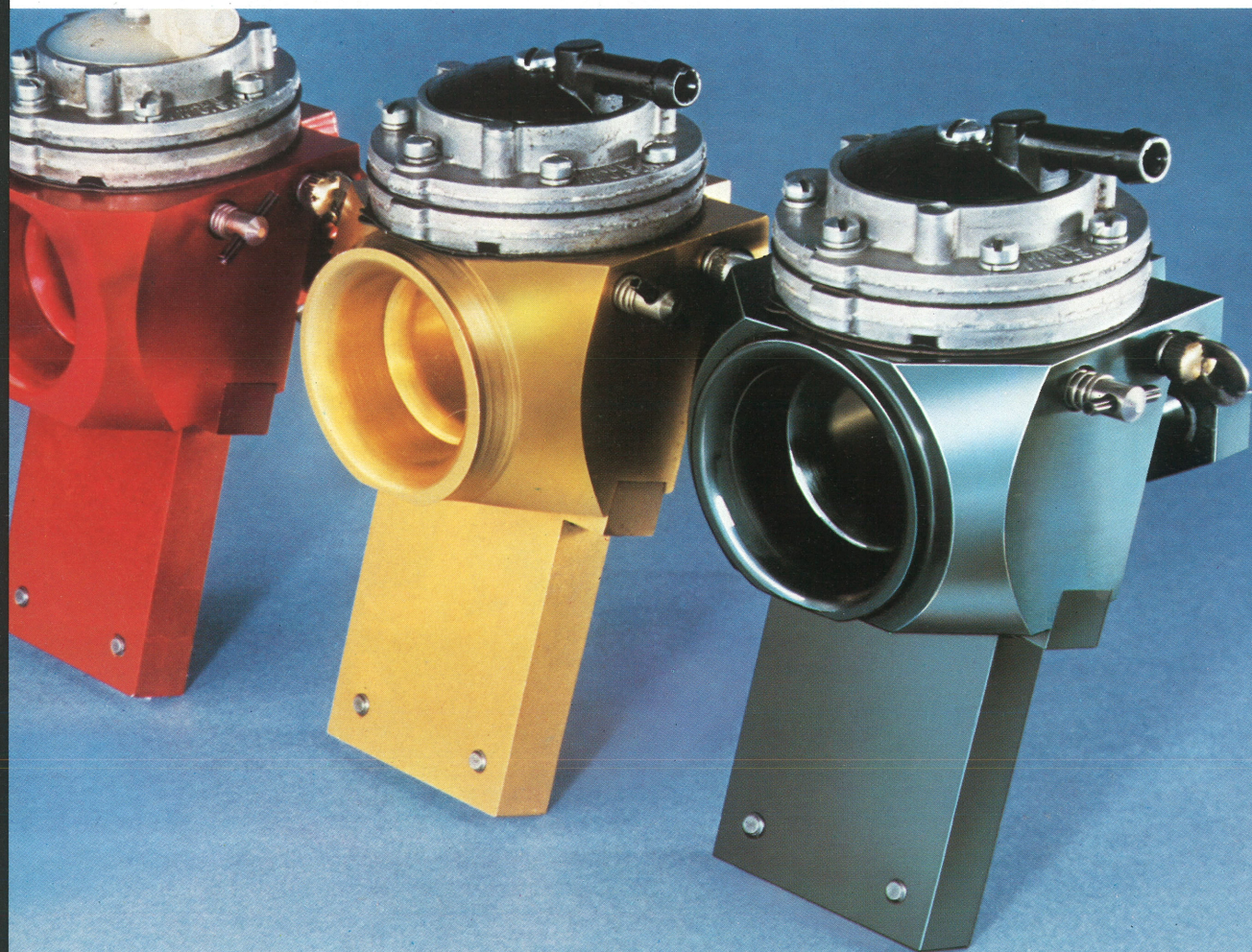


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Butty's Back!

Dave Buttigieg takes first blood in the RAC Long Circuit Superkart Championships on his Hermetite Zip Team debut. Team boss Hines falls to second with problems. PDS driver Derek Rodgers' superb charge up to third. Class wins to Douglas (210), Molloy (125) and Deal (250).

Report and photographs: Dave Smith.

After rain all week, Cadwell Park picked a plum day to hold the 4th round of the Superkart Championships, which was also the first round of the three R.A.C. Long Circuit Champs. With the recent unhappy collapse of two major Superkart Teams — Rapid Movements and Team Gola — it was reasonable to expect the racing to suffer, but far from it! Out to show his erstwhile sponsors that he really has got what it takes, Dave Buttigieg took a front row grid, and after tailing new "Boss" Martin Hines for four laps of the final, he squeezed past as the latter struck problems to take the flag by a good 4 secs.

Pit Bits

Despite the removal of Rapid Movements and Gola from the scene, the paddock area didn't look much different. The familiar bright yellow coach and the Gola Mercedes van were still in evidence, but now Dave Buttigieg was racing under the auspices of the Hermetite Zip Team,

while John Ball beavered about and obtained some good personal sponsorship and is now racing as Laycock Solvents with Gartmore Racing, and piloting a shiny new Aero. The Gartmore Team, with entries in 210, 125, and the Superkart ranks is rapidly becoming a force to be reckoned with. Kevin Broadhurst, the Team Manager, assured me that not only will they be around for some time to come, but confirmed that they will be looking after John Ball for the rest of the season.

Carolynn Grant-Sale was back on her '79 Zip and relying on "one of Dave's older motors," which she admitted was a bit down on top end speed but had plenty of torque. Nigel Smith, the third 'yellow exile' appeared with his Zip GP immaculately turned out in Team Schemes' colours. However, the accumulation of several 'aggravations' — the Team split, locking up his best motor in practice, and a terrible first heat — were to prompt his retirement for the day, although for a while it seemed as if he was contemplating complete retirement from Superkarting! Such are the ups and downs of racing.

In contrast to the last Cadwell meeting, 32 250 National Class machines were entered, and gave a spirited display of how close their racing can be — let's hope that they can continue this trend and maintain as high an entry for future meetings.

Still sporting the racewear colours of his previous benefactor, Buttigieg was instantly at home in the silver Hermetite Zip.

210 to Douglas

Peter Haywood, Clive Leeson, Phil Ansell and Gordon Douglas all took 210 heat wins, although Phil was removed from his other heat by an errant back-marker. After his heat win he was unfortunately found to be 4 lbs underweight — so disgusted was his mechanic that he flung the machine off the scales, straight onto Phil's feet! Phil was disqualified of course, and thus demoted to the 210 Qualifying race which he won very convincingly.

With nine potential race winners in the Final it was obvious that we were in for some exciting stuff, and so it was. The honours finally went to Gordon Douglas, finally ending Peter Haywood's remarkable run, although the latter was perfectly happy to claim second and an unbeatable points tally in the Mansfield-Wilkinson trophy! An extra bonus was that Gordon was running a Haywood tuned motor, so Peter was a fairly happy man at the end of the day! After the trials and tribulations of his heats, Phil Ansell poured through from the back of the grid to net 3rd, with Bill Longden, Clive Leeson and John Newton taking the other places.

1st	Gordon Douglas	Star/PH Upton
2nd	Peter Haywood	Gartmore Aero/ PH Upton
3rd	Phil Ansell	Zip/APV

Square Deal

Although still being run with the 125's, there was an excellent array of 250 Nats., and now with a greater choice of reliable motors to power them, it looks as though this class is finally on the up and up. John Sellars took two heats, with Bob Phair and Eddie Cortijo taking one apiece. In the final though, it was the infamous Gary Deal who took his shiny new Zip GP/TVM Yamaha to its maiden win, ahead of Cortijo, who in turn was slightly ahead of a

battle for third that was just resolved in Bill Tinkler's favour from Tony Draper and Joe McBride. It was a bit of a shame that the 210 Qualifying race was run along with the 250 Nats., as several of the 250's were baulked by the slower 210's. Perhaps the organisers of future meetings can be persuaded to run at least the 250 final on its own if they can be assured of a decent entry.

1st	Gary Deal	Zip GP/TVM Yamaha
2nd	Eddie Cortijo	Lynx/Bultaco
3rd	Bill Tinkler	Minstrel/Bultaco

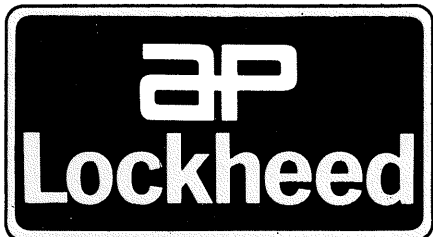
More Molloy

The dynamic duo of Paul Molloy and Roy Wooldridge once again looked set to dominate the 125 field, now so large that two heat grids are needed, both Paul and Roy taking a heat win each. But signs that the rest are bridging the gap came with Mike Doble and Mike Henry's wins in the remaining pair of heats. In the final however, it was Molloy's day once again, racing away in a spirited display of domination. Wooldridge had the misfortune meantime, to be taken off halfway up the mountain by a misguided backmarker. He was fuming as he walked back to the paddock but the sight of team-mate Molloy's easy win seemed to ease the pain! Mark Allen extracted everything from the Dale/Maico combination to overcome Mike Henry for second.

1st	Paul Molloy	Zip GP/Merlin Rotax
2nd	Mark Allen	Dale/KR Maico
3rd	Mike Henry	Star/Rotax

Top: Paul Molloy crests the rise, front wheels clawing the air, on route to a convincing 125 win. Centre: A heat puncture forced Kerkhoven to qualify the distinctive green Aero bodied Zip GP via the 'B' final, which he did with ease. Bottom: Team mates Hines and Buttigieg raced away at the start of the final. Here they snake through the pit esses. Below: Dennis Crompton earned a front row grid and took a creditable 4th with the immaculate Chatterton Aero.





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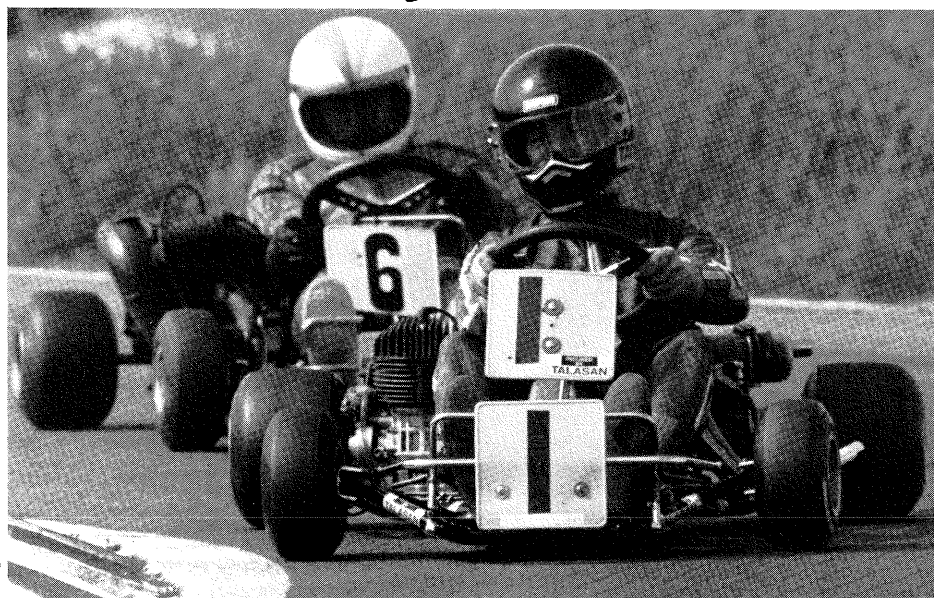
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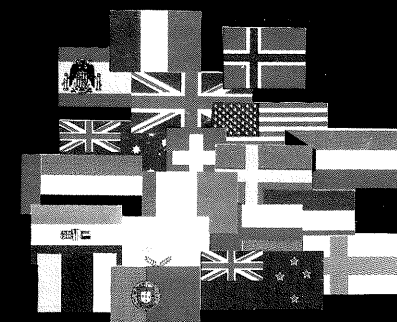
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continued . . .

Stoney made his move, slipping by to set about bridging the gap to the leader. Christo was settled in fourth, with Tredwell — not yet showing the dominance of '79 — working hard to get into his slipstream. A small error allowed both Ian Williams and Tony Bell to squeeze by, but the situation was 'rectified' within a couple of laps.

Half distance, and one or two of the faster back-markers were beginning to show. Barrie Peary and Ballantyne now occupied 6th and 7th, while Kenny Churchill in 10th was about to 'light-up' into a devastating late charge.

Up front, Stoney was taking all the attention as he moved onto Leclere's bumper, for what promised to be a tough duel for the lead. Nothing eventuated though, as tragically, Leclere's exhaust manifold broke and he eventually had to stop, leaving the surprising Stoney clear and, barring mechanical mishap, on his way to a big win.

Tredwell had been catching the eye as he tried American 'laydown' style on the long straight, finally 'drafting' past Marsden, but too far away to think about catching the leader.

The race moved into its closing stages with Churchill bursting into life and passing one kart per lap in an inspired challenge, that was finally rewarded with third. Neil Hann's slogging efforts from the rear of the grid earned him eighth place points — much needed after a disappointing start to the series.



Above: Kenny Churchill put in the drive of the day to take third. (Photo: D. Smith) Below Top: Tredwell hunched down on the long straight — U.S. style. Bottom: Winner Stoney (89) has just relieved Marsden (83) of second and sets his sights on leader Leclere. Note the hefty side bar! (Photos: J. Pudney)

The glory and the day belonged however to Chris Stoney, jubilantly crossing the line after 20 long laps, to take the win and also the Wycombe Racing trophy for the highest points over the day.

1st	Chris Stoney	UFO/CSK Hewland
2nd	Mark Tredwell	Birel/Fullerton K80
3rd	Kenny Churchill	Reema/Wyrac K80
4th	Lew Marsden	Wilson/Wilson TKM
5th	Peter Christo	Lane/TKM

SERIES POINTS AFTER THREE ROUNDS

	Til.	Kim.	3 Sis.	Total
M. Tredwell	115	130	125	370
K. Churchill	123	124	120	367
G. Price	127	132	101	360
C. Leclere	108	124	109	341
P. Carr	102	138	96	336
N. Box	113	116	105	334
R. Moth	136	85	97	318
S. Tillett	112	97	108	317
P. Christo	126	36	127	289
M. Beauchamp	60	115	113	288
S. Chittenden	107	108	69	284
K. Fine	76	98	104	278
A. Fairless	85	83	108	276
J. Wellsted	54	126	96	276
C. Lambden	59	103	110	272
N. Parrington	112	94	65	271
B. Parias	58	99	109	266
C. Booth	104	47	104	255
N. Fletcher	104	56	92	252
T. Bell	81	55	115	251
P. Elliott	111	47	91	249
T. Wright	118	90	41	249
C. Stoney	48	55	132	235
I. Williams	—	115	117	232
L. Crane	47	81	102	230
D. Preston	91	58	71	220
M. McGing	101	109	—	210
M. Gailer	100	110	—	210
S. Davis	88	122	—	210
G. Till	106	55	49	210
D. Dixon	35	116	68	209
B. Peary	44	41	120	205
G. Cain	47	109	47	203
M. Wilson	104	16	78	198
D. Tebutt	77	46	74	197
G. Cox	70	81	46	197
N. Hann	27	53	110	190
S. Sykes	44	104	42	190
J. Knell	85	37	67	189
D. Harris	108	80	—	188
R. Owen	57	79	47	183
L. Marsden	34	22	125	181
R. Lewis	56	83	40	179
P. Giddings	58	44	75	177
A. Sparks	75	98	—	173
T. Lilley	—	92	76	168
Mark Smith	81	51	33	165
M. Moore	127	36	—	163
W. Homer	117	42	—	159
R. Arkell	76	82	—	158

continued . . .

Dave's Delight

Despite the quality racing already seen, it was once again the Superkart field which was to provide the most excitement and tension. The heats provided an intriguing scenario for the final to come, with no-one displaying dominance but rather a group of 3 or 4 marking themselves as 'the contenders'. Four different heat winners — Buttigieg, Hines, Rodgers, and Stylin — outlined the closeness of the group, and the difficulty in coming from the back, through a mid-field of ever improving quality.

Rodgers dropped his second heat with a seized gearbox and it was thus Dennis Crompton who joined the other three on the front row with his neat red Aero 'wing' kart, after two impressive heat placings. Rodgers was well down the grid, but ahead of Kerkhoven who had been forced to get in via the qualifier after a heat puncture, but nevertheless dominated the race with the unique green Aero-bodied Zip.

A rare toe-to-toe clash between the current 'big three' — Buttigieg, Hines, and Stylin — seemed in prospect and they each knew it, each having a particular point to make. Stylin's Aero was wheeled down to the start with new 049 Dunlops all round, whilst the pair of matching Hermetite Zips bore the new production YBC Bridgestones.

But from amidst the impressive wail of 60 Yamaha twins, it was Crompton who made an absolute tyre-smoker, clearly leading the howling pack up the hill for the first time. He must have missed a gear then, for as they dropped

down into the Gooseneck, Hines led Buttigieg, Stylin, Fish (from row 2) and Gange with Crompton back in sixth.

The silver pair flashed through, pulling an early lead on Stylin, who in turn was edging away from pursuer Fish. Further back, Rodgers was beginning a superb charge, picking off kart after kart with the brilliant white PDS machine.

After a couple of laps Hines' engine began to lose its edge, with what was later diagnosed as a broken head stud, and lap 4 saw the inevitable happen, as Buttigieg swooped by and began opening up a healthy lead. For a while, Stylin closed on Hines, but suddenly pulled off — with his carburettors hanging loose. Fish had already gone, with a broken piston, along with Gange (no rear brakes) and Kerkhoven, both parked in the pit lane.

Battle had been raging meantime, between Crompton, Doug Rees, and Gartmore's Will Hoy, the latter rapidly coming to grips with Superkarts — despite driving 'one-eyed' after a lense fell out of his glasses! The flying Rodgers latched onto this battle and over the closing laps picked his way through for a magnificent third place.

Meanwhile, Buttigieg raced on and, despite a

couple of anxious moments brought on by kerb-clipping in perhaps an over-enthusiastic display of extrovert kart control, jubilantly crossed the line to the most perfectly timed morale boosting win possible. Hines plugged on to retain second, still some distance clear of the charging Rodgers, Crompton, Rees, and Hoy.

The late stages saw LD Racing's Jon Dixon escape relatively lightly from a high speed cartwheel that looked horrendous. A rear tyre deflation pitched the unlucky Dixon's machine sideways immediately in front of Hermetite Team driver Steve Elmore. The resultant shunt saw Dixon's kart cartwheel high in the air before bouncing into the infield. A broken shoulder blade, torn neck muscles and concussion were Dixon's (I'll be back at Carnaby!) injuries.

1st	Dave Buttigieg	Hermetite Zip/Smith Yamaha
2nd	Martin Hines	Hermetite Zip/Zip Yamaha
3rd	Derek Rodgers	PDS Zip/PDS Yamaha
4th	Dennis Crompton	Aero/Chat. Yamaha
5th	Doug Rees	Dino/Yamaha
6th	Will Hoy	Gartmore Zip/Yamaha

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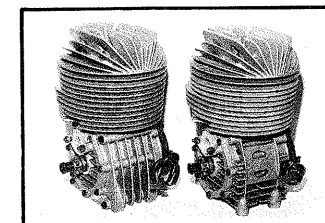
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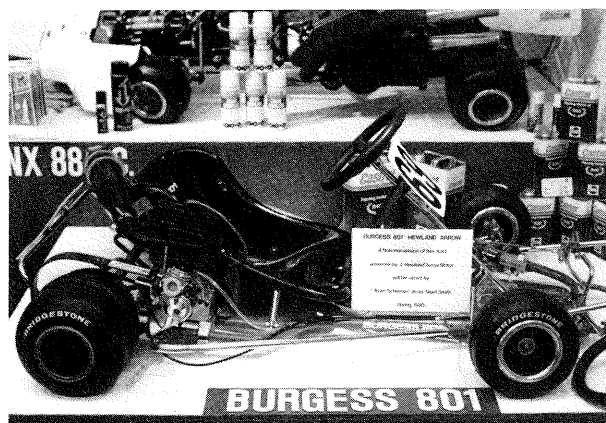
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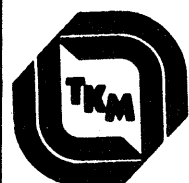
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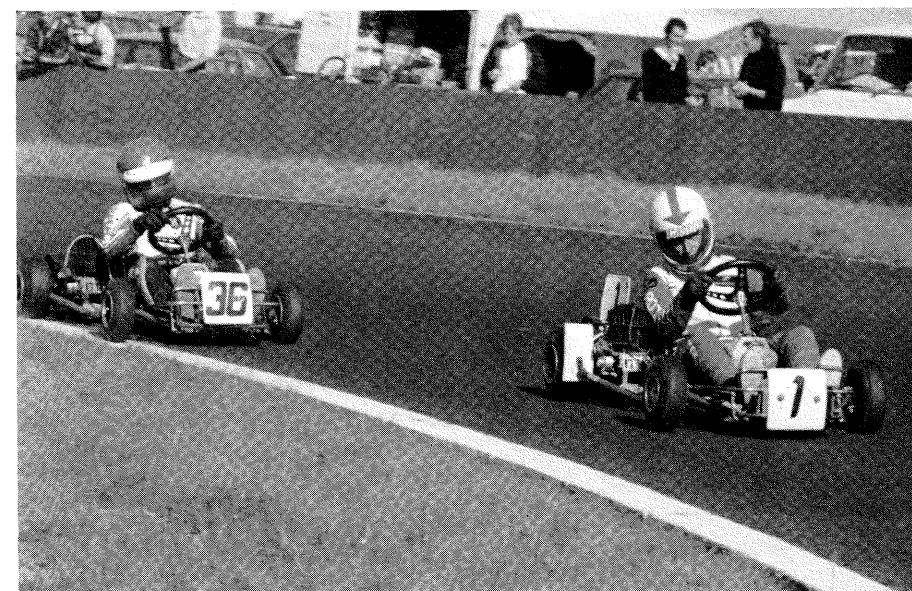
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In a repeat of his Kimbolton performance, Peter Rochford (1) won the Britain Class race from Terry Williams. (Photo: J. Pudney)

now settled, winding out the remaining laps without change amongst the top 5. And so, the SAM 80 final fell again to Champion Rochford, tailed home by Williams, Cleveley, Bierrum, Mills, Wood, Lake, Harris, Bundy, and Pollock.

1st Peter Rochford MM2/Hewland
2nd Terry Williams MM2/Hewland
3rd Nigel Cleveley Barlotti/Hewland

Championship points after 3 rounds: Williams 370, Cleveley 345, Rochford 338, Sisley 299, Bierrum 293.

Stoney's Track

Both previous rounds had indicated solid form on Craig Leclere's part and so it was no surprise to see the lanky Sheffield driver earn his first pole position, on one of his local circuits. Leclere's FRED Parilla was pulling a couple of teeth less than most engines, yet still retained good punch out of pit corner onto the straight.

