

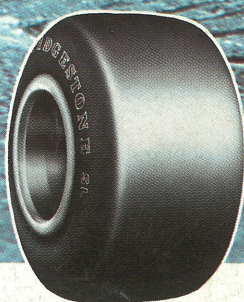
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KART ^{65p} AND SUPERKART ^{October 1980}



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New 100cc Engine

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GP Karts

by **ZIP**



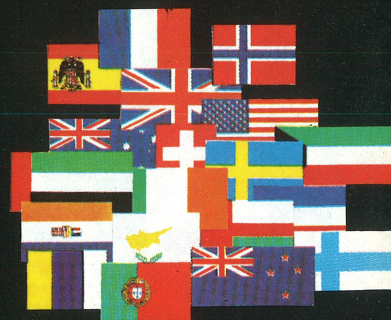
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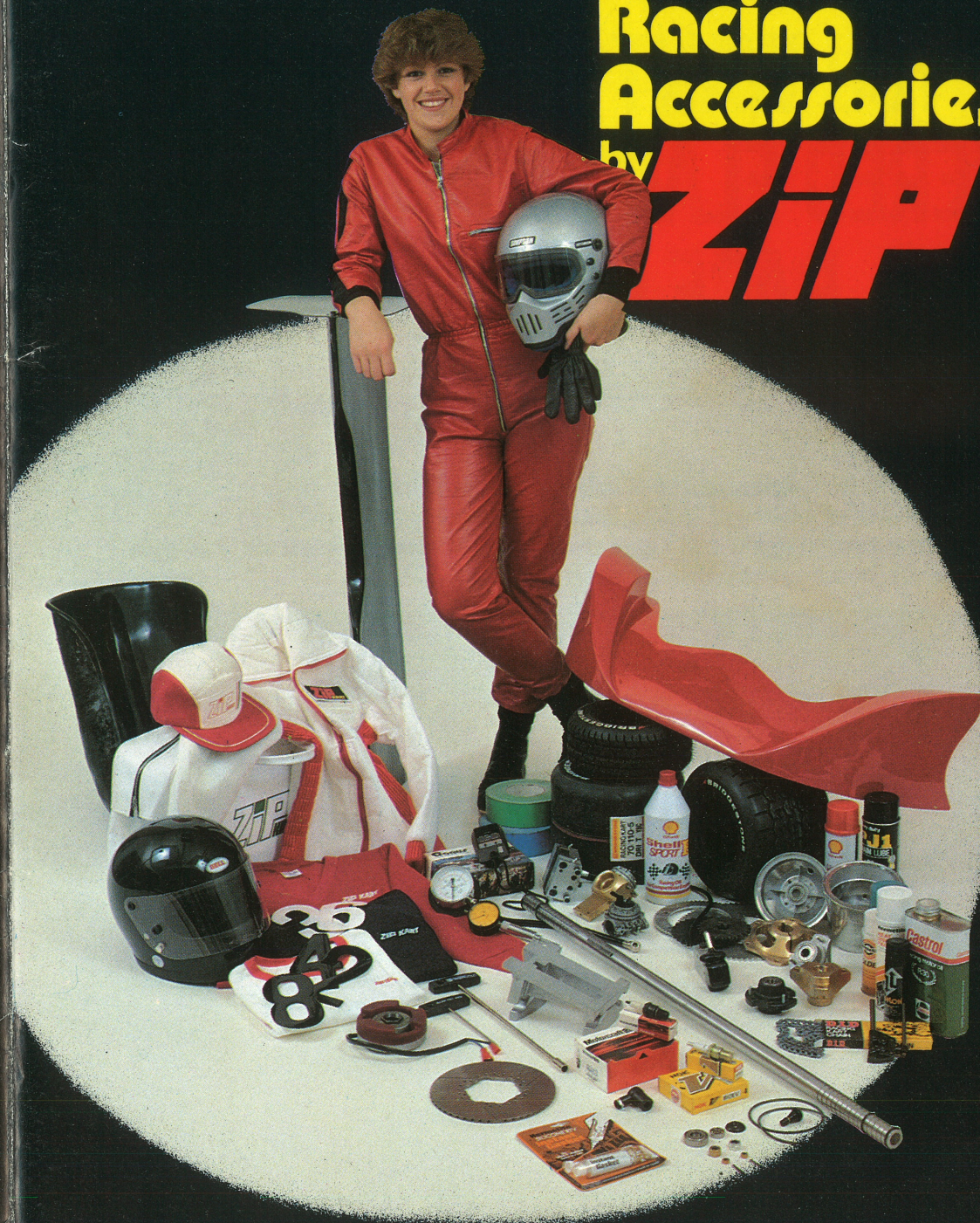
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Motorcraft/NGK Plugs
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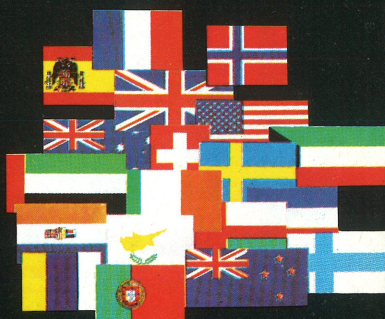
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Hoddesdon 63371/68503

Telex 8176759 Tel EXP ZIP



Champions throughout the world use ZIP equipment.

Designed for Champions
by Champions



Victory For The Sport!

Track Torque, Radio Victory's motor racing programme, has launched a campaign to get karting re-established in the Deep South. No, not below the Mason-Dixon line where the sweet magnolia blossoms, but Southampton, Portsmouth and Chichester way. Twelve years ago the area seemed crammed with venues but now a citizen has to travel sixty or seventy miles even to see a kart run.

Broadcasting to an area in which live a fair number of Britain's top racing drivers, Radio Victory has been a staunch supporter of all branches of motor sport and has been particularly noted for its sponsorship each year of a race day at Thruxton, its sponsorship of a Formula Ford team and, of course, for *Track Torque*. The show has been broadcasting a full hour devoted to motor racing every week for nearly three years. Although most of its output is devoted to single seater car racing, over the years the programme has featured many leading karters and has several times devoted the whole show to this branch of the sport. The fact that *Torque* producer, Mike Lawrence, was racing karts when a Clinton powered Trokart was the last word in sophistication, may have something to do with this continued interest.

Track Torque is willing to offer free air time publicity to any individual or Club who seems able to rekindle karting in the Radio Victory area. There are a number of promising possibilities ripe for exploration by sensible people. If

the sport can be restarted, *Track Torque* would like to remain close to the project to provide publicity. Further, the programme has built up a wide network of useful contacts which could be invaluable to a Club moving into the area for the first time.

Track Torque would like to hear from any established Club outside the Victory area which might be interested in extending its activities or starting a Southampton or Portsmouth Branch. The programme would also like to hear from individuals who would like to be associated in any way whatsoever. Just drop a line to: Mike Lawrence, *Track Torque*, Radio Victory, P.O. Box 257, Portsmouth, or phone him on Chichester (0243) 781183 (evenings).

● A televised 100 International event is to be run at Rye House on November 8th. The Mazda Cars Race of Champions will be one race of 25 laps, televised live on ITV's World of Sport programme.

Fourteen places on the grid have been reserved for overseas drivers, and the remaining six places will go to invited British drivers. The prize-money is £1,000 — £500 for 1st, £250 for 2nd, £150 for 3rd, and £100 for 4th.

Well known once-upon-a-time karter Nick Brittan is the man behind the venture, and he can be contacted at: Talbot House, Broadlands Road, London, N6 4AN Tel: 01-340 6735

In a Word . . .

● The Hong Kong International Kart Grand Prix will be run to a different format this year. Previously, the main event has consisted of one 30 lap final, but for 1980, two finals will be run. Starting positions for the second will be determined by the finishing order of the first, and this second final will start in single file. Both finals will be over 20 laps.

The usual supporting events will be run for team racing etc., and of course the high prize-money for which the event is known will remain.

Really good news for all intending competitors is that the Victoria Park venue has been completely resurfaced. The meeting takes place on 27th — 30th November. Entries close 25th October and enquiries should go to:— H. K. Kart Club, Caltex House, 18th Floor, 258 Hennessy Road, Hong Kong.

● Practice for the 12th October Donington meeting is available the day before, from 9 a.m. to 5 p.m. Fee: £5.00

● The final round of the 1980 Kart & Superkart 100 National Championship is fast approaching — Wombwell, October 12th. The Championship prize-giving will take place immediately after the meeting — including the fabulous Wilson Racing Engines Award, which could be won by any one of the competitors at the meeting. Be there!

● The first ever long circuit event to be held in Belgium was run on September 14th at the fabulous 2 mile Zolder circuit, and carried the Belgian Class E (250) Championship Title. Facilities at the venue are superb, and further events are hoped for there in 1981.

Both finals were won by Martin Hines with comparative ease, setting a kart track record up at some 93 m.p.h.

● Mark I Racing advise that they expect to run a Superkart team, along with two 125's, next year, with backing from WPT. Drivers are not finalised yet, but names bandied about include Styryn and Ball. . .

SUPERKART

YAMAHA 250 INT. ZIP SHADOW TD3
Needle roller clutch, TZ rods and roller mains etc. Full fibreglass. Excellent condition £1050 o.n.o. Tel: Nottingham 635943

210 COMPLETE OUTFIT. BARLOTTI chassis five meetings old. New Upton 'Peak Revs' GP tuned motor. Wets, drys, sprockets, jets, etc., etc., etc. Retiring for cars £780. Flat kart trailer £25. Tel: Brigg 54603.

2 DAP T70TT's NEW FOR 1980 SEASON, little used £300 & £350. Parilla SS20 £200. All fully tuned and maintained by Mick Worth. Black Sprint 104cm rolling chassis, 3 months old £200. All above equipment proven Trophy winners. Tel: Norwich 46668 evenings/weekends
ZIP/BULTACO Mk 9, discs, spares, wets. Ideal Novice kart for 250 National. Offers around £300. Tel: Derby 811500.

BARLOTTI UPTON, disc brakes, German Goodyears, 36mm Amals, Motoplat, recent new rod assembly. Sold with special tools, spare rod, piston, head, hubs, rims and more. Quick and reliable, going 250 £300 For quick sale. Tel: Hoddesdon 44681.

FOR SALE — ZIP GP 125 '80, 8 meetings old, c/w Rotax engine mounts. As new £550.00 o.n.o. Tel: 061-737 4578.

ZIP '79 GT, K88, 12 months old, 4 races, 12 wheels, tyres, loads of spares. Two kart fully enclosed trailer £750 o.n.o. Tel: Dartford 25409.

ZIP VILLIERS 210 NAT. OUTFIT, good condition, comes with stand, sprockets, jets and tools £290. Tel: Derby 40979 after 6 p.m.

B. S. ENGINE COMPONENTS

Main Midlands Agent for

Yamaha YZ125 tuned engines and spares.

YZ125 engine overhauls — 125 kart preparation

Stockist of:— NGK, CHAMPION, MOTIV, KROBER REV COUNTERS

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210 BARLOTTI BARRACUDA RACING kart, Villiers 9E engine, many spares including, new racing suit, gloves, boots and seat. Ready to race £300. Contact Mr. Wyatt. Tel: Bristol 620680

ELBE KART COMPLETE WITH HYDRAULIC brake, Komet K77 bored carb., new Motoplat, coil, ready to race £250. Also Parilla SS20 Wilson tuned, Motoplat, carb., exhaust £200. Phone Sapcote 3185.

GOFF MUSTANG 100 NATIONAL chassis, 3 meetings old, immaculate, and all as new. Best offer around £300. Nearly new leathers (38") £65. Kart trailer £80. Also many Class 1 spares going cheap including wets, sprockets etc. Tel: Grundisburgh (047 335) 526.

DEVCO

CLASS 1 KART ENGINE
PREPARATION — MAINTENANCE
&
MODIFICATION
PHONE WINDSOR 66620 FOR DETAILS

ALAN GATES HAS FOR SALE BIREL KART complete with two mounts, wheels and tyres. Used to win Winter Series £295. Tel: Stevenage 2954.

ZIP SHADOW KART with 210 HAYWOOD tuned engine. Very quick, spare set of wets, side tank, fairing, several other accessories and kart trailer £650. Tel: Wolverhampton 763353

HAYWOOD PREPARED 210 4 PORT ALLOY, 34mm MK II Amals, exhaust, etc., £280. Upton 4 port, carb., exhaust, etc., £250. Both fast, spares with each. Tel: 0443 204702.

DEAVINSON SPRINT 104 2 BEARING, kart complete. Very good condition, race winner £250. Two race winning SS20's, both Deavin tuned — plus. One (ex. Wayne Homer) £280. The other £250. Sprockets, wets, spares also available. Contact Mark Gailer. Tel: Billericay 51588.

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Simulated leather type racing suits,
(good quality, low prices)
All to RAC spec.

MOST COLOURS AVAILABLE

Small mens — 34" to 36" chest £22.50
Med. mens — 38" to 40" chest £22.50
Large mens — 42" to 44" chest £22.50
Ex. large, to measure £24.00

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NEW ADDITION, WET SUITS

Colourful blue or red water-proof oversuits.

Small, med., large, £21.00

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All prices plus package and postage £1.40
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BLOW MISTRALE, 210 Upton alloy barrel, Motoplat, front fairing, good condition, £400 o.n.o. Tel: Leyland 34161

CORSAIR T80 EX MICK WORTH, fully tuned, c/w Motoplat coil less carb £110 o.n.o. Tel: P. Griffin Cheltenham 510580 8 a.m. to 6 p.m.

NEARLY NEW JUNIOR NATIONAL BM chassis, raced twice, with K77TT engine on its first bore, plus carb and Motoplat £295 o.n.o. Tel: Paul, 051 263 8528 evenings.

BARLOTTI YAMAHA 250 NATIONAL, discs, Motoplat, Powerjet carburettor, good tyres, fairing. Spare engine with carburettor, sprockets some spares £725 Tel: Mansfield 24641 evenings

210 BARLOTTI BARRACUDA ROLLING chassis, German Goodyears, drums, good handling kart, mainly used on long circuits £90 Tel: Brighton 691860

DAP/DAP 100cc NATIONAL KART, ex Terry Fullerton. Extremely competitive motor. Just rebuilt. Double Trophy winner. Superb handling DAP chassis. New slicks and wets on new rims. Also set magnesium wheels to match all other mag. parts on kart. Spares include sprockets, chain, carb., exhaust, stand, driving suit (medium), boots (8), trailer (box type). Bargain price for all this £750 cash or consider p/ex. car/motorcycle! Tel: Jim Porter Orpington (66) 29858

GRAND SALE

Ex works driver Nicky Paul has all his equipment for sale, including brand new Cobra chassis, sprockets, carburettors, tyres, stands etc., etc. Will split.

Telephone 01-647 6930

UPTON 210, complete rebuild, including new rod and mains, 9E cases, Mk II carb., £300. Also Upton 210, 1 meeting old, special gearbox £350. Tel: Sheffield 391169.

100 BRITAIN: ZIP EURO/MANX s/s — immaculate outfit, full Upton tune £405. Tel: Weymouth 74074.

100 NATIONAL: MJM/DAP T80 — brand new rear tyres, motor on standard bore £422. Tel: Weymouth 74074.

100 NATIONAL OUTFIT FOR A FULL seasons racing for £450. Yes! £450. Kestrel K88TT, new liner, just run in and tuned. Spare slicks, wets, carbs., sprockets, valves and tools etc., down to nuts and bolts. V.g.c. Genuine reason for quick sale. Ring Medway 79005, after 6 p.m.

McCULLOCH MC93. Fully tuned, very quick, consistent Trophy winner, with latest clutch, £145. Tel: Shrewsbury 50165.

ZIP SHADOW GT/T70TT 'JM'. Complete outfit ready to race, coded tyres, quick motor, 48.0 bore, consistent Trophy winner £425 o.n.o. Also fully enclosed trailer with large storage space, nearly new £175 o.n.o. No sensible offer refused for either. Tel: Bunbury (0829) 260555 (Cheshire) evenings.

BARLOTTI 210 ROLLING CHASSIS, older frame £170. Newer with undertray/fairings £360. Quick Haywood engine, Mk II Amals, Motiv £210. Tel: 01-223 2723

NICK CARTER'S 125 ZIP GP/ROTAX, as used to win the 1980 125 British Kart Grand Prix. This immaculate outfit is offered with latest race spec. at £1400.00 + VAT. Ring Phil Carter, 199 Witton St., Northwich, Cheshire. Tel: 0606-2485

125 ASPES MOTOR, complete with 36mm bing, Motiv pipe, ready to race. Bargain £160. Tel: Mablethorpe 2228

100 NATIONAL OUTFIT, as new Birel, only two meetings, SS20 (not run since rebuild), spare unused slicks, wets, spares, carbs., cover, stand, trailer, unused whirly visor, sale to pay Racing School Course £785.00 Tel: Day — Crawley 31222 ext. 148. Night — Horley 5475 (Michael)

GOFF CORNICHE K88, fast, reliable outfit, just rebuilt £210. Tel: Norwich 51298.

ZIP '78GT, DAP T70TT, just rebored 48.4, new rod, bearings etc., ex Wilson motor, ready to race, excellent condition, few sprockets, surplus to requirements £350 o.v.n.o. Tel: Tyntyla 2854 (S. Wales)

THE WINNAH!

Star/Startline 210.

Complete with wets, stand, oodles of spares, trailer etc. This kart wins and is ideal for the ambitious beginner. I'm going Superkarting, so it's got to go.

RING ME OR MY ANSAPHONE on
01-274 0073 and haggle!

One To Go

AP Lockheed and Road & Racing Racewear Championship points totals, with one round to go are:

AP LOCKHEED CHAMPIONSHIP

Ricky Grice	531
Paul Jackson	529
Martin Homewood	525
Mickey Allen	509
Alan Lane	501
Dave Mellish	498
Paul Fletcher	498
Simon Wright	478
Roy Austin	454
Doug Spencer	453
Martin Leach	451
Alan Gates	436
Dave Evans	432
Richard Weatherley	432
Chris Needham	416

Something to sell?

Take a mini-ad

R&R JUNIOR NATIONAL CHAMPIONSHIP

Tim Sugden	568
Paul South	536
Jonty Millward	530
John Herbert	529
Andrew Stapley	500
Gary Moynihan	486
Derek Higgins	477
Kevin Warner	468
Neil Douthwaite	445
David Wright	444
Gary Foster-Jones	441
Robbie Childs	440
Mark Bailey	413
Shaun Egan	410
Richard Dean	404

R&R JUNIOR BRITAIN CHAMPIONSHIP

Nick Crabtree	561
Lee Cranmer	547
Steve Brogan	539
Steve Murphy	534
Steve Dart	531
Jeremy Cotterill	529
Peter Studer	521
Scott Banks	498
Mark Beddall	470
Simon Collins	464
Martin Prior	441
Robin Hooker	422
Paul Dryden	422
Gary Chapman	414

STOP PRESS

World Championship — Nivelles

1st	Peter de Bruyn	Hutless/Parilla
2nd	Ayerton da Silva	DAP/DAP
3rd	Terry Fullerton	Fullerton/DAP
4th	Marcel Gysin	Sprint/Petry
5th	Jorg van Ommen	Mach 1/Parilla
6th	Alan Gates	TKM/TKM

Fullerton wins first final, but engine blows when leading second and headed for the title. Da Silva brilliant in winning second final, but de Bruyn takes the Championship with calculated win in the third. Gates in the leading bunch, driving for South Africa. European Champion Zoserl taken out after earning pole for first final. Appearance of Yamaha and Dino engines.

Three fabulous finals. Full coverage next month.

RAC Short Circuit Gearbox Championships Winners:

250 International:	
Paul Elmore	Hermetite Zip/Yamaha
125 National:	
Paul Molloy	Zip/Merlin Rotax
210 National:	
Phil Ansell	Zip/APV
250 National:	
John Sellars	Zip/SALT Bultaco

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Immaculate condition Deavinson Sprint c/w
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£350 o.v.n.o. Tel: Yateley (Hants) 877100.

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G.P., Yamaha DX, new barrels and heads, never
run, roller clutch, Femsa ignition, Mikuni carbs
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Phil Leigh 677287 after 6.00 or 051 355 3755
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BURGESS 801. IMMACULATE ROLLING
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National £250. Also T70 Britain £150. Tel:
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ZIP SHADOW/KOMET K88, '78 MODEL,
really immaculate, motor with big bore carb.,
tranny, TT'd, tuned, can sell with spares, fast,
Trophy winner. Tel: 021-449 7769 after 6 p.m.

VILLIERS MOTOPLATS C/W COIL, SPECIAL
price £42.00 incl. p. & p. Tel: 0533 353134.

ZIP/YAMAHA SUPERKART, fairing, side tank,
full length floor tray, Bridgestones wet and dry,
engine overhauled, G.B.R.D. barrels, Merlin
pipes, new Femsa, rev counter etc., full spec. &
spares £1000. Ring 0661 32922. Might split.

BLOW/HONDA 6 month old Honda CR125
engine, recent overhaul, Motiv pipe, 34 Amal,
spares to include pistons. Frame in excellent
condition, new Goodyears. Engine alone worth
cost of whole outfit £475 o.n.o. Tel: 0661
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YAMAHA YZ125F, ZIP TUNED, 2 meetings
since Zip rebuild, new conrod/piston set,
clutch plates, oil seals £475. Tel: Simon Mercer,
Great Missenden 2501.

ZIP SHADOW, T70TT, just stove enamelled,
new brake, front hubs, rear axle and bearings,
engine needs running in on 48.3 bore. Spares
include 26 sprockets, many tyres on rims,
stands, chains, carbs, etc. Also tuned SS20TT
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01-942 7161.

ZIP BULLITT ROLLING CHASSIS, just
rebuilt, suitable National gearbox classes,
plenty spares, very cheap. Tel: 01-579 6972
evenings (Rob).