Making up a Lane 1-2 on the front row, DMA's Peter Christo had obviously recovered from his poor Kimbolton showing. Row two continued the Northern flavour with Stoney's self built UFO sitting inside the Wilson Premier of Lew Marsden.

Further back on the grid, each having dropped a heat, were likely threats Moth, Carr, and Ballantyne, but facing a long uphill climb if they were to feature in the top placings. The grid formed up as follows:

Christo	Leclere
Marsden	Stoney
Murphy	Box
Parias	Booth
Tredwell	Peary
Bell	Williams
Price	Crane
Churchill	Beauchamp
Rudd	Lambden
Fairless	Tillett
Fine	Moth
Carr	Ballantyne
Elliot	Fletcher
Hann	Parrington
Harrison	Wellsted

Poleman Leclere hit the front immediately, and began inching away from Christo, who led the scrabbling queue through for the first time — Box, Marsden, Stoney, Murphy, and a fast-starting Tredwell.

Box was soon in trouble, dropping a couple of spots, then falling victim to the progress of Tredwell, before going out with a big seize as they began lap 5.

Meantime, Murphy was gone, Moth had plummeted off into the barriers, and Carr's rapid charge had ended in another seize.

As Leclere's gap steadily increased, Marsden had held second for a couple of laps until

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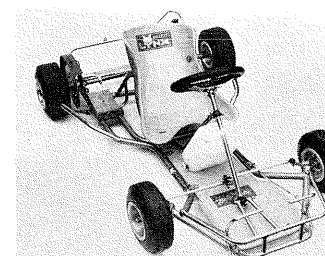
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Stoney's 3 Sisters



Pole man Leclere (11) was caught by eventual winner Stoney (89) shortly before he went out with a broken exhaust. (Photo: J. Pudney)

Surprise win to Chris Stoney in third K & S round at 3 Sisters after duel with pole man Leclere ends with the latter's retirement. Tredwell takes a narrow series lead with a gritty drive into second. Churchill a brilliant third from midfield start. Rochford scoops his second SAM race, but Williams retains series lead with second. Report: Chris Lambden.

The amphitheatre atmosphere of Wigan's 3 Sisters sports development area provided the backdrop as the Kart & Superkart Championship moved into its third round on June 1st. The relaxed and proficient Buxton Club organisation crew were perhaps slightly relieved that the huge entry for the first two rounds had settled down slightly in numbers, and in the end, the 106 entry, plus 30-odd SAM series competitors, made up a smooth-running programme.

Saturday's practice was wet for the greater part, although most were able to squeeze in a few 'dry' laps in the dying minutes. As with the Lockheed round earlier in the year, the unique, high speed circuit, needing approximately 9:63 gearing, would throw up some new names to set about the established order, and in particular a winner new to the 'roll of honour' of major 100 National events.



As was to be expected, the first northern round of the 1980 Championship was without one or two of the southern contenders, but introduced one or two strong challengers of its own.

Missing from the line-up was Zip works campaigner Steve Davis ('holidaying' in Jesolo), and likely runners Wayne Homer, John Aitkenhead, and Nigel Edwards — the latter still recovering from his Wombwell shoulder injuries. Rowrah 'specialist' Mike Ballantyne was making his first appearance in the 1980 series, and on reputation looked likely to feature.

Rochford Encore

No surprises emerged from the SAM 80 Britain class heats, with all the established runners finding their way onto the front rows of the grid for the 20 lap final — Rochford, Cleveley, Williams, Bierrum, Sisley and so on.

Cleveley out-jumped Rochford to take the initiative as the field peeled off into the first right hand sweeper, but as they emerged to wind around the pits complex, the British Champion was jammed firmly 'up the exhaust' of his southern contemporary. Williams led the bunch as they filed through — Sisley, Gill, Bierrum, Mills, Wood and Pollock.

As they slipstreamed by for the second time, Rochford moved through, twitching nervously under late braking for the oncoming corner. Bierrum similarly demoted Sisley, next time around. One more time, and Cleveley squared up to slingshot past Rochford — which he did, only to slightly overshoot, letting Rochford and Williams by.

Lap 6, and the battle was unrelenting — Williams taking his turn to scythe past into a brief lead. Sisley had a go at Bierrum, but in the end gyrated to a tyre-smoking stop. So competitive is this class of racing, that although he restarted immediately, Sisley could only regain 13th spot by the finish!

Rochford now established himself at the front, and after these 7 frantic laps, the race

Into pit bend on lap 4 — Box, Tredwell, Williams and Murphy. (Photo: J. Pudney)

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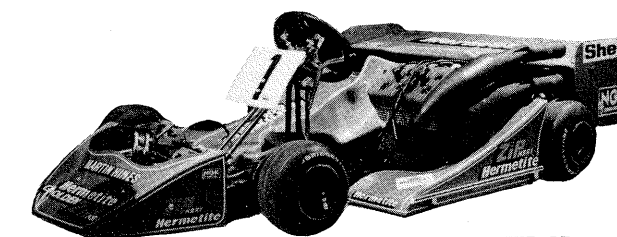
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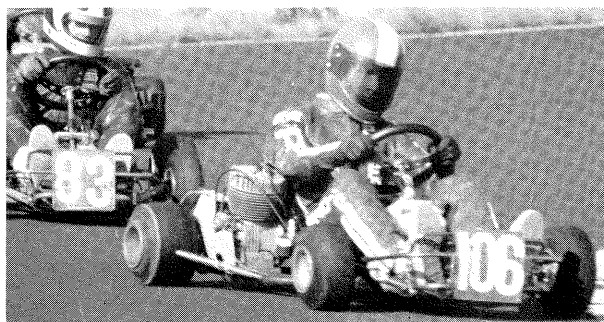
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continued. . .

of the RD 250 engine - all good stirring stuff and obviously designed to improve the stature of the class when read by the layman or possible new entrant into the class. . . It is clear that there is a strange minority within our sport that for some reason resents the attention that the highly colourful and spectacular Superkarts are now attracting - both in attendance and coverage. . .

I would first like to ask who the illegal fuel users are thought to be? One assumes that the writer considers those who have been doing the winning at top level the most likely culprits. Might I suggest that, before highly damaging drivel such as this is put into print, anyone who suspects this practice first watches the Styrrins, Buttigieg, Fish's, Elmores, Hines, Rodgers and Roscoes etc., on some of the more demanding corners of the faster tracks and then compares their ability with the drivers who come in lower down the field. At Cadwell, the long start and finish straight is followed by a long uphill left hand sweep. At the recent meeting there, I stood at the end of the straight for some of the 250 races and was amazed to see that quite a few of the slower men were braking quite heavily before climbing the hill, bearing in mind that they were travelling, before braking, some 20 mph slower than the 'hot foots'. Buttigieg and Hines, by contrast, were flat in top, on the wrong line, round the outside of a gaggle of back markers! Buttigieg himself, when I spoke to him on this, admitted to surprising himself by finding, on coming from the back in one heat, that several of those he was catching actually had more straight line 'motor' than he did!

Looking back to the first Snetterton meeting

this year, there were a few brave aces taking the chicane absolutely flat, Buttigieg using the kerbs when necessary as well - and that takes some doing. In my Montessa days one thought twice about it!

"Me thinks" that people with such obvious superiority in this department don't need to cheat and any suggestion of it appalls me. It is an insult to the greats of the sport. If it was going on I am sure I would have 'sniffed it out'. To remove all doubt in the minds of the few miserable little nobodies, I hope there is another phase of fuel sampling.

I have had the same allegations levelled against me, indirectly, when Graham Liddle, using one of my motors, was leaving everyone else far behind, and found it very hurtful - until I found out where the rumours started from, and I was then able to put it down to sour grapes from the 'cripples' of our fine sport.

A rumour started last year around Bohlin using an oversize engine. Having seen his heads and barrels off many times, I made it my business to find out how the story started. You may or may not know that at the World Cup, Lennart is allowed the use of the Hesketh workshops and only the favoured few are allowed in and out on race day. An innocent enough official wandered in rather in the middle of an embarrassing moment and was told that if he breathed a word of what he had just seen he would be bodily chucked off Heysham Head, or some such threat. This was overheard. Two and two were put together by the eavesdropper and it was 'gospel' that Bohlin had a 350cc engine! In fact what the person had seen was a somewhat bent kart belonging to Christer Johansson caused by total brake failure which Star Karts were not keen to advertise. That's how rumours start! I know Lennart well and was annoyed by such damaging rubbish, so I hope I have put the record straight on that score.

Some competitors, particularly in 125, are making a real effort to get quiet and quick. Dave Curry has made a Class 1 Vevey-type addition to his normal exhaust and reports no loss of performance. Michael Henry, who finished third at Cadwell, and Brian Hill were all using extra silencing and were more than competitive. It can be done! It is more practical to accommodate a larger exhaust with a rear facing exhaust outlet, so is a real problem to achieve this in the even more necessary field of 250s with two exhaust ports facing forward. If only everyone would turn their barrels round, life would be a lot easier. . .

Gary Deal has lost none of his flair, and won the 250 National race at Cadwell on pure driving with an engine which was obviously not functioning 100% and was miles an hour slower than the others in the class. Some were actually locking up wheels braking hard in the middle of the Gooseneck, but Gary was flat out all the way and once he broke loose of the dice for the lead, pulled steadily away. There is clearly no substitute for sheer talent, even in this somewhat bedraggled class, which hopefully is now set for a revival.

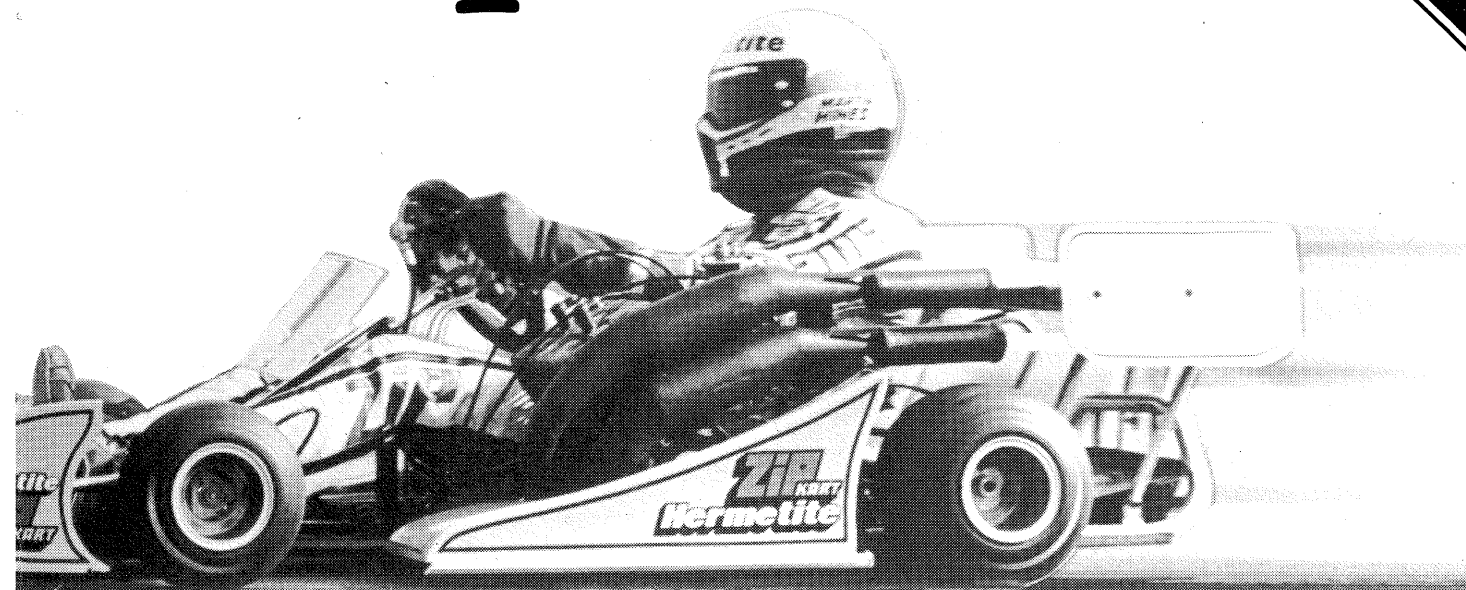
At post-race scrutineering at Cadwell it was interesting to see the condition of two of the winning engines. On one, the piston had well and truly been clouting the head and on another the fortunate winner was running weak enough to leave his piston as 'white as the driven snow' - no names though!

Rumours are circulating on the possibility of Mickey Allen soon driving a Zip. He recently supplied one of the Zip hierarchy with a rather smart Mercedes 450 SLC - could there be a reciprocal deal about to come off? - I doubt it. . .

C.M.

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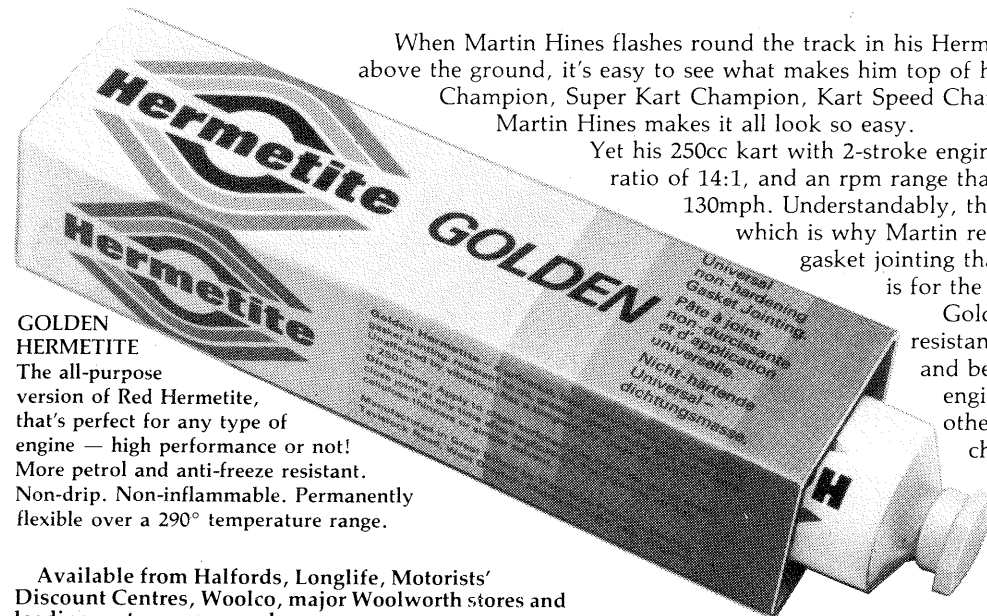
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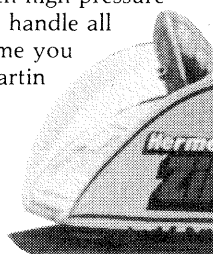
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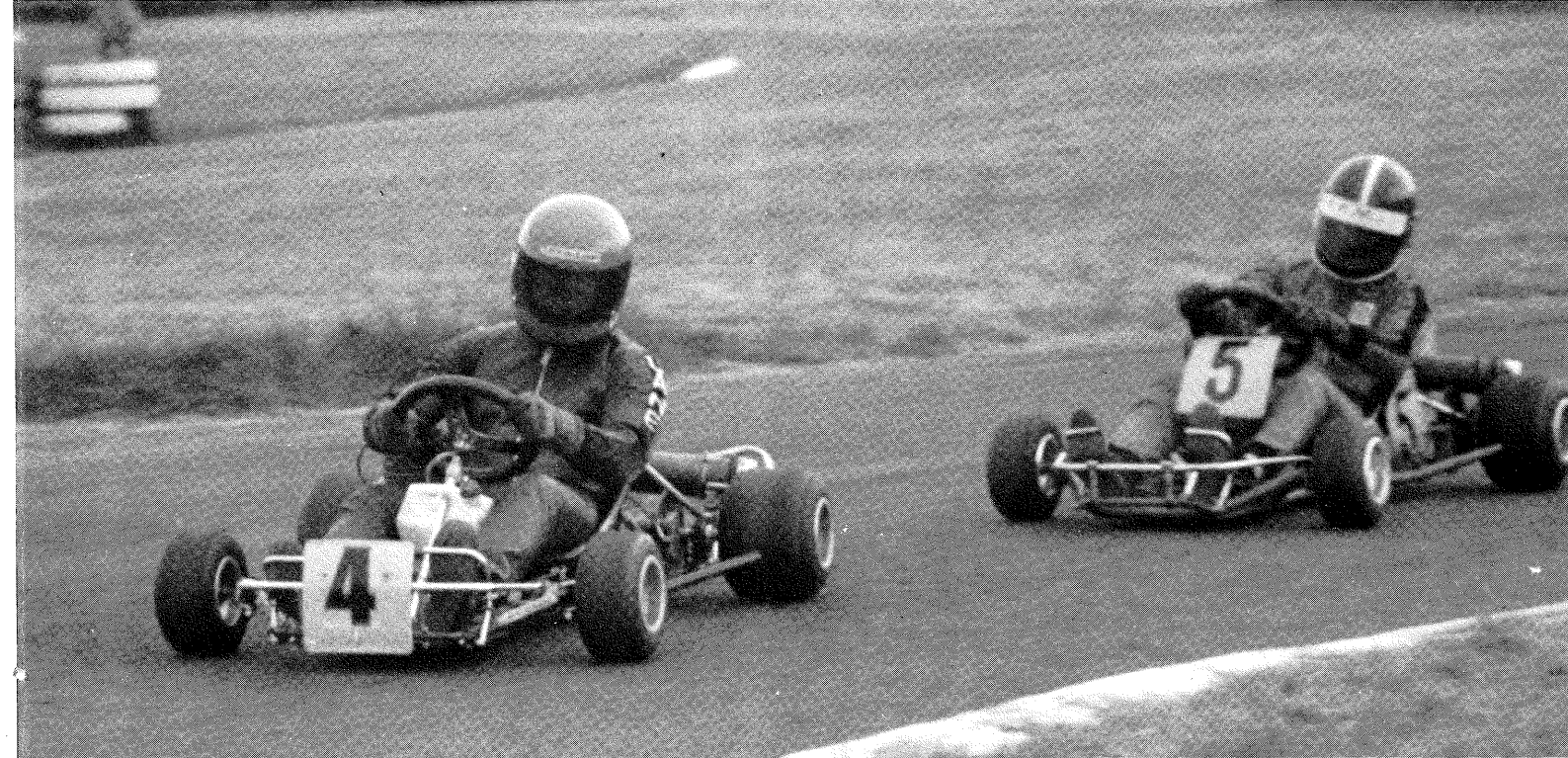
When Martin Hines flashes round the track in his Hermetite 'Zip Grand Prix', at a heart stopping $\frac{5}{8}$ " above the ground, it's easy to see what makes him top of his class. Twice British Champion, Euro Champion, Super Kart Champion, Kart Speed Champion, and Winner Danish Grand Prix, Martin Hines makes it all look so easy.

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Kart & Superkart



The dying stages of the Lockheed final, and Alan Gates (5) searches for a way past Alan Lane (4), in a search that was to end in collision, but which did not prevent Lane from claiming victory. (Photo: J. Pudney)

AP Lockheed and Road & Racing Championships Round 4

I always reckon that if you want to spectate at a kart meeting, and be guaranteed top quality racing, then go to a Lockheed (nee Green Man) Championship round. Clay Pigeon on June 8th was certainly no exception. Despite the absence of Terry Fullerton, who was competing at the Swiss Grand Prix meeting, a good entry of 40 was received, and the heats produced some excellent racing.

In fact, one of the heats produced the best dice I have seen in years, as Martin Leach and Doug Spencer fought it out tooth and nail, passing and repassing in a superb display of kart racing at its very best. Suffice to say that this heat performance plus some other good results put Doug on grid 3 for the final and Martin on grid 5. Seemingly inseparable this season, Alan Lane and Alan Gates once more produced sizzling form to gain spots 1 and 2 on the grid respectively, whilst Martin Smart was sitting pretty on grid 4.

Not having such a good run this season, Mickey Allen was back down on grid 11, having suffered a pretty vigorous attack from young Jackie Brown in one heat, which put him down a lap. On the very back of the grid from the B final came Simon Wright, Dave Mellish, Terry Edgar and (surprise, surprise) Biff Harris!! A couple of surprises on the final grid came from Tony Ripacandida on grid 6 after some steady heat performances, and Richard Smyth (who?), who actually won a heat and with some good positions in the others, gained grid 7.

As the field snaked around on their rolling laps I thought to myself, in view of the lack of dominance by any particular individual, that this had the makings of an interesting final.

Victory Lane

Alan Lane back on the winner's table despite desperate last lap tangle with Gates. Allen, Leach, and Grice out in last lap shunt, leaving Spencer a surprised second. Dean and Studer take Junior wins. All three series points tables close up at the half way stage.

Reporting: John Pudney (Lockheed series)
Peter Wardle (R & R series)

How right I was!! Everyone made it away from the flag safely, but as they filed around the left-hander into the infield, Martin Smart got nudged onto the grass, regaining the track at the very tail-end of the field. Alas, any hopes of a demon drive from the back were negated by Martin's almost immediate retirement with a shattered rotary valve.

Proving that his heat performances were no fluke, Martin Leach snatched an early lead, very very closely followed by Lane and Gates. Allen was already through to 4th place, followed by Needham, Spencer, Smyth, holding his own very well in such illustrious company, then Luby and Jackson. By lap 5 the order at the front was much the same but Jackie Brown, John Gravett and Paul Fletcher all came round late having got 'involved' in Kurt Luby's spin.

Rather than carry on, Jackie retired to the pits to watch Alan Lane tow Gates past Leach into first and second places, leaving Martin to fend off the persistent approaches of 'Maestro Mickey'. Ricky Grice was starting to show well by now, already up into sixth spot, whilst Simon Wright and Biff Harris were also working their way up from the back of the grid. Allen eventually managed to get past Leach, but although Lane and Gates had been able to pull out quite a gap, Martin stuck to Mickey's tail like a Leach (UGH!!), certainly not allowing him to pull away at all.

As the race ran towards its close Grice was noticeably motoring, and having passed Doug Spencer for fifth place, had his sights set on the battle for third between Allen and Leach, the leaders by now being too far ahead to contemplate catching. The last lap was certainly shaping up. . . Watching the Lane/Gates dice it was clear that the only place Gates could conceivably pass Lane was around the outside of the flat-out bend past the pits — if he managed to get a decent run out of the tightish right-

THE GRID

Gates (Birel/TKM)	Lane (Lane/Parilla)
Smart (Zip/BM)	Spencer (Zip/Sirio)
Ripacandida (Zip/Parilla)	Leach (ART/TKM)
Needham (Zip/Parilla)	Smyth (Dino/TKM)
Jackson (Lane/Parilla)	Luby (BM/BM)
Homewood (Birel/Parilla)	Allen (Sprint/Sirio)
Gravett (Zip/TKM)	Evans (Lane/Hewland)
Fletcher (Lane/Parilla)	Grice (Lane/Parilla)
Brown (Zip/Zip)	Fisher (BM/Parilla)
Weatherley (Cobra/K80)	Blaynee (TKM/TKM)
Mellish (Reema/Hewland)	Wright (DAP/TKM)
Edgar (Lane/Parilla)	Harris (DAP/DAP)



continued. . .

handler preceding the straight. Having tentatively investigated this avenue of attack on several previous occasions Gates did indeed start to edge alongside Lane as they thundered down the hill for the last time. It was a manoeuvre Gates had to try, but it was one that Lane was not exactly going to make easy! In the event disaster struck, as with a horrible crash the two leaders, travelling absolutely flat out, collided and whilst Gates spun relatively harmlessly to a halt, Lane was deflected onto the infield at horrific speed. Striving manfully to control his bucking kart, Lane eventually managed to retain control and regained the track some 100 yards from where he had been knocked off, to stagger round and take the flag, without losing the lead.