ZIP SHADOW '79, FEW MEETINGS ONLY,
never shunted. Front and side tanks, front
fairing, rev. counter, axle pump, German Good-
years. Excellent condition. Quick full spec. 210
Upton, brand new bottom end, new Mk II
Amal, Merlin exhaust, 4th place Oulton Park,
6th Grand Prix. Complete outfit exactly as
raced £550, might split. Also lightweight 'T'
frame kart trailer with conversion frame for
2nd kart. Needs attention £28.00. Dave
Edwards Frensham Surrey (025-125) 2247.

ZIP MIRAGE/UPTON MANX 100 complete
and ready to race £200. Tel: Oakham (Leics.)
812357.

SPRINT CARRERA GOOD CONDITION, with
new run in Parilla SS20, Motoplat, Goodyears,
2 Tillotson carbs and spares. £350 o.v.n.o. Tel:
Chelmsford 56001 (David)

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Sprint RS106 chassis (Team),
100 Nat./Int. £275.00
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Zip Shadow/DAP T80, 100 Nat. . £295.00
Barlotti/Manx 100, 100 Brit. . . £200.00
2 TKM chassis (Team),
100 Nat. £300.00 — £395.00
Barlotti chassis, 125/210 . . . £140.00
Sprint/Rotax (Team), 125 . . . £1100.00
Zip Shadow, 250/210 £350.00
Aero Panther (Team), 210 . . . £425.00
3 Zip GP's (Team), 250 Int. . . £600.00

MOTORS
2 Parilla SS20TT's, 100 Nat., . . £250.00
1 Komet K88TT, 100 Nat., . . £200.00
1 Komet K88 3p., 100 Nat., . . £150.00
1 DAP T70TT (team),
100 Nat./Int. £300.00
1 TKM FF99 3p (Team),
100 Brit., £250.00
7 TKM FF99TT's (Team),
100 Nat./Int. From £300.00
1 Upton 210, 210 Nat. . . . £250.00
2 Yamaha TD3's Smith tuned (Team),
250 Int. £1000.00
3 Yamaha TD3's Haywood tuned, (7th
Brit. Champs), 250 Int., . . . £900.00
1 Honda CR 125, brand new . . £400.00

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Lots of used tyres: National/International.
250/210/125 exhaust systems etc., etc.
H.P. available on all kart equipment.
PLEASE RING FOR FURTHER DETAILS.
PETER HAYWOOD LTD.,
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210 MOTORS: 2 complete motors incl. carb.,
exhaust and coil. Both fully tuned. Both
Trophy winners this season. Full spec. too long
to list, £250 each. Also brand new 4 port barrel
and piston, not raced £60. Ring Dave for further
details 061 487 1378

'JM' T80, MOTOPLAT, CARB, 51.0, fast, £100
Lynx chassis needs tyres, axle, some spares in-
cluded £120 o.n.o. Phone Glenrothes 774569



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

A few rather lengthy discourses this month. The first is printed in full as it reflects fairly fully the opinions expressed in other correspondence received on the particular subject.

Dear Sir,
I have in the past been, I feel, one of the most
staunch supporters of the decisions of the RAC
Kart Committee. On many occasions I have dis-
cussed with various individuals, be they drivers
or officials, both proposed and implemented
rule changes and gone to great lengths to
support the decisions of the RAC on the basis
that they must consider the individual opinions
of many people which are made known to them,
and in arriving at their final decision take note
of not only these opinions but also of technical
and safety factors as may be relevant. I have
supported the RAC both verbally and in corres-
pondence, and in fairness would record that on
occasions their decisions have not always been
ones with which I have personally agreed.
Similarly, as individuals or groups of individuals
have criticised members of, and the RAC
Committee as a whole, and associated these
criticisms with threats of breakaway groups,
pirate organisations and the like, I have reminded
them that three alternative venues lie open to
every competitor or official to correct that
which they consider to be injustice — they may
either approach individual Committee members
directly, make their views known in writing to
the Kart Committee, and of course either in-

dividually or through their Club Committee
make representations at the "Open Day" held
annually at Belgrave Square. The excuse that
individuals do not know about the "Open Day"
is I consider somewhat pathetic — this event is
publicised and with very little effort they may
make themselves aware of the date and time.
Personally, I would suggest it would be to the
considerable benefit of a large number of those
involved in our sport if they were to read the
whole of the Blue Book on each and every
occasion it is published.

Accepting this attitude I have held in respect
of the RAC, and taking note of considerable
discussion within the past few months on the
250cc International Class, I felt that the Kart
Committee was, as I am sure all will agree,
adopting a democratic procedure in calling a
meeting of all interested parties to discuss possi-
ble changes for 1981 and I regret being unable
to attend the meeting, which was held at a very
appropriate time, on the eve of the Silverstone
GP. Though unable to attend, I personally
sought out and spoke with many persons who
had attended, ranging from manufacturers to
sponsored team drivers and those who make up
the bulk of our class, the private entrants, and
in every case the general consensus of opinion
as described to me having been put forward at
that meeting was:

1. The stability of the class over the past few years was felt to have contributed greatly to its success.
2. This stability albeit within certain changed regulations should be maintained.
3. Water-cooling should be permitted.
4. A method should be devised possibly by controlling the form of induction, limiting the basic engine to that from a large volume production bike or by a price limit which would effectively rule out the use of the excessively expensive motors and essentially maintain it as a Yamaha class.
5. With the exception of a limited number of persons, that the "double" concept ruled illegal earlier this season should not be permitted.

This consensus was I considered clear, concise and presented obvious guidelines on which the Kart Committee could formulate rule changes for 1981.

I have now had the opportunity of consider-
ing the summary of the proposed changes as
reported in both of the magazines circulated on
the sport and I am at a loss (as I am sure are
many others), to understand the proposals of
the Committee. In two instances, their proposals
are diametrically opposed to the suggestions
put forward at the Silverstone meeting — the
matter of water-cooling and the "double" con-
cept — and by the very content of these changes
have I feel set us on a course which ultimately
will only serve to totally undermine the stability
which has contributed so much to the success
of the class in recent seasons.

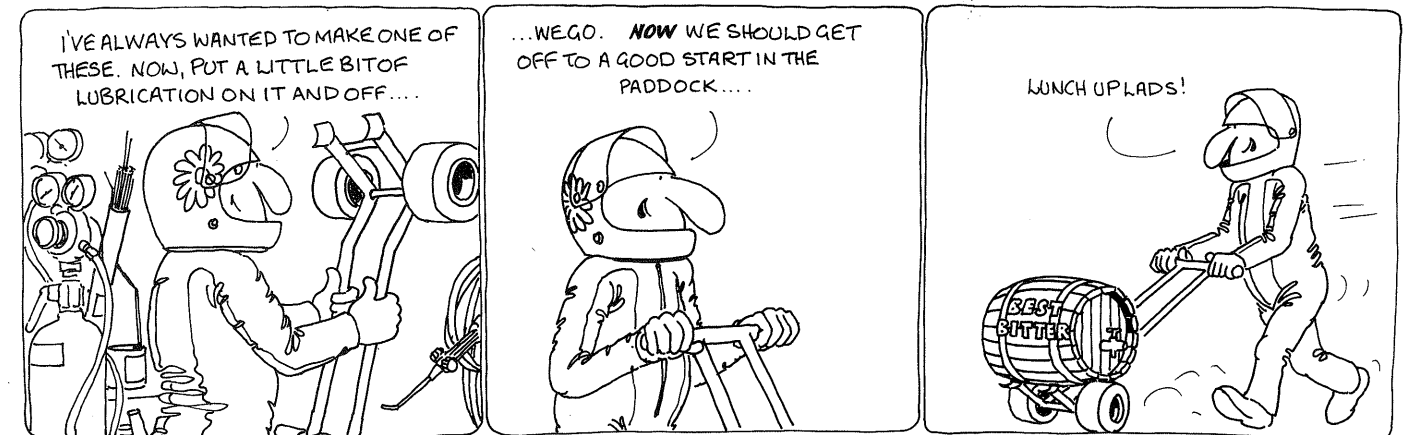
Similarly I must question whether myself,
and others with the same approach, have been
right in defending the actions of the Kart
Committee in the past. It is now suggested in
some quarters, that the Silverstone meeting was
a sham to appease the drivers, and in view of
the Committee's apparent blatant disregard of
the outcome thereof need never have taken
place, it being alternatively suggested that the
Committee has acted in an extremely high-
handed manner in this matter, or that at no
time had they any serious intent of taking note
of the outcome of that meeting. Most certainly
in the present circumstances, unless it can be
clearly shown by those who administer our
sport that information has become available
following Silverstone which is of vital and
differing nature from that available and put for-
ward up to that date, it must be considered that
by their actions the Committee have done
themselves a very considerable dis-service and
severely damaged their credibility with even
their most ardent supporters.

It must be suggested that by limiting events
up to National status to air cooled motors
only, the Committee have set us on a course
which ultimately could be one of the most



BY BARRY FOLEY

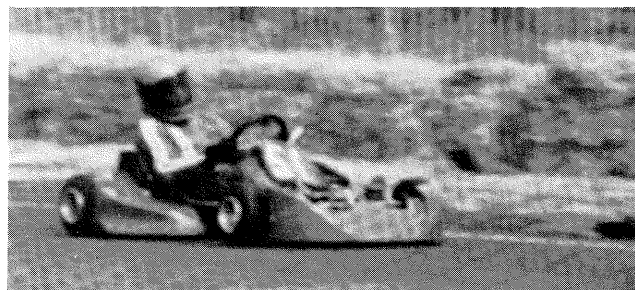
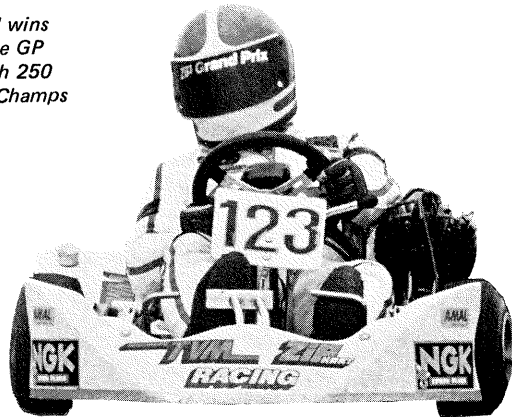
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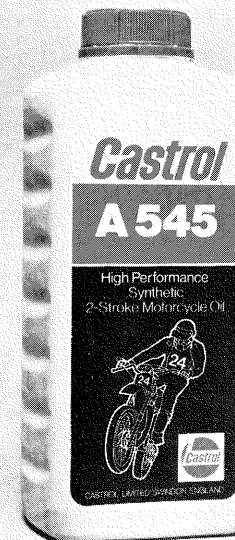
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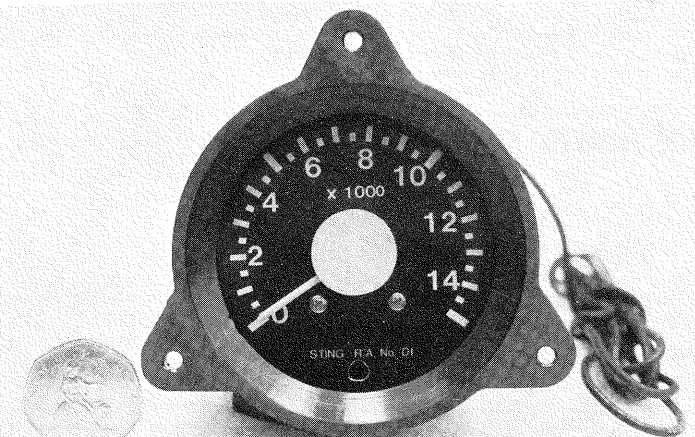
A kart shop now exists at the Surbiton circuit at Worcester Park, staffed by 125 British Champion, Paul Molloy. Retaining ties with Merlin Developments, Paul is offering the full 100cc service and spares package. He will also be spending time working on more efficient exhaust systems/silencers for 125's etc. in the hope that gearbox racing can return to the circuit.



Castrol Have just introduced an extension to their present range of specialist competition lubricants, in the form of Castrol A545. Castrol A545 is a synthetic, high performance two-stroke oil, specially formulated for use in modern high-revving, air-cooled, two stroke engines as used in motocross and trials bikes, and karts. The oil has been thoroughly tested in a variety of competition machines, employing both petrol and fuel injection systems, and is apparently designed for use at fuel/oil ratios of up to 50:1

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THE TRADE PAGE



S.R.A. (see ad. elsewhere) offer a "pulse" type of rev counter. The counter is built into a 2" deep, 3/4" diameter black plastic casing, and operates by taping the special pick-up lead alongside the engine's high tension lead.

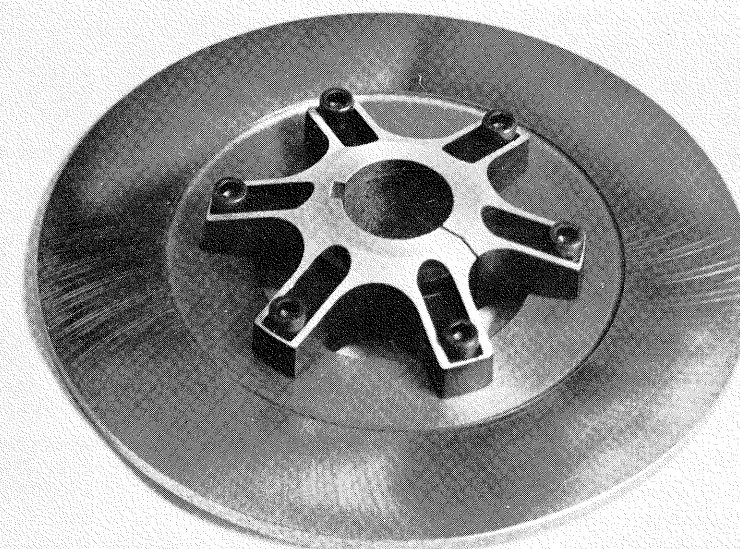
The internal Nicad Battery is rechargeable, using a 12 volt car battery — a 12 hour charge will operate the counter for over 100 hours. It is not possible to over-charge the battery. The counter scale reads from 0 — 15,000 rpm.



Magnetti Marelli spark plugs — that well-known Italian brand — are to be imported into the UK by Fister (UK) Ltd. Enquiries to them at: The Commercial Centre, South Street, Corsham, Wilts SN13 9HB.

CB Radio has arrived in Britain to stay! So say the people at the Citizens' Band Radio Centre in Harrow, Middlesex. Whilst the current law forbids sale of goods believed to be for use in manufacturing certain apparatus, disclaimers to that effect are prominently displayed in the shop, but the owners hope it will not be long before they can come down. They state: "we wish to make it clear that we do not import, sell, use, install, or manufacture CB radios. However, we do import complete component parts for the more well known radios, and we do supply 27MHz receivers..."

For further information: CB Radio Centre, 331 — 337 Kenton Road, Harrow, Middlesex HA3 0XS. Tel: 01 907 1106/7



Zip are now offering all their karts with specially manufactured "meonite" cast iron brake discs. As well as the rear disc (above), front discs for four wheel braked karts are offered in the same material. Testing has shown the very accurately made discs to not only improve braking performance, but greatly increase pad life. Ventilated versions of the discs are available as an optional extra, although they are expected to be fitted to the International grade karts as standard.



Of interest to home kart mechanics is this mini welding kit, available on general UK sale at under £50, compared with the usual £150+ tag on a regular gas welding kit.

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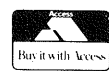
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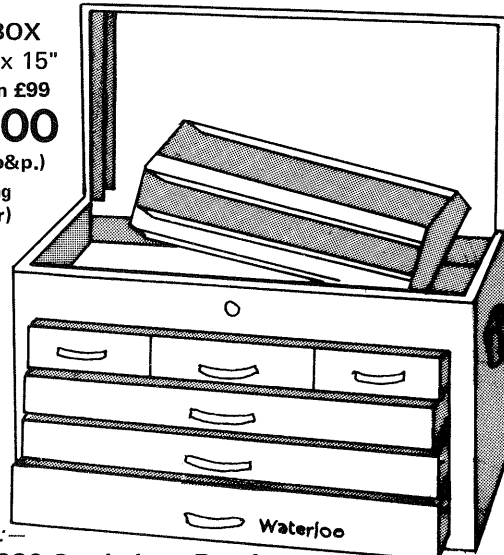
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continued . . .

damaging to the class. There will no doubt always exist a very limited number of drivers with either private resources or through sponsorship who may be able to afford alternative air and water-cooled equipment to allow them to compete at all levels in sport, though I would similarly suggest that in view of the relatively limited number of International status events that even these fortunate competitors may not consider the extra expenditure, together with the time and effort in preparation, to be justified with the consequent result of the general demise of our drivers as leaders in the class in International competition. Consideration of this fact being of considerable importance at this time in view of the increasing success rate in International competition particularly of the Scandinavian drivers.

Considering the acceptance of the "double" concept, against which there was a very substantial objection prior to it being declared illegal some weeks ago, it is accepted that to date this concept has not been developed to a stage where it is competitive with the equipment presently used, but I would suggest that we must acknowledge that the potential for such development does exist, and that with the concept permitted development, it will take place. Indeed one individual, previously successfully involved in 125cc preparation, has indicated this in his opinion to be a fact, and his statements must not be regarded as a hollow threat. Such development will create a further division within the class and I fear will result in an unstable and fragmented situation with three groupings. Firstly the elite - to whom finances are of little or no consequence - who may compete at both National and International level though, obviously if this is being done through sponsorship this group may seriously be reduced as I would submit sponsors will only be attracted to a developing class and not a receding one. Secondly, again a limited group, interested primarily in competing only to National level who will commit themselves, when it is developed, to twin-engined equipment, and finally to the largest group of all, the private entrants, with only limited resources who will find themselves the owners of largely uncompetitive equipment which as such will carry little value on the resale market and who will rapidly become extremely disillusioned and probably leave the sport but most certainly leave the class. The suggestion that Kart Traders will rub their hands with glee when the "double" concept is developed when they consider the number of new karts they will sell and the profits they will make is, I would suggest, an entirely fatuous one. There may well be so few people with the resources to purchase such equipment, and serious and ongoing development in a pattern with which we have recently been associated may well substantially stagnate. Most certainly I would agree with those who suggest that the volume of sales will be extremely low.

It is relatively easy for anyone to launch a campaign of destructive criticism, but in turn I submit that such criticism is without value unless it is considered with a constructive alternative proposal. It is to this aspect to which I now turn. There is, within the multitude of proposals for the revised class regulations, a number of alternatives which if combined in an early reconsideration within the RAC Kart Committee could result in an answer which would I suggest satisfy the majority and indeed the minority groups. Additionally, the proposals outlined below would introduce a degree of variety into the class whilst maintaining its essential stability from which surely it can only benefit. Indeed

the class has often been criticised in the past in respect of spectator appeal by this lack of variety.

I would propose that the 1981 Regulations be amended, without division between event status to allow:

1. Water-cooled engines, albeit with control either by the method of induction, the price, or by relation to a volume produced motor bike in such a way as to prevent the more exotic units - Morbidelli, etc.
2. That air cooled motors be permitted with no restriction on induction or relation to volume production, hence permitting the use of the rotary valve Rotax etc.
3. That the twin concept be permitted, but when engines are used in this configuration the induction to be reed or piston timed and permitting air cooling only.

These regulations have the added advantage of allowing competitors to maintain their present equipment in its current form or alternatively convert to a water-cooled system for what is a relatively modest outlay, most certainly when compared with totally new equipment. If the Kart Committee can be persuaded to modify their intentions more in line with the foregoing suggestions, I consider it would be for the benefit of all concerned and would leave only one major problem with which they must wrestle - namely the detail of the regulation concerning the location, mounting and protection of the radiator unit for those opting to use water-cooling, in order that in the unfortunate event of damage, hot fluid is not discharged over either the driver or other competitors. Perhaps they could consider specifying the use of a form of substantially reinforced transfer pipe-work between the engine and radiator units which would not be easily torn or opened in the event of collision.

I would suggest that all those who feel dismayed by the current announcements should most forcibly make their opinions formally known to the RAC and hopefully the possible demise of the class, which I genuinely consider to be a possibility if the recently published amendments are to remain, will not occur.

**John T. Angus
(250 Competitor and
RAC Steward)
Corbridge.**

Dear Sir,

I feel I must write and explain to all and sundry the facts of what happened from the end of the Britain 'A' final until the prizegiving at the British Championships at Rowrah.

Prior to this I feel I must commend the Club on a good, well run meeting up until this time, and I feel that it was a great pity that it ended so distastefully. Regrettably it seemed that a total lack of communication between Club Officials caused the trouble. The race itself was excellent and Adrian Mills crossed the line first after an excellent drive, especially considering the pressure that he had to withstand from the likes of Williams and Sisley, both very much his seniors. However, at post race scrutineering, it came to the attention of the scrutineer that the con-rod fitted in Adrian Mills engine was not of the type originally homologated and the scrutineer excluded Adrian Mills from the results. I must point out that no protest from any other drivers or entrants was lodged. Mr. Mills then appealed against the decision and apparently unknown to the Clerk of the Course and the Club Stewards, the RAC Steward took the appeal together with the appeal fee and engine. This whole procedure was in fact incorrect. Having been confronted with exclusion, Mr. Mills should have protested, not appealed, and the protest should have been heard there and then by the Stewards of the Meeting. Should the protest have been turned down, then and

then only should an appeal have been accepted from Mr. Mills.

However, as the appeal had been accepted by the RAC Steward this then made all the results provisional and the Club should have withheld the prizegiving according to G.C.R. 187.

Their failure to do so, and obvious ignorance of exactly what had gone before from several onlookers, caused one of the most unpleasant scenes that I have ever witnessed at a kart meeting. At the prizegiving, Bill Sisley and Terry Williams quite correctly refused to accept their trophies and were booed and jeered by onlookers, who I can only assume were either ignorant of the facts, or had been misled into believing that one or both of these drivers had placed a protest, which was incorrect. The Clerk of the Course was most impolite to Bill Sisley and insisted that as he had not lodged a protest the prizegiving would go ahead. He was either ignorant of, or chose to ignore, the fact that Adrian Mills had been excluded, and no protest was necessary. This scene was obviously embarrassing and very disturbing to Bill Sisley and Terry Williams, and I would imagine that young Adrian Mills didn't feel so good about it either, let alone poor Mrs. Hilton who was presenting the trophies.

By the time this goes to press the appeal may well have been heard and a final decision reached, and I trust that whatever the outcome, we can get back to the competitive but friendly class that Britain is, and that the bitterness of Rowrah just becomes one of those isolated incidents that is best forgotten.

**Neil Hann
Montacute, Somerset.**

Dear Sir,

As a regular reader of your magazine I have noticed recently a lot of criticism levelled at the RAC Kart Committee. I therefore formed the opinion that many competitors were not happy with their Governing Body.

After my recent trip to your country, I now completely understand how some competitors are very unhappy and disillusioned with the RAC. I arrived in England to see the British Kart Grand Prix (my entry was not submitted in time) and then intended to race at Cadwell the following weekend. Upon arrival I was told that my New Zealand International licence was acceptable at Silverstone, but as Cadwell was not an International event my International licence was not acceptable. This I find totally ridiculous. I feel that if the Governing Body of the sport in my country are prepared to let me race anywhere in the world, and consider I have the necessary experience to do so, then I should be acceptable. "Don't despair", I was told by an RAC Official, "all you have to do is get the New Zealand Kart Federation to telex the RAC cancelling your New Zealand licence, and take out a British one. To do this, you will have to have a medical examination, pay the necessary fees, then do three short circuit meetings. Then you can race at Cadwell next weekend! All this in a week???? . . .

I suggest to you that this is the most pathetic example of bureaucracy I have ever seen. Nobody seemed to take into account that I had spent thousands of pounds to get to Britain, organise a kart, and all I wanted to do was race. Had the position been reversed, and an English competitor arrived in New Zealand to race, then I would guarantee that he (or she) would have been greeted with open arms, as in my country we try to encourage competition.

Finally I would like to thank Martin Hines who did try his best to help sort out this ridiculous situation, and also the many other wonderful people who made me so welcome in your country.

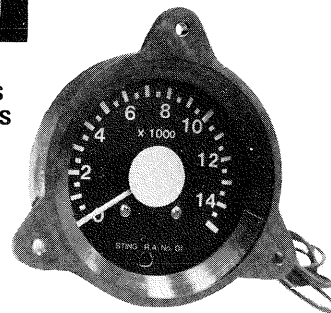
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CLUB SCENE



Andrew Stapley took a well earned Southern Area Junior National Title. (Photo: D. Callingham)

continued . . .

were Gary Till, Paul Dennis, John Adolpho, Steve Tillett, Gary Prior, Wayne Homer, Terry White and Steven Stapley with two wins getting pole for the final. Those not so fortunate went out in the 'C' final which was won by Paul Howard taking over from the early race leader Kevin Gladow. Dave Tebbutt won the 'B' final and with Bob Newson, Tony Cato and Andrew Kennedy went forward to the 'A' final. Till set off in the lead with Prior behind until lap 5 when Gary took over the lead. Roger Moth meanwhile had come through from third to second and on the last lap he took the lead from Gary Prior to come home the eventual Southern Area Champion with Prior second, Till third, Stapley fourth, Lee Crane fifth and Terry White sixth.

Sandy Howarth

RESULTS

Junior Britain

1st	Kevin Keith	Colt/Arrow
2nd	Paul Dryden	Kestrel/Arrow
3rd	Steve Dart	Kestrel/Arrow

Novice

1st	Josh Kemel
-----	------------

Junior National

1st	Andrew Stapley	Cobra/BPH Arrow
2nd	Kevin Warner	Reema/Arrow
3rd	Mark Bailey	Zip/Parilla

100 Britain

1st	Terry Harris	MM2/Arrow
-----	--------------	-----------

210 National

1st	Trevor Gowers	Star/Gowers 9E
2nd	Derek Avery	Zip/Startline Villiers

Novice

1st	Clive Bayliss	Zip/Upton
-----	---------------	-----------

250 National

1st	Keith Allen	Zip/Honda
2nd	Ian Leverett	Barlotti/Bultaco

250 International

1st	Roger White	Zip/Startline Yamaha
-----	-------------	----------------------

The morning was dry with a stiff, changeable wind. Scrutineering and practice over, the Junior National drivers formed up on the grid. Before the flag went up though, there was a short, heavy shower. No time to fit 'wets', so the rolling lap started. Messrs Luciani, MacLeod, and Allan found 'Bevan 1' was just a "wee" bit slippery!

However, the Juniors were not alone in finding 'Bevan 1' difficult to negotiate. Later in the afternoon, the 100 Nationals had a heart stopping moment when Ian MacLeod and Frank Allan spun at the entrance to the bend. Ian Mowat took the long way around, via 'Bevan 2' while Pete Cartwright and Derek Hay slipped by on the inside.

The mixed bag gearbox races were the highlight of the day, as the skillful driving and sheer speed of these men held the attention of the spectators right to the end of the meeting.

C. Baird

Results

Junior Britain

1st	Michael Barron	Zip/TKM
2nd	Brian Ross	Barlotti/DAP
3rd	Kevin Doherty	Tay Rac/Arrow

Junior National

1st	Phil Paterson	Zip/TKM
2nd	Niall Smith	Zip/Arrow
3rd	Billy Melville	Le Spectre/K80

100 National

1st	Pete Cartwright	Zip/SAG TKM
2nd	Ian Mowat	Zip/Arrow
3rd	Ian MacLeod	Zip/Arrow

125 National

1st	Ian Nicholson	Zip/Chat Yamaha
2nd	Don Sutherland	Zip/Yamaha

210 National

1st	Sandy Pratt	Sprint/Upton
-----	-------------	--------------

250 International

1st	Rod Hill	Zip/Smith Yamaha
-----	----------	------------------

Brian Ross (106) chases Claire MacArthur (130) through 'Bevan 1' during the Junior Britain race. (Photo: C. Baird)



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On the way up the rainswept, heavily congested M1 the previous evening, Barnsley did not seem too idyllic a place to be heading for, for the 6th round of the Lockheed Championships. However Sunday dawned sunny and beautiful to somewhat compensate for a rather disappointing and worryingly small entry of only 32 drivers in 100 International. The resurfaced track was absolutely superbly prepared, with new perimeter fencing and other improvements, but this together with excellent, slick, though somewhat dominant organisation, could not compensate for the fact that Wombwell is rather a dangerous track in its present layout. Due to the fact that the two main straights are side by side with only a central barrier to protect errant karts from each other, and that the other sides of the track have very little by way of run off areas, there were some horrendous accidents when karts hit the central or outside barriers and bounced back into the path of other competitors. Quite what can be done to make the track that little bit safer is hard to suggest, but one thing is for sure — to race at Wombwell, you have to be brave and lucky. . .

First for Grice

In the absence of several top names, including Mickey Allen, Terry Fullerton, Alan Gates and John Gravett, it could have easily been assumed that Alan Lane or Martin Smart would be favourite. However, when grids for the final were published, Paul Fletcher was on pole position after some gritty and consistent heat performances alongside a switched-on Dougie Spencer. But they must have been very aware of the threatening presence of team-mates Ricky Grice and Alan Lane directly behind them. A little further back, on grids 5 and 6, were Martin Leach and Biff Harris, whilst challenges were likely to come from Dave Mellish on grid 8 (a rising star and someone certainly worth watching) and Simon Wright from grid 9, whilst Martin Smart sat on grid 11 with Paul Jackson and Martin Homewood on grids 13 and 20 respectively.

Away from the flag, Dunlop shod Fletcher seized an immediate lead and in fact started to open up a gap while Spencer delayed Lane, Grice and a fast starting Smart. Unfortunately on lap 3 poor Spencer had a huge accident at the end of the main straight, perhaps caused by a wheel failure or possibly contact from a close following Ricky Grice — or both. The end result was a brand new chassis possibly written off, luckily without injury to young Doug. In the meantime, Simon Wright was also indulging in some low flying manoeuvres, his wild looking flip on the pit bend forcing instant retirement with a severe shaking.

As Biff Harris came through at the back of the field, so Lane started to close on Fletcher as his tyres started to work up to optimum temperature. He in fact slipped through into the lead on lap 6. It was not to be Alan's day, for within feet of taking the lead, Alan was forced to retire when the nipple came off his accelerator cable, leaving him with plenty of power,



For most of the distance, Grice was well out on his own and under no threat.

Good Grice!

Ricky Grice take his first ever Lockheed win. "Best Performance" also by Martin Leach in second, after long duel with Paul Fletcher. Field decimated by several accidents and mechanical failures. Crabtree walks away to second R&R Britain win, but Mitchell has to fight for National honours.

Report: John Pudney and Peter Wardle

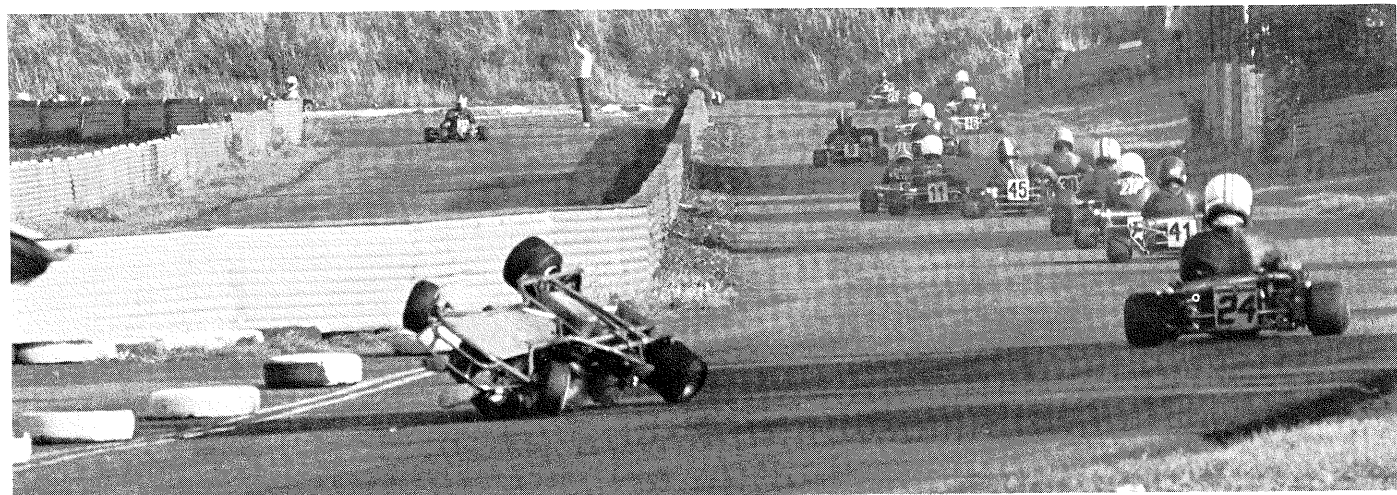
but no means of controlling it!

So it was Ricky Grice's turn to attack Fletcher's slender lead and indeed after a few laps close challenging (which removed Ricky's front number) Ricky was through into a lead he was never to lose. Fletcher spent the rest of the race putting up with a strong challenge from a hard charging Martin Leach (driving on Bridgestones!) although after Martin found a way through, he initially started to open up a small gap. Meanwhile Dave Mellish moved Martin Smart, (yes Martin Smart!) back into fifth place, poor Martin, having done well earlier to get up to 3rd, suffered the ignominy of slow demotion back through the pack before eventual retirement. Martin Homewood was coming through from the back and about mid-distance inherited 6th position after Roy Austin's retirement.

So the positions at three quarter's distance were Grice, Leach, Fletcher, Mellish, Homewood, Jackson and Tapper. Mellish was doing well to keep Homewood at bay, but eventually had to give in to Martin's greater experience. As Martin took over 4th place, so the other front

running Martin (Leach) started to repel advances from 'Grandad' Fletcher, who came on again as the race drew towards its close. Fletcher actually got alongside Leach on one or two occasions but with frantic heaving to gain momentum from the slow corners, Leach was just able to keep him at bay.

So Ricky stroked to a relatively easy victory, which must do wonders for his morale. Martin Leach's efforts in second place gained him the Driver of the Day award, whilst Martin Homewood's charge from grid 20 to fourth position at the end earned him the runner up position. Dave Mellish finished an excellent fifth and third in the Driver of the Day awards — pleasing, because it is good and necessary to see fresh talent emerging in 100 International. Paul Jackson was a steady if subdued sixth place finisher, shadowed by Richard Tapper, a truly excellent finish for this young New Zealander in only his second U.K. outing.



continued. . .

BEHIND THE SCENES AT WOMBWELL

Martin Leach, a Dunlop man through and through, actually achieved his best finish of the season on Bridgestone tyres! Although the grid was pretty equally split between Dunlop and Bridgestone, the ART team obviously found that Bridgestones suited the new ART 80 around Wombwell better.

Dave Evans arrived at Wombwell with a brand new chassis, which did very well to survive the horrific accident Dave had in one of the heats when he ploughed helplessly into Terry Edgar at full speed on the main straight when Terry seized directly in front of him. Dave's horrible looking accident, from whence he was lucky to escape with only a torn shoulder and other abrasions, easily makes him the current "Pudney Low Flying Record Holder". Dave's new chassis was totally destroyed, the force of the accident being such as to throw the exhaust a good 200 yards down the track!!

Alan Lane was looking justifiably very happy with life after his brilliant second place in the European Championship, and was debuting a new chassis called the *Aerospace Pro*, which features different tubing. Alan was unlucky in the final, but was obviously delighted to watch team-mate Ricky Grice take a long overdue victory. In the absence of Ricky's Dad Dave, Ricky was being administered to by Reg Lane, who confidently predicted before the final that "his team" would win. It's amazing that about the only big meeting Dave Grice has been unable to attend, Ricky wins!! Perhaps you had better leave the old man at home more often. . .

Gary Ward has changed chassis, this time to a Sisley Cobra, with which he expressed much pleasure.

The man who impressed most at the meeting was certainly young Dave Mellish, who did not shirk from mixing it with the top names and defeating a few!! It is great to see someone new showing potential and I feel sure we will be seeing more of this *Reema-mounted* young man.

Martin Homewood looked more like his aggressive self at Wombwell, simply flying in his first heat before a sprocket carrier sheared. I distinctly got the feeling that he was trying to show that he justified his place in "the team". In the event, his charge up the field to 4th was more like the old Homewood.

Richard Tapper the young Kiwi, who eventually finished a very creditable 7th overall, caused a lot of interest in the pits by turning up with his new Zip 981 equipped with *hand* operated *Kelgate* front wheel brakes. That the brakes worked was indisputable, for Richard was able to stay with Paul Jackson all the way through the final, any ground he may have lost around the rest of the circuit being regained on braking at the hairpin. Some day (and it must be soon) everyone will cotton on to the real advantage of front wheel brakes, especially hand operated, and I'll spend my time walking round saying "I told you so". . .

R & R Juniors

A sensational scrap for the National Class lead resulted in a win for Nigel Mitchell from Kevin Warner, but in spite of being a lap behind, Tim Sugden took sixth and stretched his Championship lead slightly. In the Britain Class Nick Crabtree romped home to his second Championship win in succession, a full half lap ahead of his nearest rival, and now leads his Series.

Although Saturday dawned bright, it soon dissolved into high winds and torrential rain and, though a number of drivers ventured out to try out the new surface with their wet weather equipment, there was no opportunity to do any serious testing. In general everyone was full of praise for the new surface which proved to be very grippy in both wet and dry conditions, though there were one or two voiced doubts about the positioning of a kerb on the outside of the corner onto the main straight which were to prove prophetic.

The forecast was good for Sunday and for once the weathermen got it right. All the top regulars made the trip though the entry was a little smaller than at some previous rounds due to a number of drivers still being on holiday. Wombwell is a circuit which is not forgiving. Elsewhere the odd mistake or outfumble which doesn't quite make it only results in a harmless spin and restart, but within the confines of the barriers lining the straights, and the ill placed

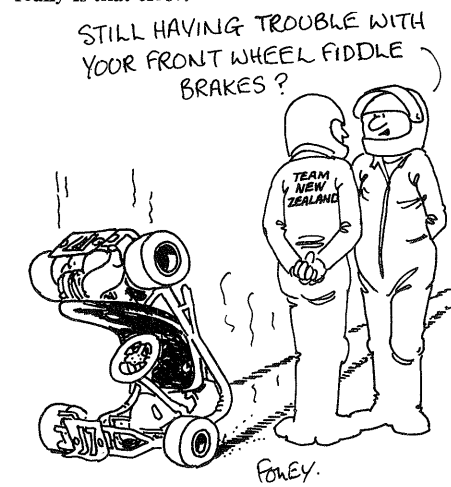
As Simon Wright struggles to get out from under his overturned kart, the field pours by, down the parallel straights (Photo: R. Croft)

kerb that I mentioned, no less than six races during the day had to be red flagged and restarted. Some of the front runner Nationals even found themselves taking no further part in the day's proceedings, and it does bring home that part of being involved in such a tremendously competitive series, carries with it the need for a little extra care if the consequences of a slip can be a broken kart.

On the other hand there are very few circuits that sport a corner as spectacular as Wombwell's famous 'wall'. Watching from the pits the karts come out of the far hairpin and only the driver's head is then visible accelerating back towards the stadium. Then, shatteringly fast, the complete kart slithers into view absolutely flat out, just skimming the brickwork and through the right hand bend, the drivers working to catch a slide that takes them within inches of the grass, before throwing the kart through a tightening right-hander with a combination of brakes and power that leaves them teetering on the brink of disaster! Fabulous!

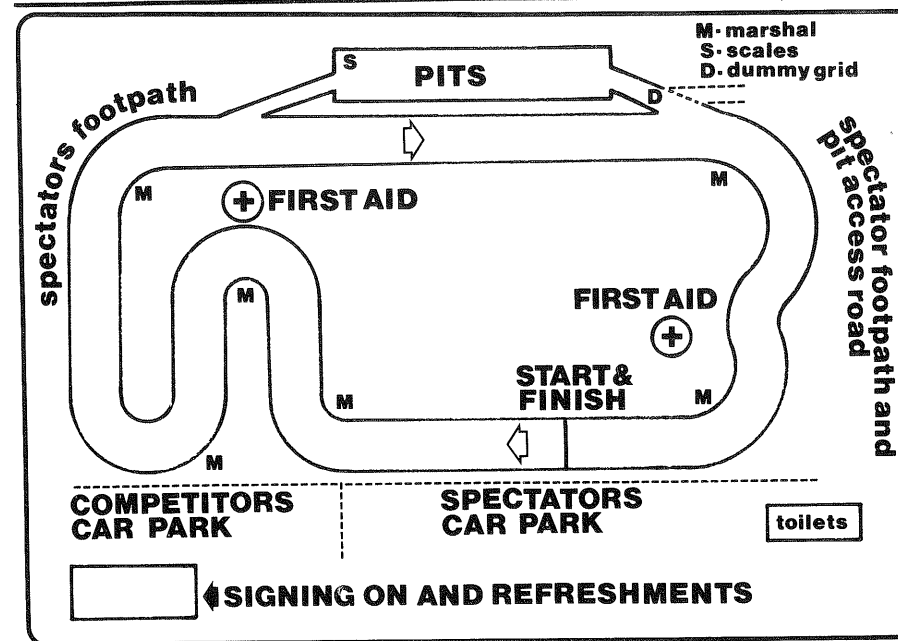
Easily Crabtree

Making a very determined bid for the Championship Nick Crabtree was in pole position for the Britain 'A' final, but Peter Studer beside him and Lee Cranmer right behind wouldn't exactly be making it easy for him. Paul Harrison also made it to row two which was a fine effort. Not so happy was a spectating Jeremy Cotterill who had blown both his motors in the heats and was unable to take part. Unless something dramatic happens at Little Rissington therefore his Championship hopes must be remote as, by not competing in the finals, he lost his priceless 20 attendance points, the table really is that close.



Kart & Superkart

CLUB SCENE



Worcester Park - Surbiton.

gettable parties - here's to a blurred New Year.

Another major investment in the future is of course the fact that Surbiton are proud to announce they now have a full time professional kart store 'on-site'. *The Kart Shop* will be manned full time for engine tuning, kart repairs and exhaust building etc. It is to be run by two very competent people, Paul Molloy (current British 125 Champion) and Roy Woolridge. Welcome to Surbiton lads.

Far from closing down, Surbiton has some pretty expansive plans to take the Club into 1981 and we hope you will enjoy being part of making this the finest circuit in the South of England.

Jonn T-Jones
Karting Manager

Tilbury

SOUTHERN AREA CHAMPIONSHIPS

A bumper entry of 165 drivers meant an early start to get through 36 heats and 9 finals to finish with one minute to spare before the 6 o'clock deadline and all this with the new starting lights instead of flags!

100 National Novices Group 1

Although not part of the Southern Area Champs we had two grids of Novices racing. In Group 1, Jo McGough won two heats and came second in the third while John King got two seconds and one first. Third places in the heats went to M. Cheese, Graham Mackie and John Yeomans respectively. McGough set off from his pole position to a win in the final with King holding second until three laps from home when he disappeared moving Mackie into second, with Cheese coming from the back to hang onto third.