Whilst all this excitement was going on, further drama was being enacted at the hairpin. Ricky Grice, in a do-or-die effort, dived inside Martin Leach, unfortunately making contact with the back of the latter's ART. Leach in turn was knocked into Allen, and so in a flash, the third, fourth and fifth place men were out, changing the whole structure of the race. Doug Spencer, who had started his last lap in sixth spot, could hardly believe his eyes as he passed the stricken karts of Grice, Leach, Allen and Gates to take the chequered flag in second position!! Biff Harris, in an excellent drive up from the very back of the grid, which earned him the Driver of the Day award, snatched third from Paul Jackson on the last lap. Fifth was Richard Weatherley with Dave Evans sixth. Gates got restarted to finish seventh – poor reward after such a fine drive at the front – ahead of Chris Needham.

As is so often the case at these important meetings, that was not *quite* the end of the

matter, as rumours circulated in the pits about a possible protest against Alan Lane for cutting out part of the corner known as 'Billys Blind' during his frantic off-track excursion. In the event common sense prevailed, and Doug Spencer in a sportsmanlike move, realising there would be no glory in winning the meeting on a technicality, dropped all ideas of protesting.

1st	Alan Lane	Lane/Parilla
2nd	Doug Spencer	Zip/Sirio
3rd	Biff Harris	DAP/DAP
4th	Paul Jackson	Lane/Parilla
5th	Richard Weatherley	Cobra/Komet

Behind the Scenes at Clay

● When you look back on Mickey Allen's total dominance of the scene last year and his performance in relative terms in 1980, it is not difficult to realise why the Maestro is smiling even less than usual this year. Hard times in the motor trade and an absolutely disastrous trip to Jesolo must only have added to his misery at the weekend. Team-mate 'Kosher' Knapfield was also not having the best of days, incurring Glen Beer's displeasure for not 'getting his finger out' in the racing!

● Jackie Brown was not karting's most popular driver at Clay Pigeon, taking off several people and himself in rather suspect overtaking moves.

He does seem however to have got one or two of the Zip engines going quite well.

● The lane camp were obviously elated to win a major race at last, and with the upsurge of chassis sales into the International grids, things are really looking good for them. Ricky Grice was kicking himself after the meeting for throwing away a fine drive, and a good chance of the Driver of the Day Award to boot, because had he stayed on the track he would surely have taken it. As it was, nobody could possibly begrudge the popular and often so unlucky Biff



Harris the award, which he well deserved with yet another plucky drive from the B final. At least the £75 will cover the cost of a new rear axle, damaged during a fracas in one of his heats. . .

● Alan Gates was driving his old Birel on Sunday after writing off his TKM chassis in a major practice shunt. At the end of the meeting, Alan Turney reckoned the Birel might be a write-off too after Alan's high speed shunt with Lane!

● Roy Austin, now Lane mounted, had a disastrous day, getting involved in shunts in every heat before having an almighty accident which put him out of the racing for the rest of the day.

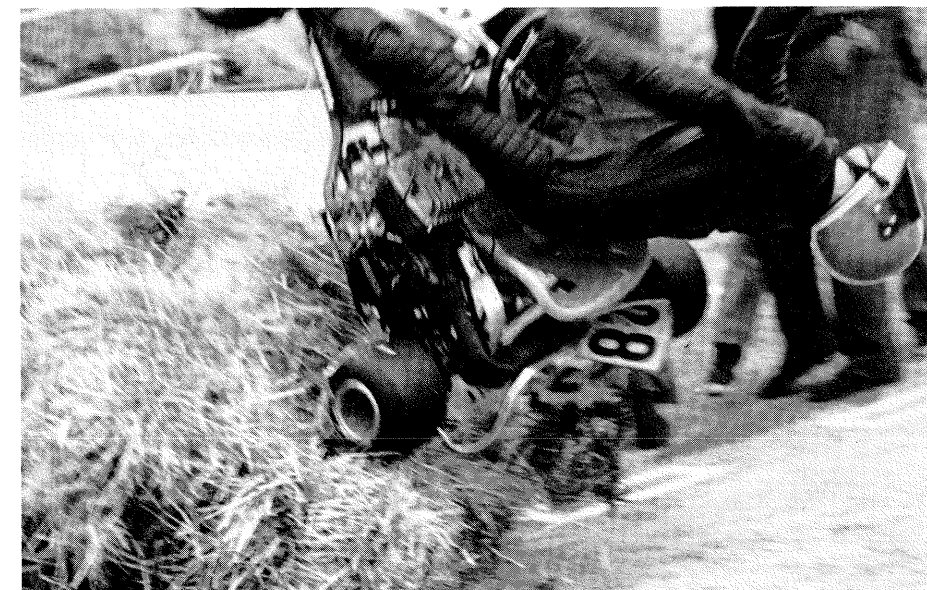
● Martin Leach was brimming over with newfound confidence despite his unlucky removal from the final results. The new one-piece ART

It is a curious coincidence that karting's World Cup, the Monaco Grand Prix and the Isle of Man TT races all occur within a few weeks of each other and each year all three are followed by post-mortems (not an inappropriate term!) as to the suitability of the individual tracks for today's speeds in view of the accident rates. In all cases the entries for the meetings are vastly over-subscribed – in the case of the Isle of Man, for the 500 or so entries accepted, nearly 1,000 are turned down. The most popular classes at the World Cup are always full well before the closing date. The accidents occur, yet next year many are clamouring to return.

TT week is the annual pilgrimage of the true motorcycle enthusiast, whether spectator or rider. Always the opposition to these events comes from people who never intend to race anyway. Barry Sheene is quoted as saying he wouldn't race on the 'Island' for a million pounds – I don't recall anyone asking him. People have even criticised some of the 'improvements' made to the TT course as they feel it is slowly losing its character! Quite simply, if you don't like the TT or Morecambe, don't go.

I have always felt that a true masculine sport must have an element of danger for the participant, otherwise it isn't a sport – or if you like, a substitute for the old form of conventional war or battle, because that was where our forefathers became men, and proved themselves – on the battlefield. It is an ugly fact, but true. Through history some men have always

Holidaying in Morecambe! Photographer Dave Smith catches the action as Robert Grubb loses interest in the 125cc World Cup.



wanted to pit their skills against others, whether in bloody contest or not. Some like chess, some like sailing round the world single handed, some people spend Sundays by the goggle box (Saints preserve us), some go skydiving. It is all a matter of taste and I believe in freedom of choice, and so provided our circuits aren't marked out with barbed wire or such like, the choice of where one chooses to race should be reasonably free. I shudder to think of some of the old non RAC pirate tracks I used to race at!

I bring this up because I feel that after this year's World Cup, the Morecambe track is to be subject to pretty close scrutiny on the safety angle. I raced at two or three World Cups and decided it wasn't for me, but I didn't try to influence anyone else. What I *did* object to was the very obvious preferential treatment and the blind eye to the accident rate that Morecambe was favoured with, at the expense of other Clubs and tracks. Heysham was allowed initially 32 on the track when Surbiton was allowed 9 – clearly one set of rules for one, than for the other – and I know for a fact that critical Steward's reports never saw the light of day, whereas some relatively obscure small Clubs were put to waste expense and inconvenience to re-plan their track for safety reasons. I await with interest the outcome of Mr. Langford's visit, but I do hope it doesn't mean that the 13th World Cup will be the last at Morecambe.

Four or five years ago I suggested timed practice and a series of heats all to count for



The Chris Merlin column

the overall result and was more or less told to mind my own business. It is clearly the vast extremes of skill and speed which is the danger element in the heats. In poor conditions, the final of this year's event gave no cause for concern.

A bitter-sweet month for Tony Smith. The Yamaha engine used by Charlie Williams to win the Formula 2 TT race (250cc two-stroke, 400cc four-stroke) was tuned by Tony. This was the new RD watercooled Yamaha's first competitive outing and Williams won by over a minute – a sensational debut.

The engine Dave Buttigieg won the opening round of the RAC Championship with at Cadwell, was also Smith prepared, but (and this was the bitter pill) in a *Hermetite Zip*, now that Dave is with this 5 strong team. This provided Tony's first major success this side of the Atlantic this season, and regrettably marks the end of his association with Buttigieg, as he will in future be using Zip prepared engines. Martin Hines must surely have finished the final (in second place) with mixed feelings, having only days before rescued Buttigieg from the wilderness, after the withdrawal of Rapid Movements backing, and then found himself behind the man to whom he had come to the rescue. Martin finished second partly due to a broken cylinder stud and resultant head leak. An element of irony for all concerned! Great to see Buttigieg in his true place though, way out in front.

There was a rather peculiarly angled, or sour article in the July issue of 'Karting' called '250cc Blues', once again making groundless allegations of the widespread use of illegal fuel additives by some competitors in this class, insinuations that some of their engines may have been stolen and emphasising the poor reliability and possible lack of future availability



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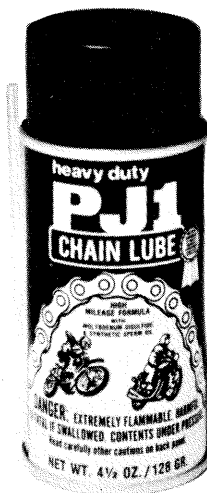
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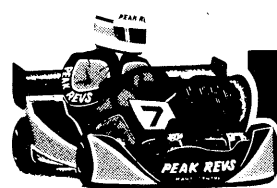
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Not for the first time, Martin Leach (14) led the early stages of a Lockheed final. Following are Lane, Gates (5) and Mickey Allen. (Photo: J. Pudney)

kart certainly looked a vast improvement over the split kart, with results speaking for themselves, and the team seemed a lot more compact, without a surfeit of cooks to spoil the broth.

● Doug Spencer, having suffered such a series of big end failures that racing at Jesolo was out of the question, arrived at Clay to suffer a continuation of the problems. After ruining no less than 5 engines, Doug was recommended to change engine lubricant, whether the change was coincidental or not, from that moment on Doug ran without problems. It was nice to see Paul Deavin working on the engine fitted to the works Zip — so short on engines was Ronnie Spencer that he was forced to 'rent' a works Sirio from Paul! In any event, the Sirio certainly had some plod, and was reliable.

● Funnily enough, after my remarks about

Junior Britain provided a race long dice between Studer (33) and new series leader Cranmer (11). (Photo: J. Pudney)

Paul Fletcher's old Sprint at Fulbeck, a new Lane was obtained for Rowrah, making the FRED team an all Lane chassis outfit. Paul Jackson seemed a little subdued in his heats, but he was apparently saving his best tyres for the final, which did net him fourth place.

● On the subject of tyres, the unique Clay Pigeon surface saw virtually everyone on Dunlops for the racing. Only Martin Smart and Chris Needham put on Bridgestone fronts in an effort to cure graining problems, whilst Gravett was the only person on the grid using Bridgestone rears. Interesting that the 3 odd men out should be on Zip chassis.

● Dave Evans was yet another driver to have joined the Lane camp, together with Ricky Christo, Gary Ward and of course Terry Edgar, who had made the long trek down from Cumbria.

● I don't know if I'm going blind or something, but I'm blown if I could find either Tony Ripacandida or the impressive Richard Smyth in the pits. Not only did Smyth comfortably win a heat (John Gravett couldn't catch him), but he also held a good 7th place in the final before dropping out.

J.P.

R & R Juniors

With the RAC Championships only two months away, and an increasing following for Junior Championship racing generally, a huge entry assembled for Round Four of the Road & Racing Racewear Championships. This was the halfway point in the Series and the two Championship leaders (Tim Sugden — Junior National and Jeremy Cotterill — Junior Britain) were determined to underline, and further secure, their positions. Motor racing being what it is, however, neither driver was successful. Tim Sugden suffered the indignity of being black flagged for a loose chain guard when lying fourth, dropping him to an eventual 16th (still at the top of the table but only just), while Jeremy struggled into 13th in a strangely lacklustre performance from mechanical gremlins, and it was Lee Cranmer, sensibly holding second throughout, who finished the day at the top of the Britain League.

With long finals and a prestige National Title at stake all the drivers are learning to pace themselves. This doesn't seem to detract from the frantic nature of the racing, but does result in appreciably more exacting manoeuvres with the accent on finishing well. The Junior Britain 'A' final particularly being very hard fought from a positively giant entry which needed a 'C' final, and not one single driver got lapped in the 20 lap main race! Further, out of the 24 starters, no less than 21 were still racing hard at the chequered flag. If this isn't a sign of the current health of karting at this level then I don't know what is.

Studer's Britain

Several front runners found themselves in the 'B' final after the heats, notable amongst these being Steve Brogan, again making extra work for himself. In the event it was Mark Jennings who pulled clear to win, and Mark Handyside, Adele O'Hara (a most determined and competitive performance this — she really ought to come to a few more rounds) and Steve Brogan who took their places on the back of the main grid. So to the most competitive Junior Britain Final so far.

On the front row Peter Studer had taken pole, unfamiliar in an open-faced helmet in deference to the hayfever season, with a colourful Lee Cranmer alongside. Rapid Movements, having pulled out of Superkarts, are now apparently sponsoring half the Class I fields, and their rather 'sudden' black and yellow leathers made quite sure you wouldn't trip over any of them on a dark night!

As they scorched into the first corner it was Studer, Cranmer, Dart, nose to tail, followed by Scott Banks. Jeremy Cotterill suddenly slowed on the straight, then continued right at the back, working his way up the order again.



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Da Silva, driving his "white" chassis, raced
away with the first final in the wet, but then
switched back to his regular chassis for the
remaining races. Considering that the Brazilian
had only driven in the rain once before, his
performance was brilliant. (Photo: R. Muller)

By the time the second Final got under way,
the track was completely dry and everybody
was on slicks, with the majority using the YBC
Bridgestone.

Da Silva shot off into the lead again and in
only three laps had opened up a massive lead.
While he settled down to pace himself to flag-
fall, the crowds attention settled on the battle
for second place between Wilson and Modena.
Once again Wilson was to be 'taken out' in a
major event, as had happened at the World
Championship last year, only this time it was
his supposed team-mate, Modena, who did the
dirty work. Forsman took advantage of the
situation and made his move for second place,
while Fullerton elbowed his way up to third
place just ahead of his former DAP mechanic
Flavio Gallone, driving for France where he
now resides.

1st da Silva, 2nd Forsman, 3rd Fullerton, 4th
Gallone, 5th Zoserl, 6th Capelli.

And so to the first Final of the Champions Cup.
The race finally got under way after the field
had been stopped on their third rolling lap and
given a stern ticking off about not keeping posi-
tions by Riva, the now infamous Clerk of the
Course.

Fullerton looked decidedly uncomfortable
with his 'white' chassis in the wet, and whereas
he normally shines under these conditions, the
defending Champion went backwards, finishing
7th. Thereafter he reverted to his other 'red'
chassis. The rest slithered around fairly steadily,
with the exception of Andersson who didn't
finish, spinning it away early on.

1st da Silva, 2nd Wilson, 3rd Modena, 4th de
Bruyn, 5th Forsman, 6th Zoserl.

As they set off on the rolling lap with
Fullerton on grid three seemingly glued to da
Silva's bumper it was obvious that the best race
of the day was still to come! Modena non-
started - rumour having it that he had been 're-
lieved' of his Birel works drive after the un-

De Bruyn (34) and Forsman (43) dueled
throughout the first final, but finished in that
order. Note the wide wheel spacing on Fors-
man's Birel, in search of more front end grip.
(Photo: R. Muller)



necessary shunt with Wilson.

Whereas da Silva started with a new set of
YBC's, Fullerton had apparently, as is his
usual policy, gone for something that he felt
would show better in the later laps, fitting a set
from his collection of previous year's com-
pounds.

It showed, as the Brazilian raced away to an
impressive lead - the length of the straight by
half-distance - but then, on schedule, Fullerton
began to chisel away at the gap. The rest of the
field were forgotten, left well behind, as atten-
tion focussed on the shrinking gap between the
two, da Silva looking apprehensively over his
shoulder.

With just over a lap to go, Fullerton caught
him, and as they braked for the first hairpin
for the last time, slid insolently down the in-
side, to then pull out a couple of lengths, win
the race and with it, his third successive Cham-
pions Cup.

1st Fullerton, 2nd da Silva, 3rd Forsman, 4th
Zoserl, 5th Capelli, 6th de Bruyn.

When everybody had got their breath back the
final heats of the Jesolo Grand Prix continued
the afternoon's racing.

Heat four was won by Cathy Muller with
Fred Koene carefully following this lady driver
from start to finish. Third place went to Eng-
land's Richard Weatherley, after one of the best
drives from him throughout the event. He had
been plagued by mechanical trouble in the first
part of the event but had now finally managed
to get it all together. Fourth was Bisquert and
fifth another new Italian find - Giordano
Bassini.

Bassini had obviously sorted his equipment
too, as he stormed off into the lead of the fifth
heat, holding off a determined challenge from
Koene who finished second ahead of Weather-
ley. Fourth was Muller and fifth Bisquert.

The sixth and final heat of the Jesolo GP
provided a victory for Peter Rossel of Denmark,
with Koene completing a hat-trick of second
places ahead of Muller again and Chris Need-
ham, who had also had his share of bad luck
but got it right in the end! Despite his problems,
Needhams second major European outing was
very creditable - someone to watch for the
future.

Thus ended another Champions Cup meeting
with racing as exciting as usual on the superb
Jesolo track. This year though, the organisation
was not up to its usual standard, with the
drivers suffering as a result, constantly trying to
keep pace with the continual changes in the
meeting's time-table. Race organisers should
remember that the drivers are their racing and
the conditions should be moulded to suit their
requirements and not the manufacturers' whims.

To some extent the unrest amongst many
drivers was soothed by the lavish prizes given
away afterwards in the plush surroundings of
Jesolo's Town Hall. Engines and chassis were
given to twelve competitors, including Peter
Koene who apparently received da Silva's heat-
winning chassis. Perhaps this was a hint that he
should do a little better at the next meeting! . .

Argal Varney

FINAL RESULTS

CHAMPIONS CUP

1st	Terry Fullerton	Fullerton/DAP
2nd	Ayerton da Silva	DAP/DAP
3rd	Lars Forsman	Birel/Parilla
4th	Peter de Bruyn	Hutless/Parilla
5th	Toni Zoserl	Birel/Parilla

JESOLO GP

1st	Fred Koene	DAP/DAP
2nd	Pepe Bisquert	DAP/DAP
3rd	Cathy Muller	Hutless/Parilla

continued . . .

Parilla's dominated the engine department numerically, although an increasing number of drivers had changed to DAP engines, no doubt influenced by the pleasant and helpful attitude of this family-run business. Flemming Nielsen and Harm Schurmann were 2 drivers to have switched, and both seemed to be pleased with their Dino/DAP set-up.

Scrutineering took place on Friday afternoon and some engines were surprisingly passed with their numbers stamped only on the rotary valve cover! An obvious let out for changing an engine after scrutineering. . .

Timed laps took place on Saturday morning and as usual at Jesolo, points were given for the results and these were later to be added to results from the heats. Drivers were given ten minutes each and their best 6 laps were taken into account for their group positions. No sooner had the results been published than it was realised that there were obvious discrepancies. Apart from the time-keepers having to cope with 10 karts lapping at a time, their work was obviously not helped by the official who was seen by the writer to casually saunter across the track towards the bar to collect a tray of drinks for the time-keepers who, on his way back, unknowingly walked through the timing beam!

Peter Koene was credited on one lap with a time of 41 seconds, some 5 seconds faster than the average lap and, apparently, at first the time-keeper accepted that this might have been correct! After all, he is the World Champion. However, protests were made and late on Saturday afternoon it was finally decided to re-run the whole of timed laps again with the following top ten resulting:

Terry Fullerton	Fullerton/DAP	45.53
Stefano Modena	Birel/Parilla	45.58
Reine Andersson	Sirio/Sirio	45.79
Mike Wilson	Birel/Parilla	45.79
Ayerton Da Silva	DAP/DAP	45.81
Peter de Bruyn	Hutless/Parilla	45.91
Roberto Giugni	Birel/Parilla	45.97
Lars Forsman	Birel/Parilla	46.00
Filippo Bertuzzi	Birel/BM	46.03
Toni Zoserl	Birel/Parilla	46.04

A couple of surprises – notably Swede Andersson, running under the expert guidance of Leif Larssen, who now definitely seems to have retired.

It had taken all day to complete the time trials so the heats that were planned for Saturday afternoon had to be postponed to Sunday. Although Saturday had remained fine, Sunday morning started with a heavy downpour and the grid for the first heat of the Jesolo GP – for non qualifiers for the Champions Cup – lined up with everybody on full wet weather gear. The flag dropped with Pepe Bisquert (Spain) and Piero Cassara (Italy) on the front row and Cathy Muller, the European Champion surprisingly on grid three.

Fred Koene, the World Champion's brother, made a demon start from row six, making four places before the start and then four more before the end of the first lap, finally taking the lead on lap two. After opening up a 100 metre advantage, he eased off a little and carefully picked his way through the back markers until the chequered flag fell. Cassara was second and Rossel of Denmark third.

The second heat was won by Tom Poulsen (Denmark) after the erratic Italian Cassara left his braking a bit too late as they plunged into the first corner of the first lap. Restarting from the back Cassara then drove a magnificent race up to fifth place, finishing behind the thir-



teen year old Dutch boy Valirca. Third after a conservative drive was Koene and second, Bisquert.

The third heat provided a 4-way tussle for the lead between the Italians Cassara and Ducatti, Koene, and Bisquert. Cathy Muller at last began getting to grips with the difficult conditions and was probably pleased to see the track starting to dry as she climbed her way up to fifth place behind Koene, Ducatti, Bisquert and Cassara who took the chequered flag in that order.

continued . . .

The first three pulled clear of Banks, who then seemed to lose no more ground without being able to close up, and then spent the entire race circulating nose to tail, Peter fending off every challenge from Lee while Steve Dart hung in there just waiting to take advantage of any mistakes. Looking at this scrap it seemed as though Lee was quicker, but he never managed to take full advantage of the gaps he created. Talking to him afterwards his thinking became clearer. He had realised that Jeremy Cotterill was well down the order and worked out that maintaining a safe second would put him into the Championship lead – more important to him than winning one race. I hope he doesn't have cause to regret this caution when the final points totals are added up at the end of the year.