100 National Novices Group 2

A different name on the result sheets for the first three places in each heat in this group of Novices. Heat 1 was Leslie Holland 1st, Philip Halsted 2nd and Graham Smith 3rd. Heat 2 Michael Brown 1st, A. Woodhouse 2nd and Graham Anderson 3rd and in the final heat Simon Roud 1st, Philip Lavender 2nd and Simon Blaxall 3rd, but for the final, positions stayed much the same with Smith winning from pole and Halsted holding second spot. Third place proved quite a battle, firstly being held by Michael Brown then Leslie Holland and finally going to Simon Blaxall with Brown 4th and Holland 5th.

Junior Britain

Current British Champion Lee Cranmer won the first heat from Kevin Keith and Mark Handyside. Steve Dart won heat two from one of our lady drivers Adele O'Hara with Jamie Chitty third. Heat 3 was Kevin Keith from David Germain and Paul Dryden. Keith had pole for the final and held the lead from start to finish with Jamie second until the 5th lap when he dropped back to third before going out altogether on lap 9. Second place went to Paul Dryden with Steve Dart third and David Germain fourth. The Novice Trophy went to Josh Kemel. Kevin Keith did his lap of honour complete with laurel wreath and chequered flag as our first Southern Area Champion of the day.

Junior National

First heat winner was Mark Bailey from Andrew Stapley with Robbie Childs third. David Chitty won heat two with the current British Champion Kevin Warner second and Andrew Stapley third. Heat 3 saw a win for Gary Moynihan with John Herbert second and Robbie Childs again third. As with the Junior Britain race, the winner led from start to finish and the victors laurels went to Andrew Stapley. Second place proved quite a dice with Dean Chandler holding second for three laps. He was overtaken by Robbie Childs for four laps but took the place back again and held it until the last lap when he disappeared from the race and his place was taken by Kevin Warner with Mark Bailey coming through in third.

100 Britain

A new feature at Tilbury - enough Britain entries were received to make them part of the Southern Area Champs. Tony Cruttenden won two heats with Bill Sisley second and Terry Harris third. The third heat was won by Terry Harris with Graham Steer second and Tony Cruttenden third. Cruttenden had pole for the final but Harris took the lead from the start to come in as the first 100 Britain Southern Area Champion.

210 National

A very good field of 210 karts today with some new faces as well as the return of quite a few Tilbury regulars. Trevor Gowers won all three heats with second and third places in the heats going to Mark Austin and Chris Jarvis in heat one, Steve Howard and John Richardson in heat two and Derek Avery and Phil Featherstone in the third. Gowers of course had pole in the final and held first place to the flag to take the Championship. Second place went to Avery with Clive Bayliss taking the Novice Trophy.

250 National and International

A grid made up entirely of 250's for today's racing. Keith Allen won all three heats in the Nationals but it looked as though Frank Roberts would win in the final until the last lap when he disappeared and Keith Allen went on to win the final and the Championship with Ian Leverett second. In the Internationals, Roger White won two heats and Barry Morgan one, but White took the lead on lap one in the final and went on to win the Championship and record the fastest lap of the day.

100 National

Fifty five National drivers signed on and raced through the various heats for a place in the final and a chance at the victors laurels. Heat winners

continued . . .

to take the winners flag. Nigel held on to second. Behind the two leaders Mick Ashton was the first of many to lose traction and direction in the wet conditions. Trevor Woodhouse managed a well controlled drive into third. Lindy Cook had a spin but managed to hold fourth ahead of Miles Townsend and Robbie Adams.

125 National

Peter Tippell, East Anglian Champion, started out as he left off last month by winning his first heat, then coming a close second to Boyd Barrington in the remaining two heats. The final was a fifteen lap battle between these two drivers. Peter with his Rotax took the early initiative. On lap nine Boyd powered his Yamaha through to take over the lead which he held to the end. Meanwhile Roger Barrington was having a lonely race long third, while Ian Rushforth and Paul Carter were having a titanic struggle for fourth, which included a spell of low altitude flying for Paul when Ian shut the gate very firmly. Class 1 driver Paul Melhuish, having his first meeting on a Class four today came home next, with the two remaining finishers going to Novice drivers John Buckenham and USAF service man Mike Dziurgalski (try saying that one). Mike has had experience of dirt track kart racing in America.

250 International

Three 250's raced at the rear of the 125's. Sorry to see only three entrants after our im-

proved grid last month. Still, there is promise of better entries in this Class next month. Ian Beaumont had three heat wins, but Mick Beaumont came up trumps in the final keeping it in the family and one up for the Dads! Tony Ayres had problems all afternoon and was unable to complete his racing.

R. Barrington

Junior National

1st Kevin Warner
2nd Mark Lovell

Reema/Hewland
Arrow
Lancer/SW Parilla

Junior Britain

1st Darren Gibbs
2nd Peter Baker

Zip/TKM
Zip/Parilla

210 National

1st Dave Massey

Zip/Villiers

100 National 'B'

1st Timothy Keay
2nd Gerald Mallows
3rd Phillip Squirrel

Sprint/SS20
Dino/TKM
Sprint/TKM

100 National 'A'

1st Robert Smith
2nd Nigel Wigg
3rd Trevor Woodhouse

Zip/SS20
Dino/Parilla
Mustang/TKM

125 National

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

Zip/Yamaha
Lancer/Rotax
Zip/Yamaha

250 International

1st Mick Beaumont
2nd Ian Beaumont

Lancer/Yamaha
Zip/Yamaha

Surbiton

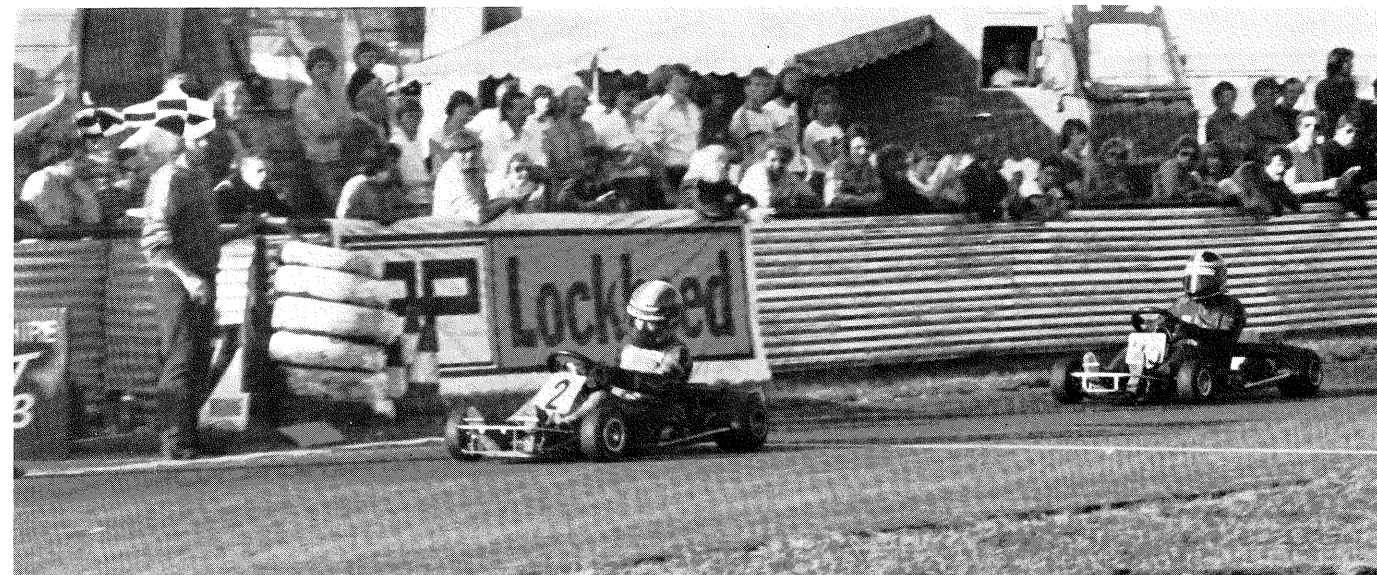
or — "Heard any good rumours lately?" . . .

Many people seem to be of the impression that Worcester Park, London's only kart racing circuit is about to close. This could NOT be further from the truth! However, before explaining our future plans, a word of thanks to Mrs June Williams for all her hard work for the Club. Thanks for letting her come out and 'play' Don. . .

Like most motor sport circuits, Surbiton is not without its noise complainers . . . how can people be so misguided. To improve relations with its neighbours, Surbiton has agreed not to run Class IV's for a trial period of three months.

John T—(bring back the 9 hours) Jones assumes control of running the Club, all race meetings, practices and Club memberships. Tom Tucker remains as Competition Secretary (thanks for all your hard work Tom), so please continue to send your race entries to 25 Meadow Walk, Ewell, Surrey.

To dispel further any rumours — we have considerably improved and lengthened the circuit as you will see from the plan. We have three more race meetings this year and the permit for next year has been granted by the Local Council. Although we are unable to run Class IV's, we have race meetings on September 20th, October 18th and November 15th. Naturally we will be celebrating with our usual high-jinx at the Clubhouse on December 13th for our Christmas Dinner/Dance. Cath Gange has offered to add her expertise in organising unfor-



Photos. Above: Leach crossed the line just clear of Fletcher. Right: Lane (4) charged hard in the early laps, and forced his way inside Spencer (21) at "the wall". Bottom: Home-wood (45) who came from well back for 4th, leads Mellish.

25 laps to go and as they charged into the first corner Nick made no mistake about where he wanted to be, but Lee managed to crowd out Peter Studer, these three leading Victor Vaughan, Harrison, Steve Dart and the rest. Nick always looks as if he is enjoying his racing but this time as they skittered through the 'wall' you could see his fierce concentration and he strove to open up a gap between himself and the new RAC Champion, these two already pulling out a slight gap ahead of Peter Studer. Down to the far end of the circuit and suddenly Lee was spinning in the braking area for the hairpin. This left Nick comfortably ahead of Peter, in turn no longer being pressed quite so hard by Victor Vaughan, but then Harrison still led Dart and Scott Banks, Steve Murphy, Mark Beddall in a group, a few feet clear of Graham Kershaw. Lee got going quickly but spun again just after the 'wall' as his engine nipped (this may have caused his first spin), then Peter Studer's race expired in a flurry of tyre smoke and grass as his motor gave up a lap later at the same place. Lee got going yet again but this time over a lap down to cruise to the finish, and all this left Nick with a positively gigantic lead over Victor Vaughan and Steve Dart, a fraction ahead of Scott Banks, Paul Harrison and the rest.

There really was very little to choose between about a dozen drivers as they wound their way onwards, already Steve Brogan was at the back of this bunch and looking for ways of improving himself, and Jamie Kavanagh found Wombwell very much to his liking as he gave everything he had in the middle of the group in his best race of the season.

Graham Kershaw was giving Dart a very hard time, the two of them shuffling wheels in their attempts to get ahead, and through all this Martin Prior was doing his utmost to make up for a frustrating day, charging through the bunch and already up with Scott Banks. Nick's lead was now so huge that he had time to glance across entering the main straight and see the second place group running along the short straight at the bottom of the track, and as he romped past Kevin Keith coming back towards the stadium he had time for a wave of thanks before committing his kart to the line through the 'wall'.



Steve Filkin's drive up the order came to a halt when his motor quit, and Paul Dryden and Paul Harrison both spun and restarted down the field. Steve Murphy finally got the better of Victor Vaughan at the far hairpin after trying for many laps, Victor doing his best to get back on the return straight in vain, and still Steve Dart was there with Graham Kershaw, Scott Banks and Martin Prior. Murphy immediately started to pull clear but Steve Dart tried to take Vaughan at the pits corner and lost a lot of

places though he kept going. Behind Murphy then Vaughan led Banks, Kershaw, Kavanagh and Steve Brogan in a tight bunch.

Then drama — just after the 'wall' Steve Dart, Martin Prior and Gary Chapman all tangled and spun leaving Prior's kart in the middle of the track facing the wrong way. He leapt out and ran to the side just in time as an unlucky Kevin Keith tore round the corner to run slap



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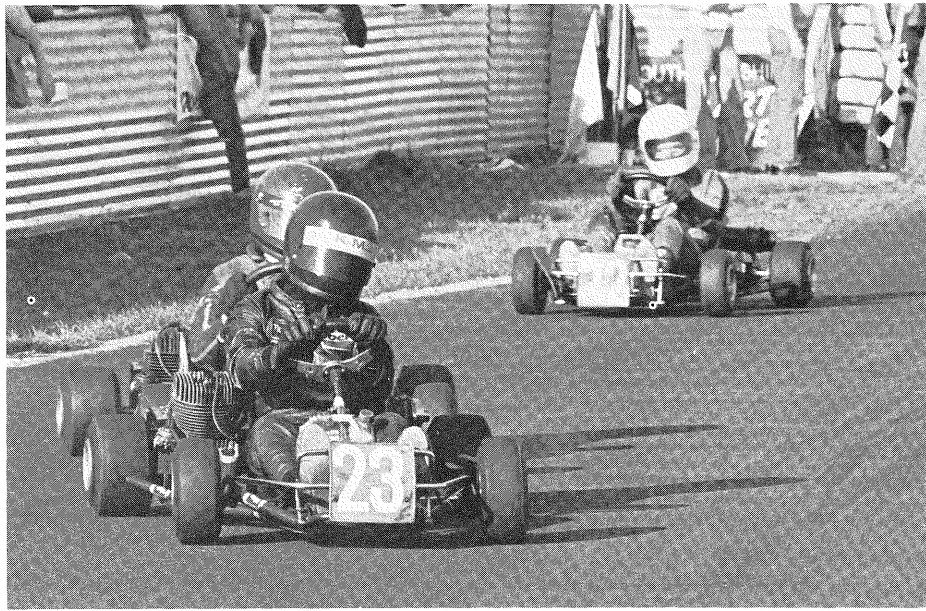
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continued . . .

into Martin's kart very hard indeed. Both were instant retirements and Kevin was understandably shaken and bruised but otherwise apparently sound.

So Nick Crabtree took the flag, a full half lap ahead of Steve Murphy, Scott Banks and, very close together, Graham Kershaw, Victor Vaughan, Jamie Kavanagh and Steve Brogan. This means that Nick takes the lead in the Road and Racing Britain Championship with only one round remaining, and he needs to finish higher than third to be sure of taking the title at Rissington.

1st	Nick Crabtree	Lane/Hewland
2nd	Steve Murphy	Sprint/TKM
3rd	Scott Banks	UFO/CSK Hewland

Mitchell Wins Out

The Junior Nationals were led out by Nigel Mitchell and Robbie Childs. Behind them David Wright and newly crowned RAC Champion Kevin Warner led an on-form Phil Foster, Derek Higgins, Andrew Stapley and Paul South. Round for the first time but the starter wasn't happy and sent them round again as Gary

defying move which his previous circuit knowledge must have developed. Next development saw Phil Foster get it wrong, putting a wheel off the track and getting David Wright involved as well. This left South leading the group chased by Hugh Dunne, Sugden, Stapley, John Herbert, a recovering Foster and Dean Chandler. At the front Derek Higgins was driving like a man possessed and was already challenging Robbie Childs very forcibly for the lead. Mitchell wasn't letting go though, all three tight together but clear of Warner. It was the group behind though that held the fight for the Championship as Tim Sugden strove to get close to Paul South. Then Higgins did it again at his favourite place, skittering past the wall in the lead, scant inches ahead of Robbie and Nigel — but it wasn't for long as Mitchell took advantage of Childs and grabbed second. It couldn't last like this surely and a lap later Robbie was out half way down the straight with a seized motor, just before the race lost Paul South from his 5th place at the far end of the circuit for the same reason.

This left Tim Sugden comfortably in fourth place chased by Herbert and Andrew Stapley, and John leaned his carb off slightly as he tore between the barrier and the "Grandstand" to try to get onto terms with Tim. Wombwell really isn't the place to get brake failure but this is suddenly what Derek Higgins discovered as he tried to stop at the end of the straight. Luckily he had managed to slow considerably first so he didn't manage to emulate Ricky Grice's trick from last year up the railway embankment, but even so it must have been a bit of a heart stopper. He tried to continue for a couple of laps but after a further potentially hair-raising autocross he wisely called it a day. Poor reward for some tremendous entertainment. This left Nigel Mitchell a bit clear of Kevin, then Tim and John Herbert chased by Stapley and Dunne, but as John tried to rectify this situation his engine locked as he braked at the end of the straight, taking Tim off with him. Yet another to go as he exited the 'wall' was Hugh Dunne in a quick spin — another seize. Tim restarted himself while John was looking forlornly at his engine, but then he had a look at the number still running and decided to have another go, getting restarted to tour very slowly round to the end to finish an amazing eleventh, albeit four laps behind!

With the lead now simplified somewhat Kevin decided it was time to act and he set about closing the gap and quickly latched onto Nigel's bumper. Mark Bailey finally stopped with yet another motor blown after dropping well to the back earlier with a spin.

Kevin really tried everything, ducking from side to side down the straights, sometimes alongside, weaving through the backmarkers without slackening his efforts at all. Mitchell had a quick glance behind him and redoubled his own efforts just as Kevin thought up a few tricks more to try. All round the circuit the two of them were the centre of attention and then out came the last lap board. It was now or never and still Kevin couldn't create a gap. They finally crossed the line still tied together but in the same order — a terrific climax to a very exciting race. Third after another steady drive came Andrew Stapley while Neil Douthwaite and Simon Tring completed the drivers on the same lap.

1st	Nigel Mitchell	TKM/TKM
2nd	Kevin Warner	Reema/Hewland
3rd	Andrew Stapley	Cobra/BPH Hewland

Both the Junior Championships now head for a fantastic climax at Little Rissington on the 5th October, and this really has been the best season of Junior racing yet. Can Nick Crabtree and Tim Sugden hang on? Look forward to the next exciting installment — or go to the final round yourself. . .

Kart & Superkart

CLUB SCENE



Bill "Eyes" Longden won the 210 National final. (Photo: D. Thomas)

continued . . .

The 250 Nationals and Internationals ran together and only Barrie Borwell (Sprint/SFR Yamaha) showed any steady form with two wins and a second place to Glen George (Barlotti/Yamaha). Richard Dean managed two second places behind Barrie but failed to finish the third heat when (if my notes are correct) something broke on his Zip/DMA Yamaha.

The weather improved during the course of the afternoon and several of the finals were run in bright sunshine.

In the Junior Britain final, Victor Vaughan and Simon Blessed got away first with Wayne Vaughan (Zip/WRE TKM) tucked in in third. Unfortunately he didn't stay there long and his place was taken by Scott Banks (UFO/CSK Arrow) and that's how it stayed to the end of the race.

1st	Victor Vaughan	Premier/Parilla
2nd	Simon Blessed	Premier/Manx
3rd	Scott Banks	UFO/CSK Arrow
4th	Patrick Walsh (N)	UFO/Arrow

After my comments on the Junior National heats it may come as no surprise that my notes only give three finishers in the final. John Herbert got out in front on his Rapid Movements Cobra and stayed there, with Derek Higgins just behind his exhaust pipe. And talking of exhaust pipes, I was so intrigued by one kart that had a loose silencer bobbing up and down as it touched the tyre that I forgot to make a note of its number. It came off in the end as the tyre took it under the axle to bounce the kart a bit as it came out underneath. Richard Dean (the younger one!) had a contretemps with the chicane when the brake cable on his UFO came undone leaving him with no brakes and no alternative to hitting the obstacles. David Wright managed to survive the race to take the third place.

1st	John Herbert	Cobra/K80
2nd	Derek Higgins	Birel/DAP JM
3rd	David Wright	BM/SW TKM

The 100 Britain was a straight flag to flag affair with Adrian Mills, John Howlett and Ray Chatterton running in procession.

1st	Adrian Mills	Zip/DAP JM
2nd	John Howlett	Zip/Hewland
3rd	Ray Chatterton	Sprint/FRED Hewland
4th	Eric Smith	UFO/Brad Arrow

Peter King took the 125 National final as I thought he would with a flag to flag run with Mark Hood in hot pursuit.

1st	Peter King	Zip/Chat Yamaha
2nd	Mark Hood	Dino/Hood Yamaha
3rd	Steven Murray	Barlotti/Kay Yamaha
4th	Brian Borwell	Sprint/SFR Kawasaki

In the 210 National final, Bill Longden continued his run of wins by beating Gary Hill to the flag. Brian Finn had a good run but could only manage fifth place this time.

1st	Bill Longden	Barlotti/Upton
2nd	Gary Hill	Barlotti/Upton
3rd	David Baxter	Zip/SFR Upton
4th	Chris Anderson	Zip/ACR Upton

Barrie Borwell had a cracking start in the

250 National/International final and it looked all set for an unchallenged race when second placed Glen George had to stop during the second lap to remove something hanging from his kart. He restarted at the back of the field and had a really spirited drive to get back among the places. Luck was really on his side as Barrie Borwell broke something in his engine and coasted to a stop at about half distance. The race was then between Glen George and the lap counter — could he make up over half a lap to get to the front in time? Well the answer is yes, and at the end of the race there were only three karts left, one National and two Internationals!

Internationals		
1st	Glen George	Barlotti/Yamaha
2nd	David Atkinson	Zip/Yamaha
Nationals		
1st	Bill Tinkler	Minstral/Bultaco

The final race of the day was the 100 National final. Peter Elliot got into the first corner ahead of Nicky Fletcher. Younger brother had his hopes of glory dashed at the second corner when he was mounted from behind (he has all the luck) and his engine refused to restart. Elliot had established a good lead over Nicky who was fighting off the advances of Lew Marsden. At half distance they suddenly found themselves making ground on Elliot who was having handling difficulties with a deflating tyre. Knowing he couldn't keep ahead of his pursuers for long, Peter let Nicky through and hung on to second place as long as he could and letting her build up a reasonable lead before retiring and letting Lew Marsden through. Unfortunately for Lew, Nicky had got so far ahead that there was no time for him to catch her before the flag.

1st	Nicky Fletcher	Cobra/FRED Parilla
2nd	Lew Marsden	Premier/WRE TKM
3rd	Mark Wilson	Birel/TKM DAP

And that was that. The end of a good day's racing and the clouds starting to thicken again. At least my space suit and gloves are dry for the drive back to London. . .

Derick A. Thomas

Ellough

Our team of helpers, marshalls, lap scorers and race officials, even the "Loo-Tenant" in charge of Ron and his "Bucket and Chucket" brigade were arriving early Sunday morning to organise a day's racing for the drivers at our August meeting.

Juniors

A mixed grid of Nationals and Britains set the scene for our first race of the day. New number 1 plate man, Kevin Warner, was competing and proved his worthiness by winning all three heats and the final. Mark Lovell gave Kevin some first class competition, finishing second. Mark made the final quite a close thing as he began to narrow the gap on Kevin in the last four laps. Darren Gibbs led the Brits. home, followed by Peter Baker and Andrew Pogson.

210 National

A low entry and mechanical failures in this class saw a walk over victory for Dave Massey. Dave had three consistent seconds in the heats. From pole Dave took the lead in the final, three laps later he was overtaken by Chris Prue, next lap Chris's brother Tony relegated Dave to third.

The Prue's good fortune was short-lived as they both dropped out with "Villiers Gremlins" leaving Dave to take the trophy.

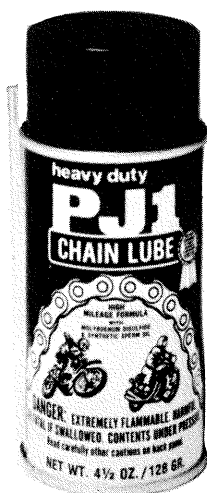
100 National 'B'

Nine Novice drivers mixed it with the green plates in this race, and very good Novices they were. Timothy Keay, from RAF Cottleshall, took first place trophy in this his first meeting, beating green plate driver Gerald Mallows into second. Phillip Squirrell, on his last Novice meeting, collected third from Paul Green, another local Novice. H. Cooper from Wembley and his friend from London filled the fifth and sixth places.

100 National 'A'

Our starter for the day, Alex Cable, was doing a fine job getting the starts away cleanly all the afternoon. Nigel Wigg was on pole for the final, setting the pace from the drop of the flag he commenced to pull out a healthy looking lead. Lap seven and steady rain caused problems for Nigel as he slowed appreciably to cope with track conditions. Second placed man Robert Smith was managing the wet much better and reeled in Nigel, passing him on the eleventh lap

►



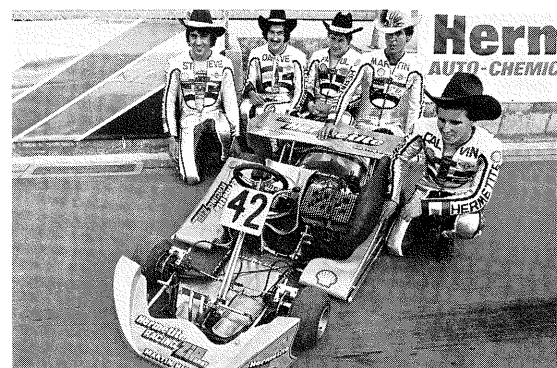
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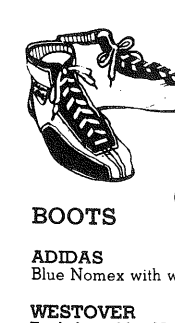
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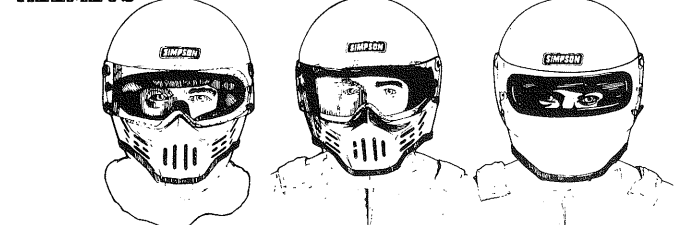
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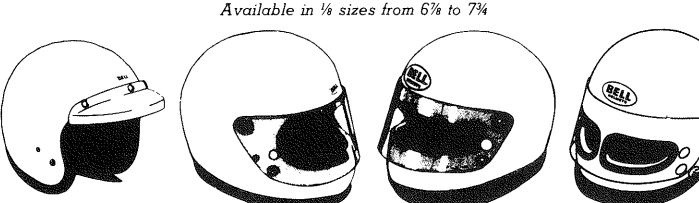
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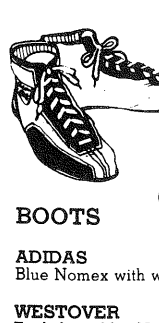
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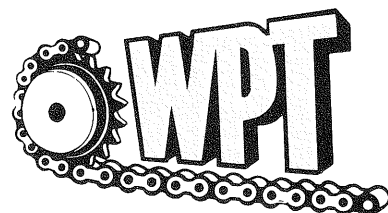
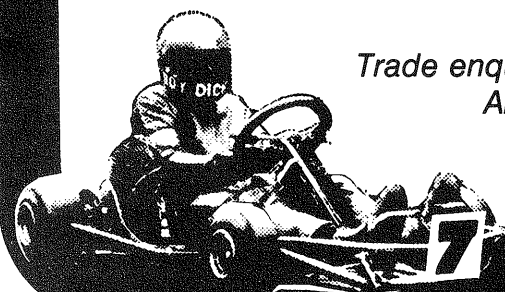
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CLUB SCENE

Fulbeck

Having got soaked to the skin (and having got the wife soaked as well) when younger brother went racing at Nuthampstead a few weeks ago, I was none too keen to get soaked again when he went to Fulbeck for the Lincolnshire K.R.C. meeting on August 17th. The wife wasn't keen either - "You can go on your own, I'm having a lie-in!" was all she would say...

So at 0600 I roll out of bed to have a peek through the curtains. The concrete is wet but there's a blue sky. What a relief! After some coffee I'm feeling more like a human being than the inside of a Zulu's boot. I shouldn't say that really - I know a Zulu and her boots are quite dainty - well as dainty as the boots of an eight foot tall woman will ever be!

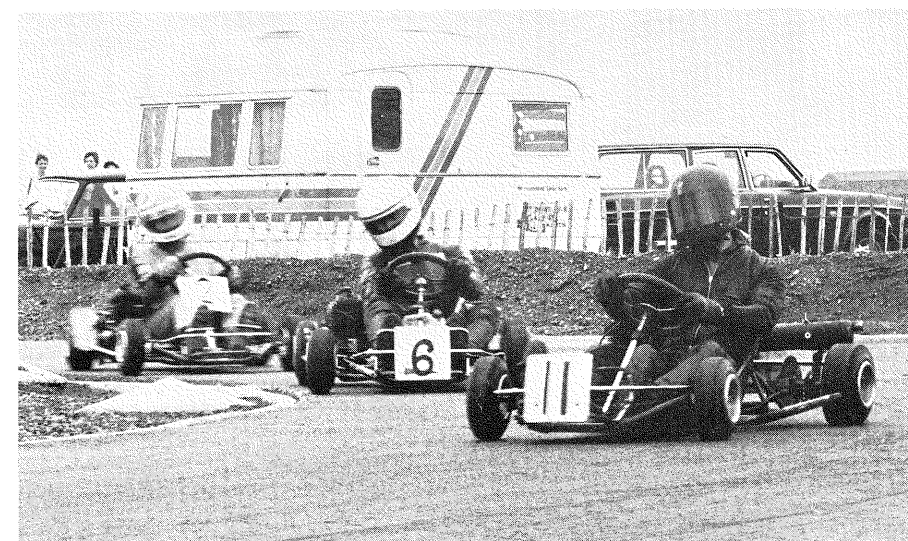
Next thing is to check the weather in Lincolnshire, so phone younger brother who complains about being woken up at ridiculous hours. Yes it's sunny in Lincolnshire too.

"It's on then, Love," I say round the bedroom door.

"You can make your own sandwiches," she says from under a large pile of quilt. So it's make lunch, check the camera bag is packed and there's plenty of spare film, don the space suit, load the bike, check oil and tyres and away...

It's a nice run up the A1 at that time on a Sunday morning. There's hardly a soul to be seen for mile upon mile of dual-carriageway. Suddenly there are specks of water on my visor. Is this it? Shall I turn back while I'm still dry? But no, 'tis but a shower and the road ahead is dry. Must press on though if I'm to be there in time for practice. According to the map I want the first turn on the right after the Grantham by-pass. I find it without any difficulty. I also find that I'm getting somewhat damp and I can't see all that well. Hurray, hurray, it's pouring down. I've only another ten miles to go - it's pointless going home now. So after an hour and fifty-five minutes in the saddle, I arrive as a sodden yellow mass of once-waterproof nylon in the paddock at Fulbeck. I find younger brother parked by the rubbish skip.

"If it carries on like this I'm going home," he says, "it cost me eighty-odd quid to get those engines done after Nuthampstead!" "He's lucky to have eighty-odd quid to spare", thinks



John Howlett, Adrian Mills, and Ray Chatterton contest 100 Britain. (Photo: D. Thomas)

I, wringing red stained water out of my leather gloves.

Sitting in the van watching the rubbish skip fill with water brother says "Here! The Club wants someone to take some pictures and write the race reports for the magazines." As I was there specifically to take pictures to sell, he thought I could just as well do the other job. And that explains how I come to be bashing away like a typesetter from the Guardian.

One thing I must make plain before it makes itself plain is that I am a relative new-comer to karting and an absolute beginner at writing race reports...

Now what else can I tell you about, apart from the weather? For those who have never been to Fulbeck, it's a fairly fast circuit of about 700 yards with a very good macadam surface. Being surrounded by fields of waving corn (at least it was on the 17th), it doesn't have to have the cowpats cleaned off it before racing can start...

While I've been writing that the rain has been stopping and the karts have all been coming out for practice. Now if there's one thing I hate about karts it's pushing them off for the first Nicky Fletcher took 100 National. (Photo: D. Thomas)



time in the morning on a soaking wet track. I always seem to be the one to get a two inch wide band of black spots all the way up my front. Practice went the way most practices do.

Fortunately the rain seemed to have stopped for good and a stiffish breeze was helping in drying the circuit. After lunch most drivers were changing back to slicks as about 90% of the circuit was dry.

The Junior Britains were the first out. I'm always amazed by the two Junior Classes. There seems to be an absolute dearth of fear and a positive surplus of speed. Victor Vaughan (Premier/Parilla) managed two wins and a third, while Simon Blessed (Premier/Manx) took a second, a third and the other first place.

I'm not sure if my notes are one hundred per cent correct but they say that only three of the eight starters in the Junior National heats managed to finish all three heats, two finished in two, two only finished in one, and one poor chap didn't finish any of them! John Herbert had three finishes on his Rapid Movements Cobra/K80, with two wins and a second. Derek Higgins won the other heat, the only one he finished, on his Birel/DAP JM.

Adrian Mills (Zip/DAP JM) and John Howlett (Zip/Hewland) finished in the first three in each of the three 100 Britain heats. Ray Chatterton (Sprint/FRED Hewland) finished in all three heats taking a first and a second place in the process.

Thirty-one karts running up to the start in the first heat of the 100 National Class is quite a sight, and all that smoke as the flag drops can't do the Starter's bronchials much good. Only Peter Elliot (UFO/FRED Parilla) showed any consistency, coming second to Nicky Fletcher (Cobra/FRED Parilla) in the first heat and winning the second and third.

In the 125 National heats Peter King (Zip/Chat. Yamaha) became favourite with one second and two wins. Steve Rawson (Barlotti/Chat. Yamaha) took the other first place and one second.

Bill Longden (Barlotti/Upton) showed he was the man to try and beat in the 210 National final by winning every heat in fairly convincing style. Curiously enough, Gary Hill (Barlotti/Upton) showed who would win if anything happened to Bill Longden by taking second place in all three heats. Brian Finn (Barlotti/Upton) managed a fifth place in the first heat and then third place in the second and third heats.

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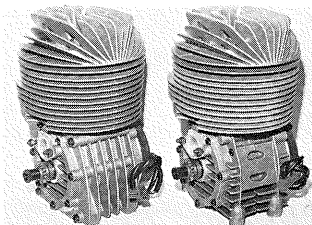


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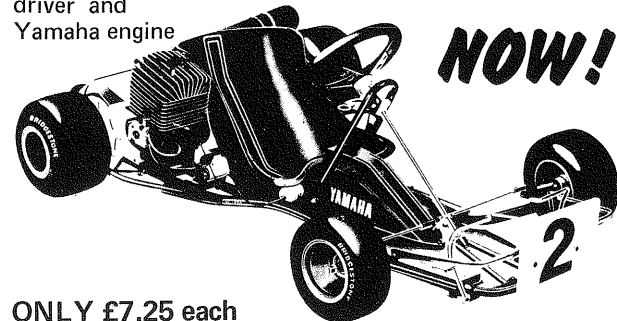
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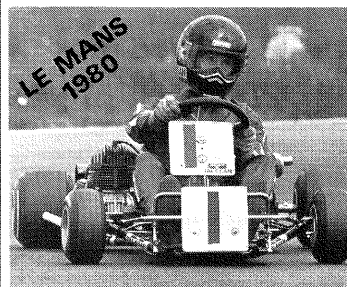


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Interesting to read Chris Merlin's column last month with regard to his story about Patrick Tambay. Back in 1978 when Patrick was driving for the McLaren Formula 1 team with James Hunt as his team-mate, we had the opportunity of loaning Patrick a Fiat in order to try to gain some publicity. As I considered him a rising star, I figured that with our stickers all over his road car and a couple of cloth badges strategically placed on his overalls, we had a good chance of catching some T.V. cameras. Unfortunately, from the time our "sponsorship" started, Patrick seemed to go slower and slower as the M26 McLaren got overtaken in the ground effects war, and all that was seen of Patrick was the odd view of his car parked by the track-side or stuttering around at the tail of the field!

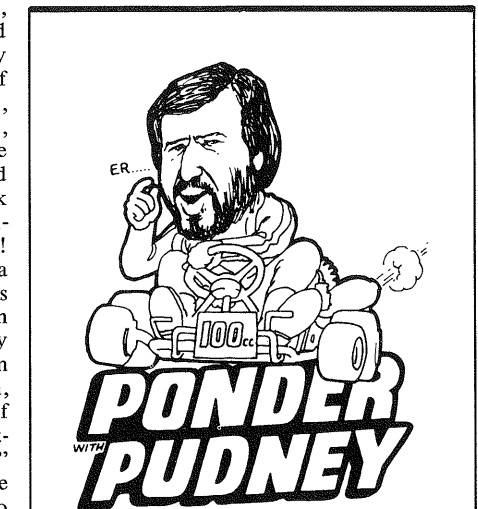
However, I digress. . . I found Patrick a charming and interesting man and sat for hours chatting to him about Formula One, both in front of and behind the scenes. Unfortunately most of what he said about what was going on behind the scenes, he swore me to secrecy on, but it is interesting that he foresaw the rise of the Williams team and, perhaps most interestingly, backed up my "element of nastiness" theory. He was honest enough to admit that he wasn't hungry or nasty enough to ever get to the top in Formula One, in fact prophesying his own demise. However, having now wrapped up the Can Am series in the States, the buzz is that he may be getting a Formula One drive again, so we shall have to see. . .

Strangely enough Patrick's strongest challenge in the Can Am series came from another old friend and ex-karter Stephen South. Ironically enough, Stephen ended up driving for Paul Newman's team in Can Am because he lost the plum Formula 2 drive of the season with the Toleman Team, as he wanted to keep an option open to drive a McLaren Formula One. Unfortunately the McLaren drive came to naught and now I am horrified to learn that Stephen has had to have his left leg amputated following a terrible accident in practice for the Trois Rivières Can Am round. This looks certain to end Stephen's motor racing career and just goes to show how one wrong decision can go sour on you. If Stephen had taken up the Toleman Formula 2 offer who knows where he might be now? Brian Henton, who took the drive, is now the European Champion and is virtually assured of a Formula One drive next season!!

I remember Stephen as a brilliant 100cc driver, certainly in the top 4 of his time, the others being the evergreen Mickey Allen, Roy Mortara and Dave Ferris. However, the one thing I particularly remember about Stephen is how he used to blow hot and cold. I can remember him totally dominating the 1968 RAC Championships to take the overall Championship. He not only won 100 Modified (our 100 National now) but also came second in 100 Super (our 100 International now) behind Mickey. At that Shenington meeting he was so much in a class of his own that he was virtually unassailable. But at a Club meeting the following weekend he was hopeless, by his own admission just not able to get it together and spent the whole meeting dicing at the tail of the field!!

Although I cannot boast the incredible memory for karting dates and events my contemporary David Bewlay enjoys, I can remember the 1967 British Championships when David Ferris shot to prominence. The most memorable thing about these Champs, which took place at Little Rissington, was not only the contemptible ease with which David won, but especially the motor he was using. David was using, in class 100 Modified, a Komet K33 of very dubious vintage and ancestry. (At that time, using a K33 would be equivalent to using a K77 in International now!) Anyway, halfway through practice,

Horace Ferris was approached by a chap who asked him whether he wanted to sell the K33. Horace said yes and the bloke offered him £30 for the engine. This was thought to be a little on the low side as the motor had been completely rebuilt, so Horace said no, but he



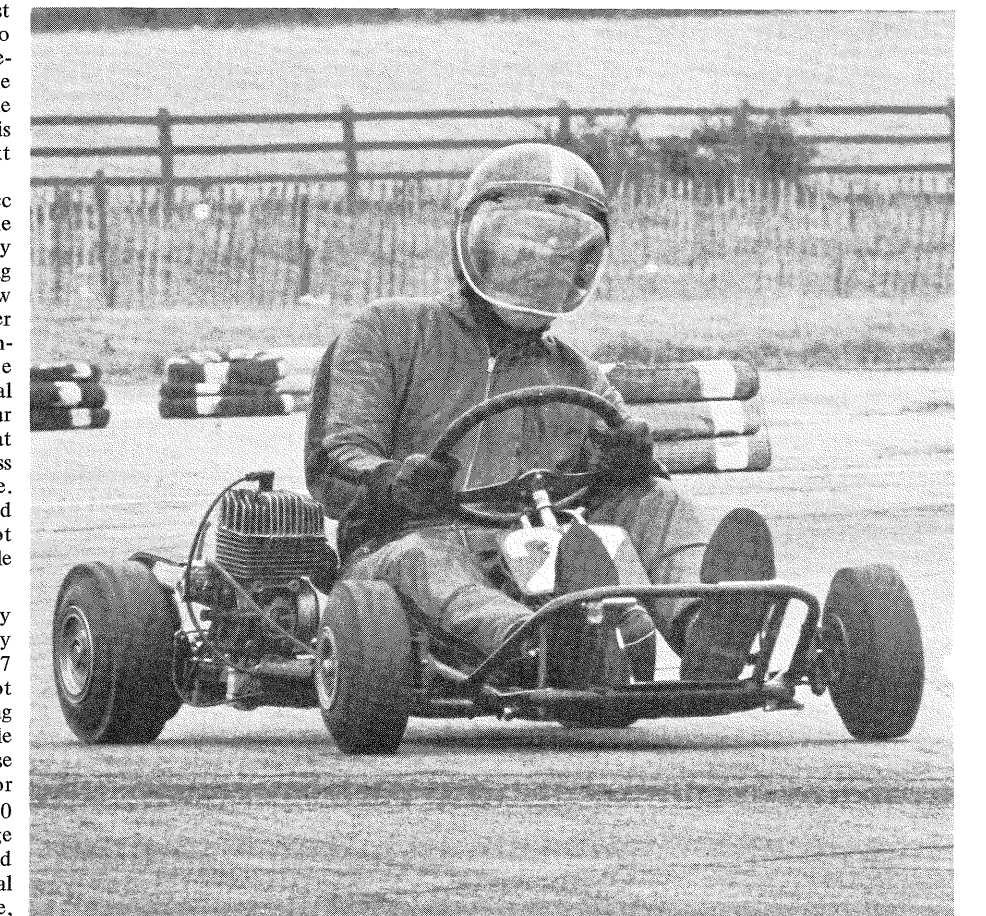
on: Formula racers
The Ferris K33
Double Trouble

motor, I've decided I *will* take it for £40!" . . . Can you imagine Horace's reply? You're right - we can't publish it. . .

I cannot pretend to be an expert on the 250 Superkart scene, but do take a keen interest, and the one point which has struck me recently is how stable, competitive and professional-looking this class is. Quite what the hell the R.A.C. are playing at by allowing in the controversial 'double' 125's is beyond me. Just as everything is getting nice and settled, they muck it all up. Quite what lobbying has gone on behind the scenes to get the double accepted defies my imagination, but surely it is in no-one's good. I must admit that I would love to see a grid of well prepared 'twins' dicing with each other - the spectacle would be very exciting. But to create this exciting spectacle needs full grids and I really cannot imagine the vast majority of 250 drivers being prepared or indeed financially capable of casting aside their current outfits to buy 'doubles' in order to remain competitive. Some folks say that we are making a fuss about the 'double' because Zip would lose their dominance. Don't you believe it! If 'doubles' are really allowed in, Zip would be as competitive as anyone else - so would Aero, so might even Barlotti etc., etc., but how many people could afford it? Only the works boys. I hope that sanity prevails and that the various petitions that are being talked about do not fall on deaf ears, or otherwise, with one stroke, the R.A.C. will kill what is arguably one of the most exciting classes in *any* type of motor racing.

Whilst on the subject, I was interested to hear talk at Silverstone of the idea of introducing a series in which top 250 drivers would be invited to compete in identical karts in a series which would be promoted as supporting events at major British motor racing events, i.e. the British F.1 Grand Prix etc. I am all for this idea, for it would give karting tremendous publicity, which could only be good for the

The incomparable Dave Ferris.