Behind them some very fierce racing was going on and from it emerged a revitalised Nick Crabtree. Eighth on lap one, seventh on lap three, sixth on lap four, fifth by lap nine, then he was chasing hard to close the gap to Banks. Five laps later he was with him. Nick was closing on Peter Studer (in the lead) at the rate of over 0.3 seconds a lap and all round the track people were beginning to time the gap to see if he could make it. For a couple of laps he was held up behind Scott, then outbraked him into the first hairpin. At this point the gap was 2.8 seconds. Five laps to go.

Steve Dart dropped briefly away from the leading pair while a loose nerf bar wore a smoking groove in his rear tyre, then caught them up again.

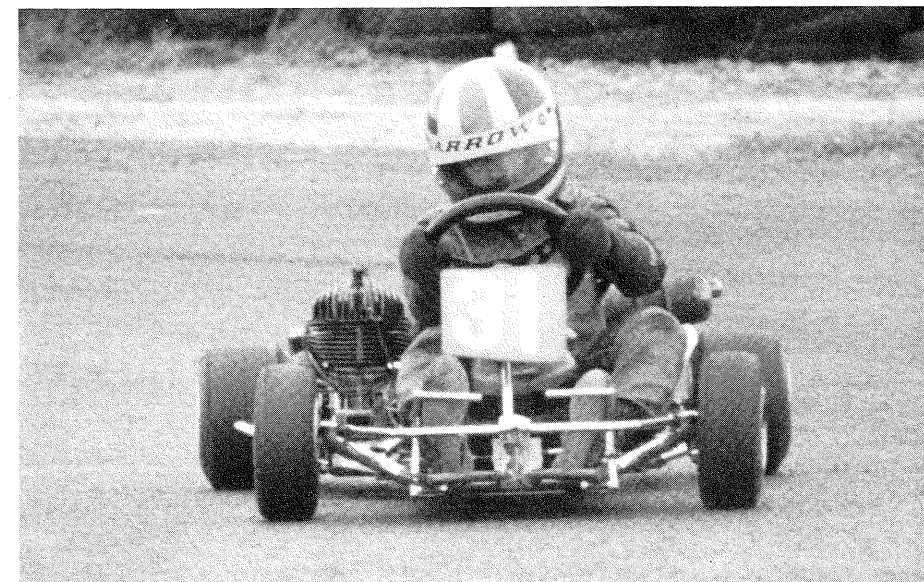
Four laps left and the gap was 2.5 seconds. Into the final lap and it was only 1.4 – but just too far – and as the chequered flag came out all four of them crossed the line virtually nose to tail – a terrific performance. Scott Banks held on to take fifth, followed by Simon Blessed, Kerry Thorpe and Paul Dryden, while a determined Steve Brogan worked very hard to redeem himself and made it to 9th before the flag.

1st	Peter Studer	Reema/Arrow
2nd	Lee Cranmer	Kestrel/Arrow
3rd	Steve Dart	Kestrel/Arrow

Dean's National

Then it was the turn of the Junior Nationals. After a disastrous series of heats with engine problems, Paul South found himself in tenth place in the 'B' final, and with Per Sorensen, Paul Andrews and Nick Harvey all joining him this could have been a good race. In the event it was Dave Chitty who took the flag, Paul, sensibly driving to finish, in second, and Joanne Fabby (who had led for the first four laps) third. Then came confusion. On the road John Coupe and Jon Earnshaw took the next two places but Coupe had somehow gone out without his gloves, suffering disqualification in the post race scrutineering. Earnshaw raced on, ignoring a black flag, so he too was disqualified, but then, when the 'A' final came out, there he was on the back of the grid! Nick Harvey, who should have taken his place, wasn't. It all goes to show that you do have to make absolutely sure you get into the right place at the right time, and know exactly what is going on.

In a welcome change from some previous races where he had to come through from the back, Gary Foster-Jones joined an extremely determined pole man, Richard Dean, on the front row. Nigel Mitchell and another 'yellow and black Rapid Mover' John Herbert took row



two, followed by Championship leader Tim Sugden and Andrew Stapley.

Into the hairpin and some energetic pushing and shoving saw Herbert emerge in the lead, chased by Mitchell and Dean. At the end of the lap Mitchell had squeezed past Herbert and John immediately lost another place to Dean. Richard really was keen to get away and his enthusiasm at the double apex right hander at the end of the straight saw Mitchell spinning onto the infield to restart dead last. This left Richard safely ahead of Herbert. David Wright, Foster-Jones, Sugden and Jonty Millward nose to tail for third, then Derek Higgins, Robbie Childs, Andrew Stapley and the rest following in one hectic queue.

Foster-Jones moved clear of Wright at the first hairpin, promptly mounting a challenge on Herbert for second, and leaving Sugden and Childs to look for their own way past a couple of laps later. While all this was going on Mark Bailey and Paul South had been steadily working their way up the field and had made it to 12th and 13th respectively when Bailey, troubled with a slight understeer, slid a bit too wide at the top corner. In a flash South dived for the inside, but Bailey, apparently unaware of this, tried to take his wide line through the left hand kink on the straight. This pushed Paul onto the grass and a second later Mark executed a spectacular somersault, thankfully without personal injury. Paul immediately restarted to begin the long haul up the field for the second time, eventually finishing thirteenth.

Robbie Childs, Derek Higgins and Jonty Millward were next to tangle, Derek retiring instantly and the other two dropping well down. Childs in his charge bag got a bit too enthusiastic at the hairpin, his kart jumping into the air over Dave Chitty and rolling, leaving him rolling on down the track minus his kart. He walked about a bit and decided that everything seemed to be still working, so restarted after five or six laps to run to the finish. Chitty was unfortunately sidelined.

This left Dean in a comfortable lead from Foster-Jones, who in turn was in no danger from John Herbert. Kevin Warner had worked quietly away, taking advantage of the mishaps of others as well as picking up a few places himself, and he moved into fourth when Andrew Stapley's spark plug electrode blew right out of the centre of the plug, stopping in the centre loop. Gary Moynihan plugged away to take fifth and, in a very creditable debut in Junior National, William Hewland came home sixth just ahead of Dean Chandler and a recovering Jonty Millward.

The result of all this is that both Championships are closer than ever. With three rounds

Richard Dean became yet another R & R winner with a fine drive. (Photo: J. Pudney)

still to go almost anyone can take the titles, and the next round at Felton on the 6th July should be really something. As for the RAC Championships in August at Clay, if the racing is even half as fierce at that meeting, we are in for some very exciting racing with a huge choice of potential No 1 plate holders. At this stage I really wouldn't like to offer odds on any of the top 15–20 drivers in each class. . .

If you like spectacular motor racing then don't miss it – and don't forget that there's a 'supporting' event for the Internationals too!

1st	Richard Dean	UFO/Arrow
2nd	Gary Foster-Jones	Wilson Premier/Parilla
3rd	John Herbert	Cobra/K80
P.W.		

Championship Points After Round Four

R & R Junior National

1st	Tim Sugden	428
2nd	Jonty Millward	420
3rd	Paul South	396
4th	John Herbert	379
5th	Gary Moynihan	372
6th	Derek Higgins	355
7th	David Wright	354
8th	Andrew Stapley	348
9th	Gary Foster-Jones	347
10th	Nick Harvey	326

R & R Junior Britain

1st	Lee Cranmer	427
2nd	Jeremy Cotterill	419
3rd	Peter Studer	396
4th	Nick Crabtree	383
5th	Steve Murphy	379
6th	Mark Beddall	366
7th	Steve Dart	362
8th	Steve Brogan	359
9th	Simon Collins	346
10th	Martin Prior	337

LOCKHEED SERIES

1st	Paul Jackson	400
2nd	Mickey Allen	394
3rd	Alan Lane	381
4th	Ricky Grice	379
5th=	Martin Homewood	366
5th=	Paul Fletcher	366
7th	Dave Evans	360
8th	Simon Wright	358
9th	Dave Mellish	354
10th	John Weatherley	328

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2ND PEPE BISQUERT (SPAIN)

DAP/DAP T72
DAP/DAP T72 JM

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Jesolo Treble

Fullerton snatches historic Champions Cup win from DAP team-made Da Silva on the last lap, to make it three in a row. DAP duo dominate a somewhat shambolic meeting, leaving Forsmann, Zoserl and de Bruin to sort out the places.

"What do you think of the regulations for the Champion's Cup next weekend?"

"Too many races, much too many races. They are crazy, the drivers will not want to do 5 races each day."

"Never mind the drivers, we have not got the tyres to do ten races with. We will have to change this. How about three races each day?"

"No, I think that is still too much. Let's make it four races with the best three results to count."

"O.K., but who will get in touch with the Federation to tell them."

"I will, if you like."

"Good, tell them that I am in full agreement with you and that if they do not agree to the changes we will not race."

For once, the bosses of Italy's two most important karting manufacturers were in agreement, and the Italian Karting Federation had little choice but to succumb to some of these last minute changes to their over-complicated regulations.

The format of the races was the last thing in the thoughts of the 60 karters who had started arriving at Jesolo that week. Eight months had passed since the World Championship at Estoril and this was to be the first chance that the elite would have to test new developments and tuning modifications against each other.

The main circuit was available for use on the Thursday and most people commenced practice at a very leisurely pace. The sort of tension that exists at a World or European Championship is not usually present at Jesolo and one could see normally hardened rivals chatting freely together in the pits, discussing new developments and changes in equipment.

DAP did not bring their water-cooled engine as they had done last year, but instead arrived with pristine white DAP and Fullerton chassis for Da Silva and Fullerton. According to Angelo Parilla, who along with the rest of the DAP camp was in exceedingly high spirits, it

Third final of the Champions Cup, and da Silva is already off into the distance. Fullerton (16) leads the chase, gradually pulling away from Zoserl (95), Forsman (43), Gallone, and Capelli (Photo: R. Muller)

was the only colour available when they took the chassis to the painters!! Still, the karts while clean looked very impressive and a vast improvement on the usual unpainted type of works chassis one often sees from other manufacturers.

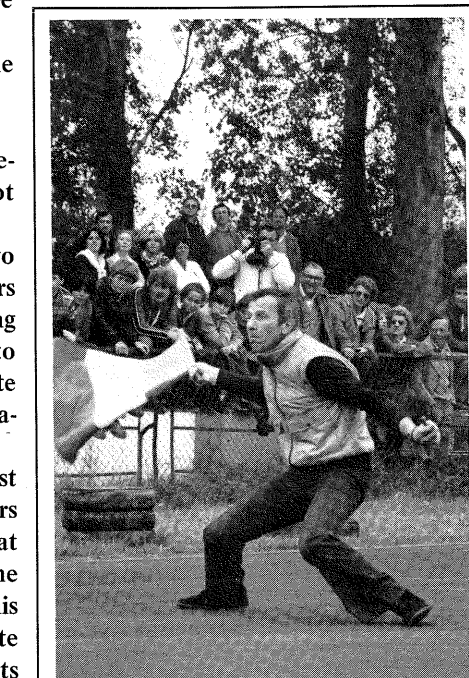
Birel were trying a new front end on their kart with slightly revised camber and castor and a fixed right height instead of the previous system adjustable by a number of washers. Forsman, Zoserl, Modena and Wilson were the main exponents of this marque and each reckoned he was in with a chance of winning. Wilson, racing for the first time in an International competition in Europe with an Italian licence had high hopes of clinching what for him would be a 'British' victory. Every morning when he arrived at the circuit, he would park his car at the British end of the pits and exchange a few words amongst the British contingent before walking down to the Italian camp!

Mickey Allen, Doug Spencer, John Gravett, Chris Needham, Jackie Brown and Richard Weatherley made up the rest of the British drivers.

Friday dawned to a typically English scene, as overnight rain had drenched the track leaving puddles all around the circuit. Very little testing was done that day and the local drivers, of whom there were eighteen, were left with a decidedly strong advantage as the foreign contingent ran out of time to properly set up their gear and try all the various tyre combinations available.

Dunlops were surprisingly not working at all well at this track, despite the weather being much cooler than last year. It was obviously the type of surface and not the temperature, which was blamed last year for Dunlop's ineffectiveness there, was the deciding factor. Bad news for Mickey Allen who subsequently did not feature at all.

So it was to be a Bridgestone race, although a few '4 star' fronts were being used by some Italians and Continentals were used by a couple of German drivers. New compounds were in evidence for the first time this year from Bridgestone, and those readily seen were YBC and YAT. Technicians from Bridgestone were on hand to give advice to some, but unfortunately not all, of the competitors and their attitude, which was generally helpful and friendly, was much appreciated by the drivers.



Jesolo wouldn't be the same without him! (Photo: R. Muller)

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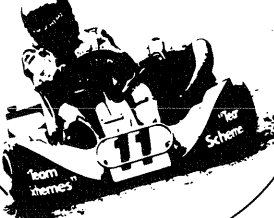
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One of the regular problems in writing a column is deciding how to start the thing flowing, as my brand of journalism does leave a bit to be desired to say the least. . . However. . . The past month has been quite eventful with the Rapid Movements team dissolving and the surprise news that Butty has joined us on the Hermetite team again - despite the incredible needle-match we have supposedly been locked in since Butty left the team back in September 1977! This just goes to prove that things are not always quite what they appear to be - or are made out to be on the surface. Mind you, with Butty's performance at his first two meetings on the team, I am not so sure it was a good idea! No, in all fairness, it is great to see him up there again - just as long as he doesn't make too much of a habit of it. . .

Talking about things not being quite how they are reported . . . according to an article in a recent 'journal', the 250cc scene is not as rosie as it seems; The "cold war" is still being exploited, with wild claims that if the new Rotax twin cylinder engine was allowed in, it would cost about £1,750-£2,000. How utterly absurd! If people would just check their facts a little better then they would discover that the engine would in fact retail at around the £1,250.00 bracket, with ignition, exhaust, carbs etc., which in fact compares well with the current price for a fully tuned Yamaha of around £1,150

Of course when you remember that there is a meeting coming up shortly to discuss the possible addition of further motors to the 250 International class list (some people are apparently concerned about the possible shortage in supply of Yamaha RD engines which are the basic unit used in the class), these inaccuracies could be read as an attempt to rally support for the introduction of other makes (or types) of power units into what is now a very stable class. If there is to be a shortage in the RD units, or especially the TD3 barrels, which certainly does not seem apparent at the moment, it may well be time to consider the introduction of water-cooled units. This would leave the existing Yamahas still competitive and to change over



The 250 "Reds" - not the Blues...

would not be that expensive, involving only the addition of watercooled heads and barrels, which funnily enough are less expensive than those of the TD3! It is also a relatively simple operation to fit a water pump. Obviously there is the expense of a radiator, but this should be a once only outlay, which should remain intact throughout the engine's life with the exception of accidents. The water temperature is normally run at about 65-70 degrees centigrade, so there is really no danger from this in an accident - after all everyone is wearing protective clothing.

However, if it is felt that other engines should be admitted to the class, then they should be engines that meet a realistic price maximum, are reasonably freely available and meet with the general principle of the class i.e. engines with twin cylinders and a 6 speed gearbox. In reality, virtually the only other air-cooled engine suitable would be the Rotax, although if water-cooling was to come, then there would be two or three other eligible engines, the new Yamaha watercooled road bike RD engine included.

The same article re-iterates its authors 'concern' about the use of illegal fuel in Superkart ranks. Well I can certainly assure people that there just is no foundation for this concern, and

I have yet to meet the 3 'team managers' who are apparently very worried about it. Odd really, that we haven't had the almost regular fuel checks this year that were carried out last season - or would the results of them spoil a good article! . . .

However, you can always bandy about a few more ridiculous figures for effect - like the £8,000 that drivers are all supposed to be paying to 'rent' a works drive! What can I say - the idea certainly appeals to me, but I'm sure I'd have a spot of bother collecting that sort of money from my own team members! I have always found that if you are good enough, an offer will eventually come - from a manufacturer or sponsor - and not the other way around. I find it hard to believe that the people who quote these figures are that far out of touch. . . A few drivers can't even have a bit of good, clean fun after a meeting without being 'admonished' in print! (By the way, congratulations to Vaughan 'Moon' McNealey on his marriage a couple of weeks ago.)

It is a shame to have to waste a column presenting the other side of the coin to a somewhat strange, unsettling article, but there IS another side. . .

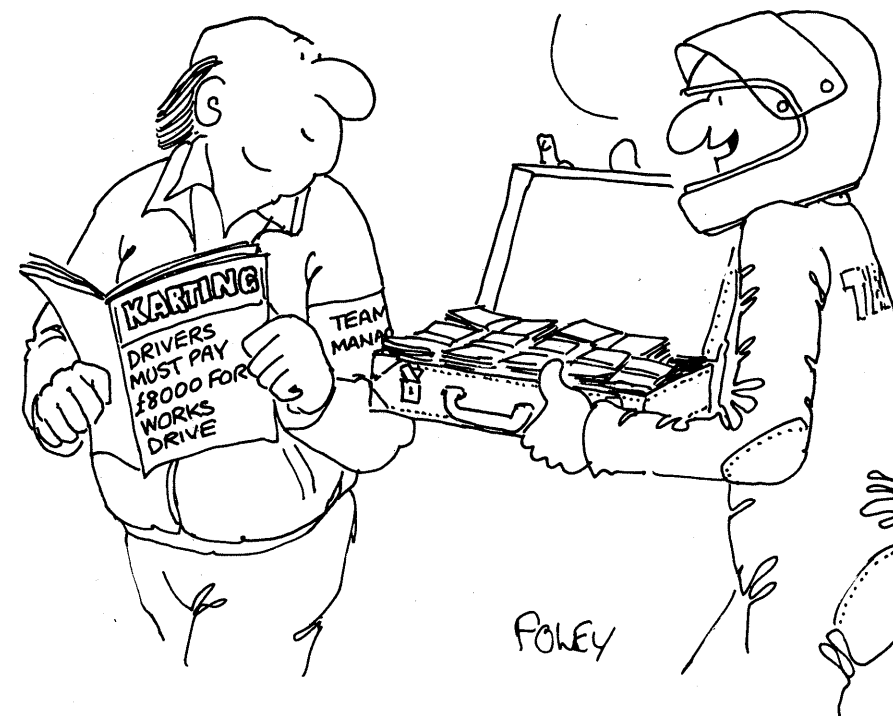
Well, I can give you one side of the current tyre situation - as far as Bridgestones are concerned. The new production compound slick, known as the YBC (for both front and rear), is now readily available in Britain - several ran them at Cadwell, myself and Butty included. Also available is a new moulded rain tyre - the YAT - which was used by Lennart Bohlin during his excellent wet weather World Cup win. In both cases, the compound lettering is clearly marked on the sidewall.

Whilst compiling the above, the £8,000 rent-a-drive idea has been wandering around my brain, and I've decided that we could make 200 available next year at a special price - £7,950 - for the first 200 applicants. Don't be left out - send your cheque today! Will the G.P.O. be able to cope I ask myself. . .

You may have heard that Nigel (Sideways) Smith retired from Superkarting after Cadwell. Well, I'm pleased to report that Nigel came out of retirement just 7 days later at Lydden, and showed how he had benefitted from his retirement, only being robbed of a certain third by a puncture. Obviously the rest did him good!

Finally a private joke - "Tonibell to Slug; did you get the yoke" (Steve Eaton will tell you about it. . .)

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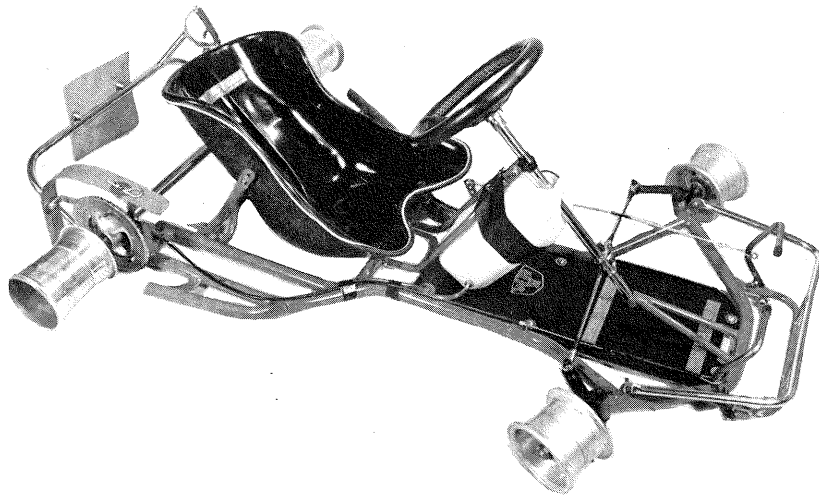
CLAY PIGEON 8TH JUNE

R & R Championship

On a Premier kart & WRE tuned Parilla

2nd 100 Jnr. Nat. Gary Foster-Jones

CONGRATULATIONS Gary on being selected
for the WORLD CHAMPIONSHIPS on a Premier
kart and WRE tuned motors.



continued...

frightening moments in his short career, which already includes an inversion! The feeling of driving in close company when their wheels are alongside your ears is hard to get used to, though Dave did reckon it isn't that difficult to overtake. He says that if you dive down the inside of someone (at which Dave is pretty adroit), all FF drivers seem to stay on the outside of you, to try to go round the bend two-abreast rather than 'turn in' earlier to try the inside exit from the corner, and always lose out. It seems that even the star FF drivers could benefit from a season or two in karting to learn some racecraft.

One of Dave's best stories concerns the RAC Steward who having seen that Dave had qualified on the front row of the grid amongst all the stars, came up to tell him to stop mucking about and take off the X plate, displayed on the back of his car to show he was a novice, as there was no way he could be a novice, and so far up the grid! Dave had to show the incredulous Steward his licence before he was believed.

There have been a few interesting sights and sounds on the karting scene recently. At the ultra fast 3 Sisters track during the recent K & S Championship round, who was the only person to adopt some form of aerodynamics to reduce wind drag? Yes, Mark Tredwell, who adopted a U.S. 'laydown' posture by sliding forward in his seat with his knees in the air on the straights before popping up for the infield section.

Talking of knees, who's got the biggest in the business? Yes, Craig Leclerc, who I am sure could go even faster if he had an operation to

shorten his legs, which endow him with the most easily recognised profile in National racing! The unlucky Craig was yet another person to suffer an exhaust flange breakage on his Parilla, so joining recent 'sufferers' Alan Lane and Robbie Childs in their misfortunes. If you own a Parilla, some extra weld around this flange certainly won't hurt.

Am I right in thinking that a DAP motor won the 1979 World Championship or could I be wrong, because there was only one DAP on the final grid for the Clay Pigeon Lockheed round, that belonging to Biff Harris! Believe it or not there was only one Sprint on the grid, and that was Mickey Allen's works one. Where have they all gone?

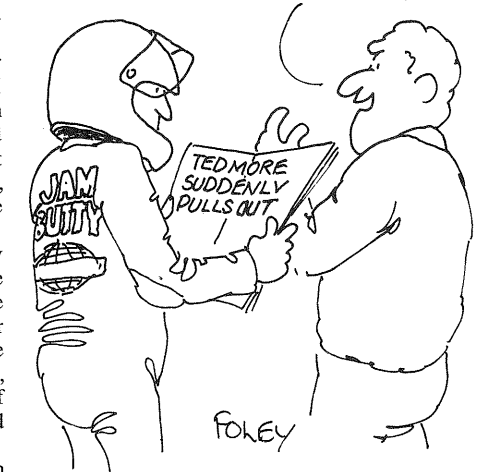
Do the drivers in 100 International really want to form a Drivers Association?, because if they do I reckon it will be disastrous for the sport. Unpaid volunteers organise events for drivers to race at, and if organisers are to face an Association of Drivers dictating demands, they will soon resign their jobs. It all smacks of the FISA/FOCA war in Formula One - and look what's happening there.