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**In the absence of Martin Hines,
father Mark comments on the
current "political" scene. . .**

No need to look at the calendar to see that once again the racing season is drawing to a close, and what is commonly known as the "silly season" is once again with us. But when you think about it, karting appears to have a longer and sillier season every year! . .

Our "silly season" commences with the now annual fiasco of the so-called Open Day — a very, very secret affair, held deep in the basement of Belgrave Square. Announcement of the day is kept to a minimum — it is in the Blue Book, but I defy you to find it, hidden near the front, well away from the karting section as it is. Could it be done thus on purpose, so that when only 7 or 8 karters attend, it can be said that "there are not enough here to be truly representative of the sport"? That way, the Motor Sports Council can go ahead and make virtually what decisions they like. Makes you feel you are just there on sufferance doesn't it. .

An example that perfectly illustrates this ludicrous decision making process is the way in which the proposed 1981 250 International regulations have been arrived at. I was at the Open Day, and not one word was spoken by

any person present regarding the possibility of "double" engined karts being considered. A lot of discussion was heard on the subject of water cooling — should it be considered for introduction, costs involved, timing of the introduction etc. I don't know if I went to sleep and missed something, but the overall impression was that drivers would accept water cooling should any change be deemed necessary, although some, for financial reasons preferred no change at all. Again, not a word on "doubles".

So what do we get? An RAC announcement without a word on watercooling — was it considered, will it ever be, etc — but a shock announcement that "doubles" are in!

How silly can the silly season get? A couple of months ago we saw the RAC fighting *against* the idea of the double at one of their own tribunals — successfully. And there, all and sundry thought, the idea was finally dead and buried. But, oh boy, how wrong can you be? Without further discussion or consultation with drivers, manufacturers, or promoters, the so-called "powers that be", for reasons known only to themselves, completely reverse the decision. Perhaps there are good reasons for this about-turn — if so, then for goodness sake tell us. Don't keep it between yourselves and the archive walls, deep in Belgrave Square. It would not be a bad thing if our decision makers had to stand up and be counted sometimes! Then at

least we would all get some idea of which side of the fence everyone on our governing body stood, and who wears what cap.

Feelings on this matter are obviously running high — my phone is ringing all day long. Most of the calls are from drivers who pay their own way — yes, despite what we are sometimes led to believe, the greater proportion of our Superkart drivers still dig deep into their own pockets to finance their racing. Most seem to realise the implication that their equipment could be about to become obsolete, but not so many also realise just how rapidly the value of their current equipment can deflate. An awful lot just can't contemplate such a big, expensive change — the majority comment being "I'll give up." And that just has to be a major setback for the class. . . With the present economic situation, it could just about kill the class.

So just who is trying to kill it off? Let them stand up and be counted.

What is the answer? Very simple really — do something about it *yourself* if you value the future of the class. Today. Now.

1. Write to the RAC Motor Sports Council, putting your views forward, whatever they are.
2. Help us formulate an accurate idea on public opinion by filling in the questionnaire (which has already been circulated separately as well) and posting it to: Kart and Superkart, Pindar Road, Hoddesdon, Herts.
3. Phone Mr. Langford at the RAC (01-235 8601) and give him your views. He's a very good listener, and can't know your feelings until you tell him.

To put another cap on — we at Zip Kart have decided that until such time as our team is beaten by "double" karts, we will keep ours safely locked away. I personally hope it is a long time before (if ever) I have to turn that key. . .

To close, a little riddle. No prizes for the answer.

Who is the silly billy associated with karting who believes that *Hermite* make karts — and *Zip* are manufacturers of anything but karts. . .

Mark Hines

Kart & Superkart Magazine 250 International Drivers Circular

New Proposed RAC Regulation For Class 250 International For 1981:

"For all meetings up to National level, the regulations will be as for 1980. The only alteration being that double engines, using engines from the homologated 125 National list will be allowed — if in double form they comply with the 250 International regulations (eg. maximum of 2 cylinders, maximum 6 gears, reed or piston timed).

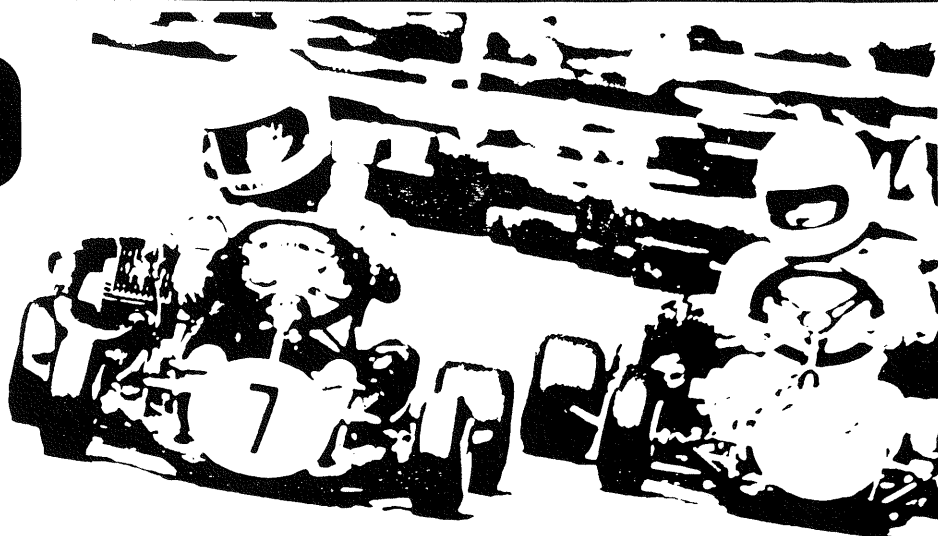
For Internationally inscribed events, the organisers may also run to comply with the CIK regulations if they so wish, for this or any other International class."

Below are listed the various changes that could apply to the 250 International Class. Indicate your preferences, insert your competition licence number, sign the circular, and return it to: Kart & Superkart (250 Circular), Pindar Road, Hoddesdon, Herts.

- 1 Do you think the Motor Sports Council have discussed these far reaching regulation changes with the drivers thoroughly?
- 2 Are the proposed changes what you want?
- 3 What regulation changes do you want for 1981? Answer YES or NO only.
- 3a No change from 1980 regulations?
- 3b Allow water-cooling, but only for engines that have reed or piston induction?
- 3c Allow any form of air or water-cooled engine, 250cc, twin cylinder, no limit on induction?
- 3d Accept CIK regulations as they stand for 1981?
- 3e Regulations as for 1980, with the addition of the twin engined type karts?
- 3f Leave regulations for 250 International as 1980, but run a separate experimental class for 1981 for twin engined and/or water-cooled engines?

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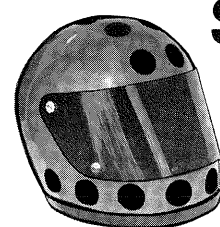
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continued . . .

sport. What however I am not in favour of, is the idea that these karts could be equipped with 400 or 500cc engines to make them quicker. I think most people who see karting for the first time find the 250's pretty breathtaking anyway, and wouldn't it be great for the commentators to be able to say, "these are identical karts as used every weekend in British Kart racing", not specials put together for the occasion.

Seems impossible, but by the time you read this, the World Championship of 1980 will be all sewn up. I thought it would be interesting to break out the crystal ball to predict a winner and perhaps set the cat amongst the pigeons. I would love to be proven wrong, but despite the fact that everything is running for Terry Fullerton at the moment, and he is indisputably the best driver in the World, I don't think he will repeat his 1973 victory. I reckon it's Toni Zoserl's turn. Having just won the European Individual and having featured well in the Team event and at Jesolo, Toni has shown that he is on form this season and is getting better. He,

like Terry, has had plenty of real race practice recently, but I think has probably stolen a march on Terry in his ability and willingness to travel to get tyres. He seemed to be the only guy with any 'new' Bridgestones at Leidsdorp which proves his contacts must be good. Obviously I would love to see any Brit. win, but if it has to be a foreigner, let it be Toni Zoserl. He's a nice guy, good looking and presentable and would make a good Champion P.R.—wise. He also has the important quality many people tend to overlook nowadays — he's a bloody good driver!



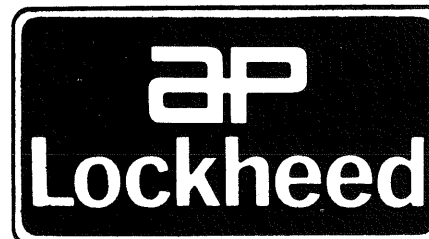
Quiz time. Where and when, and who are they all, in this shot from the Ferris era?



Toni Zoserl — World Champion?

Anyway here's hoping I'm wrong, and it's Mickey or Terry or Alan or Martin or Paul, or even Mike for the title. Shame about poor Alan Gates though — I wonder if he'll have been able to sort out an entry. . .

J.P.



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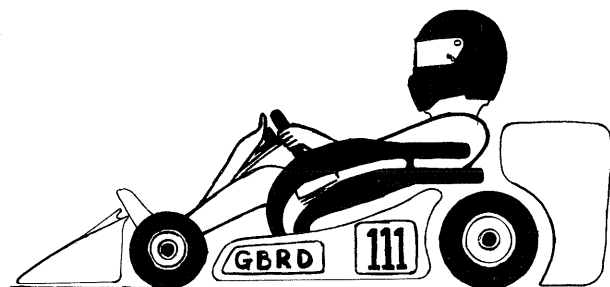
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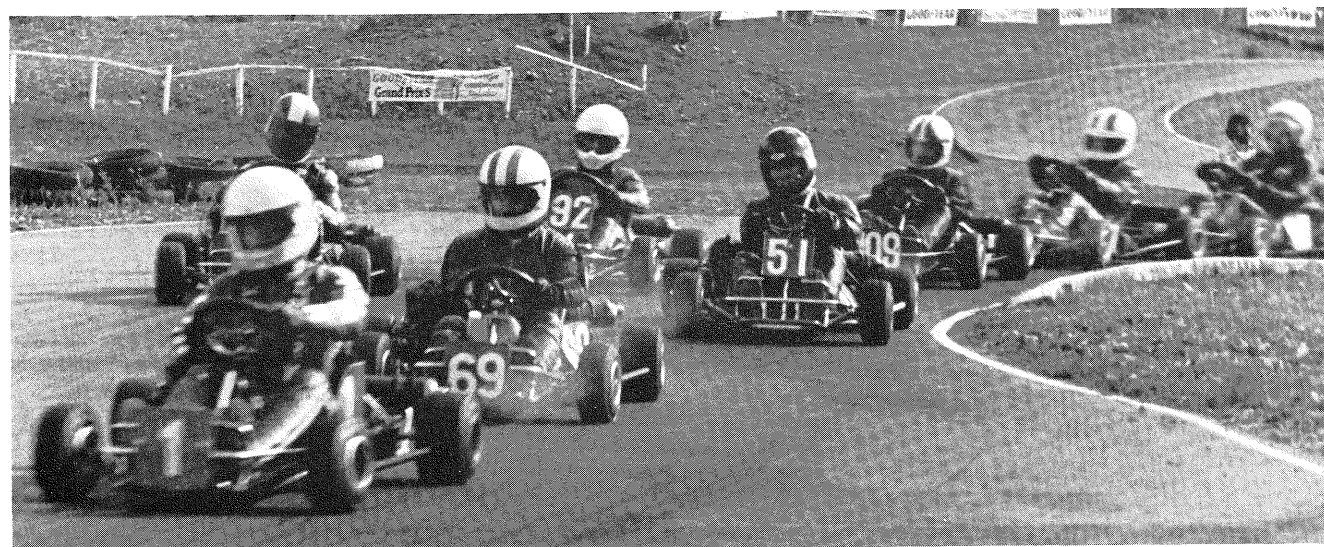
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continued . . .

Mills Thriller

The Britains had plenty of time to get everything ready while the rest of the National finals were completed and so the grid lined up promptly for the first of the 40 lap Championship deciders. Pole position had been annexed by Steve Bierrum, but with Terry Williams alongside and Chris Stoney, Bill Sisley and Adrian Mills breathing down his neck it didn't look a very comfortable place to be. . .

Out on the rolling lap and already the tension was clear as Bierrum was sternly ticked off by a marshall for tyre warming. Away from the chicane on the first lap and Terry Williams had grabbed the lead from Bierrum, Mills, Sisley, and Chris Stoney. Lap 3 and no less than seven drivers were now disputing the lead. Williams, Bierrum, Mills, Stoney, Sisley, Gladman and Nigel Goff packed together with nothing between them.

Terry pulled clear for a while as Steve was slowing the group in his efforts to stay second, but already Peter Rochford was through to 12th and clearly gaining on the leaders at 2-3 tenths per lap. Chris Stoney and Adrian Mills finally found a way past Bierrum, and they were promptly joined by Bill Sisley, the three of them now catching Terry Williams. Only two laps later there were all four racing for the lead. Stoney tried to take Williams at the right hander after the hairpin, slid wide letting Terry back, and immediately Mills pounced as well to grab second. This really was anyone's race and Mills was trying everything, so much so in fact that a tiny mistake in his efforts to take the lead saw him back to third again with Stoney back second. Sisley watched the whole thing from about two inches away with intent fascination, letting the younger generation get on with it in the hope that he would take instant advantage of any mistake. All this was obviously slowing them all slightly and Richard Gladman now joined them to make it five, just as Mills scrambled into the lead at the hairpin and Sisley took Stoney for third at the pits corner.

Meanwhile Nigel Cleveley had been working his way up from the back of the grid and was now clear and closing on the leading bunch. First casualty was Chris Stoney who, in his efforts to get a run down to the hairpin braking area, just ran a few inches too wide out of the chicane; for a brief moment he looked as if he might keep it together — then his left front wheel hit a tyre marker and he spun abruptly to

First chicane of the 100 National Championship final was congested. (Photo: K. Gibson)

a standstill and retirement. Peter Rochford was still trying desperately to get through the group going for 6th to no avail and he saw his title slipping inexorably away. Gladman had been dropped by the Mills/Williams/Sisley threesome and was rapidly coming under fire from Cleveley, and these two swapped places at the hairpin as Gladman slid a bit wide. Nigel was visibly closing on the leaders and the gap between Mills in first and Nigel in 4th was now a scant 6 tenths of a second! But disaster. . .

Out of the chicane with the four of them nose to tail a fabulous drive came to an end as Cleveley's engine seized. Mills was really piling on the pressure, setting a very fast 30.3 sec. time in the process but not pulling away from either Williams or Sisley, and as they slithered round the final corner and fought for the flag the order was still just the same though with all three virtually alongside each other. What a fabulous race! Gladman hung on to take fourth and Peter Rochford finally made it through his group into 5th. Post race scrutineering wasn't so easy though and Mills' engine has been impounded by the Scrutineer for a check on the con rod homologation. This didn't seem to stop the trophies being presented though, so until the RAC arrives at their decision Mills must be considered as Champion. What a great shame that such a fighting performance should be marred by uncertainty. I really can't believe that John Mills could have risked running a major final like this on illegal equipment, and I don't think anyone would dispute that it was Mills Jnr's driving that got him to the front, but we still have to wait for an official result.

Provisional Result:

1st	Adrian Mills	Zip/DAP
2nd	Terry Williams	MM3/Hewland
3rd	Bill Sisley	Kestrel/Hewland

One Man Show

Only one race remained now, 40 laps of hotly contested National Championship racing. With Mark Tredwell in pole it really looked to be a foregone conclusion, but as Ian Ross-Johnson was alongside him nearly anything could happen. Ian knew that his only real chance lay in getting ahead at the start and then defending his lead, because once Mark got ahead that was going to be that. As they approached the flag for the first time it looked as if the grid wasn't properly formed, but that didn't deter the starter who raised his flag and the race was on. Into the chicane and Tredwell had it and it was Paul Knapfield 2nd, Ross-Johnson pushed back to 3rd, then Peter Christo, Kenny Churchill

(shot up from the middle of the grid), Peter Stephens, Brian Parias and the rest in a long snaking line. Roger Moth had been the only driver to fail to negotiate the chicane.

Lap two and already Tredwell was piling on the pressure to pull clear of Knapfield, while Christo spun his position away at the hairpin. Tredwell really might have been in a different race as he stormed away from the opposition, already getting his times down in the mid 28's as his tyres warmed up. Ross-Johnson pulled back up to challenge Knapfield then about 20 yards behind came Graham Waldron followed by Terry Lilley, Paul Carr and Karl Murphy. Ian finally made it into second place at the hairpin after several abortive attempts round the circuit and he began to pull clear without closing on Tredwell at all. Knapfield redoubled his efforts and closed back again, now trying to redress the situation again.


Meanwhile Chris Stoney had worked his way through from 18th grid to move into 5th place behind Waldron. Knapfield scrambled through into second again at the hairpin, immediately coming under renewed attack from Ian, both karts tipping at the dog leg, and now, as these two slowed each other slightly, Waldron started to close on them.

This really was turning into the star attraction and as the pair came up to lap Peter Christo, Knapfield was held up for a split second at the entry to the chicane. Ross-Johnson snuck back in front instantly. It took Paul a couple of laps to get back to Ian, but then Ian put a wheel off the edge at the dog leg allowing Graham to close right up with him and look for a way past. This was desperate, and as they left their braking to the very final instant into the chicane Ian just overdid it, getting onto the dusty part off line and spinning, Waldron suddenly having to take avoiding action while he was right on the limit and joining the waltz. This left Knapfield very comfortably in 2nd place, well clear of Lilley, Carr, Karl Murphy and Stephen Stapley enjoying a very good meeting.

Stephen Sykes, Mark Windle and Lew Marsden now found themselves under attack in mid-field from a very angry (with himself) Ian Ross-Johnson, but back at the front Lilley, Carr and Murphy were nose to tail, but this wasn't to see the end as Carr made a desperate last lap bid at the hairpin and fell off.

So Mark Tredwell did it again and wears the number '1' plates for another year. Can he make it three? 1981 here we come. . .

1st	Mark Tredwell	Birel/Fullerton K80
2nd	Paul Knapfield	Sprint/Sirio
3rd	Terry Lilley	BM/Parilla



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Top Team

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 Fish. Class wins to Ansell (210), Hill (125) and Deal (250 Nat).
 Titles to Douglas (210), Molloy (125) and Deal (250 Nat).**

Report and pictures: Dave Smith

Perfect conditions greeted the competi-
 tors who made their way to Oulton Park
 for the annual Bank Holiday weekend
 meeting. As well as offering the rather
 grand title of the "Commonwealth Cup",
 this year's event also constituted the third
 and final round of the RAC Long Circuit
 Championships, and as such attracted all
 the leading contenders, although the close
 proximity of the 250 International brig-
 ade's annual trip to Denmark found one
 or two of those out of the Championship
 hunt preferring to conserve their equip-
 ment.

Interestingly enough, only one of the
 four class Champions crowned won at
 this meeting, indicating a careful, conser-
 vative, points-seeking approach by the
 ultimately successful drivers.

Douglas Plays Safe

Best racing of the day came from the 210
 group, as Phil Ansell, Peter Haywood, and Mike
 Gardiner swapped places lap after lap, closely
 watched by Dave Edwards, ready to take
 advantage of any mishap that should befall
 the battling trio ahead of him.

The heats had shown just how close the
 final would be, with Ansell, Haywood, Douglas,
 and Gardiner each taking a win, but also each
 being well down the field in their other heat!
 With a 12 point Championship lead over
 Haywood, who in turn was 3 points ahead of
 Ansell, Douglas started out as the favourite

*Hermetite Zip team leader Martin Hines raced
 away with the Commonwealth Cup.*

the following lap. From this point on, it was
 a three way fight, with the combatants squeez-
 ing everything from their engines and using
 every inch of the road (as well as more than a
 few inches of grass at times!). From lap 6 until
 the finish, the spectators at Lodge Corner
 were treated to the sight of a different leader
 appearing on virtually every lap, as Ansell,
 Haywood and Gardiner scrapped furiously.
 Dave Edwards held onto fourth spot now,
 a short distance behind the trio, after the
 demise of Bill Longden.

These four pulled further and further away
 from the pursuing pack as the race wore on,
 honours for the fastest lap finally going to
 Ansell, who clocked an 83.42mph average,
 presumably during his climb from fourth to
 second on lap 5. Behind them, Championship
 "pretender" Gordon Douglas was content to
 hold onto fifth place, ahead of Andy Whitfield
 and Chris Jarvis, and in so doing ensure that he
 got those necessary few points to collect those
 coveted number plates from previous title-
 holder John Newton. Poor John has had a
 disastrous year altogether, which continued
 with him failing to finish a race all day.

A superb race then, and let's hope that the
 Ansell/Haywood duel continues to provide the
 thrills it has done so far this season.

1st	Phil Ansell	Zip/APV
2nd	Mike Gardiner	Zip/APV
3rd	Peter Haywood	Aero/PH Upton

Championship Result:					Total
1st	Gordon Douglas	20	20	11	51
2nd	Phil Ansell	13	15	20	48
3rd	Peter Haywood	15	10	13	38
4th	Mike Gardiner	0	12	15	27
5th	John Hughes	0	13	0	13

Hill Walk Over

The Gange family provided the surprises in
 the 125 Class, with both Reg Senior and
 Junior out on the track. Reg Jnr. was a last
 minute entry in the class, taking over the
 Zip/Merlin Rotax of Roy Wooldridge, who was
 absent overseeing the birth of another son!

*Brian Hill had a similarly easy win in the 125
 category with the immaculate Aero/Andover
 Rotax.*



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Left: Terry Williams was the early leader in the Britain race, pursued by Steve Bierrum, Mills, and Sisley, but when it mattered, (above), Mills (42) pulled something out of the bag and crossed the line first (Photo: D. Callingham)

on which his engine must have digested a stone because it promptly expired, leaving a surprised Steve Brookes to complete the repercharges of Bell, Fitzpatrick, and Phillips.

Into the first corner of the 'C' final and it was a very determined Steve Carvill shooting round the outside to lead as no less than eight drivers tripped over themselves in mid-field including an unlucky Steve Brookes who saw his hopes of any more races evaporating. Carvill immediately started to open out a lead, followed by Mick Smith then a whole chain led by Gary Matthews and David Preston. Matthews pulled a bit clear of the bunch and closed on Mick Smith who could do nothing about Steve Carvill, but then Gary's chain flipped leaving him coasting to a disappointed halt.

The battle for third made the most exciting feature with Dave Preston, Guy Tipping, Andy Fairless and Norman Box all falling over each other to try to make the 'B' final. Tipping made 3rd at the dog leg, and all four were then caught by the group behind. This left Carvill in an ever increasing lead over Mick Smith, with Tipping pulling clear in 3rd, but behind him Preston led (just) Andy Fairless, Alan Hughes, Norman Box, Gary Till and Steve Tillett, and these six were promptly joined by Royston Brown to make seven drivers fighting over one repercharge place! First to go was Steve Tillett who spun at the far hairpin, and this dropped Till and Brown from the group. This didn't last for long and as Till crept back into contention Fairless tried to get ahead under braking at the hairpin, didn't make it and in the confusion Hughes found himself relegated to the back, immediately to rectify the situation and join Preston and now Till in pulling ahead of the others. Carvill took the chequered flag well clear of Mick Smith and Guy Tipping, and after all the excitement it was still Dave Preston who joined them for the 'B' final.

Nick Parrington sat in pole for this with Tim Wright alongside, and as the flag went up for this, the most vital of the repercharges, an untidy start somehow sorted itself out with only a couple of spins at the chicane, but the 'C' final winner was forced to stop with no way out open to him. He and the others restarted but a long way behind the rest of the field. This was 27 laps so anything was possible and as the leaders completed lap one it was Parrington

ahead from Wright, easing clear of Lew Marsden. Marsden pulled back up to Wright, but behind them Phil Foster, Roy Cotterill, Nicky Fletcher were all over each other. Marsden took Wright to claim second as Cotterill did the same to Foster, and it was now Mike Ballantyne who had scrambled through to 6th with Wayne Homer coming into contention just behind. Ashley Sparks suddenly slowed and played with his carburettor, dropping well down the order.

Nicky Fletcher had blotted her copy book and was now running in the centre of the mid-field bunch, and it was Steve Bridgeman following Wayne Homer. The order was Parrington, Marsden, Wright, Cotterill, Homer, Ballantyne at the front, but already Steve Carvill was carving his way through the pack and had closed to the back of the middle group of nine drivers, led by Mark Windle, Barrie Peary, Bridgeman, John Wellsted, Malcolm Clarke, Dave Harridge, John Croakes, Nigel Edwards and Paul Fullerton. Homer took Cotterill and promptly closed up to Tim Wright, moving ahead of him after a brief 'negotiation'.

Suddenly Lew Marsden came round in the lead as a disappointed Parrington pulled off the track at the dog leg, and this left Homer with Tim Wright and Cotterill looking secure to go up. Behind them it was now Guy Tipping 5th, 6th Mark Windle, 7th Barrie Peary, followed by the big group that was now led by John Wellsted, Steve Bridgeman, Malcolm Clarke and so on. Windle took Tipping at the pits corner

Out of the exhaust smoke haze, the 'C' Final gets under way. (Photo: K. Gibson)



while Carvill was doggedly working through the group. A last ditch effort from Roy Cotterill saw both him and Tim Wright off the circuit, and so as the flag came out it was Marsden ahead of Wayne Homer, Mark Windle a surprised third and remarkably Guy Tipping fourth from the 'C' final. Fifth came Peary followed by a restarted Cotterill, with Wellsted, Tim Wright also going again 8th and Malcolm Clarke and Steve Carvill completing the top ten.

The Nationals could now relax for a while before their 'A' final to decide this year's Champion and, recapping slightly, after the National 'D' race had come the Britain 'B' which featured a surprisingly star-studded grid.

The 1979 Champion, Peter Rochford, found himself virtually unable to defend his title by being on row two though it wouldn't be for lack of trying. As the race got into its stride it was Anthony Murphy first away, from Paul Clist, Paul Skinner and Rochford. Skinner obviously knew which side his bread was buttered because he quickly waved Rochford through and tagged on behind. Rochford wasted no time in moving into 2nd at the dog leg. John Donovan inherited third after a bit of pushing and shoving dropped the two ahead of him back a bit, while no less than five drivers started a dispute for the last repercharge place. Ray Chatterley emerged to lead this group and pull ahead to make the first four fairly comfortable, though Rochford was now pressing Murphy for the lead. He finally made it out of the far hairpin and immediately began to pull away, but just as the race was becoming a bit of a procession Nicole Turner lost control at the chicane exit, coming to rest the right way up but needing the ambulance. The race was immediately red-flagged to a halt while this was cleared up, and the drivers lined up in single file in race order for the restart over the balance of 15 laps. Because Rochford took the lead on the lap that didn't count he was in 2nd place but immediately dived through to lead at the chicane. This time Murphy managed to hang on and these two pulled away from the opposition. Nicky Stamper came through to challenge Chatterley for fourth and he was joined by Terry Harris. This was resolved when Stamper nudged Chatterley on the entry to the chicane which put them both off, letting Harris up. Murphy finally lost out in his bid to oust Rochford when his engine expired, and this left John Donovan unchallenged in second, Terry Harris 3rd, but 4th being disputed violently by Matthew Freeston and Kevin Thompson. At the flag the first three achieved their goal and Thompson failed by just half a length to get into the 'A' final.

continued . . .

the irate competitors. Luckily they weren't successful and several of them were hustled off by the local police.

There really are times when I wonder about England. Do we really have to fight to enjoy our racing in peace between the yobs and the environmentalists? Or maybe it would be advisable for the Cumbria Kart Club to forego the use of their Club House as a disco for the time being. The Club is so friendly, and their circuit enjoys such a fabulous setting, that it does seem a shame to dampen their enthusiasm, but when their own officials end up with broken limbs the time really has arrived for a rethink.

I knew nothing of this until Sunday morning, enjoying the idyllic hospitality of a nearby lakeside hotel — the Lake District in a sun drenched August being one of the most beautiful parts of the country.

Qualifying Finals

And so to Sunday and the finals. The number of entries called for an 'F' final for the Nationals, though non-starters after the heats in fact allowed proceedings to start with the 'E' final. On pole was Bob Boret, and as they tore into the chicane an accident on the start line already took out three. Gary Prior was making a determined charge and at the end of the first lap he was already up to 5th. Ian Williams, Champion a couple of years or so ago, was also moving through and was closing on Prior, and the order emerged as Ian Murphy leading, Boret second, Prior 3rd and Williams 4th. Gary made a few attempts to take second, and while he was held up Ian pulled right up to him. Meanwhile Steve Brookes was closing fast on these three to make it five drivers vying for the four places in the repercharge.

Gary finally succeeded in taking second as



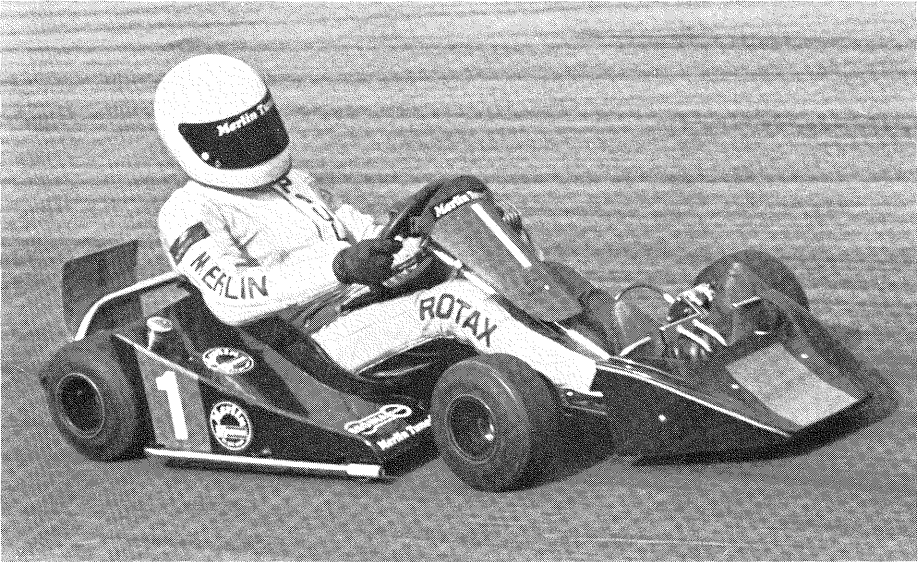
Bob's kart succumbed to a carb problem, and this left the race to run out with Murphy still ahead at the flag, followed at a safe distance by Prior, Williams and Brookes.

With Steve Davis non-starting just 23 drivers lined up for the 'D' final, and into the first lap it was Bryce Wilson snatching an early lead. Gary Prior's bid for a run through the finals came to an abrupt halt at the start of lap three when Dave Spence was overtaking into the chicane. He was nearly past when the driver he was alongside suddenly moved across to take the line, pushing Dave into the tyres. In a flash he was broadside and immediately 'T' boned by Gary.

Bryce Wilson suddenly dropped a lot of places with a quick spin for no apparent reason, and this left Tony Bell in the lead followed by Tim Wright, Nick Phillips and Terry Madeley, all in line for the repercharge, but already Ian Murphy was up to 5th from the back of the

grid, pulling Ian Williams along with him. Murphy took Madeley just before the later's motor seized, while just ahead a frantic race developed between Wright and Phillips. Murphy caught them and took third, while Bryce Wilson was mounting a splendid charge back through after his indiscretion. Out of the dog leg the three going for second place came up to lap a back marker who courteously waved them by. Two went to the left while Nick Phillips dodged to the right and overtook down the grass to try to get an advantage — it was that hectic!

Steve Brookes was moving through as Ken Fitzpatrick finally came good to take second, while Bryce Wilson's kart suddenly quit at the exit to the chicane. Then came a strange move. Murphy and Phillips were now running 3rd and 4th, quite safely into the 'C' final, when Murphy tried to overtake round the outside into the chicane. Phillips wasn't having any and forced Ian to take the escape road and over the rough



A comfortable second was enough to tie up the 125 title for Zip/Merlin Rotax mounted Paul Molloy.

continued . . .

Reg wasn't just filling in time between Superkart heats either — with a win and a second in his heats, as well as a new lap record, he was obviously taking it a bit seriously! Brian Hill took the second heat in grand style, breaking Reg's earlier record of 84.11mph with a lap at 84.61mph (1min 10.2sec) leading from flag to flag. Paul Molloy, leading the Championship by a handy 15 points from Hill didn't even show on the leader board in either heat, but perhaps he was just biding his time? . . .

Come the final though, and it was Hill's race. Never looking likely to be challenged, it was left to the rest to sort out second spot. It was Molloy and Mark Allen who did just that with Reg Gange Jnr. never very far behind, and GP man Nick Carter tussling with Robin

Stoner. Once established in that order, the race became a bit processional, though undeniably fast.

1st	Brian Hill	Aero/Andover Rotax
2nd	Paul Molloy	Zip/Merlin Rotax
3rd	Mark Allen	Dale/KR Maico

Championship Result:					Total
1st	Paul Molloy	20	20	15	55
2nd	Brian Hill	10	15	20	45
3rd	Mark Allen	15	7	13	35
4th	Tim Parrot	11	11	5	27
5th=	Derek Price	6	3	9	18
5th=	Neil Myers	12	6	0	18

The 20-strong 250 National field was dominated by Gary Deal and John Sellars. Gary started the day 1 point behind Eddie Cortijo, and 3 ahead of Bob Phair. However, Eddie couldn't make a showing at all, while Phair took a 2nd and a 4th, Deal a 1st and a 2nd, and Sellars a 1st and a 3rd.

On paper, it seemed as though another close race was on the cards, but once Gary had

got past John on lap3, he pulled steadily and easily away to the finish, while John fought the good fight with Alan Collard and Tony Draper. Back in heat 2, Sellars had set a new lap record of 1:11.39 (83.22mph), but in stretching his lead, Deal stretched this to 83.90mph, a time of 1:11.06.

1st	Gary Deal	Zip/TVM Yamaha
2nd	John Sellars	Zip/Bultaco
3rd	Tony Draper	Sprint/Honda

Championship Result:					Total
1st	Gary Deal	20	7	20	47
2nd	Eddie Cortijo	15	13	0	28
3rd	Tony Draper	12	0	13	25
4th=	Bob Phair	9	15	0	24
4th=	Mark Newby	2	12	10	24

Hines All The Way

With a lead of 13 points over Martin Hines, Dave Buttigieg was onto a winner in the 250 International Championship, although with a couple of disasters earlier in the season, when engine problems and punctures robbed him of certain results, he was obviously not going to be taking any chances. That said though, Dave just isn't the kind of driver to sit back and take it easy — content to finish with just enough points to win! So every precaution was taken — every item on the kart triple-checked. Dave would run slightly higher tyre pressures to reduce the risk of punctures, wing incidence reduced to lessen the downforce on the tyres, and the engine slightly rich to avoid any possibility of seizure.

Calvin Fish, Martin Hines, Paul Elmore, and John Ball had each taken a heat win, with Hines setting a new track record of 1:03.6 (93.4mph) only to have Elmore break it in the next heat

Slightly raised tyre pressures, little "wing", and what have you got? — Butty in typical tweaked pose.



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34

Kart & Superkart

October 1980

19



continued...

with 1:03.19 (94.00mph) as he led Derek Rodgers and Graham Roscoe home. Heat 4 saw John Ball, Steve Elmore, Steve Stylin and Martin Hines battling tooth and nail for four laps, Ball taking the race on the last lap. To the final then, and with Ball (who had failed to finish a heat, and thus qualified via the "B" Final), record breakers Hines and Elmore, the flying Fish, consistent high place-getter Derek Rodgers, Steve Stylin, and of course the canny Buttigieg, things were set for a cracking race. As Stylin was left on the line with a broken chain, Hines made a superb start and was already yards clear at Lodge on the first lap. Fish was 2nd, Butty 3rd, and then the rest of the field, in such numbers that the Lodge Corner marshalls stood with open mouths in disbelief as they screamed past (the poor guys were only used to seeing those two-wheeled things tootle round!).

The early laps saw consolidation of positions. As Hines continued out in front, Paul Elmore moved up to 2nd, ahead of Calvin, with Buttigieg a settled 4th ahead of Rodgers and Steve Elmore. Lap 5 saw Paul strike problems though, and he dropped slowly back to 5th, sandwiched between Rodgers and brother Steve. Next time around they had been caught by the storming John Ball, who slipped by Steve under braking to grab 5th. Hines was still out on his own, and obviously likely to stay there barring mechanical problems, but there was still a race going on behind him as Ball moved to 4th and then 3rd on successive laps. This must have disturbed Butty's "softly, softly" approach, for as they howled through Druids ("incredibly bumpy") he passed both Ball and Fish to grab 2nd spot and comfortably ensure his No. 1 plates on the last lap.

Last lap, and Buttigieg scythes inside team-mate Fish to grasp fifteen points for second, and confirm the title.

Gary Deal stormed the 250 National final.

Hines, in staying ahead of the battle, had raised the lap record yet again, to 94.43mph. Dave, however, had got his just reward for a year of hard effort laced with disappointments. Ball could afford to be pleased with his 4th place behind Fish, while Rodgers claimed 5th from the struggling Paul Elmore. Nigel Smith eventually retained 7th after a fairly lurid last lap spin! . . .

Next year holds the promise of Oulton's two and three quarter mile full circuit, which should really be something to see . . .

1st	Martin Hines	Hermetite Zip/Yamaha
2nd	Dave Buttigieg	Hermetite Zip/Yamaha
3rd	Calvin Fish	Hermetite Zip/Yamaha

Championship Result:					Total
1st	Dave Buttigieg	20	20	15	55
2nd	Martin Hines	15	12	20	47
3rd	Derek Rodgers	13	9	11	33
4th	Calvin Fish	0	15	13	28
5th	John Ball	2	10	12	24



Lap 3, and already Tredwell is well on his way to retaining his 100 National title. (Photo: D. Callingham)

Most of the competitors had managed to get to Rowrah for some mid-week testing and, by Friday morning, both the paddock and caravan site were packed (Gerry Cotterill even turning up with an American Motorhome which he decided was cheaper than a hotel). Bogey time proved to be 29 seconds, and most people seemed to be running at about 29.5 or so. However a handful broke this magic barrier, Ken Churchill, Wayne Homer, Ashley Sparks (who subsequently went rather slower after adding 20lbs of lead!), Ian Ross-Johnson, 100 International refugee Paul Knapfield and 100 National newcomer Steve Carvill amongst them, though all were slightly open mouthed at the ease with which defending Champion Mark Tredwell, down as a 'reserve' in the programme, tore round at 28.4. . .

As race morning dawned the wisdom of getting there early became apparent. Official practice lasted about seven laps – not even time to warm the tyres up properly let alone set a kart up. With a big entry it is obviously difficult to fit a full programme into a one day event, but surely for a two day RAC Championships meeting those drivers who cannot get time off should be allowed a bit more of a fighting chance.

The heats produced some very exciting racing but as usual the lottery of this type of event was quickly apparent. With only two full grids of Britains there wasn't a problem, but with fifteen eight-driver groups in the 100 Nationals there were several heats in which 29.5 seconds proved to be a winning time, while in others 28.8 was essential just to hold down 5th or 6th!

With the heats over we all waited for the finals grids. An interesting incident had occurred in one heat which had been won by Steve Davis. In post race scrutineering the observant scrutineer had noticed that Steve's rear tyres had been machined, removing any trace of the place where the 'PH' is normally branded in. There was therefore no means of identifying whether or not the tyre had once been legitimate or not and so it was rightly deemed to be illegal, Davis being eliminated from the result. He immediately lodged a formal protest, parting with the appropriate fee, and in the prompt hearing his protest was thrown out by the Stewards. Thinking he knew the rules he then lodged an Appeal (more and bigger fee) which was accepted, and when the grids were put up there was Steve's number in the 'A' final! Unfortunately though, there were others present who do read the RAC Blue Book properly (remember that when any driver signs an entry form he admits to a full knowledge of the rules of motor sport and agrees to abide by them). Rule 196 is the crucial one – have a look at the first sentence – and Steve found himself promptly relegated to the 'D' final, electing there and then to withdraw from the rest of the meeting. Moral: Read the small print before parting with cash.

Saturday night saw a very unpleasant incident take place which I gather is a current problem at Rowrah. The Organisers had laid on a disco in their much improved Club House, but towards the end of the evening a group of local yobs turned up looking for trouble. In the subsequent fracas two people ended up with legs in plaster, and it was only by the competitors banding together and wielding spare axles and jack handles that these distasteful animals were prevented from wreaking havoc in the paddock. They then retreated up the hill to the caravan site and tried to push the caravans over the cliff edge into the quarry below, hotly pursued by

One Man Show

Unprecedented second 100 National title in a row to Tredwell. Regular challengers fail – places go to Knapfield and Lilley. Karl Murphy takes fourth, ahead of Stapley. Controversial post-script to 100 Britain final yet to be resolved, after Mills takes superb 'provisional' victory.

Report: Peter Wardle

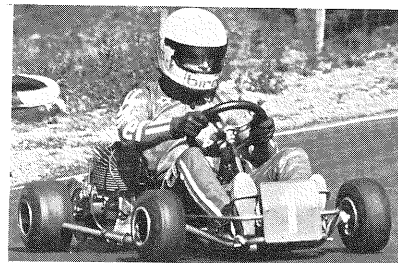
Rowrah, 23rd August – and a massive entry coupled with crisp sunshine promised a good weekend. Accepting the anomalies of a one meeting Championship run under the present system there was no doubt in anyone's mind that Mark Tredwell truly deserved to retain his 100 National Title. Easily fastest right through the weekend (well – by about 0.2 seconds anyway) he annexed pole position in the 'A' final and that was the last the opposi-

tion saw of him. The 100 Britain Title remained in doubt throughout the superb 40 lap final, with Adrian Mills eventually reaching the chequered flag about an inch ahead of Terry Williams and a spritely Bill Sisley. Who gets the Title though? No doubt the RAC will let us know in due course as Mill's DAP engine was impounded in post-race scrutineering to have its internals checked against the homologation sheet.

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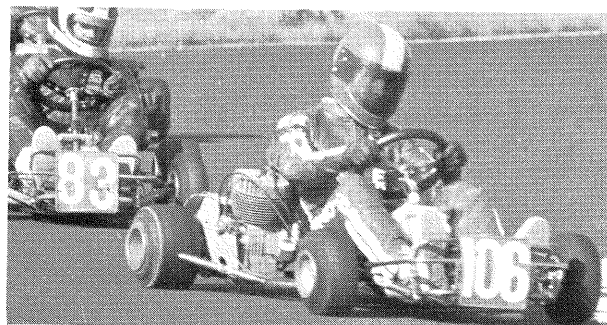
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The New Engine From Dino

First pictures of a distinctive new addition to the 100 International engine field.

Dino's attempt at improving the breed breaks new ground in 100cc barrel and head design using ideas already proven in the motorcycle world. Presuming the engine is satisfactorily homologated for 1981, it should add some interest to the currently virtually static 100 International engine scene.

The barrel is a one piece aluminium alloy casting, 'Nikasil' coated, following the style of several leading motorcycle engine manufacturers. With the engine tipped forward, the barrel fins run longitudinally rather than radially, theoretically giving improved and more even cooling. Both the cylinder head and crankcases are magnesium, to give better heat transfer and light weight.