Who gets the prize as the unluckiest team in 100 International this year? It must be the TKM team, who accept their misfortunes very philosophically and with good humour. Just check the record - Lockheed round 1: Gates knocked off while dicing for the lead. Lockheed round 2: Gates knocked through chicane while dicing for second. Lockheed round 3: Gates taken off while dicing for the lead. Lockheed round 4: Last lap accident trying to take the lead. IT MUST GET BETTER!

Who's stepped into the leathers vacated by the demise of the Rapid Movements 250 team? None other than Bill Sisley and his merry 100cc drivers - namely John Herbert, Lee Cranmer, Richard Weatherley, and Roger Moth, who will all in the future look very pretty in

their yellow and black Sisley/Rapid Movements leathers.

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Talking to Roger Moth ('Teeth' to his friends) brings me finally to a story as recounted by everybody's favourite, Gary Prior. Roger has got to have one of the quickest motors around now that he has sorted the new short inlet Hewland. Gary, on the other hand, is not having a very wonderful season. At Kimbolton, Gary was elated when Moth pulled alongside as they accelerated out of the hairpin together, because Gary could easily stay alongside the flying Moth. With that, Roger looked across at Gary, smiled a whiter-than-white smile, and with a queenly, from-the-elbow wave, accelerated a bit harder and simply disappeared into the distance. That folks, is how to demoralise the opposition!! J.P.

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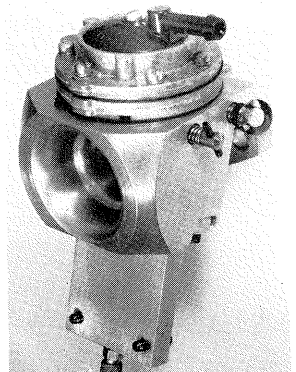
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HEWLAND

ARROW

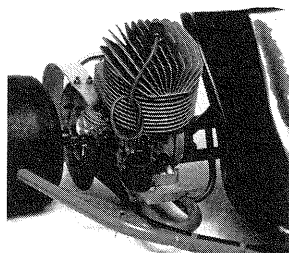
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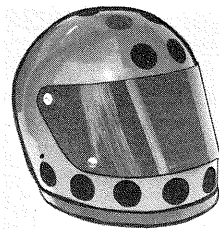
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Tilbury

A change of date to avoid clashing with the K & S round at Kimbolton and the Road & Racewear event at Rowrah did little to diminish the entry for our May meeting, as 150 drivers turned up on a bright sunny morning to contest the usual Class 1 and Class IV categories.

Results:-

Junior Britain

1st	Steve Brogan	Dart/DK TG 14
2nd	James Chitty	MTB80/Arrow
3rd	Lee Cranmer	Kestrel/Sisley Arrow

Junior National

1st	John Herbert	Cobra/K80
2nd	Robbie Childs	Lane/Parilla
3rd	Andrew Stapley	Cobra/K80

100 National Novices (1)

1st	P. Howard	Sprint/SS20
2nd	J. Johnson	Dart/K88
3rd	C. Springham	Zip/Parilla

100 National Novices (2)

1st	B. Osborn	Sprint/SS20
2nd	T. Waring	Dart/SS20
3rd	D. Evans	Goblin/K88

210 National

1st	Roy Randall	Barlotti/210 RCV
2nd	Colin Ling	Barlotti/Upton CL
3rd	Jim Paffett	Barlotti/Villiers

250 National

1st	T. Taylor	Barlotti/Honda
2nd	Frank Roberts	Zip/Montessa
3rd	K. Ramage	Sprint/Montessa

250 International

1st	Roger White	Zip/Yamaha
2nd	A. Pollock	Zip/Yamaha

Felton Double

A dull, windy and cold day greeted the 84 karters who turned up to do battle (some literally) at the Northumbrian Kart Clubs Felton circuit on Sunday May 4th and Monday 5th. However the weather did not dampen any spirits and some fast, close (in some cases rather too close) racing was the result.

Results:-

Novice Award - Junior Britain

David Jack	Zip Euro/T70
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Junior Britain

1st	Terry Stamper	Barlotti/Arrow
2nd	Jason Plato	Sprint/Arrow
3rd	David Burwood	Zip Euro/TKM

100 National

1st	Brian Parias	Zip/Dickson TKM
2nd	George Price	DAP/Gep SS20
3rd	Malcolm Clarke	Wilson/WRE SS20

100 International

1st	Nigel Davison	Premier/TKM
2nd	Stephen Burr	Zip/BM
3rd	Gary Ashurst	Zip/K88

Club P.R. people are invited to submit coverage of their events for inclusion in *Club Scene*. Contributions are requested as soon as possible after the event in order to keep us as topical as possible. Photographic support is welcome. Don't forget that you can ring us at any time (Hoddesdon 44201) with any snippets of news.



Gary Prior (2) heads Roger Moth, Gary Till (3), Lee Crane (22), and the 100 National bunch at the May Tilbury meeting (Photo: D. Callingham).

100 National B	100 National A
1st Colin Nicholas	1st Gary Prior
2nd T. Godwin	2nd Steve Tillet
3rd Mick Colvin	3rd Gary Till

125 National	Junior National
1st Duncan Pearcey	1st Stephen Burr
2nd Tim Parrott	
3rd Terry Glendinning	

210 National	100 National
1st Bill Cole	1st Mike Ballantyne
2nd Des Davison	2nd Ian Williams
	3rd Pete McAllum

250 International	100 National
1st Mike Brewis	1st Mike Ballantyne
2nd Robert Johnstone	2nd Ian Williams
	3rd Pete McAllum

In complete contrast with Sunday a bright, sunny day greeted the drivers on Bank Holiday Monday. Most of Sunday's competitors had returned and with one or two additions to the programme an exciting day's racing was anticipated.

Results:-

Junior Britain

1st Jason Plato	Sprint/Arrow
2nd Terry Stamper	Barlotti/Arrow
3rd David Hillcoat	Zip/TKM

100 International

1st Mark Windle	Zip/Ricard K80
2nd Dave Boyce	Zip/Dickson TKM
3rd Mike Kellard	Zip/SS20

125 National

1st Terry Glendinning	Zip/Yamaha
2nd Bill Ridley	Zip/Honda
3rd Bob Thompson	Star/Yamaha

Boyndie

A warm but very windy day greeted drivers as they arrived at May's meeting to try out our newly resurfaced track. Our thanks to all members who helped with the job, and in particular thanks to Andy Buchan, our Vice Chairman, who put in many hours at the track and tackled and solved many of the problems arising with contractors etc. All his work was rewarded however, with a super-smooth track and well satisfied drivers, as their lap times showed.

Junior Britain

The Juniors had a great days racing with heat wins going to Brian Tewnion and Ross McMorine with Ricky Eggenberger and Michael Barron sharing other top places. In pole position for the final was Brian Tewnion, 2nd, 3rd and 4th grids were held by Ross McMorine, Michael Barron, and Nigel Williamson. An immediate lead was taken by McMorine, close on his heels went Tewnion, Williamson, Barron, Clair McArthur and Eggenberger. The

CLUB SCENE

continued...

first 4 places were held to the finish. Clair McArthur in her first ever race never lost sight of the leaders and is certainly going to be a young lady to watch for in the future.

Junior National

Brian Ewing, Philip Paterson and Niell Smith each won a heat with Elaine Buchan, Andrew McLean, Gordon Vass and Paul Williamson always challenging. In pole position for the final, Ewing took the lead off the grid followed by Paterson, Vass, McLean, Smith, and Ewing pulled out a slight lead from Vass who had McLean right behind him trying each side of him to overtake. Paterson nipped past Ewing as they completed the hairpin, but there was no way he could shake off Ewing. On lap 5 we lost McLean allowing Smith and Buchan to move into 4th and 5th places. Paterson held his 1st spot to the flag with Ewing a very close 2nd.

210 National

Kenny Mackay, George Bett and Russell Moir shared the top places in the heats. As the flag dropped in the final, Moir shot into the lead followed by Mackay. As the laps rolled by Mackay repeatedly challenged Moir for the lead and eventually took him on the outside as they negotiated Caravan Corner. Pratt and Foster meanwhile, further back the field, were having a good race for 3rd and 4th positions. A lap later Moir slipped past Mackay on the left hander and held on to win the final.

100 National

Colin Robson won two heats, Phil Selkirk won the 3rd heat. 2nd and 3rds went to George Douglas, Graeme Foubister and Bill Smith. Completing the 1st lap in the lead was Smith followed by Robson, Selkirk and Foubister. Robson immediately put the pressure on as he tried each side of Smith to get past, Selkirk saw his chance and moved up the inside of Robson snatching 2nd place, and with Foubister in 4th place the spectators excitement mounted, at the sight of these four driving nose to tail! We lost Robson and further round the field Selkirk slowed down coming out of the hairpin. Mowat and Edgar came flying into 3rd and 4th places and the now 2nd place man Foubister set his sights on Smith. Selkirk restarted to work his way through the field. Drama struck as Smith's motor seized to a halt leaving Foubister a clear field with Mowat and Edgar close behind. Foubister took the chequered flag, Mowat 2nd, Edgar 3rd and Selkirk who charged back up the field to take 4th place.

125 National

Paul Cook took 2 wins, the 3rd going to Robert Grubb, Gavin Nicholson and Gordon Petrie sharing the top places. In the final Jim Murray was first off the grid followed by Grubb, Cook, and Grant. The first four weaved nose to tail as 2nd, 3rd and 4th place men kept up the pressure on the leader. Grubb took Murray going into the hairpin on lap 7 and eased away from the rest of the field to win the final. Close behind Murray was Cook then Nicholson.

250 International

After a fierce struggle Sandy Dalgarno had two firsts, Sandy Taylor the other and Fraser, Gallant and Cranston putting on the pressure behind. A bitterly disappointed Dalgarno was a non-starter in the final having blown his motor in the 3rd heat. His arch rival Sandy

Taylor took an immediate lead, Cranston slipping into 2nd followed by Fraser, Grubb and Gallant. Cranston and Fraser pressurised Taylor with places remaining unchanged for 5 laps. With clear track in front Taylor began to pull away from the battling duo behind. All the excitement centred on Cranston and Fraser's desperate bids for 2nd spot. Taylor took the chequered flag well clear taking full advantage of the superb new surface to set a new outright lap record, followed by Cranston and Fraser still locked together (really great stuff to watch!!) So ended a great days racing with the drivers singing the praises of the new widened track, and superb surface, so all you Scottish drivers had better get up to Banff and try our new circuit before the Championships.

Jenny Taylor

Results:-

Junior Britain

1st=	Brian Tewnion	Sprint/DAP
1st=	Ross McMorris	Kestrel/Parilla
3rd	Michael Barron	Zip/DAP

Junior National

1st	Brian Ewing	DAP/DAP
2nd	Phillip Paterson	Zip/DAP
3rd	Gordon Vass	Zip/TKM

210 National

1st	Kenny Mackay	Barlotti/Villiers
2nd	Russell Moir	Star/Villiers
3rd	Alex Pratt	Sprint/Villiers

100 National

1st	Graeme Foubister	Birel/SS20
2nd	Phil Selkirk	Cobra/K80
3rd=	Alan Edgar	Cobra/K88
	Ian Mowat	Zip/Arrow

125 National

1st	Paul Cook	Zip/Yamaha
2nd	Robert Grubb	Zip/GP/Rotax
3rd	Jim Murray	Zip/TKM Yamaha

250 International

1st	Sandy Taylor	Zip GP/Yamaha
2nd	Leslie Cranston	Zip/Yamaha
3rd	Bevan Fraser	Zip/Zip Yamaha

In Depth Trophy For Outright Lap Record

Sandy Taylor	Zip/TR Yamaha	25.8 secs.
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Chasewater

Numbers were considerably down at Chasewater's June meeting, clashing as it did with Championship Rounds at Clay Pigeon. Even officials were missing, as the mums of three Junior drivers; Competition Secretary Mrs Maureen Cotterill, Lap Scorer Mrs Beryl Beddall and Secretary of the Club Mrs Jan Morris, went to Clay Pigeon to cheer on their respective offsprings! It was nice to see the return to Chasewater of Mrs 'Steve' Hilton as Competition Secretary for the day.

The weather was very mixed – on leaving home in the morning not a cloud in the sky, a chill wind but no hint of what was to come later in the day.

Eleven JUNIORS lined up at 12.15 p.m. for the first event of the day, Junior Britains and Junior Nationals racing together for separate awards. Three drivers dominated the racing throughout, Neil Cunnington although racing well found it difficult to stay the distance in the heats and in fact only finished in one. In the first heat he went out on lap 10 after

leading from the start; heat 2 he went out on lap 8 with mechanical trouble and in heat 3 he finished 3rd after tussling throughout the race for 2nd spot. Carl Atkinson had a 1st, 2nd and a 4th in the heats which gave him very good position for the finals. The other driver who shone above the rest was young Michael Blackburn, in only his 5th race meeting and his first out of Novice plates. He had two 1sts and a 4th in the heats giving him a good place on the final grid. The final was won by Blackburn with Atkinson in 2nd place and Cunnington 3rd in the Junior Britain class. The Junior National class was won by Novice driver Mark Eccleston.

Twenty five 100 NATIONAL drivers set out to give the spectators a splendid display of close competitive racing. Simon Woolford gave a superb account of himself crossing the finish line in 1st place in all three of his heats. Gavin Jones did well, gaining two 2nds and a fifth, while Patrick Wilding had two 2nds and a 3rd. So you can see we were certainly in for some tight racing in the final. The racing started from the flag with a tense grid, Woolford going into the lead on the 1st bend, followed by Wilding and Jones. By lap 9 we had lost Wilding and Graham Waldron had gone into 2nd place. Over the line to take the flag was Woolford in 1st place, Waldron in 2nd place and Jones in 3rd position.

A disappointing race entry for the 100 INTERNATIONALS, with only six drivers. It was a day of mechanical breakdown. In heat 1 and 2 only two drivers finished to take the flag and only four in heat three, so inevitably it was decided to put them in front of the 100 National 'B' final for the finals. It certainly looked like being local lad Peter Walker's day, as he had a good place in the final grid, gaining a 1st and a 2nd in the heats. After winning the final very convincingly, what a disappointment to find he was underweight! Could be, he, and probably a number of others too, forgot to check their weights when they changed to rain tyres for the finals!

210 NATIONALS: This is where I get down on my knees and say sorry to the lads, in particular Dave Lloyd, who was so disappointed I hadn't sent in a report for the last three meetings. (He had won every one.) Dave was one of a number of drivers who had missed Chasewater's write-up – nice to know I'm missed! Dave was convinced he wouldn't win today when I said I would be sending in a report for June. However, he needn't have worried, with consistent good driving the rewards were there in the end! Heat 1 was won by Martin James (ex stock car driver) in his 4th season in karting. Dave Lloyd went cheekily into 2nd spot on the very last lap and George Bradbury into third place. Heat 2 was a battle between John Tunstall and David Lloyd, John leading the way for 6 laps, Dave for 8 and on the last lap John nipped through to take the flag. Heat 3 George Wright 'got it right' from flag to flag, crossing the finish line half a kart length ahead of Dave Lloyd who had to be content with 2nd spot. The final was the last event of the day, with the dark clouds swirling ominously overhead, umbrellas at the ready, and the race was split evenly between George Wright and David Lloyd. George led for the first half of the race and David took over to finish in 1st place, despite a mechanical 'hiccup' right at the end of the race!

The 125 and 250 class, low in numbers, raced together for separate awards. Bob Kennings won the first two heats and Mark Hey led the 125 field. In heat 3, the heavens opened



Kart & Superkart

I was looking inside the Hewland Arrow used by Richard Dean to score his runaway victory at Clay Pigeon in the Junior National R & R round and was reminded of something that seems as true now as 10 years ago. The inside of Richard's demon engine was as rough as old boots – no such thing as polished ports or even gas flowing, just the original cast finish. Chris Stoney, who prepared the engine, reckoned the Hewland that he used to win the 3 Sisters round of the K & S Championship was also as rough inside, if not worse. But if the motor flies, who cares?

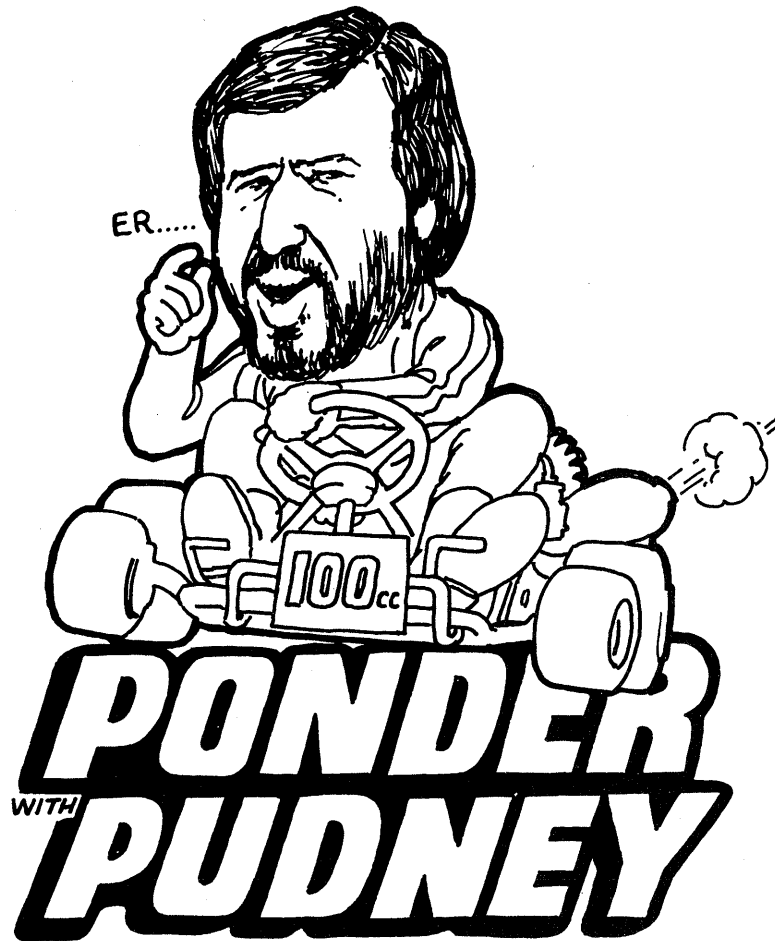
Over 10 years ago, Dave Ferris had a BM F100 which was quite indecently quick, although the inside of the motor looked like an advert for Acne. I also owned a very good Komet K77 which looked much the same. The point I am trying to make is that good engines are born, not made. You can often make an ordinary engine very quick by doing the right things to it, but if you come across a freakishly quick engine, it is how it is – it can't be made or duplicated.

Mickey Allen once had a 'freak' K77 which Bobby Day, then his entrant and tuner, decided to try and duplicate. Bobby spent hours and hours making a second K77 into an exact replica of the original freak in every conceivable way – identical ports (even port texture!), identical piston cut outs, identical crankcase compression, compression ratio, everything. Did it fly like the other one? It was terrible. As I said, a good engine is born, not made. So if your flier looks like the surface of the moon inside – leave it alone!!

Many moons ago I used to drive with Dave Ferris in some of the major 6 hour races (e.g. Caen and Paris etc.), in the days when everybody used to do endurance races and not just the specialists. All the top British drivers used to race as well as many of the Continentals, including the legendary Goldstein. At one of the Paris 6 hour races, David and I were using his demon BM mentioned above, which was particularly suited to the demanding Thierval circuit. Now I know I am supposed to build up a myth that I was some sort of Superstar in my day, but the fact was that if I came up against someone as legendary as Goldstein during a race I was over-awed, and used to practically drive round the grass verges to get out of their way! However, in this particular instance, I was quite stoked up, driving well, and actually caught Goldstein up. As we came out of the hairpin at the far end of the circuit, I drew alongside and had every intention of passing him, such was the power in that engine. As we were side by side, he looked at me and with a contemptuous gesture indicated that I should fall back behind him. Such was my awe of the man that I meekly fell in line astern to follow him round! As we got onto the main straight past the pits, Goldie slowed down and started to fiddle with his carburation. I went to go past him again and once more got the signal to remain behind his Lordship.

This went on for several laps, with Goldstein driving positively slowly, annoyed that an 'upstart' had the affrontery to have a quicker motor than he, and the perfunctory fiddle with the carb was to pretend he was in trouble. In the end, after being signalled to remain behind lap after lap, I thought *sod it*, and overtook him at the end of the straight. The next moment found me about 20 feet up the bank, almost hidden in the dense undergrowth, having been punted off from behind by an irate Goldstein! It took a few minutes to disentangle the thankfully undamaged kart from the undergrowth and as I regained the track to push off, Goldstein reappeared, slowed right down, drove very close to me and waved an admonishing finger at me as if to say "If I say you don't overtake,

July 1980



you don't overtake, okay!"

It gives me pleasure to recall that we did actually go on to win that Paris 6 hour race, beating Goldstein fair and square, as we had when winning the Caen 6 hour race earlier that year. (Incidentally, when I say we, it really means David, with a little help from me, as David used to drive for about 45 minutes and slaughter everyone, then hand over to me to 'hold position', then back to Dave and so on!) Anyway, Horace, David's well known Dad, was keen for us to try and win the Sherington 6 hours which was quite a prestigious event in those days, and would mean a hat-trick on wins which nobody else had ever achieved. The only problem was that Sherington was on the day of the World Cup final, which, whilst I am not a football fanatic, was one event I really wanted to see. The Ferris's for their part, couldn't give a damn about football, so were totally unworried about missing the game, which if we lasted the distance I assuredly would.

Anyway, the race took off and Dave disappeared into his usual huge lead only to suddenly appear at the pits dragging his Barlotti behind him, having suffered a blown engine. "Great", thought I, "this means I will be home in time for the World Cup because Horace never rebuilds engines during 6 hour races." Wrong! As the event was only about 1 hour old and David was leading, Horace decided to rebuild the engine with a new piston. The rebuild complete, a very peeved John Pudney was sent out to do his stint with strict orders to bed the new piston in carefully. "Sod this", thought I, "I want to be home for the World Cup," and with that, drove like a looney in an effort to blow up the motor once and for all! Would the motor blow up? – would it hell! I drove like a man possessed for almost an hour, overtaking everybody, and only succeeded in climbing well back onto the leader board!

When I came into the pits Horace said, "John, I've never seen you drive so well – you were brilliant. Now we're back in with a

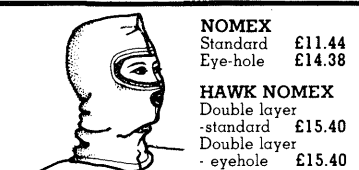
chance!" No-one was more relieved than I though, when at around 3 p.m. the BM did eventually expire, and the decision was taken to retire. And of course you'll all be delighted to know that I did get home in time to watch the World Cup Final, though I can't for the life of me remember who won, or even who played who!

I was at Blackbushe the other day escaping from my in-laws, when who should I bump into but Dave Coyne who, as he lives locally, and wasn't racing that day, had popped down "to see how the other half live." As you may have read in the motoring mags, Dave is making quite a name for himself in Formula Ford and has already been hailed as the new "Star Find", with several race wins to his credit, despite his relative inexperience in 'big' racing cars. When I quizzed him on how he found the cut-and-thrust of Formula Ford compared with karting, he had some interesting things to say. In FF there is an 'elite' band of 10 who tend to stick together in the pits and are basically unchallenged on the track – that is until someone like Dave comes along.

It seems that if you are a Novice it is just *not on* to mix it with the stars, but as Dave found out, it is possible, by playing their game the karting way. Dave was recently following one of the current 'names' and, having swallowed his exhaust for a lap or two, decided that he could pass him quite easily. So alongside went David, only to be fairly viciously chopped into the rough. The trouble was that the star didn't realise that Dave has come up the hard karting way, and was very surprised to have an upstart novice promptly chop him back! As Dave said, "I've been brought up with karting, which involves *some* contact driving. . . and I can give as good as I get."

There are quite a few 'wallies' in FF, and Dave did profess to experiencing quite a few





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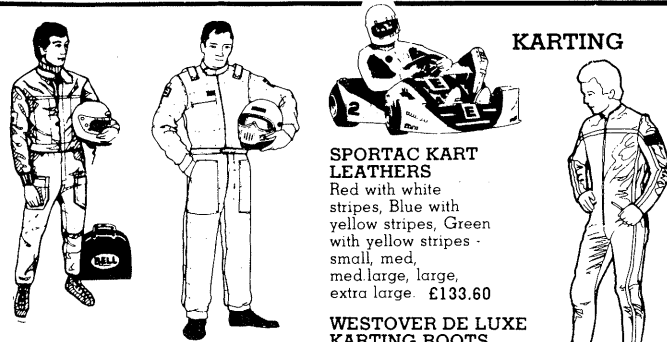
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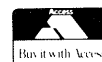
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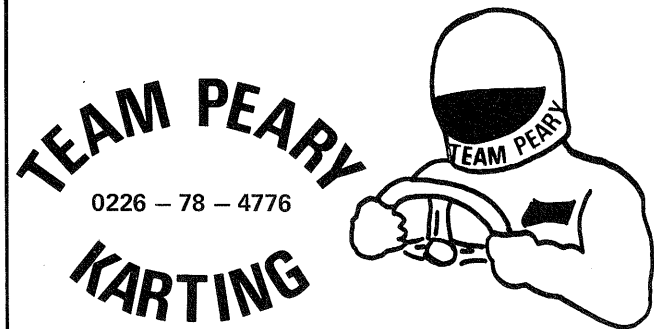
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	Nat. Meeting		
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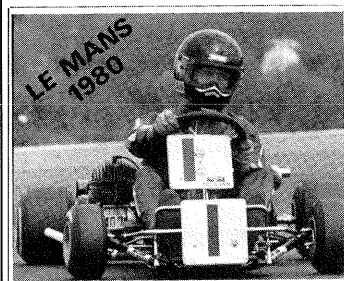
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launching him and his kart 10 or 15 feet into the air, over the bank into the path of the oncoming traffic. The kart all but landed on one competitor who smashed into it at full speed. John, flying through the air like a rag doll, crashed onto the track but mercifully wasn't hit. Miraculously, no bones broken, he was walking about soon after!

Some of the start line and hairpin accidents were pretty lurid and did little to impress Robert Langford the RAC Steward on his first visit to the circuit, which must put a large question mark over future World Cups at Heysham. To be fair, whilst the circuit is undoubtedly the most dangerous in the country due to its width and lack of run off area, it is the drivers that make the accidents. The top class drivers, when they alone are on the circuit i.e. the World Cup Final, can look after themselves, but when there is a contrast of speed and talent in the heats the problems arise, and when spectators are at risk, it does put a rather murky complexion on the event.

Morecambe is unique in many respects - one in particular is the peculiar fact that in the multi-kart accidents, for some reason you can actually hear the sound of kart hitting kart and smashing into barriers etc. As one notable wit (Rae Davis) put it, - "like someone throwing a load of old bicycles down into an empty cellar!"

Class One Nationals were back at the World Cup after an absence of some years providing a win for Phil Foster, driving faultlessly in what was the wettest final of them all.

The fortunes of the foreign visitors in the 125 Class was not what we would have expected from their superiority last year and resulted in home drivers filling the first three places. Many of the Rotax and other disc valve engines were in trouble with carburettors filling up with water. Derek Price won this class easily in the Haydock Park Sprint Honda with Wilcox and Woodhouse on Rotaxes 2nd and 3rd. Whilst fast circuit Champion Paul Molloy had his share



Lap 2, and Bohlin already has a few lengths over Peterson and Stylin. (Photo: D. Smith)

of incidents in the heats, when he did win he looked the quickest in the dry. But with the prospect of a rear of the grid final, in what is normally a well prepared kart, he ensured his chances in the final by only securing three of his four rain tyre shod wheels, and didn't get as far as the start!

Peterson's unique home built PVP will be a tragic victim of chassis homologation when it is introduced. Here he leads Stylin into the hairpin. (Photo: D. Smith)



After hectic 210 heats, the final was a rather processional affair, with Joe Waggett emerging the surprised and jubilant victor in front of the very wet Gordon Douglas and Julian Parry, leaving all the stars of the class either far behind or on the sidelines. In the heats it looked as though Phil Ansell would command the final, but the weather decided otherwise.

As I write, there is more news of John Newton. After bravely racing at Cadwell, he felt very unwell the following day. On visiting his Doctor he has been ordered to rest for 2-3 weeks, due to massive bruising having left rather worrying blood clots in his legs. Good luck for a speedy recovery, John.

Results:- 250 WORLD CUP

1st	Lennart Bohlin (Sw.)	Star/Star
		Yamaha
2nd	Poul Peterson (Dk.)	PVP/PVP
		Yamaha
3rd	Graham Roscoe (GB)	Dino/Johnson
		Yamaha
4th	Gert Petterson (Sw.)	Star/Yamaha
5th	Christer Johannsson (Sw.)	Star/Yamaha
6th	Torgjer Kleppe (Nor.)	Star/Yamaha

210 NATIONAL

1st	Joe Waggett	Zip/APV Villiers
2nd	Gordon Douglas	Star/Villiers
3rd	Julian Parry	Blow/Upton

125 NATIONAL

1st	Derek Price	Sprint/Honda H.P.M.
2nd	Adrian Wilcox	Barlotti/Rotax
3rd	Ray Woodhouse	Star/Rotax

100 NATIONAL

1st	Phil Foster	BM/Parilla
2nd	Chris Stoney	UFO 80/Parilla
3rd	Robin Gillam	BM/BM

250 NATIONAL

1st	Tony Draper	Star/Honda
-----	-------------	------------

continued . . .

incredible Christer Johannsson, up from the fourth row of the grid, followed closely by the Norwegian Kleppe also from row four. By the next lap Bohlin had established himself in what if everything held together looked a safe lead with Peterson keeping the rest at bay. Roscoe displaced Gange from fourth place at this point. Buttigieg did it all wrong again and was now out of contention. Stylin did a silly at the top of the hill and dropped back.

By lap five the order was Bohlin, Peterson, Roscoe, Kleppe, Petterson, Gange and Johannsson. The leaders had already started to lap the tail enders which all added to the pressure on the still very close 2nd to 7th men. Gange, now down to 6th, hadn't given up however and made a brave 3 places at one outbraking attempt at the hairpin on the sixth lap — up the inside into a gap that wasn't half the width of his brand new Barlotti, with the inevitable result tearing away the offside stub axle. And that left only one Englishman to uphold the honour — the gallant Graham Roscoe, now looking more comfortable in third place.

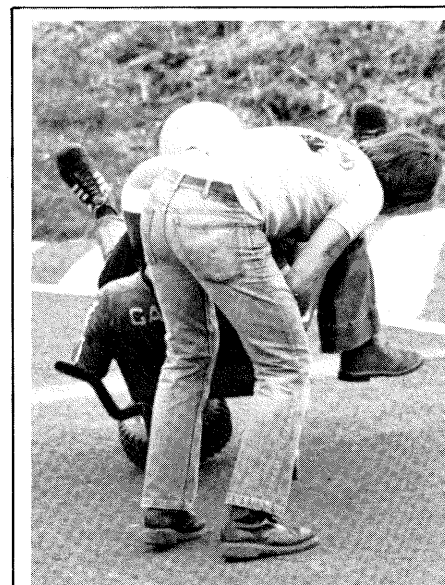
By the 9th lap even poor Buttigieg was lapped, the reversal of last year when he lapped Lennart towards the end of the race. A sign of the respect that Bohlin commands was the sporting manner in which the established stars, knowing they were beaten, made way for Bohlin — particularly Buttigieg, and on the 13th lap, Derek Rodgers, alerted by excellent flag marshalling, which made the leaders route through when lapping, uneventful.

But for the battling fourth, fifth and sixth place men, this was how it finished, with only the first three completing the full 25 laps distance.

THE GRID				
Peterson	Rodgers	Buttigieg	↑ Ball	
Gange	Bohlin			
Crompton	Ashe	Stylin		
Kleppe	C. Johannsson	Dean		
L. Johannsson	Scherman	Fish		
Petterson	Delgarno	Harvey		
Espelund	Clark	Grubbs		
Ayre	Kerkhoven	Poole		
Weidel				

Lennart Bohlin was acclaimed by the ecstatic commentator as the new World Champion. No comment. Though I am sure that if we had a World Championship for 250, Bohlin wouldn't be far away. A well deserved and very popular win for one of the nicest and most gracious guys in karting. Tremendous drive though it was, the final was almost an anti-climax compared with the scraps in some of the heats. Bohlin equalled the lap record set by Buttigieg last year at 22.25 secs in the heat he won. The most notable race was heat 34, mainly contested by winner Buttigieg holding John Ball and Steve Stylin at bay. A few laps from the end, Ball attempted a do-or-die outbraking move on Stylin at the hairpin. Stylin went rather wide at the exit, Ball slid wide alongside him, and Steve, in an attempt to assert himself, steered across Ball's bows. Ball replied with a 'have some of that yourself' manoeuvre, and inevitably they became interlocked. Ball with an almost apologetic wave was immediately off and on his way, leaving a none too happy Stylin to sort himself out, having lost 2nd place!

The 250 heats, sixteen in all, were reasonably free of serious accidents, reflecting well on the standard of driving. The other classes were a very different affair and the carnage was all that one has come to expect from racing at Morecambe. One incident involving five spectators on the Sunday, but the most horrifying I have seen for some time took place during Monday's 210 'C' final, involving Long Circuit Champion John Newton. Coming down the hill in the lead, the flag marshalls indicated to a back marker that he was about to be lapped. The tail-ender promptly pulled straight across in front of the unfortunate Newton and his brand new kart,



Testing on the Buttigieg/Gange uni-wheel prototype was brought to a premature halt when the wheel fell off! (Photo: D. Smith)

continued . . .

up and 'buckets' of 'heavy' rain fell on the drivers, spectators, track and officials, as if someone 'up there' had pulled out a plug! I have never seen rain like it in this country — 15 minutes of torrential rain. The race was stopped after 3 laps as a preventative action against unnecessary broken karts or limbs whilst waltzing on slicks!, and the interval took place. The final, on a relatively dry track, was won by Bob Kennings in the 250 class, streaks ahead of the rest of the field, and Mark Hey and Dave Bossons battled for 1st and 2nd positions in the 125 class.

Next meeting at Chasewater, on 13th July, is a National Permit Meeting — Chasewater Kart Grand Prix.

Val Lee

Results:—

Junior Britain

1st	Michael Blackburn	Kestrel/Arrow
2nd	Kart Atkinson	DMA

Junior National

1st	Mark Eccleston	Zip Mirage/K77
		Redhill

100 National

1st	Simon Woolford	JCM/Arrow
2nd	Graham Waldron	Zip/DAP
3rd	Gavin Jones	Sprint/TKM

100 International

1st	Mike Topp	Topp 80/Arrow
2nd	Stephen Cowell	Sprint/TKM

210 National

1st	David Lloyd	Zip/Villiers
2nd	George Wright	Star/Upton
3rd	George Bradbury	Zip/Brad.

125 National

1st	Mark Hey	Star/Yamaha
2nd	Dave Bossons	Sprint/Kawasaki

250 International

1st	Bob Kennings	Blow/Yamaha
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Best Novice of the Day

Jacqueline Lycett (100 National)

Tibbenham

After a Saturday of continuous rain, Sunday dawned cool but dry and so it was on a nice dry track that the drivers went into action on the 1st June at Tibbenham. With all four heats counting towards the final positions it was important to do well in each heat and with each driver trying every inch of the way, we were treated to some excellent close racing.

Junior Britain/National

As a result of mechanical problems in practice just P. Woolley was left running in the National Class. He won all four races but was pushed all the way by the Britains. Andrew Pogson was the first Britain home in heat one followed closely by P. Dukes. The positions were reversed in the next heat and Dukes also took heat three from Pogson. However, Pogson led all the way in the last heat to even up the scores and sneak 1st place overall by being the better placed driver in the last heat.

July 1980

CLUB SCENE

125

Heat one was won by Mark Hood. Taking the lead on lap three he went on to pull out a good lead on the dicing duo of Garry Thexton and Roger Barrington who finished in that order. Barrington led all the way in heat two to finish ahead of Thexton and Novice M. Newton. Hood had to retire at mid-distance with a broken gear lever which proved costly at the end of the day. Hood was back with a flag to flag win in the next heat with Barrington 2nd after passing Thexton on lap seven. Heat four saw Hood gain another impressive win, this time ahead of Thexton with Novices A. Mountain and M. Newton in 3rd and 4th places ahead of Barrington in an uncharacteristic 5th place.

250 International

Unfortunately two drivers failed to arrive so we had a match race situation between R. White and C. Wenderskizy. White took the first two heats quite comfortably and after Wenderskizy retired from heat three, White was left with a walkover in the last heat.

210

N. Page led heat one all the way with Bill McDougall right behind ready to pounce on any mistake which Page may have made. McDougall started to try in the next heat and won comfortably from Page and Garry Williams. The next two heats also went to McDougall with Page 2nd on each occasion.

100 National B

This group included the Novices and what a performance they put up, especially John Townsend and David Storey who both drove far above their status.

Heat one saw Storey and Townsend climb rapidly up through the field from the back of the grid. The race was really hotting up with Storey challenging David Horrex for the lead when they had a coming together which saw Storey dramatically roll his kart. This gave Townsend a clear run and although he eased up in the closing stages he maintained his long lead over Ian Roberts in 2nd. Storey meanwhile picked himself up and after some attention from the St. Johns was able to take his place in heat two. Once again our Novice duo picked their way through the field to finish 3rd (Storey) and 4th (Townsend) behind R. Adams and H. Redstone who had held these positions from the start. Gerry Mallows led the third heat for five laps before Horrex took over for the rest of the race. Townsend moved into third place on lap six and harried Mallows for three laps before making a 'do-or-die' effort to pass on the last lap. Coming into the pit corner he shot inside Mallows, leaving his braking ultra late. He locked up his kart to stop from sliding wide but his engine wouldn't pick quite quickly enough and he was passed by Mallows and Storey. Horrex led from the start of the last heat with Storey slotting into 2nd place after a good start. He played a waiting game before taking the lead on lap five. Horrex then went missing letting Mallows through into 2nd with Redstone 3rd and Townsend driving steadily to gain enough points from 4th place to take 1st overall.

100 National 'A'

Anything the B's can do the A's can do better eh? Both Gordon Chenery and Derek Calver decided to join the 'Flying Club' and receive attention from the St. Johns. Could our pretty girls of the St. Johns be the reason for all these drivers seeking check ups?

Trevor Woodhouse showed everyone his exhaust in heat one to win by a long way. Miles

Townsend took Mick Ashton on lap three but was unable to do anything about Trevor's lead. D. Spence had a flag to flag win in heat two, Robert Smith took Lindy Cook on lap two and that's the way it stayed to the flag. Yet another flag to flag win in heat three. This time it was the turn of Miles Townsend to show everyone a clean pair of heels. Andrew Simpson passed Gordon Chenery for 2nd place on lap six only to lose it to cook. Chenery then spun out leaving the way clear for his brother Andrew to take 4th. Just to keep the record going Spence led all the way in the last heat. Woodhouse, Simpson and Gordon Chenery were having a great dice for 2nd until they took each other out at the chicane. Townsend inherited 2nd only to lose it to Smith on the last lap. However, his 3rd place points were enough to secure a win overall.

That's it again for another meeting folks. Just space enough to thank all the drivers for putting on a great show and to the officials for all their hard work. Special mention to the St. Johns girls who had a busy day — let's hope you can put your feet up next time. See you all then.

Derek Calver

Results:—

Junior Britain

1st	Andrew Pogson
-----	---------------

Junior National

1st	P. Woolley
-----	------------

125 Novice

1st	M. Newton
-----	-----------

125

1st	Garry Thexton
-----	---------------

250 International

1st	R. White
-----	----------

210

1st	Bill McDougall
-----	----------------

100 National 'B'

1st	John Townsend
2nd	David Storey
3rd	R. Adams
4th	Ian Roberts

100 National 'A'

1st	Miles Townsend
2nd	Lindy Cook
3rd	D. Spence
4th	Robert Smith

Tilbury

Due to other meetings and holidays, the June 8th meeting at Tilbury had less entries than we have been used to of late. However the overall entry for the day was still close to a hundred. . .

Junior Britain

Kelly Rogers won one heat and Jamie Chitty two. Jamie then went on to win the final with Kevin Keith coming through from the middle of the field to 2nd and Tony Davis 3rd.

Junior National

This grid being very low it was combined with the Junior Britains. Tony Wood led the combined grid around for both the heats and the final.



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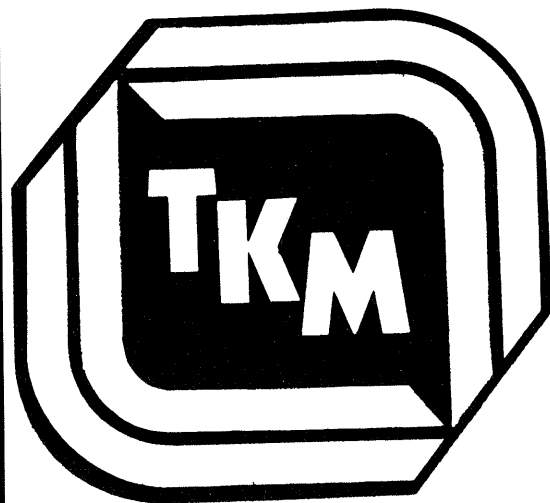
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Bohlin: 4!

Foreign domination of wet World Cup final sees Lennart Bohlin cruise to a record-equalling fourth win. European Champion Petersen second with unique self-built chassis. Graham Roscoe flies the lone British flag for third. Other classes punctuated by accidents.

Reporting from Morecambe: Chris Merlin.

Wasn't very British was it? One wouldn't have thought that with the English climate, our star drivers would have been put well and truly into the second division by all those foreigners. And that, but for the valiant drive of 3rd place man last year — Graham Roscoe, is just about what happened.

There was more than a trace of emotion on the face of Bert Hesketh, boss of Star Karts, and Ray Woodhouse the chassis builder, as Lennart Bohlin slowed his machine and came into the winners enclosure to notch his fourth win in this classic event, equalling Graham Liddle's seemingly unassailable record.

Perfect carburation and the right rubber blasted Bohlin and his Star Yamaha off the second row of the grid and as the field plunged down the hill on the first lap he had already established a 15 yard lead and never looked in danger of losing it, steadily increasing it on the atrociously wet track. It would seem that the normal arrangements that the organisers have with the guy who controls the weather had failed for the second year running. . .

What had promised to be the closest fought final of the thirteen years of this event became simply a test of staying on the track. Never before have all the potential winners occupied the first three rows of the grid. There have always been one or two threats way back on the grid, notably in 1976 when winner Buttigieg came from the back of the grid, up from the B final, in similar style to the epic Gange win in 1973.

All the 'men most likely' had had reasonably good heats to place them strongly on the grid with the 3 out of 4 heats system.

Great surprise to many was the performance of the Danish European Champion Poul Peterson in his highly unconventional PVP home-built kart — not the prettiest creation, but highly adjustable to all situations and conditions. That is where the British contenders were left behind — all set up for the fast circuit circus, they were no match for the Star Kart, developed around this circuit, and the quickly 'tuneable' Peterson special. Competitive on a dry track they may have been, but on the saturated hairpin with the 'River Hesketh' flowing at full spate across it, there was no contest.

The flag dropped and spot on time 25 karts, the cream of European, and this time American, 250 Superkarts struggled for traction up the

The World Cup final field rolls round to the start on a damp track. Poleman Buttigieg (0) sits inside Derek Rodgers (85), whilst eventual winner Bohlin (44) occupies the centre of the second row, flanked by Ball (88) and Gange (10). Stylin (GP) heads the third row. (Photo: D. Smith)

famous Heysham Hill. No incidents until John Ball put his all into a first corner effort and came to rest in the weeds! Relief was registered on the face of Inga (Lennart's wife) standing nearby as she lit another cigarette! Peterson was next, coming cautiously tight into the hairpin, with Stylin up from the third row, Buttigieg, Gange and Roscoe crawling all over the back of him. Buttigieg, trying the outside of Peterson, half spun, went wide and as he nervously looked up for reassurance, or to see if anyone was watching his 'boob' quite a few hundred pairs of eyes met his!

Before there was time to digest all that, Bohlin was on his way down the hill again with Peterson looking a little more composed, Stylin still on his heels and amazingly, Buttigieg still with him, followed by Gange, Roscoe and the

The Victor: Bohlin (Photo: C. Gillespie)



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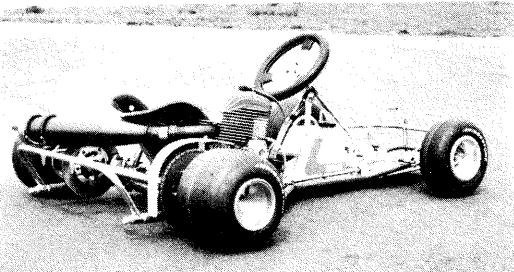
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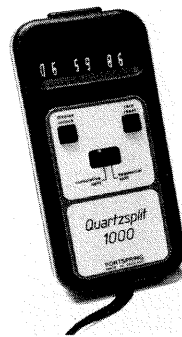
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year's 60. The most notable were No. 6, Leret and Leret — sons of Le Mans supremo Rene Leret — on a 125, a brand new R.M.T. Suzuki (the French allow 125s and Class 1s to mix it in endurance racing!). Team No. 34 were perhaps the favourites. Again this was a 125 driven by Cornier, Colette and Gallois. These three took over the mantle of French Endurance Champions in 1979 after Reg Dormer decided to stop chasing the Title (after all he had won it five times in a row from 1973 to 1978).