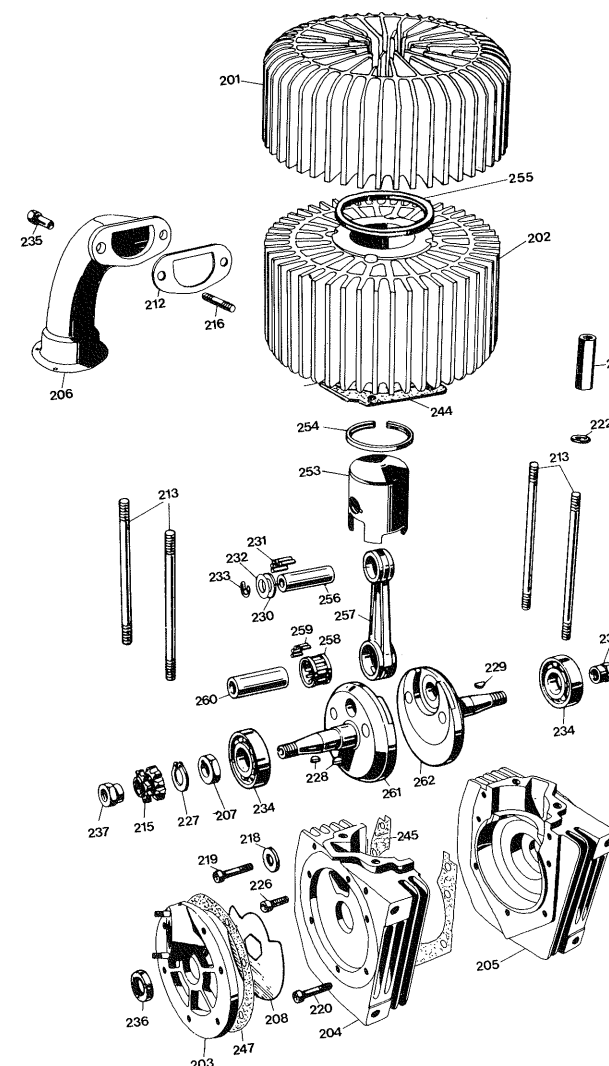
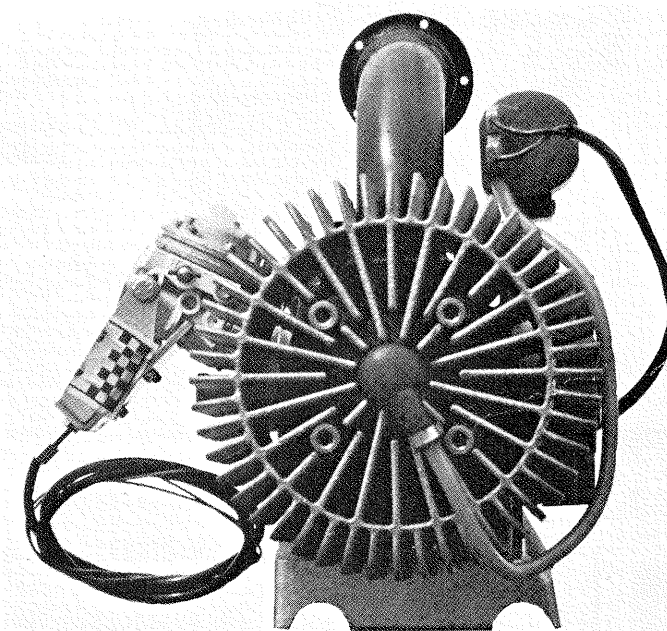
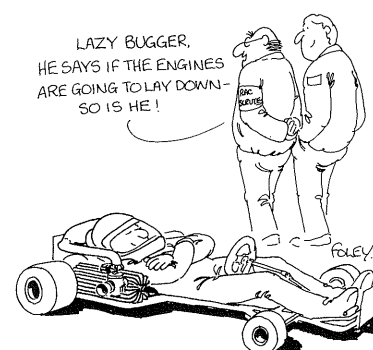
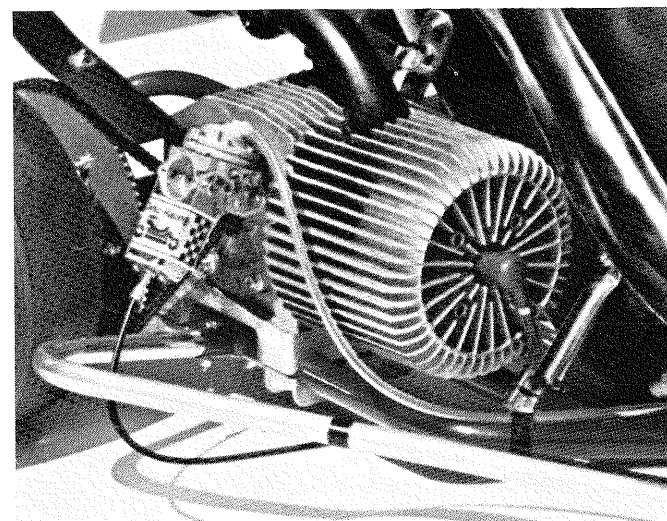
A single ring, forged piston is used, with 0.0015 inch piston/bore clearance. The exhaust port looks to be of semi-circular shape, but the transfer ports follow the usual 3 port TT layout.

As can be seen from the "blow up", the bottom (or rear!) portion of the engine follows conventional lines, with the crankshaft interestingly made by Hoeckle (Stuttgart), who provide a special racing crank for, amongst other things, 250 Yamahas.

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Disadvantages? Cost is expected to be up on current standard engine prices, although as tuning such a barrel is a difficult process, a standard engine is expected to be sold in a very competitive state, thus saving on tuning costs. As with current air-cooled 250 engines, seizing could prove expensive. . .

Dyno testing has apparently proven very satisfactory. Should prove interesting. . .



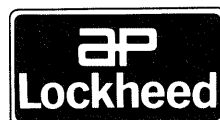
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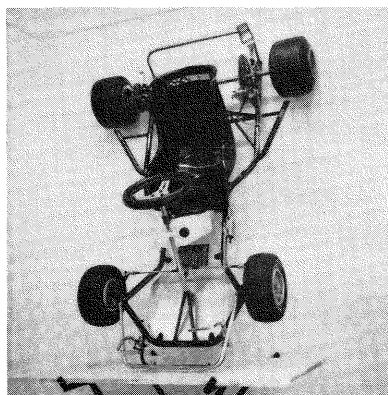
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Anyone who still has any faith left in the RAC as an impartial body, fit to govern the sport of karting must now be in a very lonely minority. Both in Class 1, with their team selection abilities — the intricacies of which I do not profess to be that conversant — and now in Class 4, with the announcement of the two-engined 250 International ruling for next season, have their failings been shown to their fullest. The widespread distrust of the Committee has been spelt out on numerous occasions to people in positions capable of acting to resolve the discontent that exists amongst competitors of all classes. For the high price that is now paid by the followers of karting to the RAC in terms of licence fees etc., all that is given in return is an insult to their intelligence. One can only assume that those RAC personnel above Kart Committee level who allow this much criticised charade to continue uncorrected must condone it, their apparent sole consideration being that as long as sufficient revenue flows in from karting to Belgrave Square, they will not interfere.

This, at a time when Mr. Langford appeared to be taking a real interest in the Class of 250 International, and adopting the beginnings of a more democratic line in running the class, makes a mockery of the talks that were held before the Silverstone GP and then followed at the Open Day in August at RAC headquarters. At both these meetings there was virtually no support from the rank and file for two-engined karts, and, with the total opposition to chassis homologation on the grounds of the obsolescence of every chassis around today, one would have thought that the same argument would apply if this concept of kart proves successful. Those few in favour seemed to adopt the totally illogical argument that if a number of people didn't want the expense of a £300 — £400 conversion to water-cooling, the alternative was the £3,000+ change to two 125 engines with a new chassis for good measure! . . .

I am well aware of how bored some readers are by the political issues aired in this column and elsewhere in the magazine, but it is about time those who are yawning and about to turn to the "Classified Ads" page woke up to what is going on behind the scenes and endangering the continuance of 250 International karting on motor racing circuits. There are a handful of people who have lost control of their grasp of fast circuit meeting organisation; there are people who dislike the development of the star

Stephen South — a karter who made it into the top brackets of motor sport — now cruelly penalised for one mistake.



personalities who have evolved amongst the elite performers, and would like to see karting set back 10 years on a more parochial club level. By totally disrupting the class with this unsettling alteration in the rules, in what has been a more or less stable engined category, so many people will leave the class — and they will thus have achieved their aim. If you care enough, and have any interest in the class whatsoever, register your disapproval now, before it is too late.

The five-strong Hermetite Zip Team may represent, in some people's eyes an 'overkill', and their results, after Steve Stylin's early season superiority (sadly not sustained) may constitute a daunting big-budget operation not to be disputed by the faint hearted. To those who feel this, remove the silver paint, change the Cape Canaveral appearance of the pilots, and remove the Hermetite stickers — and the drivers names on the result sheets would still remain the same.

One lion-hearted Swede was clearly undaunted by the "Best of British" yet again on the last day of August at the Jyllands Ringen. Not for Bohlin a new helmet every other meeting; not for him a big transporter, nor a fresh pair of brightly emblazoned leathers every few months. He spends his very limited budget on drawers full of Mikuni carburettor variables and informative literature on the same. He spends hours cutting a millimetre off this and adding 5 millimetres to something else. He never spends time expounding sour grapes about this or that driver's unlimited resources, or that driver's advantage because he knows so-and-so. With a relatively unsophisticated but nimble chassis, astute brain, relatively orthodox engine mods — and the same helmet and leathers since he was first noticed at Morecambe — he attends to the job in hand.

The week before a big meeting a 10 o'clock to bed routine is adopted; milk and no alcoholic beverages; and a couple of miles of keep fit running a day coupled with press-ups. It is this attitude to racing which gives Lennart his edge and it should be an inspiration to the previously faint-hearted who can be relied upon as the best excuse maker when success eludes his efforts. Well done Mr. Bohlin. May the best man always win — he did in Denmark.

Similar single-mindedness and dedication has now put ex Villiers driver Nigel Mansell into



The Chris Merlin column

what would seem an assured position in Formula 1 racing. After many miles of impressive testing for Lotus, he has now shown his ability in racing at the top level with several 'gutsy' drives. To continue his racing plans last season he had to sell his house. Such a sacrifice has now clearly paid off — though at the time it seemed a pretty drastic measure!

Less fortunate a story is that of ex outright British Kart Champion Stephen South, who after a very serious accident in Can Am racing, has had his left leg amputated below the knee. This would seem to mark the end of what looked like a very promising career, which is very sad.

Drew Liddle, the original "Desperate Dan" from Geordie Land, went to Denmark, and on the boat was much surprised to find that Stirling Moss was a fellow passenger on the ferry, with the same final destination — not to race a kart though, but to drive the much publicised Akai Audi. Being an uninhibited northerner, Drew introduced himself as Northumberland's greatest Moss fan, and enjoyed a long interrogation from the maestro on what the Danish circuit was like, and how fast the karts were around the various corners. Drew's opinion of Moss afterwards? He just hoped that he would be as nice as Moss when he too was one day famous! . . .

I would have loved to have seen Moss's reaction to Superkarting today. He probably needed a 'second take' when they first went out for practice. The karts he would have seen can bear scant resemblance to the days when he had an interest in the sport — 20 years ago.

In the mid-fifties, when Moss drove the Vanwall, he received a £500 retainer and £1,000 per Grand Prix, there being only 8 or 9 races in a season then. Out of this he had to pay all his expenses, including travelling. Today the best Class 1 kart driver is paid not far short of £10,000 as a retainer by the Italian factory! How times and values change . . .

C.M.

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PROVEN WINNERS!

continued . . .

in fact beginning to claw away at the gap to the leader. Carr, in 4th, had Christo for company, while the duel for sixth was assuming gigantic stature, Churchill and Murphy carving each other up all over the circuit. . . Wright and Keenan still held station, but Lawrence Turner now joined the Prior/LeClere fight around tenth.

Everyone more or less held station for a few laps, but then, almost instantaneously, Tredwell was back on terms with Williams. He shadowed the leader for a while, ducking and diving under braking, and then he was through. Would the

Champion now pull away to another win? Ian Williams said no, and fighting back hard, re-took the initiative two laps later. Confident now that he had the measure of Tredwell, he foiled every move that the series leader could muster and some five laps later acknowledged the chequered flag, still only feet in front.

Parias comfortably took third, and another good handful of points, while the Carr/Christo battle — constantly hard at it throughout — was finally resolved in Carr's favour. Similarly, Murphy had won out in his titanic struggle with Churchill, and they led home Wright, Keenan, Turner, and George Price — recovering after an early indiscretion.

After their private, crowd-pleasing duel,

both Prior and LeClere were in trouble, Prior out altogether, and LeClere limping home with a flat rear tyre.

Williams memorable performance earned him the Wycombe Racing Award for highest points of the day overall, and moves him right up into fifth spot overall.

With two rounds — Fulbeck and Wombwell — left, Tredwell now looks fairly hard to beat, but the places are absolutely wide open.

1st	Ian Williams	Premier/Parilla
2nd	Mark Tredwell	Birel/Fullerton K80
3rd	Brian Parias	Zip 981/TKM
4th	Paul Carr	Zip 981/Parilla
5th	Peter Christo	Lane/Parilla

TOP 50 SCORES AFTER ROUND SIX

	1	2	3	4	5	6	Best 5		1	2	3	4	5	6	Best 5
M. Tredwell	115	130	125	122	135	129	641	A. Sparks	75	98	—	128	96	—	397
K. Churchill	123	124	120	—	129	118	614	G. Cain	47	109	47	122	66	—	391
P. Carr	102	138	96	115	130	122	607	T. Bell	81	55	115	62	78	53	391
P. Christo	126	36	127	124	100	124	601	C. Booth	104	47	104	83	51	—	389
I. Williams	—	115	117	98	119	138	587	D. Preston	91	58	71	88	80	—	388
B. Parias	58	99	109	114	131	133	586	B. Peary	44	41	120	106	74	—	385
C. LeClere	108	124	109	97	107	84	545	L. Marsden	34	22	125	109	—	79	369
C. Lambden	59	103	110	111	103	101	528	G. Till	106	55	49	87	71	—	368
R. Moth	136	85	97	56	105	104	527	I. Murphy	—	51	73	44	76	166	360
N. Box	113	116	105	59	44	105	498	M. Gailer	100	110	—	70	80	—	360
G. Prior	18	85	43	136	135	90	489	N. Fletcher	104	56	92	62	39	—	353
R. Wright	110	39	73	77	110	111	481	L. Crane	47	81	102	79	42	—	351
N. Hann	27	53	110	136	103	69	471	P. Giddings	58	44	75	115	57	—	349
N. Parrington	112	94	65	110	89	—	470	D. Tebbutt	77	46	74	59	88	33	344
S. Tillett	112	97	108	54	45	101	462	C. Callingham	77	57	—	49	72	67	322
G. Price	127	132	101	—	—	91	451	S. Sykes	44	104	42	55	35	70	315
K. Fine	76	98	104	56	107	—	441	P. Elliot	111	47	91	65	—	—	314
S. Davis	88	122	—	100	68	61	439	G. Cox	70	81	46	57	39	58	312
K. Murphy	—	49	108	118	129	30	434	C. Stoney	48	55	132	68	—	—	303
S. Chittenden	107	108	69	75	74	—	433	T. White	44	53	51	54	60	85	303
N. Edwards	112	—	—	116	110	83	421	W. Homer	117	42	—	71	71	—	301
J. Wellsted	54	126	96	83	60	—	419	M. Moore	127	36	—	99	38	—	300
T. Wright	118	90	41	62	105	—	416	Mick Smith	81	51	33	57	45	66	300
M. Wilson	104	16	78	15	109	95	402	A. Clark	71	65	—	55	104	—	295
M. Beauchamp	60	115	113	81	30	—	399	P. Wilkes	18	80	40	75	78	—	291

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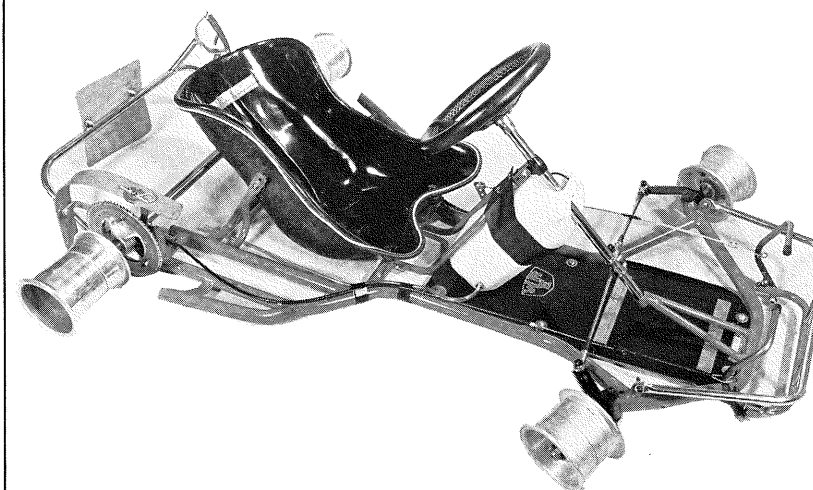
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In The Family

Big day for the Williams clan. Ian Williams takes top K&S points with a superb home win over Mark Tredwell. Parias, Carr and Ian Murphy take the places in the best race of the series. Terry Williams (no relation) walks away with the SAM 80 race.

The programming of the sixth round of the Kart & Superkart and SAM 80 Championships only two weeks after the Rowrah RAC event was probably the contributing factor in the generally reduced entry for the meeting. However, any lack in quantity was made up for by quality, and the Northumbrian Club provided the venue for the best K & S final so far.

Until now, each round has surprisingly seen the failure of 'home' favourites to take advantage of their local knowledge, but at Felton this changed — two locally based drivers occupying the front row, and one scoring an impressive victory over the undisputed series leader. The Britain Class however produced no new heroes, the regular contenders continuing their shuffle around of the top placings.

Felton provides a challenge to drivers, with only two real passing places available — the two main straights — and success in passing manoeuvres very much depending upon a fast, clean exit from the preceding chicanes. Most cottoned on to this and geared accordingly, virtually ignoring the constraints of the tight hairpin at the farthest corner of the circuit, and thus producing the evenly matched groupings that would produce such a fine final.

Ian Williams cocks a wheel as he heads for the fine win that now brings him into overall series contention (Photo: D. Callingham)

ate, the yellow clad Sisley finding his way past an obstinate Davis to pressure — without success — young Mills.

Meanwhile, Williams pulled cleanly away to one of the easier wins of the SAM series, completely untroubled and seemingly unlikely to strike problems.

The latter stages of the race were highlighted by Sisley's attempts to relieve Mills of second, but an otherwise uneventful race ended without change, Davis also holding station for a well earned fourth.

1st	Terry Williams	MM3/MM Hewland
2nd	Adrian Mills	Zip/DAP
3rd	Bill Sisley	Kestrel/Hewland

Williams 2

All those in contention for overall series placings were present amongst the entry, with the northern drivers expected to show strongly at this most northern of circuits in use during the Championship. For once, those with home advantage kept on the road, and indeed took the front row. Former National Champion Ian Williams, with two competent wins and a third, settled comfortably on pole, alongside Felton regular, Dickson Karting-backed Brian Parias, two seconds backing up a good win.

Now double National Champion, Mark Tredwell looked threatening on row two, alongside one of the dark horses of the series — Peter Christo. Regular campaigners Roger Moth and Paul Carr made up row three.

Poor Moth's engine failed to start as the field rolled out for the final, and even a rapid plug change would not clear the engine completely, leaving the luckless Rapid Movements Team man on the sidelines.

A scintillating 'B' Final had gone to Nigel Edwards, with George Price, Craig LeClere and Lew Marsden taking the final qualifying spots, at the expense of an unhappy Neil Hann. LeClere's inclusion in this qualifying race had been due in part to an amusing heat incident involving a marker cone that jammed tightly over a front wheel and would not come off. . .

The inside column certainly made the best of the start, but it was Tredwell who burst to the fore as they filed off through the chicanes

THE GRID

Parias	Williams
Christo	Tredwell
Carr	Moth
Keenan	Churchill
Browning	Murphy
Clark	Wright
Wilson	Box
Parker	Tillett
Lambden	Blackshaw
Turner	Prior
Edwards	White
LeClere	Price
	Marsden

for the first time, trailed by Williams and Kenny Churchill — a brilliant start from the fourth row aided by Moth's non start. Parias, Carr, and Christo streamed through next, closely attended by Ian Murphy — on this day outstripping brother Karl — Andrew Keenan, Ray Wright and Malcolm Clark.

Williams sliced inside the leader as they completed the second lap, and indeed soon pulled out a handy few yards lead, leaving Tredwell to resist the attentions of a determined Parias. Carr had muscled into fourth as Churchill fell back behind Christo to begin a race-long duel with Murphy.

Half a dozen laps gone, and as Mark Wilson went out, having moved up well to 8th, Williams seemed almost secure in his lead. Parias still harassed Tredwell, while back in the mid-field, Gary Prior and LeClere were charging along in a dance-like display of side by side motoring! Nigel Edwards followed closely, only to exit spectacularly with a seized engine a lap later.

Half distance, and the race entered a new phase, with Tredwell inching clear of Parias and

Photos. Top: From pole, Williams led Tredwell and Parias into the first corner. Middle: A race long duel between Murphy (4) and Churchill was won by the former. Bottom: Terry Williams led the Britain race from the first corner, beating Rochford and Davis away. Below: Parias held a steady third throughout. (Photos: D. Callingham)