Their engine is a hybrid, consisting of an R.M.T. Suzuki bottom end, a Kawasaki barrel, and a Yamaha cylinder head, and quite quick it is too! The three intrepid pilots have a superb set of levers attached to the steering column which allows use of the clutch and upward and downward gear changes all operated through cables, leaving the feet free for brakes and throttle as per standard Class 1. Their moral was quite high as they had just won the 6 hours of Cabourg two weeks previously.

Club Oerlikon (Switzerland) provided no less than 4 entries for this race, perhaps the strongest being Weber/Bamert with their Mach 1 gear drive Komets, who had also done the Cabourg race and finished second to the 125 of Cornier/Collette. They would have beaten the 125 at Cabourg, but a bracket for the throttle spring on the carb. broke on the far side of the circuit and they lost too much time getting back to the pits.

Feminine charm was provided by Mademoiselle de Lacourt (whom everybody fancied) and Madam (shame) Herreng.

All in all a fairly lively entry, with a number of strong teams as likely winners in the Class 1 brigade and nine 125s to add spice to the mixture.

The Le Mans organisers decided on a couple of innovations for this race. Firstly, each team was given a little booklet in which the Team Manager had to enter the reason for each individual pit stop, the time the kart came into the pits, the time it left, the average lap time in each session, sign it and hand it in within 5 minutes of a visit to the pits. The idea was to eliminate protests at the lap scoring office by aggrieved teams and provide the organisers with ammunition in order to hear a protest fairly. In addition two people — one at the pit entrance, the other at the pit exit — recorded the time of each kart's entry and egress from the pits. A most effective deterrent as long as the opposition didn't put in sheets for you and then protest your lap score!!

The second innovation was a rolling start behind a Renault 5, driven by Leret Senior. Two laps were required to get the 40 karts together in their long double-sided crocodile, then the pace car pulled off into the pits and the field took the flag at a searing pace — but all with 'clean' engines.

From pole position Mike Coles 'stole' the first corner from second pole, and then romped away into the distance. After a couple of laps it was apparent that Leret/Leret's 125 was getting it together from 6th place and hauling Mike in. Reg Dormer and Terry Mitchell were showing signs of having trouble getting through the traffic.

Meanwhile the 125 caught and passed Mike as though he was standing still, and romped off into the distance. However, Leret became overconfident when he started lapping some tail-

Mike Coles holds an early lead over the 125 of Leret. Leret took over for a while, but slipped to third in the end.

enders and caught one with his front wheel which took some ten minutes to sort out, leaving Mike back in the lead. After all the trials and tribulations of practice on Saturday, it was good to see that the Zip was 'settling in' very nicely on its new Bridgestones and the AP brake was proving well up to the job in hand, so much so that Mike was timed at 53.7 secs (record 50.2) and was probably the quickest on the circuit at this time.

Julian duly took over after 45 minutes and promptly maintained the pace to hold first place at the end of the first hour with 66 laps to their credit. Thereafter, except at the fourth driver change when it was decided to adjust the chain to take up too much slack, the Coles/Burleton team only stopped every 40-45 minutes to refill with petrol and oil the chain, until exactly at 6 hours when with a beautiful piece of timing Julian had his first engine blow on the exit of the long left hander — the result of a broken pin in the piston land — and slid to a halt in the pit entrance.

Reg Dormer's team had a myriad of problems — a chain fell off after the kart crossed a kerb, one engine found a stone and munched itself, and an axle got bent and required changing at some point — but with Reg's special rear axle set-up the complete axle change took ten minutes.

Their showing was not to the usual standard but whilst Reg was very happy with the TKM's performance and strength, he was not happy with his 15th place, 48 laps behind the leaders. Thierry Ranchin was driving extremely well and reported to have turned some laps in at 52.7, but Reg looked as if Yvonne's birthday party the night before at 'Les Heudinières' had taken the edge off. Mark Tilley drove well and should improve dramatically the next time out.

Terry Mitchell suffered different problems. Alan Thompson pulled a muscle in his arm in his first stint and couldn't drive any more. Jim Mackay confused running out of petrol with a seized engine and an unnecessary time loss was incurred with the necessary engine change. Terry himself was very quick on the circuit, but his two co-pilots need to speed up a bit. A very creditable 7th place, 17 laps behind the leaders, was their result — but they can do better.

Cornier, Collette, Gallois with their 125 were never off the leader board, and only started to build a slight gap to the opposition in the 3rd hour when they amassed two laps lead on Coles/Burleton. Thereafter their clockwork regularity meant they picked up a lap here and a lap there as other people had problems.

Leret/Leret after their first hour accident steadily worked their way up from 23rd at the

end of the first hour to third at the end, a really fine effort. Two of the Swiss teams from Oerlikon had a right royal battle from start to finish, with fortunes changing every hour — at the end Weber/Bamert finished 5th, one lap ahead of Leemann/Caniguet.

For Coles/Burleton their 'seizure' at the sixth hour threw their known second position into doubt, but half an hour later the organisers confirmed their position, one lap ahead of Leret/Leret.

An examination of the lap charts seems to indicate that some favourable consideration was given to them over Leret/Leret due to their extremely fine and consistent performance and bad luck with the engine failure at exactly 6 hours. . . However with the leaders all going for a finish at this point of the race, perhaps it is a little harsh to suggest a 'fiddle' and quite frankly one cannot be too sure of the problems of others, as your reporter was only watching one kart 'numero uno', just in case of further problems.

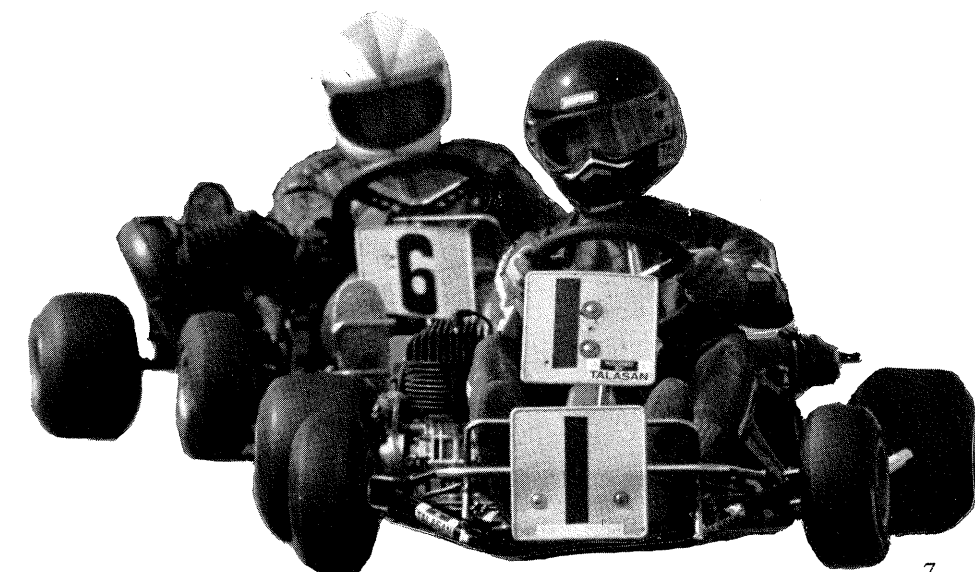
Le Mans is one of those organisations that really tries to make your efforts worthwhile and the prize list was formidable, with Moby-lettes (value £260) going to the first two teams and push bikes going to the following ten finishers. In addition, there were cups for the first three teams plus wine/Champagne for everyone. There was even a prize for the team who were the most unlucky, which went to a Swiss team of two drivers, one of which had broken a leg in an accident whilst amongst the leaders. The remaining driver had then sorted out the damage and driven for 2½ hours — eventually finishing 20th.

On the Monday we had forgotten to turn our clocks forward to French time and caught the boat with 30 secs. to spare after thinking we were an hour early! The customs people at Southampton were not quite sure when we got there how to deal with the importation of the Mobylette and after Mike Coles had 'explained' everything, a definite watery look came into their eyes, so the Supervisor was called. Mike systematically confused him too, and the Mobylette now lives as a tax exile in England!

The three English teams are going back to Le Mans in July for the 24 hour race on July 12th and 13th. Reg is going back to show them all how to do it, Mike and Julian have got some support from AP, Zip and the Miss World organisers, Mecca (any chance of a ticket, Mike?), and Terry Mitchell's nailing everything back together again for his 3rd trip abroad this year. Anyone else fancy having a go?

John Fitzpatrick

1st	Cornier/Colette/Gallois	417 laps
2nd	Coles/Burleton	412 laps
3rd	Leret/Leret	411 laps



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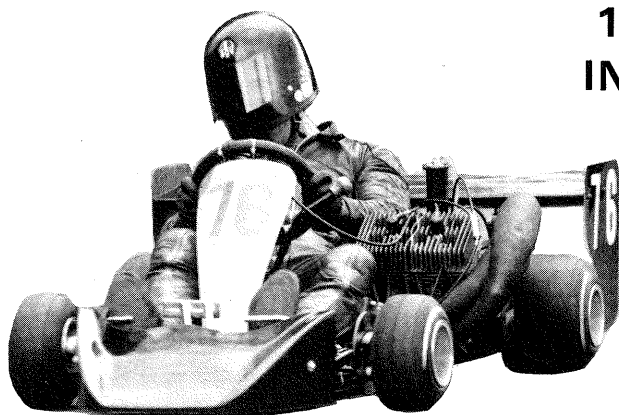
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100 National Novices

A full grid of Novices. Heat wins from Kevin Gleadow, Patrick Reynolds and Ted Cook, with J. McGough, Chris Springham and Alan Blackmun all showing well in the heats. However, Ted Cook and Kevin Gleadow set off 1 and 2 from lap one with Chris Springham taking third from J. McGough.

100 National B

Again a different winner in each heat — namely Conrad Hagan, Derek Wheal and Jeff Johnson, in his first race out of Novices. But in the final Conrad Hagan left no room for doubt leading from start to finish with Chris Dalton coming from midfield to 2nd and Michael Kyriakides and Derek Wheal holding on to their 3rd and 4th places.

210 National

Two heat wins to a regular Tilbury winner Roy Randall gave him pole for the final and a heat win and a 3rd and 4th gave Phil Featherstone No. 2. However, another regular trophy winner Jim Paffett got through to 2nd early on and the final result was a win for Roy Randall, Jim Paffett 2nd, Phil Featherstone 3rd.

125/250

A mixture of 125 Nationals and 250 Nationals and Internationals. Frank Roberts led the 250 Nationals home and Melvyn Friend celebrated his return to Tilbury after an absence, with a win in the 125s.

100 National A

Some of the more familiar faces were missing for various reasons at this meeting, but still the A grid provided a good days entertainment. Steve Tillett won the first heat, John Aitkenhead the second and Dave Tebbutt the third, but Mark Sayer took the lead in the final with John Aitkenhead 2nd and Steve Tillett 3rd, until on lap four Steve took 2nd from John and Lennie Jarman came through the field to finish 4th.

At the end of the day with some time in hand, there was an extra race for drivers who had not won a trophy, and this was won by Dave Spence.

Sandy

Results:—

Junior Britain

1st	Jamie Chitty	MTB80/Hewland
2nd	Kevin Keith	Zip/Arrow
3rd	Tony Davis	Dart 80/Sisley Arrow

Junior National

1st	Tony Wood	Zip/Komet
-----	-----------	-----------

100 National Novices

1st	Ted Cook	Cobra/Arrow
2nd	Kevin Gleadow	Birel/SS20
3rd	Chris Springham	Zip/MT Parilla

100 Nationals B

1st	Conrad Hagan	Dart/Parilla
2nd	Chris Dalton	G80/Parilla
3rd	Michael Kyriakides	Burgess/Arrow

210 National

1st	Roy Randall	Barlotti/210 RCV
2nd	Jim Paffett	Barlotti/9E
3rd	Phil Featherstone	Mistral/FP Villiers 9E

250 National

1st	Frank Roberts	Zip/Montessa
-----	---------------	--------------

125 National

1st	Melvyn Friend	Barlotti/Aspes
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100 Nationals A

1st	Mark Sayer	Dart/Devco Parilla
2nd	Steve Tillett	Dart/Sirio
3rd	John Aitkenhead	Dart/SS20

Non Trophy Winners Race

Dave Spence	ART/Parilla
-------------	-------------

Ellough

Beccles and District Kart Club held their May meeting with a slightly altered formulae, hence 'A' and 'B' groups. Hopefully it will achieve the effect of encouraging Novices and lower scoring 100 Nationals to compete at Ellough, and even out our points scoring system, without upsetting our regular winners, to give a fairer spread of points over all classes, therefore making the OSEL trophies and £100.00 cheque more attractive to all drivers.

Juniors

Three different heat winners in Mark Lovell, Per Sorenson and Gary Beaumont kept interest high for the final, but it happens again! As we were waiting for the big three clash, only two laps of the final gone and Mark had to make a pit stop for repairs, therefore dropping back three laps from the leaders. This left Sorenson with a clear lead from Nick Palmer and Gary Beaumont battling for second place. Nick went slightly wide on pit bend, sending a shower of sparks and dust flying from the tinder dry banking. This was the chance Gary needed and he didn't waste it, slipping inside to secure second position while Nick was working hard to get back on line. Next home was Junior Britain Andrew Podgson, ahead of Adam Moody.

100 National 'B'

A promising sign for the future, six Novice plates in the 'B' group, the rest of the grid made up of last month's lowest scoring drivers gave us a nicely balanced grid. I have never seen Kevin Keeble enjoy a race so much, as he flew into the lead and hung on for the full ten laps. Heat two and a Novice, Robert Gay enjoyed the limelight with a very capable drive. Heat three was Gerald Mallows, leading all but one of the ten laps. David Storey, after a fifth, sixth and second in the heats made sure of the final, leading all of the fifteen laps. David built up a comfortable gap between himself and second placed Gerald Mallow, which is more than can be said of Gerald's space as he was being harassed unmercifully by Philip Squirrel, returning to karting after a six year absence. Lap nine and Philip was through and began closing up on the leader, but to no avail as the chequered flag came out for David Storey first, followed by Squirrel, Mallows, Andrew Whitmoore and Kevin Keeble.

100 National 'A'

All the top drivers in this one with yet again three different heat winners. Ian Beaumont took the first in fine style leading from start to finish. Nick Bacon came through the field to win the second heat and Derek Calver had a great time winning the last of the heats. The fifteen lap final was led from the second lap by the eventual winner Nick Bacon. Nigel Wigg was being pressed very hard for second place by Andrew Simpson, but on the sixth lap this scrap

was brought to a halt when these two got rather crossed up on pits bend, bringing them both to an ungainly stop. By the time they restarted their chances of catching the leaders was nil. With Andrew and Nigel relegating themselves to the back, Nick Bacon was left with an easy cruise home to victory. Paul Melhuish had a good day coming in second, Gordon Chenery led the next pack in for third spot, closely followed by Alistair Allen and Martin Read, another small gap and Bob Kett was home safe ahead of Andrew Simpson.

125 National

East Anglian Champion Peter Hall was booked in and the locals knew they were in for a hard time. With Boyd Barrington, second to Peter in last year's Championship, breaking a fuel pump casing in practice, and Peter out of the first heat with mechanical maladies, it looked as if some of the competition could be missing, but no, all was resolved and raring to go. Peter Hall made three lightning starts in the heats, (plus two others a little too lightning-like, for which the finger was wagged by the Clerk of the Course) but this did nothing to deter Peter from an impeccable start in the final. With Boyd Barrington latched on to his bumper and Roger Barrington a few lengths back, these three pulled out a gap from fourth placed Ian Rushforth and Mark Hood. Behind Mark came Peter Tippell and Paul Carter having a terrific dice. Meanwhile Boyd was all but driving over Peter in a frantic attempt to out-corner the East Anglian Champion, but Peter is a cool headed driver and makes few mistakes, so Boyd had to settle for second with Roger Barrington third, Ian Rushforth fourth and the dice between Peter Tippell and Paul Carter being decided in Peter's favour.

210 National

Three heats, three winners seemed to be the order of the day, the first going to Allen Barber, second to Club Champion Ken Austin and the third to Chris Prue. Bob Green grabbed the lead in the final for the first two laps until Chris Prue came through on the third lap. Ken Austin followed suit to drop Bob back to third. Lap eight and Ken's chassis had had enough as a stub axle broke as he entered pit bend. Ken ended his day's racing perched on the top of the banking! This left a set pattern for the rest of the race with Novice driver, Chris Prue, showing fine style, to win from Allen Barber and Bob Green.

250 Nat. & Int.

Six 250s raced together. This track at Ellough with its long straight and sweeping curves must be one of the most suited short circuits for these powerful machines. Doug Hall was on form on an International outfit, winning all three heats and the final. Mick Beaumont pulled up from last to finish second as Tony Ayres gave up his second place with mechanical failure on the penultimate lap. Barry Dale came home fourth overall to win the National Class.

R. Barrington

Results:—

Juniors

1st	Per Sorenson	Dino/Parilla
2nd	Gary Beaumont	Kestrel/K88
3rd	Nick Palmer	BM/TKM

100 National B

1st	David Storey	Corniche/K80
2nd	Philip Squirrel	Zip/TKM
3rd	Gerald Mallows	Sprint/TKM

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continued . . .

GP Time Again

It is only four weeks now to Superkarting's big day of the year — the Daily Express Hermetite British Kart Grand Prix, held as usual at Silverstone, on August 2nd/3rd. With the undoubted success of the first two GP's, a strong overseas contingent is expected to challenge Britain's top long-circuit exponents — with entries expected from Sweden, Denmark, France, the USA, and New Zealand.

As usual, heats will occupy the programme on the Saturday, and Sunday morning, with the 4 Grands Prix scheduled for the afternoon.

On early season form, defending Superkart GP Champion Steve Styryn must start as favourite to retain the crown, although over recent weeks some of his thunder has been stolen by main rivals Hermetite debutant Dave Buttigieg and Hermetite team boss Martin Hines. Butty has won his first two outings with the team, with Hines runner-up on both occasions, although the latter is bound to put special effort into reversing this trend on the big day.

Who are the likely challengers to this trio?

The list gets longer every year — past winner Paul Elmore, Snetterton winner Calvin Fish, short circuit champion Rob Kerkhoven, a back-on-form Reg Gange, Daytona winner John Ball, an on-form Dennis Crompton, the extrovert Nigel Smith, or John Rees, who only missed the surprise win of the decade at last year's GP in the final yards? There are more, but suffice it to say that with the talent assembled, and a new element of inter-marque

Reader's Letter

Dear Sir,

On Saturday 24th May the Ulster K.C. held a meeting on Ormeau Park. The meeting was a great success except when the RAC Clerk of the Course got out of hand when a promising young driver in his second seasons racing got in to trouble. A brake pipe fractured on the fastest part of the circuit, he dismantled two straw bales and went through a rope with a lot of spectators behind it. Luckily no one was injured. The driver was in extreme shock, when the RAC Clerk of the Course, Mr. Douglas Hoare, instead of moving the crowd, went down to him and publicly demanded his licence.

In my opinion, the Clerk of the Course was very wrong to take this attitude and a written apology should be sent to Mr. Michael Irwin.

Joe McBride

Lisburn

Le Mans 500 Km

Following hard on the heels of the French opening round of the French Endurance racing season at Cabourg on the 11th May, the excellent facilities and organisation at Le Mans provided the venue for the 500K (or 417 laps) on the 1979 World Championship circuit — estimated duration 6½ hours.

Three teams made the grand effort from England. Reg Dormer — seasoned campaigner and 5 times winner of the French Endurance challenge series — was entered with his usual partner Thierry Ranchin of Cabourg, and newcomer to rotary valve engines — Rolls Royce

Kart and Superkart Magazine 100 National Championship

Round 5 Entry Information

● The meeting will be promoted by the Clay Pigeon Club at their circuit, halfway between Yeovil and Dorchester (on the A37) on Sunday 27th July.

Entry fee; £6.00. Entries close 21st July, and should be sent to: Mrs N. Unwin, 6 Wingate Avenue, Yeovil, Somerset.

rivalry, it is going to be some race!

The supporting GP's all contain their own favourites. Early season 125 racing has been reminiscent of the 1979 Williams F1 days, with a series of 1–2 victories to the Merlin Developments' pair of Wooldridge and Molloy. Can they be beaten?

210 racing, 1980 style, is Gartmore's Peter Haywood — the Royston based tuner showing utter domination. Can he maintain such an incredible record?

Perhaps the most open GP will be the 250 National event, although the instant success of Gary Deal's return, with the newly homologated TVM YZ Yamaha, looks ominous for the opposition . . .

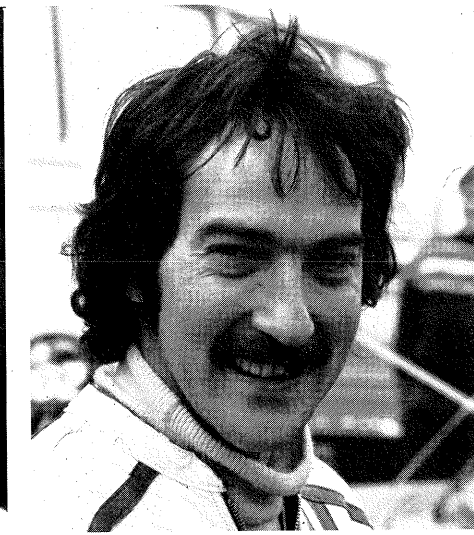
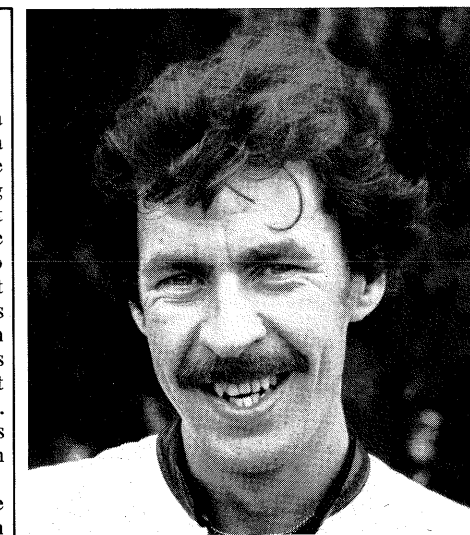
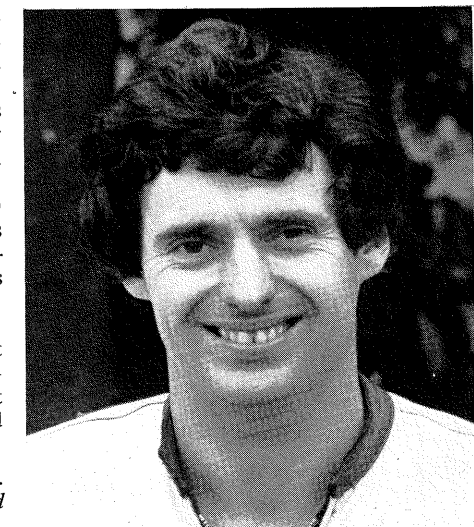
Whatever you do — especially if you have not witnessed the spectacle of Superkart racing — Silverstone is definitely the place to be at sometime over the weekend of August 2nd and 3rd . . .

The three strong favourites for GP success. Styryn (right), Buttigieg (bottom right), and Hines (below).

Programme 7.30 — 9.30; Signing on and scrutineering. 9.00 — 11.00; Practice. First race 11.30.

● Practice is available on any of the days leading up to the event on payment of the appropriate practice fee.

● A camp-site is adjacent to the track which can be booked in advance. Apply to:— Mr. Perratt, The Old School, Bradford Peverell, nr. Dorchester, Dorset. Tel: Dorchester 3613 or 2204.



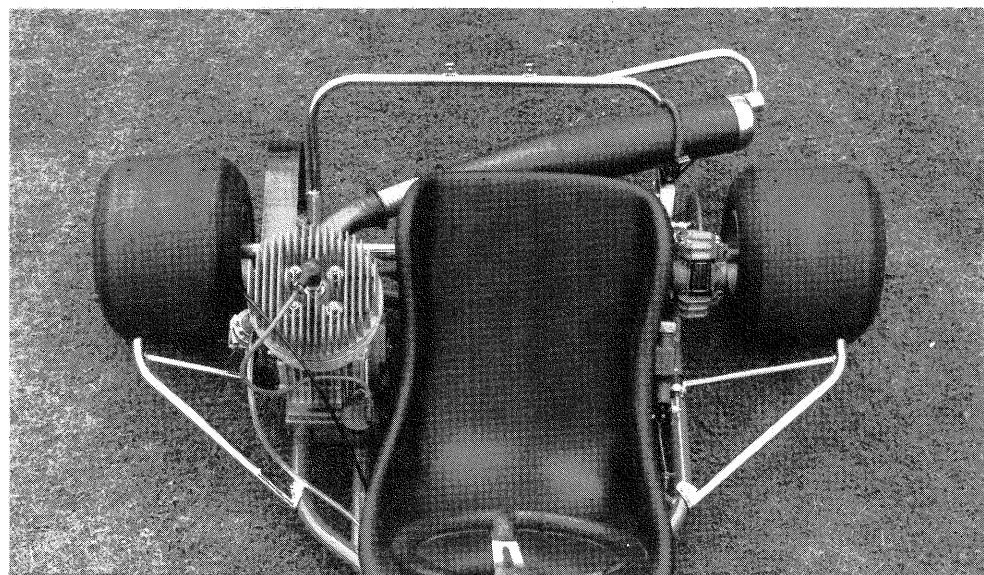
units and made his own brackets to mount the caliper. Perhaps it should be mentioned that this team had no 'factory' support at all, Julian having done *all* the preparation and building of both chassis and engines. Julian must have been a very contented man at the finish with such a fine result.

The third English team consisted of 'Tiger' Terry Mitchell, Ford Transit racer Jim Mackay, and Scot Alan Thompson. Their equipment consisted of a one-off Sprint 2 bearing chassis, (whose design Terry had a hand in), Hewland Arrow engines (which Terry screwed together) and a Hillthorne brake (with a master cylinder modified by Terry).

In addition there were 41 other teams entered — a disappointing entry compared to last

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In a Word . . .

• The whereabouts of this year's World Championship remains an unsolved mystery! After the failure of Zolder to come up with a track, initial reports maintained that the event was to be shifted to the other Belgian venue, Nivelles, site of the 1973 Championship.

However, rumour has it that the Italians are none too happy about this, as they maintain that as their Rome circuit was the second choice to Zolder, the Championship should be there now that Zolder have withdrawn. Knowing the uncanny clout the Italians can wield at CIK level, the final venue for the 1980 World Championship is anything but settled . . . Hopefully a brief CIK gathering at the European Team Championship will make a firm decision . . .

• The week after the Jesolo Champions Cup, some of the leading names moved on to Wohlen in Switzerland for the Swiss GP meeting. The result hinged on the outcome of the last final, before which it began to rain, with da Silva and Fullerton the two contenders. Fullerton had carburettor problems, leaving the way open for DAP team-mate da Silva to take his first (and definitely not his last) major international victory.

• July 12th and 13th sees the Ninth Annual National Schools Karting Championships at the Felton circuit, north of Newcastle. Over 450 school children are expected to take part, the majority with school project-built machinery. Two of the fastest class winners are to receive a bonus, in the form of a V.I.P. visit to the Daily Express Hermetite British Kart GP (pre-viewed elsewhere).

• Exhaust news! The cat and the mouse continues. . . Seen at the World Cup, loitering with camera around the new exhaust used very effectively by Paul Molloy — who else but Bob Clowes of Motiv. Tut, tut!

That event provided an impressive result for columnist Merlin's product — wins in 14 out of 16 250 heats, and 1st, 3rd, 4th, 5th and 6th in the World Cup Final! Incidentally, he also took 1st, 3rd, and 4th at Cadwell two weeks later. .

• Sherington Kart Club are hoping to attract bigger entries back to their circuit, by offering cash prizes in addition to the usual trophies. The Club wants to resurface, but with a quote in excess of £20,000, fund-raising is the name of the game. Reports on their first 'cash' meeting show a good response.



Dave Buttigieg and Reg Gange are combining forces to attack the Silverstone GP and took the opportunity to test their unique mono-wheel ("less drag") dual driver ("two half wits equals one brain!") at the World Cup. How did it perform? See our World Cup coverage, beginning on page 9. (Photo: D. Smith)

World Junior Championship

The eight man English Junior Team to contest the World Junior Championship, was announced as scheduled on June 10th.

The team named was:—

Tim Sugden	John Herbert
Jackie Brown	Nigel Mitchell
Robbie Childs	Kevin Warner
Gary Foster-Jones	Mark Bailey

As ever the selection prompted much discussion, and it must be said that one or two of those selected could have counted themselves extremely lucky, in light of the omission of recent senior graduates Kurt Luby and Simon Sutton — both showing excellent form in 100 International — and 1st round R & R Junior winner Paul South.

However, as we went to press, news came that changes were being made. After John Gravett's late withdrawal from the Senior 'Scottish' team, Jackie Brown was to take his place, and thus force his own withdrawal from the Junior team. Also withdrawing from the Junior team is Nigel Mitchell.

This has left two more places open, which have been filled by Luby and South. We can only sympathise with the desperately unlucky Sutton, and hope that perhaps another vacancy will appear in the very near future.

CADWELL SCORES

Leading scores in the three Cadwell Championships after three rounds are:

Cadwell Superkart Championship			
Steve Styryn	35	Paul Elmore	32
Martin Hines	31	Dennis Crompton	28
Calvin Fish	27	Dave Buttigieg	20

Mansfield-Wilkinson 210 Championship			
Peter Haywood	55	Clive Leeson	32
Bill Longden	28	John Hughes	21
Gordon Douglas	20	Colin Mills	19

Duckhams 125 Championship			
Mark Allen	42	Paul Molloy	40
Mike Henry	32	Neil Myers	25
Tim Parrott	25	Roy Wooldridge	20

Final round — August 10th, on the full circuit. Additional practice session 6pm — 8pm, August 9th.

BY BARRY FOLEY

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RAC News

● On safety grounds the RAC Motor Sports Association's Kart Committee at it's last meeting brought in a new rule to cover finishers at short circuit events, and clarified the starters orders rule. Both these rules take effect immediately.

The new finishers rule will be: To be classified as a finisher, the driver must have crossed the finish line seated in his kart and propelled by the motor within two minutes (or within a time stated in the ASRs) of the winner and to have completed not less than 50 per cent of the race distance. If running when the signal for the end of the race is shown, competitors shall be entitled to attempt to finish within this criteria.

The clarification of the starters orders will be: Competitors shall be despatched from the paddock to the track on the display of a green flag shown by the starter and kept raised. When the green flag is lowered the paddock exit shall be closed and all competitors on the track shall be deemed to be under starters orders. No further competitors shall be allowed to leave the paddock or join the race.

● There is growing concern regarding the future of the 250 International power unit among the British Kart Industry Association members and it was proposed at the Kart Committee Meeting to hold an Open Day in the near future for interested parties. Although this meeting is mainly for Trade Licence holders and BKIA members, competitors who wish to be considered for an invitation should contact the RAC Motor Sports Association stating their involvement and particular interest. In fact, anyone wanting to attend must write to the RAC Motor Sports Association for an invitation.

● As there will be three British teams at the Fulda Meeting for the European Team Championships two extra team managers have been appointed to assist Mason Minns, who is in overall control of the teams. His two assistants will be: Bernie Turney in charge of the Scottish, and Bill Sisley in charge of the Welsh.

● The Committee has also decided to allow competitors to compete in 100 Britain 10 years after the last event which would disqualify them from the class. However, for the remainder of this year these competitors will only be allowed to run in restricted events.

Lydden 2

The rain stopped just before practice and a hot day greeted competitors for the second of the three 1980 Lydden meetings for 210's and 250 Superkarts.

This day proved to be a picnic outing for the innovative Hermetite team, finally taking an easy 1-2-3.

The first five places from heat 1 went straight into the final and three Hermetite team members present — Buttigieg, Hines and Fish — qualified in that order followed by a 'fresh out of retirement' Nigel Smith and Rae Davis.

Fish made a blinding getaway to lead as the silver trio bundled into the first corner, but as the laps opened out, Hines, Buttigieg and then Nigel "I finished a race" Smith slipped by. As Nigel watched, Butty shadowed Hines, feinting side-to-side, looking for the opportunity. On lap 7 Butty squeezed past 'the Guvnor' and a flying Nigel Smith was trying everything to relieve Martin of 2nd before a flat tyre put paid to his chances on lap 9.

Lap 10, and Butty's YBC's were really hanging on as he recorded a new unofficial lap record of 42.36. And that's how they finished with Butty recording his second straight win under the Hermetite flag.

In the 210's, Clive Leeson also recorded double success, making it two in a row in the Lydden series. After two rounds Hines and Leeson are comfortably in front in their respective classes.

R.G.T.

STOP PRESS

European Team Championship

1st England (Fullerton, Smart, Allen, Lane)
2nd Italy
3rd Germany

Martin Smart sets a new track record as England wins timed practice. Both finals held in wet conditions with several drivers, including England's Alan Lane, carrying harsh noise points penalties. England and Italy tie on points, but timed practice is used to split the tie.

Wales and Scotland don't make the final.

Thruxton Superkarts

1st Steve Styryn Aero/GBRD Yamaha
2nd Paul Elmore Hermetite Zip/Zip Yamaha
3rd Reg Gange Barlotti/Merlin Yamaha

Buttigieg 21 seconds in front after 7 out of 8 laps, blows a rear tyre, but limps home 4th! Nigel Smith holds a strong second, but goes out with a seized engine, with two laps to go. Class wins to Haywood (210 — by 35 seconds!), Deal (250 National) and Myers (125).

FULL COVERAGE OF BOTH EVENTS
NEXT MONTH

All Change at Rapids

A telephone call to this office from Ted Moore, a few days after the World Cup, announced the dissolving of the Rapid Movements Superkart Team, by way of a short statement:

"Rapid Movements Racing announce that after careful consideration, they and Dave Buttigieg have amicably decided that they will part company and go their various ways. It was decided that the team and the individuals involved would benefit by this decision." End of statement.

The company has not disappeared from the karting scene — but have now put some backing behind the Sisley works 100cc kart team, which is to appear in the familiar yellow and black colours.

Meanwhile the statement's prediction that the previous team personnel would benefit from the split seems to have borne fruit! Buttigieg was offered a works Hermetite/Zip drive, and responded by winning both Cadwell and Lydden events for them (see elsewhere). Nigel Smith, who fortunately owned his own equipment during the RM deal, appeared in his own *Team Schemes* colours at Cadwell, and had his best performance of the year at Lydden. Caroline Grant-Sale has been campaigning her older model Zip in the meantime, but as this is written comes news that she will be contesting the Silverstone GP in a Gartmore backed Zip GP.

Even the heady world of 100 National is not, it appears, immune from mid-season team changes. Gary Prior, now to be employed at Dartford Karting, will obviously drive for the firm as well. He has thus relinquished the early season tie with Mistrale Racing and the BM/BM drive.

At the same time comes the news that Paul Carr and TKM have gone their separate ways. Carr's plans are not known at present. However, TKM retain their interest in Alan Gates (100 International) and Nigel Mitchell (Junior).

continued. . .

100 National A

1st Nick Bacon Sprint/DAP 70
2nd Paul Melhuish Zip/Parilla
3rd Gordon Chenery Corniche/FE TKM

125 National

1st Peter Hall Zip/Yamaha
2nd Boyd Barrington Zip/Yamaha
3rd Roger Barrington Zip/Yamaha

210 National

1st Chris Prue Barlotti/Upton
2nd Allen Barber Zip/Upton
3rd Bob Green Sprint/Upton

250 National

1st Barry Dale

250 International

1st Doug Hall

Felton

An entry of eighty karters met at Felton on 1st June, a warm sunny morning, to enjoy a good day's racing.

The RAC Steward was Mr. O'Horan, Clerk of the Course Mr. Bill Brewis. Bill Brown got scrutineering over, ready for eleven o'clock practice. After each class had two practices and a bite to eat, racing was ready to start at one o'clock, with three heats and a final. The finals were run in the wet. First on the circuit was 100 International.

100 International

Heat 1. 11 starters, from the flag it was Gary Ashurst, Tom Curry, Alan Brown and Stephen Burr, in a really tight bunch, with Nigel Davison taking the lead on lap three, with Brown on his tail all the way and then taking the lead on lap eight, only to lose it on lap nine to Davison. This is how it was at the chequered flag. Heat 2, flag up, and Davison took the lead on the first lap followed by Burr, Brown and Martin Page. Davison led all the way to the end, with a real battle between Brown and Burr who kept changing places, to finish Brown second, Burr third. Heat 3, from flag to flag it was Nigel Davison with Alan Brown second and Gary Ashurst third.

Final, on pole Davison, with Alan Brown at his side. The flag goes up and Davison is away, followed by Brown, Ashurst and Burr. By the second lap Brown had gone missing and Ashurst had moved into second place only to lose it to Burr on lap four, with the field starting to string out a bit. At the flag it was Davison, Ashurst and Burr. A well run final in the wet conditions.

Junior National and Junior Britain

Three National and ten Britains to run as one grid, with National at the front.

Heat 1, the grid started as a pack, with the first lap being led by Jon Earnshaw, followed closely by Richard Burr and Jason Plato (100 Britain). On lap two Burr took over the lead with Earnshaw, Plato and David Hillcoat hot on his heels. The race remained this way until the final lap when Burr went missing, leaving the chequered flag to Earnshaw (Junior National), second Jason Plato (Junior Britain), third David Hillcoat (Junior Britain).

Heat 2, well this heat was very much as heat

CLUB SCENE

one, with Richard Burr leading for two laps, then steadily dropping back to the rear leaving Jon Earnshaw to take the lead followed by David Hillcoat and Jason Plato, and this is how it ended.

Heat 3, from the flag again it was Burr followed by Earnshaw, Hillcoat and Plato. On lap two Earnshaw took over the lead and held it for a further four laps. Then with two laps to go, Hillcoat went into first place, second Plato, third Hillcoat and this is how heat three finished.

From the heats it looked like the Junior Britains had really been pushing the Nationals. The final was a flag to flag win, except for the first lap, for Jason Plato, followed by David Hillcoat, both Junior Britains, with Jon Earnshaw (Junior National) third.

100 National

Normally we have two grids at Felton, but many competitors were at the Three Sisters K K & S round, and so one grid was sufficient.

Heat 1, from the flag it was Andrew Keenan followed by John Gallagher and William with father George Turner tucked in behind. Well this is how it went for the next six laps until George Turner nipped in front of son William. For the rest of the heat George stayed in third place. The lead had been taken over by John Gallagher on lap seven although on lap nine it was reversed again, but on the last lap Gallagher managed to cross the line first.

Heat 2, the first lap went to Keenan, laps two to six Gallagher with William Turner and Ian Davison hot on his heels. On lap seven, Davison took over the lead, and held on to the line, followed by Gallagher and William Turner.

Heat 3 was a win from flag to flag for Terence Laybourne, with second place going to Ian Davison and third to John Gallagher.

On pole for the final was Gallagher, with Ian Davison at his side. From the flag, it was Davison followed by William Turner, Gallagher and George Turner. On lap two George moved into number three spot and this is how the race went until lap seven when William Turner took over the number one spot. It was a real battle between Turner, Davison, Turner and Andrew Keenan. George Turner made his bid for the front on the last lap and failed, letting Keenan into number three spot. A really great race to watch.

125 National

Heat 1, from start to finish it was Tim Parrott followed by Max Richardson and Bill Henderson with Drew Liddle having a troubled heat. Heat 2, and first time around it was Max Richardson followed by Tim Parrott and Stuart Cruddis. On lap two Parrott moved into the lead and held it to the end followed by Liddle and Richardson. Heat 3 looked like a repeat of the two previous, but Tim Parrott dropped out on lap six, leaving a win for Drew Liddle, with Max Richardson second and Bill Henderson third.

Parrott made sure of the final with a clean win from flag to flag, with Bill Henderson getting second the same way, and Terry Glendinning finishing third.

210 National

Heat 1, from the flag it was Gordon Brown followed by Bill Cole and Ted Blackburn and for three laps this is how it stayed. On lap four Cole moved into number one spot, only to lose it back to Gordon Brown.

Nice to see Ted Blackburn back at Felton as he used to be a regular entrant here, but his job took him out of the sport for a while and so we see him sporting Novice number plates. He showed he still has the know-how. Heat 2, from

flag to flag it was Gordon Brown followed by Ted Blackburn and William Mee. Heat 3 was a repeat of heat two for Gordon Brown, really shifting around the track with Bill Cole second and Ted Blackburn third.

In the final, Cole took the lead from the flag followed by Brown and Des Davison, who had only shown in the third heat, missing the first two with problems, and proving in the final he'd got it all sorted out. Meanwhile on lap three Brown had moved into the lead only to retire on lap eight with axle trouble, leaving Cole to lead to the end followed by Davison and Blackburn.

Well done Ted. Hope to see you at the rest of the Club meetings!

250 International

A small grid of five for heat 1, but as the flag dropped it was Nigel Young, Mike Brewis and John Angus. By lap two Brewis was missing having done a nasty to his engine, so Angus was now into second place and Jeff Clennell into third. The first lap of heat 2 went to Young, then the next five laps to Clennell. Young regained the lead on lap seven, with Clennell second and Angus third. Heat 3 started on a wet track and this is where John Angus showed his skill. The first four laps went to Nigel Young with Angus on his tail, but Young spun and Angus was through to hold the lead to the flag.

A really wet track for the final and once again Angus showed his skill and held the lead from the start to finish with Nigel Young second and Jim McLaren third.

S. Heslop

Results:—

100 International

1st Nigel Davison
2nd Stephen Burr
3rd Gary Ashurst
4th Nigel Brown

100 Junior National

1st Jon Earnshaw
2nd Neil Brayton

Junior Britain

1st Jason Plato
2nd David Hillcoat
3rd David Kirk

100 National

1st William Turner
2nd Ian Davison
3rd Andrew Keenan
4th George Turner
5th Mike Benson
6th Terence Laybourne
7th Steve Strong

210 National

1st Bill Cole
2nd Des Davison
3rd Ted Blackburn

125 National

1st Tim Parrott
2nd Bill Henderson
3rd Terry Glendinning

250 International

1st John Angus
2nd Nigel Young

Novice Trophy

Malcolm Byrom — 125 National

JULY

6 FELTON (7 miles north of Morpeth, on A1) Round 5, Lockheed and R & R Championships.

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

13 CARNABY (2 miles west of Bridlington, North Humberside) Round 2, RAC Long Circuit Championships.

CHASEWATER (Pleasure Park, Brownhills, off A5) Chasewater Grand Prix.

FELTON (and previous day) National Schools Championship.

WOMBWELL (Dorothy Hyman Stadium, 6 miles from Barnsley)

TILBURY (Dunlop Road)

CLAY PIGEON (midway Yeovil/Dorchester, on A37)

KIMBOLTON (10 miles s.w. of Huntingdon)

20 LITTLE RISSINGTON (RAF Station, south of Stow-on-the-Wold) Short circuit gearbox Championship.

LYDDEN HILL (Off A2 near Dover) 250 Superkarts and 210 Nationals.

ELLOUGH (2 miles from Beccles, Suffolk) East Anglian Championship

FELTON — Cock of the North Championship.

GOLSPIE (Little Ferry, Golspie, Sutherland) 250 International Championship meeting.

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368 Cambridge — Ware Road)

26 SURBITON (Worcester Park)

AUGUST

2/3 SILVERSTONE (nr. Towcester, Northants), Daily Express Hermetite British Kart Grand Prix 1980

3 FELTON

TIBBENHAM

GOLSPIE

10 CLAY PIGEON (and previous day) RAC 100 International and Junior Championships.

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



A meeting of interested parties is shortly to be held by the RAC (see RAC News, p2), to discuss possible changes in the permitted engines for the 250 International Superkart class, in the light of predicted shortages of the currently used Yamaha TD3 heads and barrels. If there is to be a shortage, even as far away as 1982 or thereafter, careful thought should be given to the problem now, so that what is now a settled and successful, promotable class is not ruined.

I believe that the success of the class at present is due entirely to the fact that it is virtually a one-engine formula — everyone using the Yamaha RD/TD3 set up — to which several parallels can be drawn with successful car racing categories. Ideally, this situation needs to be preserved when considering the future.

The introduction of new, perhaps more exotic brands of engine, which must be assumed to be potentially faster than current engines, will see the fragmentation of Superkarting as we now know it. The 'elite' will go faster, while the majority will be left with uncompetitive, virtually unsaleable, worthless engines and will quite probably pull out.

Would the best solution be to allow the more recent Yamaha engines (i.e. Yamaha RD and TZ watercooled) to be used, which would at least permit all current engines to be converted? With this in mind, I telephoned importers TVM to enquire about costs involved, to find that they had gone one stage further.

After negotiations with Japan, they intend at the RAC meeting, to offer the new RD watercooled engine, fitted standard with racing TZ heads, barrels, pistons, and con-rods, complete with Femsa ignition, 36mm or 38mm carbs etc., for under £1,000. Conversion of current engines would not cost a lot more than £250. Is this the answer?

Every serious 250 International competitor should make it their business to convey their opinion to the forthcoming meeting — either by letter, or by writing for an invitation to be there personally — because how else can a Committee of 15 or 16, none of whom are current 250 competitors, be expected to reach a decision based upon the opinion of those who really matter — the money-paying competitors.

CHRIS LAMBDEN

FRONT COVER:

British Superkart Champion Steve Styryn began his defence of the title at Cadwell Park in June. Here the Leeds pilot leaps over the mountain, before retiring from third place. Full colour coverage of the event begins on page 28. In a few weeks, the Aero team leader defends his GP title at Silverstone, and on early season form must start as favourite. (Photo: C. Lambden)

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KART AND SUPERKART

Monthly

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ON SALE — 7th AUGUST

*These items were correct at time of going to press.

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